

Hampton Roads Planning District Commission Summary Minutes of July 20, 2017

The July 20, 2017 Meeting of the Hampton Roads Planning District Commission was called to order by the Chair at 12:30 p.m. in the Regional Boardroom, 723 Woodlake Drive, Chesapeake, Virginia, with the following in attendance:

Commissioners in Attendance

Dr. Ella P. Ward, Chair (CH)
Michael Hipple, Vice Chair (JC)*
Randy Martin, Treasurer (FR)
James Baker (CH)
Debbie Ritter (CH)
Barry Cheatham (FR)
Phillip Bazzanni (GL)
J. Brent Fedors (GL)
James Gray (HA)*
Randy Keaton (IW)
McKinley Price (NN)*
Cynthia Rohlf (NN)
Andria McClellan (NO)

David Hux (PQ)
John Rowe (PO)
Dr. Lydia Pettis Patton (PO)
Barry Porter (SH)
Patrick Roberts (SU)
Tyrone Franklin (SY)
Louis R. Jones (VB)
Dave Hansen (VB)
Barbara Henley (VB)
Marvin Collins (WM)*
Thomas Shepperd (YK)*
Neil Morgan (YK)

Commissioners Absent:

Lonnie Craig (CH)
Donnie Tuck (HA)
Mary Bunting (HA)
Rex Alphin (IW)
Bryan Hill (JC)
Sharon P. Scott (NN)
Thomas Smigiel (NO)
Kenneth Alexander (NO)
Mamie B. Johnson (NO)
Doug Smith (NO)

Randy Wheeler (PQ)
T. Carter Williams (SM)
Peter Stephenson (SM)
Michael Johnson (SH)
Linda Johnson (SU)
John Seward (SY)
Robert Dyer (VB)
John Moss (VB)
John Uhrin (VB)
Paul Freiling (WM)

Executive Director:

Robert A. Crum, Jr.

*Late arrival or early departure.

Others Recorded Attending:

Doug Pons (WM); Wynter Bender (NO); Brian DeProfio (HA); Brian Stilley, Britta Ayers (NN); Bob Baldwin (PO) Bill Cashman (AECOM); Cathy Aiello (Aiello Enterprises); Cathy Davison (Albemarle Commission); Joseph Johnson (NHREC); Larry Filer (ODU); Jim Spore (Reinvent Hampton Roads); Ellis James (Sierra Club); Bill Crow (Virginia Ship Repair); Richard Harris (Virginia Ship Repair); Citizens: Donna Sayegh; Staff: Keith Cannady, Kelli Arledge, Shernita Bethea, Shirley Core, Katie Cullipher, KC Filippino, Ashley Gordon, Greg Grootendorst, Sara Kidd, Sharon Lawrence, Mike Long, Camelia Ravanbakht, Tiffany Smith, Jill Sunderland, Joe Turner, Chris Vaigneur, Beth Vandell.

Approval/Modification of Agenda

Chair Ward requested modifications or additions to the agenda. Hearing none Commissioner Tyrone Franklin Moved to approve the agenda; seconded by Commissioner Barry Cheatham. The Motion Carried.

Submitted Public Comments

Mr. Robert Crum, HRPDC/HRTPO Executive Director, indicated there were no Submitted Public Comments and asked to proceed to the Public Comment period.

Public Comment

Ms. Donna Sayegh spoke about the Federal Emergency Management Agency (FEMA) proposed national guidance, and the discussion that has been held with the Chief Administrative Officers (CAOs) in regards to the guidance and underlying issues with FEMA's policies over the past year. She also spoke about the agreement between the Roanoke River Basin Association (RRBA) and the HRPDC. She presented highlights of the RRBA program, and discussed the proposed federal budget and future funding for the Chesapeake Bay program.

Ellis James expressed concern about offshore drilling and the effects it has on water quality, right whales and dolphins, and every other species including the ones that are in the wetlands and marshes. He also acknowledged the cities of Virginia Beach and Norfolk for their support on the issue, and offered to share information with anyone who is interested.

Commissioner Michael Hipple arrives

Appointment of Nominating Committee

Chair Ella Ward respectfully requested that the Nominating Committee report their recommendation for Chair and Vice Chair to the HRPDC at the October Commission meeting.

Personnel and Budget Committee Report

Vice Chair Hipple reported that the Personnel and Budget (P&B) Committee concluded the Executive Director's annual evaluation. He stated that the P&B Committee recommended a

2.5 percent increase in his salary effective July 1, 2017, with all other compensation remaining the same.

Chair Ward called for a motion to accept the report from the P&B committee. Commissioner Barry Cheatham Moved to accept the report from the P&B committee; seconded by Commissioner Louis Jones. The Motion Carried.

