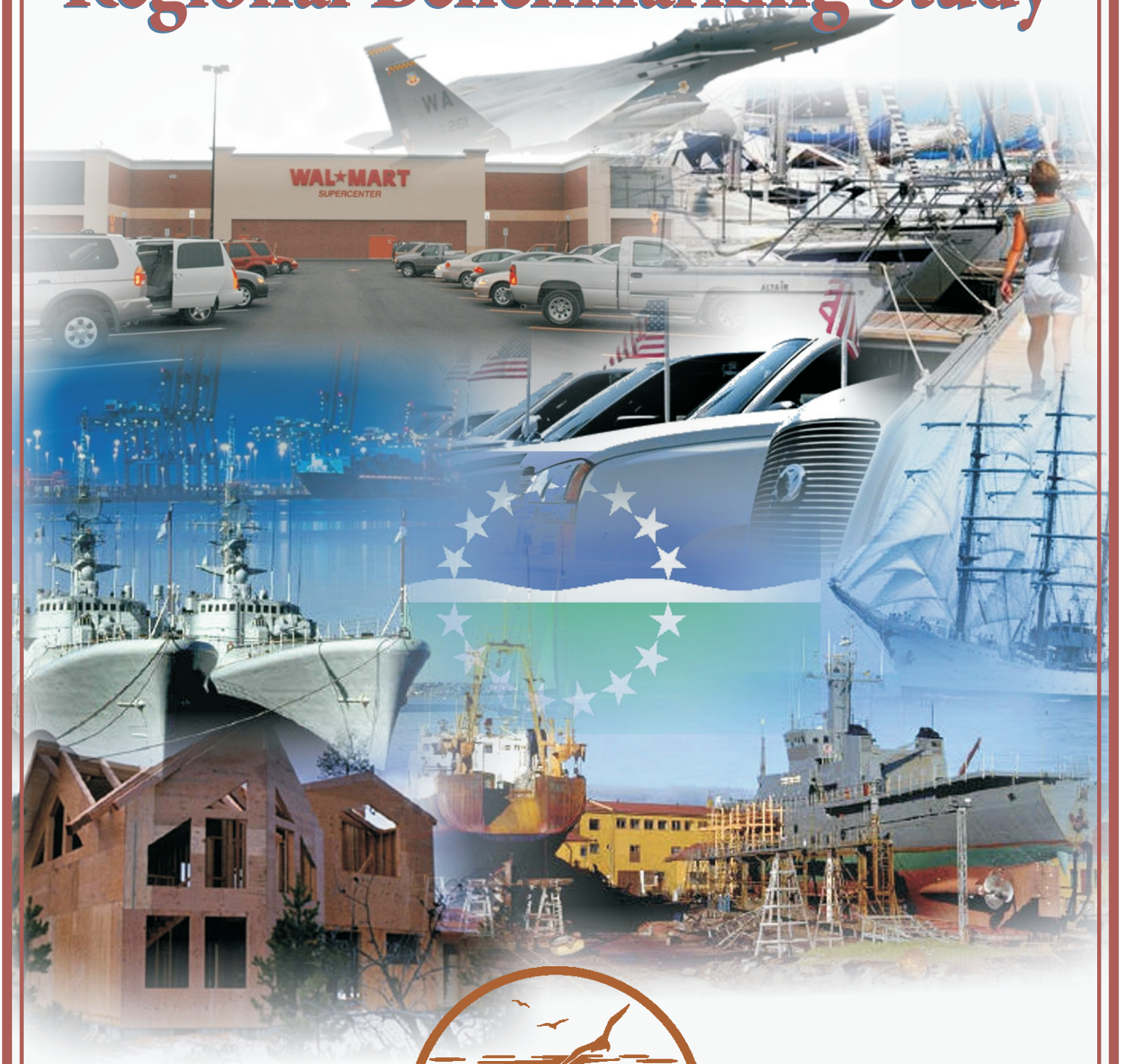
Hampton Roads Regional Benchmarking Study



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PLANNING DISTRICT COMMISSION

DECEMBER 2009

E09-02

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Regional Benchmarking Study

Preparation of this report was included in the HRPDC Unified Planning Work Program for Fiscal Year 2009-2010.

Prepared by the staff of the
Hampton Roads Planning District Commission

December 2009

Report Documentation

TITLE:
Hampton Roads Regional Benchmarking Study Fiscal Year 2009

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AUTHORS:
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ABSTRACT

The Hampton Roads Regional Benchmarking Study is an annual publication designed to evaluate regional progress across a broad range of categories. The publication includes a locality profile for each of the region's 16 jurisdictions as well as graphical illustrations for 83 regional benchmarks covering the economy, demographics, housing, transportation, and various quality of life indicators. Each graph is accompanied by a brief explanation regarding the purpose of the benchmark and the current condition in Hampton Roads. Complete data tables for each of the data sets are included in the appendix.

ACKNOWLEDGMENTS

Prepared by the economics staff of the Hampton Roads Planning District Commission.

Preparation of this report was included in the HRPDC Unified Planning Work Program for Fiscal Year 2009-2010.