Executive Director's Report

Mr. Crum briefed the Commission on the return of the UASI program stating that it is a Department of Homeland Security program that provides monies to metropolitan regions to help plan against terrorism and other threats to the community. He informed the Commissioners that Hampton Roads has returned to this designation, and has been granted \$1 million of funding for this program to help with such preventative measures. Mr. Crum thanked the Commissioners for their efforts in helping to secure that funding.

Approval of Consent Items

Mr. Crum highlighted the following items in the Consent Agenda for approval:

- a. Meeting Minutes – May 18, 2017 Commission Meeting
- b. Treasurer's Report of May 2017
- c. Transcribed Public Comments – May 18, 2017 Commission Meeting
- d. HRPDC Comments on Proposed Guidance for Federal Emergency Management Agency (FEMA) Permit Requirements
- e. Fiscal Year 2017 Year End Budget Amendment
- f. Roanoke River Basin Association (RRBA) and Hampton Roads Planning District Commission Memorandum of Agreement
- g. Disadvantaged Business Enterprise (DBE) Program: Draft Document

Chair Ward called for a motion to approve the Consent Agenda. Commissioner Louis Jones Moved to approve the Consent Agenda; seconded by Commissioner James Baker. The Motion Carried.

Resolution in Support of Chesapeake Bay Program Funding

Commissioner Andria McClellan, representing the City of Norfolk and the Chesapeake Bay Local Government Advisory Committee, provided background information on the Chesapeake Bay Program stating that it was created to improve the quality of water in the Bay and its tributaries. She informed the Commission of a letter that was sent to the federal government urging future funding for the Chesapeake Bay program in FY18 that is at least equal to the \$73 million in funding received by the program in FY17. Improving the quality of water in the Chesapeake Bay will require the leadership of the federal government; the chief functions associated with the federal government's role in the program, and continued financial and technical assistance. Ms. McClellan noted that such forms of assistance are essential for helping local governments reduce loadings pollutants into the Chesapeake Bay and its tributaries. The federal government is in the most suitable position for determining which actions need to be taken to improve water quality throughout the

six states in the Bay area including the District of Columbia. She stated that the letter will be sent along with a resolution in support of funding the Chesapeake Bay program, and asked the HRPDC to consider taking action by accepting the resolution.

Chair Ward called for a motion to accept the resolution in support of funding the Chesapeake Bay Program. Commissioner Andria McClellan Moved to accept the resolution in support of funding the Chesapeake Bay Program; seconded by Commissioner Debbie Ritter. The Motion Carried.

New Horizons Regional Education Center

Commissioner David Hux Introduced the Executive Director of New Horizons Regional Education Center, Mr. Joseph Johnson and welcomed him to the HRPDC.

Mr. Johnson presented an overview on the New Horizons Education Center and the virtues of the program stating that it is owned and operated by the six school divisions on the greater peninsula. Each school division has a board member that comprises the board of trustees. The programs sponsored are: 1) career and technical education; 2) the regional special education program; 3) the Governor's School of Science and Technology; and 4) Youth Workforce Center, apprenticeships, etc. He also stated that New Horizons hired Thomas P. Miller and Associates and the Training Modernization to conduct a study on U.S. and international educational models.

Mr. Johnson briefed the Commission on New Horizons' Career and Technical Education (CTE) five year master plan stating that the purpose of the plan is to examine the expansion at Woodside Lane and its alignment with Butler Farm campuses, rethink current CTE delivery models, and look at models of new and innovative instructional methodologies. Mr. Johnson stated that the vision for this plan is to make New Horizons Education Center a premier workforce-centric training center for high school students, a model for the Commonwealth of Virginia, and the country. The desired outcome is satisfaction for employers and post-secondary education. The consultants presented the most common components of those models. Mr. Johnson stated that the problem is that those studies are more focused on an education-driven model versus an employer-driven model. He also presented a list of recommendations:

- Implement an Employer-Driven CTE Model
- Align program offerings to regional high wage/high demand business industry needs
- Retool CTE instructional delivery models
- Initiate innovative evidence based instructions
- Enhance student support services
- Engage and motivate younger students
- Develop marketing and outreach strategies

Mr. Johnson presented a list of Models of Delivery:

- A half day CTE and District School Models (current model)
- Academy for Advanced Technical Careers (Automotive, Construction, Manufacturing)
- A Full Day CTE and Early College Model with Thomas Nelson Community College
- A Full Day CTE and Early Careers Model
- A Facilitated Services Model
- A Transition Services Training, Employment, and Support Model
- A Student-led Enterprise Model

The first initiative put in place was the Academy for Advanced technical careers which covers manufacturing, construction, and automotive. The consultants found that in those trades, employers are looking for problem solvers, creative thinking, and the mechanically inclined. New Horizons Education Center created a council that can make recommendations to the superintendents and the board of trustees about where things need to go.

He directed the Commission to a flyer that contained information about the academy entitled the *Good Life Solution*, and presented an example of New Horizons' work with local colleges, and also presented examples of collaboration with other institutions. He concluded by presenting a summary of successes of students who attended New Horizons Education Center stating that the key is to motivate and direct them. He also thanked the Peninsula localities for supporting their efforts.

Commissioner Hipple stated that he attended New Horizons Education Center 30 years ago when it was still Vo-Tech and completed a two year program in a field in which he still works today. There is a need for the programs the center sponsors, and certainly in the construction industry. He also stated that he has been trying to get more people involved because there are certain students that like to work with their minds and others with their hands.

Mr. Johnson stated that part of the master plan is realigning courses for the Upper and Lower Peninsula in which there are two campuses. The Upper Peninsula will cover hospitality, construction, etc., and the Lower Peninsula will cover manufacturing, automotive, etc. The courses are being realigned to give students quick access from Williamsburg.

Chair Ward stated that technology jobs are in demand, and cyber security jobs start off at around \$75,000 to \$80,000 a year. All they need is the credentials for those jobs.

Mr. Crum asked Mr. Johnson if there is an unfulfilled need since they are at 100% enrollment capacity.

Mr. Johnson stated that the center is under capacity in training for construction, manufacturing and automotive trades because it is hard finding students who are interested in those occupations. The programs that are over demanded because of television marketing are public safety and health care. The unfilled needs are health

informatics, technology, healthcare, and logistics in transportation in the Hampton Roads region.

Commissioner McClellan stated that it would be interesting to have an inventory of what each city is doing with regard to Career and Technical Education so localities can start working with each other to come up with ideas in terms of preparation. She also acknowledged Mr. Johnson for the work that they are doing at New Horizons Education Center. Chair Ward stated that the Tidewater Community College (TCC) Campus located in Chesapeake is thriving, and there should be discussions on the CTE programs on the Southside of Hampton of Roads because it is the wave of the future.

Mr. Crum asked Mr. Johnson if he would be interested in sharing his experience with a potential working group. Mr. Johnson stated that he would be happy to provide assistance.

Virginia Ship Repair Association Update

Mr. Bill Crow, President of Virginia Ship Repair Association, briefed the Commission on his tenure in the U.S. Navy, and his work with the shipyards throughout the region. He presented a video that provided an overview of the importance of the ship repair industry, and the work the shipyard does within the region to ensure they are prepared. He stated that Virginia Ship Repair is a 250 member company, and they only recruit members after the Board of Directors determines through him if they are a good fit for the organization. There are four major missions:

- Public, Navy & Internal Industry Impact Awareness
- Conduit & Facilitator between Navy & Industry
- Workforce Recruitment and Development
- Internal Industry Communication Medium

Mr. Crow stated that Virginia Ship Repair is a national security asset, and Hampton Roads has the most capabilities and capacity to fix and repair Navy ships. He presented a brief overview of how impactful ship repair is to the region and presented a list of Virginia Ship repair and industry issues:

- Maintain private-sector Industrial Base Capacity
 - Must maintain this Critical National Security asset
- Industry workforce avg. age 53+
 - Worker shortage of 10,000+ by end of decade
 - Even larger worker shortage with fleet expansion
- Trade & technical certification shortages
- Apprenticeship opportunities not enough
 - VSRA Pre-Hire Programs
 - Virginia Technical School Ship Skills Handbooks
 - Middle School & High School Outreach
 - Partnership with VCCS & Workforce Investment Boards

He concluded by stating that Hampton Roads is the only place in the world that can build nuclear aircraft carriers and submarines and encouraged the HRPDC to have a great deal of pride in regards to what the region has in shipbuilding.

Commissioner Phillip Bazzani stated that he was a 34-year veteran at Newport News Shipyard and managed the Fans of Virginia program. He also stated that Virginia Ship Repair is the key to getting submarines to Virginia. He compared the difference in pay between those in shipbuilding to those who work manufacturing cars. Today the car industry makes much more money; ship repair is becoming a lost art.

Mr. Crow stated that all of the programs he spoke of earlier donated to Virginia Ship Repair including the Fans of Virginia program. He reiterated that what employees do at the shipyards is a work of art.

Commissioner Hux complimented Mr. Crow on his presentation and stated that he was a graduate of Newport News apprenticeship school. As a result of that program, he has been employed for 32 years. The opportunities that education, training and experience have provided are immeasurable.