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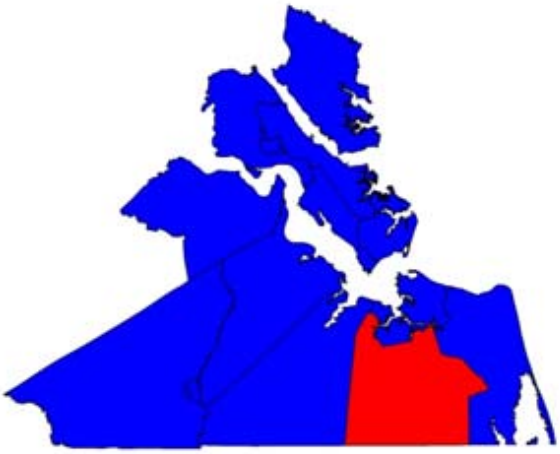
INTRODUCTION

Three words can be used to describe the Hampton Roads economy: intricate, vibrant, and unique. The local economy is influenced by a seemingly infinite number of variables that are constantly pushing and pulling in every direction. The diverse grouping of market pressures can make it difficult to understand how changes to the economic environment might impact on Hampton Roads. Unfortunately there is no crystal ball that would allow one to peer inside the economy. However, information is available enabling one to be more informed during the decision making process. The goal of this benchmarking study is to inform the leadership on trends and conditions in Hampton Roads. This report has been designed to capitalize on available information by collecting timely, relevant, and reliable data and presenting it in a simple and convenient manner.

The first step toward achieving this goal was to develop a list of guidelines for selecting appropriate indicators. Information age technologies have resulted in the ability to collect and publish an ever-increasing number of statistics. Of course not all data sources can be considered valid or legitimate. Data used throughout this report has been screened for accuracy and consistency, ensuring that it came from a reliable source, and was comparable from year to year.

Indicators that are included in this benchmarking report fit under five general categories. The first and largest category is the economy. This section includes employment, income, and industry benchmarks. The second section focuses on demographics in the region. The third section reviews the housing industry in Hampton Roads. The fourth section outlines the state of regional transportation. The final section contains a myriad of miscellaneous quality of life indicators. By combining all five sections we hope to provide a comprehensive view of the socio-economic climate in Hampton Roads and how that climate has changed in recent years is provided

The format of this report includes both current and historical statistics. Graphs that depict a single point in time provide a snapshot of current or recent conditions. By contrast, dynamic statistics are employed to evaluate data over time, exhibiting recent trends or patterns. In order to emphasize certain cycles (as opposed to trends), some graphics do not have a zero-origin axis. This introduction concludes by providing basic information on the sixteen jurisdictions that comprise Hampton Roads.



Chesapeake

City Council:

Mayor Dr. Alan Krasnoff
Vice Mayor Dr. John deTriquet
Mr. Bryan Collins
Mr. Clifton Hayes Jr.
Mr. Dwight Parker
Ms. Debbie Ritter
Dr. Ella Ward
Mr. Rick West
Ms. Patricia Willis

Population - 2008	216,622
Land Area - 2008	340 Square Miles
Population Density - 2008	637 Persons Per Square Mile
Total Employment - 2008	99,159
Labor Force - 2008	115,873
Unemployment Rate - 2008	3.9%
Per Capita Income - 2007	$37,025
Total Personal Income - 2007	$8,102,202,000
Taxable Retail Sales - 2008	$3,048,122,835
Fair Market Value of Real Estate - 2007	$23,807,521,974

Official Website . . . . . http://www.chesapeake.va.us/

Franklin

City Council:

Mayor Mr. James Councill III
Vice Mayor Ms. Raystine Johnson
Mr. Brenton Burgess
Mr. Barry Cheatham
Mr. Mark Fetherolf
Mrs. Mary Hilliard
Ms. Rosa Lawrence

Population - 2008	8,292
Land Area - 2008	8 Square Miles
Population Density - 2008	1036 Persons Per Square Mile
Total Employment - 2008	4,312
Labor Force - 2008	4,137
Unemployment Rate - 2008	6.1%
Per Capita Income - 2007	$29,584
Total Personal Income - 2007	$245,322,597
Taxable Retail Sales - 2008	$151,754,463
Fair Market Value of Real Estate - 2007	$559,872,882

Official Website . . . . . http://www.franklinva.com/

Gloucester

Board of Supervisors:
Chair Ms. Michelle Ressler
Vice-Chair Mr. Gregory Woodard
Mr. Charles Allen Jr.
Ms. Teresa Altemus
Mr. Robert Crewe
Ms. Louise Theberge
Mr. Christian Rilee

Population - 2008	36,109
Land Area - 2008	225 Square Miles
Population Density - 2008	160 Persons Per Square Mile
Total Employment - 2008	9,963
Labor Force - 2008	20,856
Unemployment Rate - 2008	3.5%
Per Capita Income - 2007	$32,739
Total Personal Income - 2007	$1,250,578,000
Taxable Retail Sales - 2008	$352,163,812
Fair Market Value of Real Estate - 2007	$3,777,036,485

Official Website . . . . . http://www.gloucesterva.info/

Hampton

City Council:

Mayor Ms. Molly Ward
Vice Mayor Mr. Joseph Spencer II
Mr. Randall Gilliland
Mr. Ross Kearney II
Ms. Angela Leary
Mr. George Wallace
Mr. Paige Washington Jr.