Mr. Crum recommended that Mr. Crow keep the Commission in mind if there are any legislative items that are important to the shipbuilding industry and Hampton Roads economy. Mr. Crow stated that when the federal government and Congress perform a national defense authorization acquisition, they approve money that is going to be spent. In the last ten years, Virginia Ship Repair has not had an appropriations bill passed. He asked if they could help get the appropriations bill passed because if it does not, some things will get cancelled for the remainder of the year. He informed the Commission that the state has granted the organization \$250,000, and it has been put to good use.

Commissioner Marvin Collins departs

Long Range Transportation Socioeconomic Forecast

Mr. Greg Grootendorst stated that the forecasts serve as input data for the TPO's 2045 Long Range Transportation Plan for use by the HRPDC and many other regional organizations. It also serves as input to travel demand data, and to the prioritization process for transportation. In addition, it is an impartial and consistent set of socioeconomic projections used by organizations such as the HRPDC, HRSD, and other establishments that are looking for long-range predictions. Included in the forecast are population, employment by place of residence, work, household, and passenger vehicle registration. This list of items is what the TPO needs to run their transportation model. Mr. Grootendorst briefed the Commission on the process he used to create the socioeconomic forecasts, and presented charts and graphs on:

- Hampton Roads population growth through 2045
- Population growth rates
- Forecast of jurisdiction growth rates from 2016-2045
- Projected employment in Hampton Roads

Mr. Grootendorst presented the forecast numbers included in the agenda packet. He stated that the population is predicted to grow by 24,085 in 2045 which is a 7.3% increase from 2015. An 18.6% increase is expected in households, 17.7% increase in vehicles, 9.8% in workers by place of residence, and a 7.9% increase in employment by workplace. He stated for the purpose of the model, it has been broken up into four sectors: retail, industry, office, and others which give a list of classification codes that is included in retail. In terms of office a 7.9% increase is expected, and a 6.4% increase in other employment. He informed the Commissioners that the HRPDC would like to take the HRTPO forecast that was conducted, and get it approved by the Commission so that there will be a consistent set of numbers for the region.

Mr. Crum stated that the Commission is without a quorum, so the Long Range Transportation Socioeconomic Forecast will be presented for action at the next Commission meeting.

Commissioners McKinley Price, James Gray and Thomas Shepperd depart

Economic Growth and Diversification Plan

Mr. Jim Spore briefed the Commission on the GO Virginia program. He stated that the state was divided into nine regions under the legislation that was passed in regards to GO Virginia. Hampton Roads is Region 5, which is the HRPDC and the Planning District on the Eastern Shore. Each region is charged with creating a regional council that will judge applications for potential GO Virginia funding for collaborative projects that will create high-paying jobs throughout the region. The Hampton Roads regional council has 28 members including Mayor McKinley Price, Mayor Kenneth Alexander and Mayor William Sessoms. He introduced Dr. Larry Filer of Old Dominion University to brief the Commission on the economic growth and diversification plan.

Dr. Filer briefed the Commission on GO Virginia's process and the purpose of the program. He stated that the economic growth and diversification plan is not the comprehensive economic development strategy (CEDS). Although the process is similar, it serves a different purpose. The purpose of the economic growth and diversification plan is more about leveraging existing programs and initiatives. He presented a brief overview on the purpose of the plan:

- The plan should be informed by an empirical understanding of the regional economy
- Not intended to be comprehensive in nature
 - Focus on private sector growth opportunities
 - Achievable with the scale of available resources
 - Initially, leveraging existing programs and initiatives
- The plan's strategies must:
 - Create higher paying jobs (~\$45,000+),
 - Engage multiple jurisdictions
 - Focus on critical issues
 - Identify and prioritize opportunities

Dr. Filer presented a timeline for the plan, and goals and industry clusters that should be prioritized. He stated that the plan has to present data that supports the economic challenges of Hampton Roads, and prioritize the ones that are achievable. Dr. Filer presented a list of economic challenges of Region 5:

- Overly dependent on a small set of large firms in its core industrial clusters.
- Creating new establishments at a rate well below comparable metro areas.
- Not creating the workforce for the knowledge-based economy of the future at a quick enough pace.
- Lacks the culture and capacity for innovation.

Dr. Filer stated that these are four very important economic challenges, but they have come up with strategies and ideas on how to potentially reverse the course on such challenges. He also asked the Commissioners for feedback on the clusters and priorities in order to figure out the regional initiatives that you have seen in practice and had good return. Then out of those, determine what types of initiatives have a good opportunity for collaboration.

Mr. Crum suggested doing a survey of HRPDC members, and asking for their input on what goals should be prioritized, and what industry clusters should be prioritized. The HRPDC will provide that feedback to the consultant team for their consideration.

Commissioner Randy Keaton stated that there is stress on the lower number of bachelor's degrees versus hearing about the certification and the ability in many of these industries to have a very successful career path without a college education. He asked if they were looking at the reconciliation of those.

Dr. Filer stated that this plan is less workforce development oriented than other plans. GO Virginia is interested in job creation and labor demand more than labor supply. One of the challenges is not creating a workforce where jobs are going to be at a faster rate. There is a workforce piece to the plan, but the GO Virginia piece is about the demand side of the equation. The question is how do we create a brand new set of establishments in certain strategic areas, and keep individuals here after they graduate from various programs.

Commissioner Debbie Ritter asked if they were looking for what the demand would be. Dr. Filer explained that they are trying to establish a set of strategies that can create that demand.

Commissioner Neil Morgan asked if the Commissioners should answer the questions from the perspective of their particular locality or community, or is the filter based on their understanding of what the rules of GO Virginia are. Dr. Filer stated that the regional council unanimously agreed that they wanted this plan to be a legitimate one that they can point to and move forward in the region. He encouraged members to respond based in the needs of their community.

Mr. Crum stated that the key challenge is that this plan needs to be submitted to the state by August 25th. He suggested sending out a survey to the Commissioners and requested feedback in one week. Dr. Filer stated that he would be meeting with the regional economic development directors' team on August 2nd, and they will also be consulted.

HRPDC Three Month Tentative Schedule

Mr. Crum noted the three month tentative schedule.

Advisory Committee Summaries

Mr. Crum highlighted the Advisory Committee Summaries section of the agenda.

For Your Information

Mr. Crum noted a Joint Land Use Study (JLUS) Fact Sheet and JLUS Stakeholder Interview Correspondence.

Old/New Business

There was no old or new business.

Adjournment

With no further business to come before the Hampton Roads Planning District Commission, the meeting adjourned at 2:15 p.m.

Ella P. Ward
Chair

Robert A. Crum, Jr.
Executive Director

**Transcribed Public Comments of the
July 20, 2017 HRPDC Commission Meeting**

Ms. Donna Sayegh: *Good Afternoon, my name is Donna Sayegh and I live in Portsmouth. The Federal Emergency Management Agency (FEMA) has proposed national guidance for localities implementing regulations as part of the national flood insurance programs. The HRPDC Chief Administrative Officers and Coastal Resiliency Committee have discussed the guidance and underlying issues with FEMA policies extensively over the past year. The Coastal Resiliency Committee recommended that the HRPDC develop comments based on the result of the committee's discussion. The HRPDC should consider authorizing the executive director to submit the attached comments to FEMA on behalf of the HRPDC board. FEMA has proposed national guidance for the localities implementing regulations as part of the national flood insurance program. Where does it say in our constitution that the federal government is to provide national flood insurance? The federal government's role is to protect individual liberty. The Roanoke River Basin Association (RRBA) and the HRPDC have made an agreement. It approved to give \$50,000 for three years to hire and support an executive director for this advocacy group to protect water quality in the Roanoke Basin tributary to Lake Gaston. Lake Gaston provides a significant supply of water to Southside Hampton Roads localities. The HRPDC is going to tell the RRBA to develop a sustainable funding plan which will include the participation of local governments and PDCs in the RRBA service areas. The \$50,000 annual contribution would be divided among the participating HRPDC member jurisdictions on a per capita basis. This board has created that I am going to be taxed for this association's work without the people's consent. This board is also dictating that individual liberty is not guaranteed by our constitution. The federal government has dictated that the people have to support this advocacy group. Next, the board has deliberations regarding the proposed federal budget have raised questions about future funding levels for the Chesapeake Bay program. Hampton Roads' commitment to local water quality is supported through financial and technical assistance offered by the Chesapeake Bay program. HRPDC is asked to consider a resolution in support of funding the Chesapeake Bay program. I have a real problem with this board's overwhelming desire to pass and spend our tax payers' hard earned money for perceived water quality issues, and I have a solution to all these crying for federal money: make a law that people running for elected officials, will tell their supporters to donate their money to the RRBA and to the Chesapeake Bay program. The ungodly amount of money being spent on campaigns needs to stop. The money needs to go into a fund for the people to decrease our taxation without representation. Thanks for listening.*