Population - 2008	144,204
Land Area - 2008	52 Square Miles
Population Density - 2008	2773 Persons Per Square Mile
Total Employment - 2008	58,973
Labor Force - 2008	69,671
Unemployment Rate - 2008	4.8%
Per Capita Income - 2007	$32,608
Total Personal Income - 2007	$4,775,904,000
Taxable Retail Sales - 2008	$1,226,970,534
Fair Market Value of Real Estate - 2007	$11,261,697,910

Official Website . . . . . http://www.hampton.gov/

Isle of Wight

Board of Supervisors:
Chairman Mr. James Brown Jr.
Vice Chairman Mr. Phillip Bradshaw
Mr. Stan Clark
Mr. Thomas R. Ivy
Mr. Thomas Wright III

Population - 2008	34,374
Land Area - 2008	316 Square Miles
Population Density - 2008	108 Persons Per Square Mile
Total Employment - 2008	11,868
Labor Force - 2008	18,835
Unemployment Rate - 2008	3.7%
Per Capita Income - 2007	$35,659
Total Personal Income - 2007	$1,246,171,000
Taxable Retail Sales - 2008	$207,539,990
Fair Market Value of Real Estate - 2007	$3,968,971,300

Official Website . . . . . http://www.co.isle-of-wight.va.us/

James City County

Board of Supervisors:

Chairman Mr. James Kennedy
Vice Chairman Ms. Mary Jones
Mr. Bruce Goodson
Mr. James Icenhour Jr.
Mr. John McGlennon

Population - 2008	62,237
Land Area - 2008	153 Square Miles
Population Density - 2008	406 Persons Per Square Mile
Total Employment - 2008	27,211
Labor Force - 2008	31,715
Unemployment Rate - 2008	3.2%
Per Capita Income - 2007	$45,706
Total Personal Income - 2007	$2,844,596,891
Taxable Retail Sales - 2008	$822,202,251
Fair Market Value of Real Estate - 2007	$10,672,714,225

Official Website . . . . . http://www.james-city.va.us/

Newport News

City Council:
Mayor Mr. Joe Frank
Vice Mayor Mr. Joseph Whitaker
Mr. Herbert Bateman Jr.
Ms. A. Madeline McMillan
Ms. Sharon Scott
Ms. Tina Vick
Dr. Patricia Woodbury

Population - 2008	193,212**
Land Area - 2008	70 Square Miles
Population Density - 2008	2760 Persons Per Square Mile
Total Employment - 2008	98,689
Labor Force - 2008	88,924
Unemployment Rate - 2008	4.7%
Per Capita Income - 2007	$30,423
Total Personal Income - 2007	$5,500,739,000
Taxable Retail Sales - 2008	$2,021,413,334
Fair Market Value of Real Estate - 2007	$14,149,159,334

**Revised Census Estimates for Newport News

Official Website . . . . . www.nngov.com

Norfolk

City Council:

Mayor Mr. Paul Fraim
Vice Mayor Mr. Anthony Burfoot
Ms. Daun Hester
Mr. Paul Riddick
Dr. Theresa Whibley
Mr. Donald Williams
Mr. Barclay Winn
Mr. W. Randy Wright

Population - 2008	235,092
Land Area - 2008	54 Square Miles
Population Density - 2008	4353 Persons Per Square Mile
Total Employment - 2008	143,959
Labor Force - 2008	101,457
Unemployment Rate - 2008	5.3%
Per Capita Income - 2007	$33,371
Total Personal Income - 2007	$7,874,868,000
Taxable Retail Sales - 2008	$2,808,257,214
Fair Market Value of Real Estate - 2007	$17,568,811,900

Official Website . . . . . http://www.norfolk.gov/

Poquoson

City Council:

Mayor Mr. Gordon C. Helsel, Jr.
Vice Mayor Mr. Arthur Holloway Jr.
Ms. Traci-Dale Crawford
Mr. Carey Freeman
Mr. W. Eugene Hunt Jr.
Mr. Frank Kreiger
Mr. E. Thomas Meree

Population - 2008	11,791
Land Area - 2008	16 Square Miles
Population Density - 2008	736 Persons Per Square Mile
Total Employment - 2008	2,025
Labor Force - 2008	6,405
Unemployment Rate - 2008	3.1%
Per Capita Income - 2007	$48,918
Total Personal Income - 2007	$576,791,248
Taxable Retail Sales - 2008	$42,864,844
Fair Market Value of Real Estate - 2007	$1,662,716,070

Official Website . . . . . http://www.poquoson-va.gov

Portsmouth

City Council:
Mayor Dr. James Holley III
Vice Mayor Mr. William Moody Jr.
Mr. Stephen Heretick
Ms. Elizabeth Psimas
Ms. Marlene Randall
Mr. Douglas Smith
Mr. Charles Whitehurst, Sr.