Mr. Ellis James: *Thank you Madam Chair. My name is Ellis W. James. I'm a lifelong resident of the City of Norfolk. Water quality. Water quality is certainly one of the most important aspects for the eastern part especially of the Commonwealth of Virginia. There are times when Hampton Roads very effectively speaks with a unified voice. For those of you who have not seen or don't know about the fact that we now have a unified voice in this part of the Commonwealth of Virginia on offshore drilling and seismic testing, I invite your attention to Tybee Island, Georgia with their information and why they are opposed to offshore drilling. There are times when we as a Hampton Roads community need to step forward and now we have finally had Virginia Beach and Norfolk, and others step forward to oppose offshore drilling and seismic testing, which is a threat to white whales and dolphins and every other*

species, including the ones that develop in our wetlands and marshes. It's a wonderful thing to see when we get our minds together on issues and examine the data and the facts and find out what the real story is. Obviously, I'm opposed to offshore drilling and seismic testing, but so are over 1,100 communities and organizations and rangers in state parks up and down the East Coast of the United States, and it's not just Virginia Beach and Norfolk that have stepped forward, but they have very significantly stepped forward to oppose the offshore drilling situation, and they are now part of a map which shows from Maine to Georgia the opposition, tourist groups, Outer Banks people, you name it, counties, small cities, large cities are opposed to offshore drilling and the damage that it potentially can do. I have a couple of these types of very interesting pieces of information that I'll be glad to share with any of you who are interested. Oh, if you don't know, we were all over social media for two days, all over the Commonwealth, all over the country. Thank you Madam Chair.

Hampton Roads 2045 Socioeconomic Forecast

Population Totals for Hampton Roads

	1970	1980	1990	2000	2010	2015	Forecast 2045
Southside	775,253	849,550	1,018,986	1,085,471	1,152,606	1,196,615	1,416,015
Chesapeake	89,580	114,486	151,982	199,184	222,209	238,283	317,206
Franklin	6,880	7,308	7,864	8,346	8,582	8,535	8,751
Isle of Wight Co.	18,285	21,603	25,053	29,728	35,270	36,438	52,417
Norfolk	307,951	266,979	261,250	234,403	242,803	247,189	263,837
Portsmouth	110,963	104,577	103,910	100,565	95,535	96,874	97,752
Southampton Co.	18,582	18,731	17,550	17,482	18,570	18,551	20,218
Suffolk	45,024	47,621	52,143	63,677	84,585	90,426	129,682
Surry Co.	5,882	6,046	6,145	6,829	7,058	6,819	7,374
Virginia Beach	172,106	262,199	393,089	425,257	437,994	453,500	518,777
Peninsula	333,140	364,449	435,197	342,893	513,704	529,162	608,070
Gloucester Co.	14,059	20,107	30,131	34,780	36,858	37,072	41,252
Hampton	120,779	122,617	133,811	138,437*	137,436	138,626	139,207
James City Co.	17,853	22,339	34,859	48,102	67,009	73,325	120,741
Newport News	138,177	144,903	171,439	180,150	180,719	183,454	189,962
Poquoson	5,441	8,726	11,005	11,566	12,150	12,359	12,637
Williamsburg	9,069	10,294	11,530	11,998	14,068	14,860	18,341
York Co.	27,762	35,463	42,422	56,297	65,187	69,466	85,930
Hampton Roads	1,108,393	1,213,999	1,454,183	1,428,364	1,666,310	1,725,777	2,024,085

Source of historical data: U.S. Census Bureau, Weldon Cooper Center, and HRPDC (*denotes adjusted value)

Number of Households in Hampton Roads

	1970	1980	1990	2000	2010	2015	Forecast 2045
Southside	218,088	266,353	344,456	395,619	426,133	429,122	511,999
Chesapeake	25,178	36,362	52,024	69,900	79,574	81,518	111,673
Franklin	2,113	2,591	3,011	3,384	3,530	3,453	3,553
Isle of Wight Co.	5,028	7,050	9,031	11,319	13,718	13,769	20,197
Norfolk	86,607	74,955	79,518	86,210	86,485	87,045	92,387
Portsmouth	34,470	36,796	38,706	38,170	37,324	36,757	37,035
Southampton Co.	4,915	5,774	6,004	6,279	6,719	6,680	7,351
Suffolk	13,116	15,726	18,518	23,283	30,868	30,990	46,667
Surry Co.	1,576	2,002	2,279	2,619	2,826	2,668	2,868
Virginia Beach	45,085	85,097	135,365	154,455	165,089	166,242	190,268
Peninsula	92,909	124,178	159,724	183,488	199,950	197,470	230,966
Gloucester Co.	4,431	7,159	10,957	13,127	14,293	14,280	15,877
Hampton	34,564	41,550	49,680	53,887	55,031	52,940	53,252
James City Co.	4,551	7,493	12,990	19,003	26,860	28,000	47,825
Newport News	39,586	51,310	64,420	69,686	70,664	69,073	72,234
Poquoson	NA	2,763	3,763	4,166	4,525	4,642	4,829
Williamsburg	2,396	3,024	3,462	3,619	4,571	4,538	6,017
York Co.	7,381	10,879	14,452	20,000	24,006	23,997	30,933
Hampton Roads	310,997	390,531	504,180	579,107	626,083	626,592	742,965