Population - 2008	97,599
Land Area - 2008	33 Square Miles
Population Density - 2008	2957 Persons Per Square Mile
Total Employment - 2008	43,121
Labor Force - 2008	47,111
Unemployment Rate - 2008	5.2%
Per Capita Income - 2007	$30,029
Total Personal Income - 2007	$3,060,882,000
Taxable Retail Sales - 2008	$582,027,501
Fair Market Value of Real Estate - 2007	$6,505,093,060

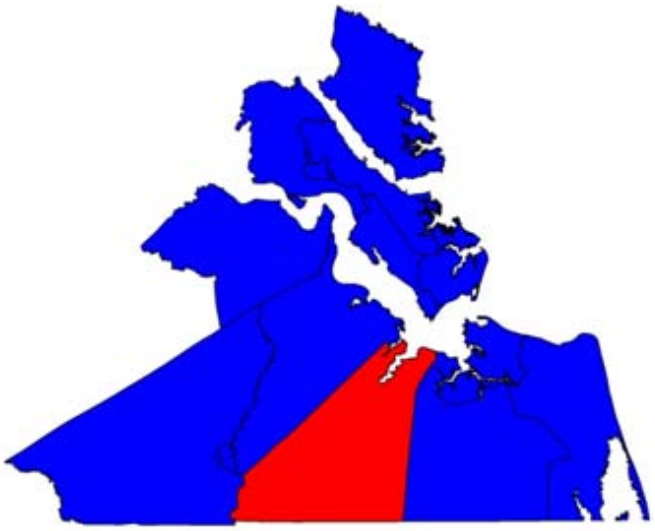
Official Website . . . . . http://www.portsmouthva.gov/

Southampton

Board of Supervisors:
Chairman Mr. Dallas Jones
Vice Chairman Mr. Walter Young Jr.
Mr. Walter Brown III
Mr. Carl Faison
Ms. Anita Felts
Mr. Ronald West
Mr. Moses Wyche

Population - 2007	19,262
Land Area - 2007	600 Square Miles
Population Density - 2007	32 Persons Per Square Mile
Total Employment - 2007	4,302
Labor Force - 2007	8,059
Unemployment Rate - 2007	4.8%
Per Capita Income - 2006	$25,908
Total Personal Income - 2006	$499,032,403
Taxable Retail Sales - 2007	$44,136,043
Fair Market Value of Real Estate - 2006	$1,262,515,400

Official Website . . . . . http://www.southamptoncounty.org/



Suffolk

City Council:

Mayor Ms. Linda Johnson
Vice Mayor Mr. Curtis Milteer Sr.
Mr. Robert C. Barclary IV
Mr. Joseph Barlow
Mr. Leroy Bennett
Mr. Charles Brown
Mr. Jeffrey Gardy
Mr. Charles Parr Sr.

Population - 2007	81,907
Land Area - 2007	400 Square Miles
Population Density - 2007	204 Persons Per Square Mile
Total Employment - 2007	25,595
Labor Force - 2007	40,323
Unemployment Rate - 2007	4.2%
Per Capita Income - 2006	$33,751
Total Personal Income - 2006	$2,737,833,000
Taxable Retail Sales - 2007	$652,768,147
Fair Market Value of Real Estate - 2006	$8,349,118,200

Official Website . . . . . http://www.suffolk.va.us/

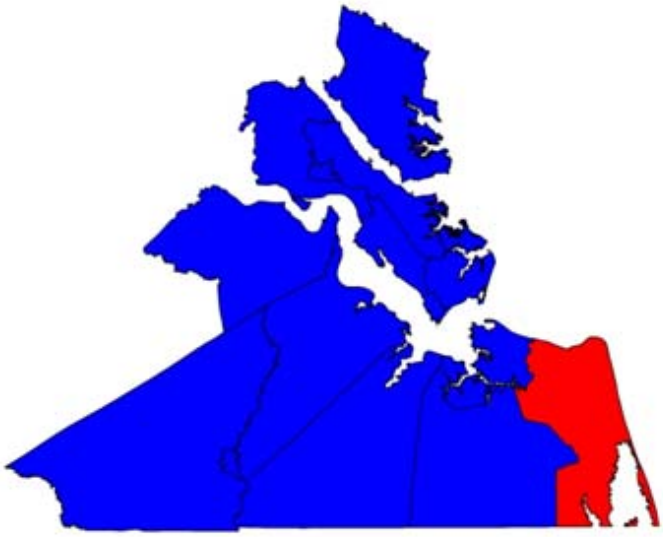
Surry

Board of Supervisors:
Chairman Mr. Sherlock Holmes
Vice Chairman Mr. John Seward
Mr. Ernest Blount
Mr. Reginald Harrison
Ms. Judy Lyttle

Population - 2008	7,106
Land Area - 2008	279 Square Miles
Population Density - 2008	25 Persons Per Square Mile
Total Employment - 2008	2,148
Labor Force - 2008	3,790
Unemployment Rate - 2008	4.6%
Per Capita Income - 2007	$27,745
Total Personal Income - 2007	$196,545,000
Taxable Retail Sales - 2008	$27,807,239
Fair Market Value of Real Estate - 2007	$820,331,000

Official Website http://www.surrycounty.govoffice2.com/

Virginia Beach



City Council:

Mayor Mr. William D. Sessoms
Vice Mayor Mr. Louis Jones
Mr. Glenn R. Davis
Mr. Bill DeSteph
Mr. Harry Diezel
Mr. Robert Dyer
Ms. Barbara Henley
Mr. John Uhrin
Mr. Ronald Villanueva
Ms. Rosemary Wilson
Mr. James Wood

Population - 2008	431,451
Land Area - 2008	248 Square Miles
Population Density - 2008	1739 Persons Per Square Mile
Total Employment - 2008	173,863
Labor Force - 2008	226,020
Unemployment Rate - 2008	3.7%
Per Capita Income - 2007	$42,821
Total Personal Income - 2007	$18,627,138,000
Taxable Retail Sales - 2008	$4,841,022,729
Fair Market Value of Real Estate - 2007	$54,931,862,331

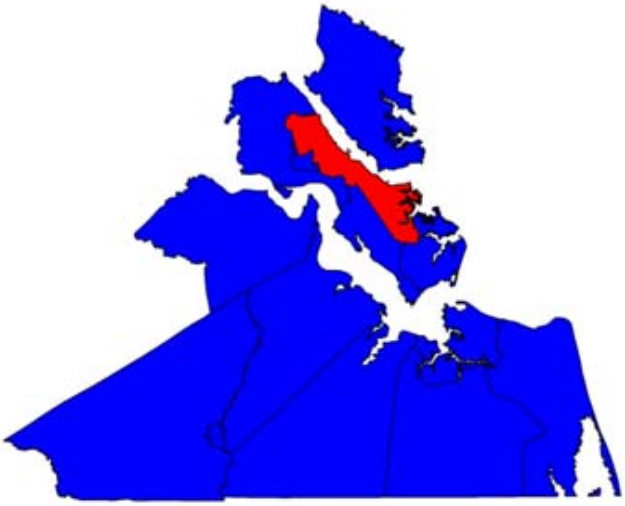
Official Website . . . . . http://www.vbgov.com

Williamsburg

City Council:
Mayor Ms. Jeanne Zeidler
Vice Mayor Dr. Clyde Haulman
Mr. Robert Braxton
Ms. Judy Knudson
Mr. Paul Freiling

Population - 2008	13,354
Land Area - 2008	9 Square Miles
Population Density - 2008	1483 Persons Per Square Mile
Total Employment - 2008	15,105
Labor Force - 2008	5,308
Unemployment Rate - 2008	8.7%
Per Capita Income - 2007	$39,271
Total Personal Income - 2007	$524,427,109
Taxable Retail Sales - 2008	$361,217,983
Fair Market Value of Real Estate - 2007	$1,803,239,200