Source of historical data: U.S. Census Bureau

Number of Vehicles in Hampton Roads

	1970	1980	1990	2000	2010	2015	Forecast 2045
Southside	231,316	425,239	613,064	762,371	864,362	896,659	1,065,120
Chesapeake	31,108	62,967	101,571	148,000	176,139	187,620	252,166
Franklin	1,036	4,341	4,967	5,775	6,368	6,434	6,514
Isle of Wight Co.	5,736	12,410	19,248	26,062	33,625	35,029	50,446
Norfolk	86,358	114,263	129,858	144,024	153,058	157,062	165,107
Portsmouth	35,828	50,267	59,563	63,153	66,352	66,854	66,593
Southampton Co.	5,173	9,414	11,879	14,034	16,439	16,290	17,956
Suffolk	4,452	24,710	33,816	48,661	67,091	70,964	104,151
Surry Co.	1,723	3,599	5,102	6,283	7,370	7,289	7,653
Virginia Beach	59,902	143,268	247,060	306,379	337,920	349,117	394,534
Peninsula	110,481	192,989	279,223	357,595	412,325	419,756	484,392
Gloucester Co.	5,065	12,621	23,125	30,378	35,818	35,978	39,894
Hampton	42,797	66,132	87,366	97,982	104,189	102,290	101,837
James City Co.	3,958	11,319	22,776	37,423	52,673	54,084	93,067
Newport News	44,434	73,756	98,570	127,726	141,874	142,893	147,204
Poquoson	NA	5,272	8,470	10,031	11,336	11,398	11,976
Williamsburg	4,144	6,531	9,910	9,957	13,018	17,320	20,040
York Co.	10,083	17,358	29,006	44,098	53,417	55,793	70,375
Hampton Roads	341,797	618,228	892,287	1,119,966	1,276,687	1,316,415	1,549,512

Source of historical data: Virginia Department of Motor Vehicles

Workers by Place of Residence

	1980	1990	2000	2010	2015	Forecast 2045
Southside	387,154	511,022	531,417	579,237	581,926	630,872
Chesapeake	48,649	75,610	96,977	110,539	110,653	135,259
Franklin	2,732	3,272	3,337	3,078	3,341	3,146
Isle of Wight Co.	9,299	11,637	13,986	17,380	17,249	22,784
Norfolk	127,689	130,549	112,083	121,083	123,302	120,846
Portsmouth	41,576	44,390	43,922	44,871	42,374	39,262
Southampton Co.	7,065	7,255	6,945	8,445	7,817	7,823
Suffolk	19,100	22,255	28,372	39,012	40,414	53,220
Surry Co.	2,382	2,622	3,147	3,217	3,129	3,107
Virginia Beach	128,662	213,432	222,648	231,612	233,647	245,425
Peninsula	165,816	212,763	229,790	250,121	245,409	277,742
Gloucester Co.	8,447	14,387	16,952	18,003	17,829	19,654
Hampton	54,862	66,008	66,101	66,680	64,027	63,694
James City Co.	10,133	17,692	21,922	30,264	31,537	51,445
Newport News	67,023	82,662	86,282	90,519	87,916	90,184
Poquoson	4,015	5,700	5,658	5,917	5,936	6,013
Williamsburg	4,366	4,894	4,239	5,705	5,784	7,072
York Co.	16,970	21,420	28,636	33,033	32,380	39,680
Hampton Roads	552,970	723,785	761,207	829,358	827,335	908,614

Source of historical data: U.S. Census Bureau

Employment by Place of Work

	1970	1980	1990	2000	2010	2015	Forecast 2045
Southside	388,716	472,753	614,446	673,958	693,643	724,838	771,266
Chesapeake	22,566	32,288	62,605	102,765	121,687	127,190	138,475
Franklin	3,397	4,091	4,685	5,560	5,861	5,863	6,392
Isle of Wight Co.	9,301	11,880	12,133	16,134	14,230	15,599	17,498
Norfolk	211,278	230,199	259,481	225,319	210,988	211,869	216,143
Portsmouth	48,087	53,996	58,979	52,831	57,413	60,795	65,692
Southampton Co.	6,124	5,927	5,461	6,026	5,171	5,743	6,255
Suffolk	18,055	19,692	20,660	26,273	34,747	39,549	45,789
Surry Co.	3,662	3,073	3,193	2,604	3,040	3,272	3,714
Virginia Beach	66,246	111,607	187,249	236,446	240,506	254,958	271,307
Peninsula	153,365	190,391	256,242	289,273	296,970	302,168	337,008
Gloucester Co.	3,493	6,468	9,700	13,002	14,029	13,960	15,906
Hampton	50,259	60,965	76,339	83,361	76,913	75,251	78,694
James City Co.	5,646	12,330	19,645	25,943	36,401	40,105	45,921
Newport News	75,753	85,370	110,589	115,678	119,642	123,464	137,977
Poquoson	999	1,611	2,160	2,674	2,607	2,083	2,585
Williamsburg	8,765	12,680	19,133	23,869	17,902	16,188	17,961
York Co.	8,450	10,967	18,676	24,746	29,476	31,117	37,963
Hampton Roads	542,081	663,144	870,688	963,231	990,613	1,027,006	1,108,274