Official Website . . . . . http://www.williamsburgva.gov/



York County

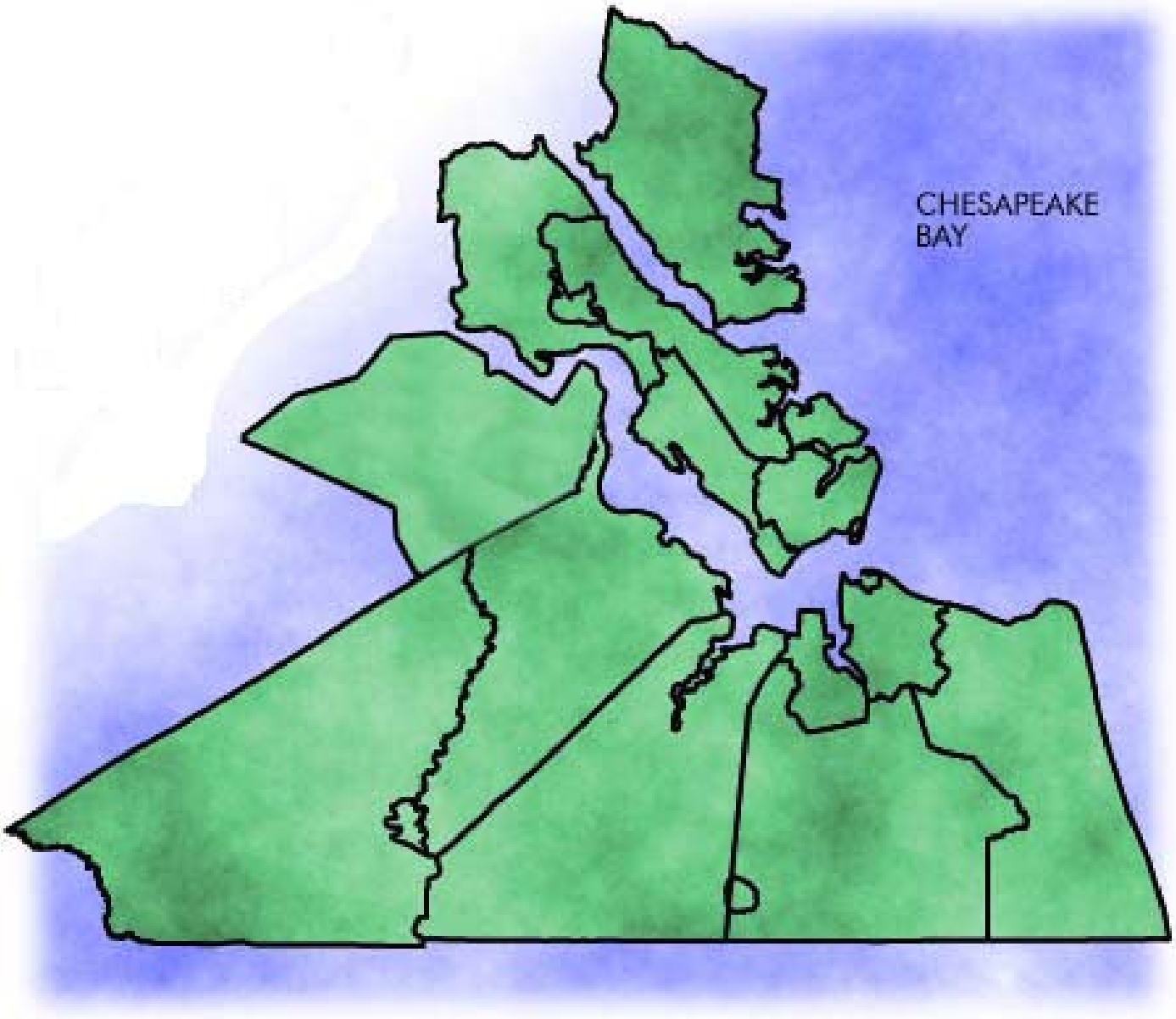
Board of Supervisors:
Chairman Mr. Walter Zaremba
Vice Chairman Mr. Donald Wiggins
Mr. George Hrichak
Ms. Sheila Noll
Mr. Thomas Shepperd Jr.

Population - 2008	64,526
Land Area - 2008	106 Square Miles
Population Density - 2008	596 Persons Per Square Mile
Total Employment - 2008	21,862
Labor Force - 2008	31,392
Unemployment Rate - 2008	3.3%
Per Capita Income - 2007	$40,993
Total Personal Income - 2007	$2,645,097,752
Taxable Retail Sales - 2008	$885,429,764
Fair Market Value of Real Estate - 2007	$7,704,853,040

Official Website . . . . . http://www.yorkcounty.gov/

Rank Within the Top 100 MSAs by Population (Utilizes the American Community Survey Data)							
	1st in Category	Hampton Roads MSA	Richmond MSA	Baltimore MSA	Washington DC MSA	Jacksonville MSA	100th in Category
Total Population	New York MSA 19,006,298	1,657,534 (35th)	1,230,502 (43rd)	2,667,117 (20th)	5,356,474 (9th)	1,315,218 (40th)	Modesto, CA MSA 510,694
Median Age of Population	Bradenton-Sarasota-Venice, Fl MSA 47.2 Years	35.5 Years (69th)	37.4 Years (42nd)	37.7 Years (39th)	36.8 Years (51st)	37.3 Years (43rd)	Provo-Orem, UT MSA 24.5 Years
Non-Native Percentage of Population	Miami MSA 36.8%	5.5% (74th)	5.8% (71st)	7.8% (50th)	20.3% (16th)	6.8% (61st)	Youngstown MSA (1.9%)
Individual Median Income	Washington DC MSA $42,204	$29,123 (34th)	$30,352 (23rd)	$32,371 (9th)	$42,204 (1st)	$29,332 (33rd)	McAllen-Edinburg-Mission, TX MSA $14,759
Percent of Population over Age 25 without High School Degree	Madison WI MSA 6%	11% (21st)	14.8% (73rd)	12.3% (45th)	10.7% (20th)	12.4% (27th)	McAllen-Edinburg-Mission, TX MSA 41.7%
Percent of Population Below the Poverty Line	Washington DC MSA 7.1%	10.4% (22nd)	10.6% (25th)	9.2% (13th)	7.1% (1st)	10.6% (25th)	McAllen-Edinburg-Mission, TX MSA 35.2%

The Economy



This section on the Hampton Roads economy includes graphics and analysis evaluating the region's performance with regards to gross product, employment, labor force, and income.

Economy

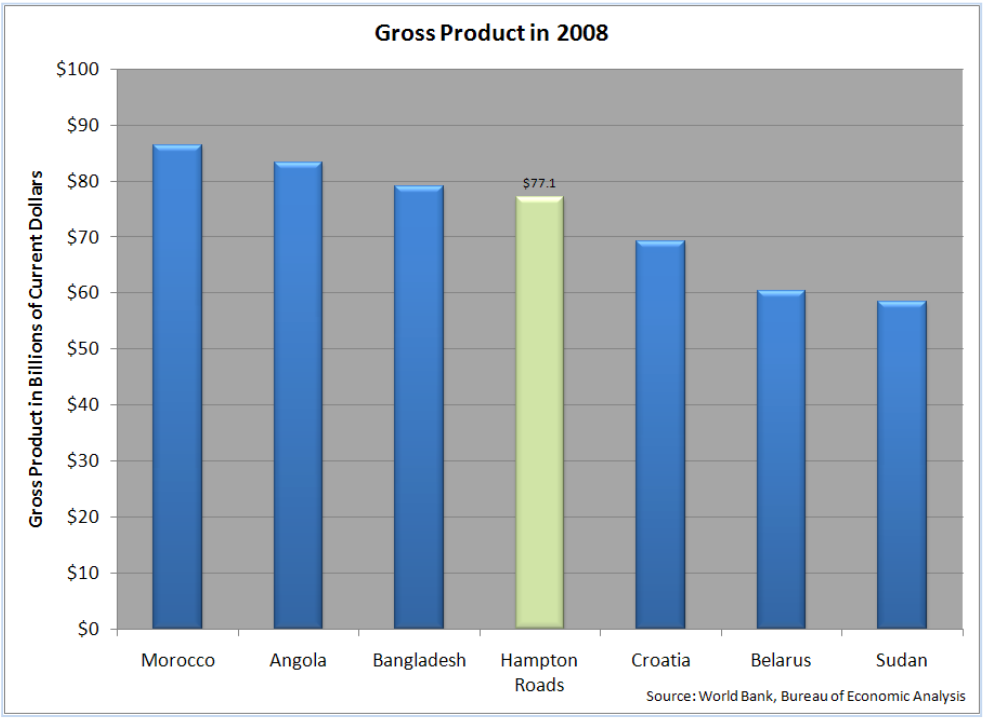
The economy of Hampton Roads is impressive in its size and strength. While Hampton Roads ranks 39th in gross regional product in the U.S., the size of the regional economy is comparable to countries that have populations and land area of much greater magnitude. The long range trend shows Hampton Roads following the path of the U.S. economy, but with a steadier pace of growth, as significant government spending on the military moderates both the expansion during boom years and contraction during national recessions.

Employment follows the same trend as GDP, with employment growth in Hampton Roads lagging that of the other mid-Atlantic and Southern Metropolitan Statistical Areas. The economy has started shedding jobs and facing a higher unemployment rate since the current recession started in Dec. 2007, but the Hampton Roads' economy has proved far more robust then the national aggregate or the performance of other southern cities; it is difficult to predict whether this trend will sustain itself with plant closures in southwestern Hampton Roads.

A positive aspect of this region's employment is the growing share of private sector jobs. While the military and government will always be an important part of the region culturally and economically, it is important that this region's economy continue to diversify to protect itself from the whims of the federal budget process.

It is impressive how the employment-to-population ratio continues to grow in the region, from 58.3% in 1996 to 63.5% in 2007, but this still leaves the region significantly below the employment ratios experienced by other southern metropolitan areas. This region also lags other regions and the nation with respect to per capita income. Some improvement on this measure was made during the 2001 recession, when the region benefited from slower wage growth throughout the country coupled with higher military wages, but very little progress has been made since 2003. Median family income has continued to increase throughout the decade, but this is attributable to the increased participation rate of the population leading to more two income households.

FIGURE 1.1 GROSS PRODUCT IN HAMPTON ROADS COMPARED TO FOREIGN ECONOMIES OF SIMILAR SIZE



Why is it important:
A comparison of the Hampton Roads economy relative to foreign economies of a similar size provides perspective as to the magnitude and potential influence of the regional market.

How are we doing:
The Hampton Roads economy ranks as the 39th largest metro economy in the United States. On an international scale, the economy is comparable to countries such as Croatia and Bangladesh.

FIGURE 1.2 GROSS METRO PRODUCT IN HAMPTON ROADS AND COMPETING METROPOLITAN AREAS

Why is it important:
It is important to understand the relative size of metro economies when making direct comparisons. This graphic illustrates the broad range in the size of Hampton Roads' competing metropolitan areas.

How are we doing:
Hampton Roads' gross metro product is comparable to Tampa, Orlando, Richmond, and Jacksonville.