Source of historical data: Bureau of Economic Analysis, Virginia Employment Commission, and HRPDC

Retail Employment in Hampton Roads

	2010	2015	Forecast 2045
Southside	150,033	160,556	175,501
Chesapeake	30,619	32,527	36,307
Franklin	2,059	2,134	2,377
Isle of Wight Co.	2,713	3,165	3,807
Norfolk	38,439	39,401	40,510
Portsmouth	11,275	12,225	13,622
Southampton Co.	667	845	906
Suffolk	8,394	9,576	11,456
Surry Co.	439	470	558
Virginia Beach	55,427	60,213	65,958
Peninsula	66,700	69,473	78,179
Gloucester Co.	3,871	3,985	4,757
Hampton	16,883	17,472	17,581
James City Co.	9,247	9,875	10,927
Newport News	23,669	24,946	28,353
Poquoson	613	642	742
Williamsburg	4,473	4,340	4,756
York Co.	7,944	8,213	11,063
Hampton Roads	216,733	230,029	253,680

Source of historical data: Bureau of Economic Analysis, VEC, and HRPDC

Office Employment in Hampton Roads

	2010	2015	Forecast 2045
Southside	255,877	266,614	283,270
Chesapeake	42,041	44,083	48,438
Franklin	2,066	1,909	2,039
Isle of Wight Co.	4,197	4,458	4,878
Norfolk	79,789	79,799	81,398
Portsmouth	19,920	21,052	22,688
Southampton Co.	1,425	1,690	1,752
Suffolk	11,549	13,871	15,911
Surry Co.	739	796	877
Virginia Beach	94,152	98,956	105,289
Peninsula	98,748	99,466	111,706
Gloucester Co.	4,489	4,408	5,073
Hampton	27,528	26,444	27,619
James City Co.	12,127	14,503	17,415
Newport News	38,062	38,543	42,423
Poquoson	745	705	827
Williamsburg	6,165	4,279	4,982
York Co.	9,632	10,584	13,367
Hampton Roads	354,625	366,080	394,976

Source of historical data: Bureau of Economic Analysis, VEC, and HRPDC

Industrial Employment in Hampton Roads

	2010	2015	Forecast 2045
Southside	124,471	126,521	132,869
Chesapeake	23,621	24,003	25,255
Franklin	679	588	653
Isle of Wight Co.	4,689	4,894	5,492
Norfolk	37,933	37,344	38,081
Portsmouth	11,816	12,174	12,999
Southampton Co.	1,843	1,914	2,262
Suffolk	7,137	7,466	8,852
Surry Co.	1,367	1,469	1,696
Virginia Beach	35,386	36,670	37,579
Peninsula	60,355	61,061	67,934
Gloucester Co.	2,784	2,642	2,786
Hampton	12,534	11,856	12,740
James City Co.	6,295	5,619	6,454
Newport News	32,204	33,539	38,147
Poquoson	475	195	206
Williamsburg	1,043	2,010	2,119
York Co.	5,020	5,200	5,483
Hampton Roads	184,826	187,582	200,803

Source of historical data: Bureau of Economic Analysis, VEC, and HRPDC

Other Employment in Hampton Roads

	2010	2015	Forecast 2045
Southside	163,261	171,147	179,626
Chesapeake	25,406	26,578	28,475
Franklin	1,057	1,232	1,323
Isle of Wight Co.	2,631	3,082	3,322
Norfolk	54,827	55,325	56,154
Portsmouth	14,401	15,344	16,383
Southampton Co.	1,235	1,294	1,335
Suffolk	7,666	8,636	9,570
Surry Co.	496	537	584
Virginia Beach	55,541	59,119	62,481
Peninsula	71,166	72,167	79,188
Gloucester Co.	2,885	2,924	3,291
Hampton	19,968	19,479	20,754
James City Co.	8,732	10,108	11,125
Newport News	25,707	26,436	29,054
Poquoson	773	541	811
Williamsburg	6,221	5,559	6,104
York Co.	6,880	7,120	8,050
Hampton Roads	234,427	243,314	258,814

Source of historical data: Bureau of Economic Analysis, VEC, and HRPDC