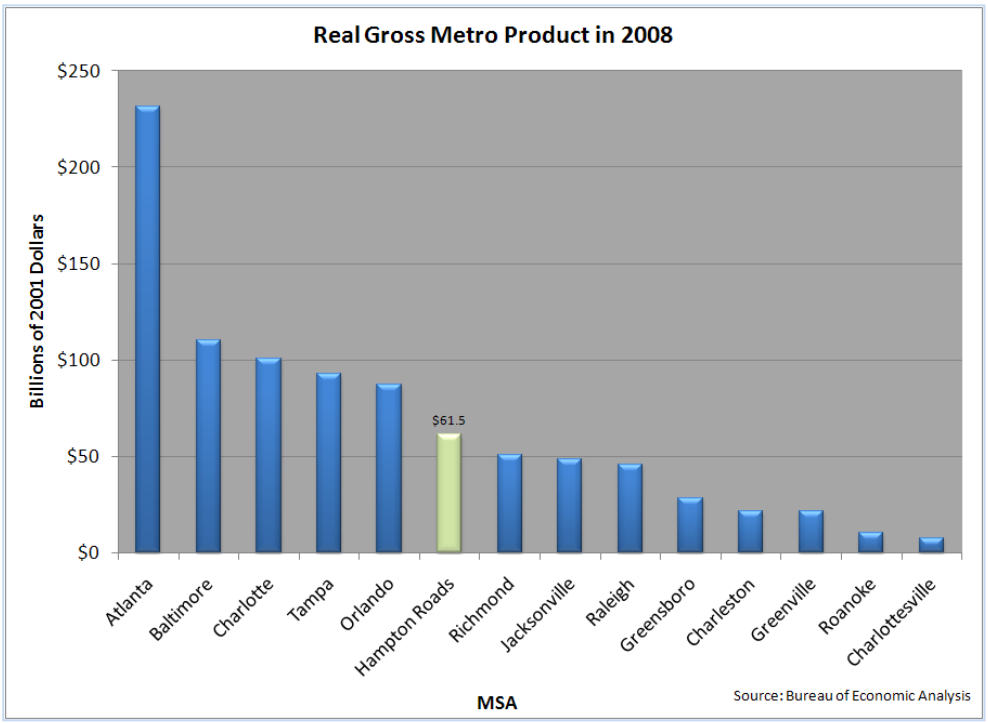
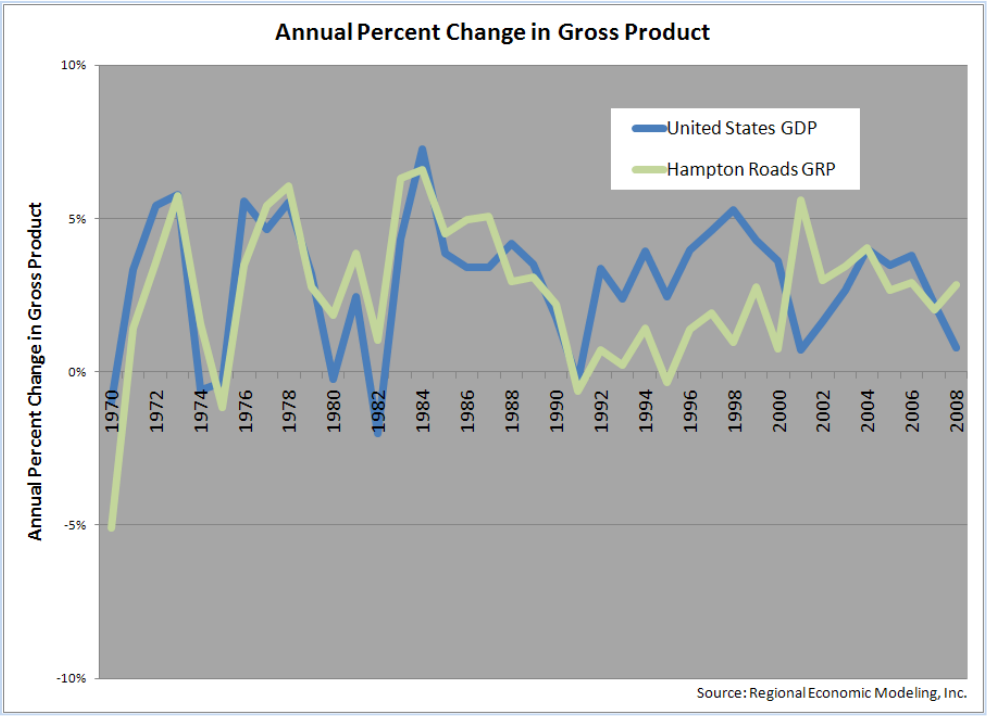


FIGURE 1.3 NATIONAL AND REGIONAL GROSS PRODUCT



Why is it important:
There are a multitude of variables that influence the direction of an economy. Comparing the gross regional product (GRP) to the national GDP provides perspective from which to view the local economy.

How are we doing:
Between 1998 and 2008, HR has seen real annual economic growth of approximately 3%, in spite of national economic downturns in 2001 and 2007. Overall, the direction of HR's economy tends to track the National economy.

FIGURE 1.4 GROSS REGIONAL PRODUCT COMPARISON FOR HAMPTON ROADS AND COMPETING METROPOLITAN AREAS FROM 2005 TO 2008

Why is it important:
Competing statistical areas are subject to many of the same pressures that influence economic conditions in HR. Benchmarking local economic growth against growth in competing metros allows one to assess a region's performance irrespective of market conditions.

How are we doing:
Over the past three years the performance of Hampton Roads' economy has been average. Slow population growth has somewhat limited the impact of increased defense spending.

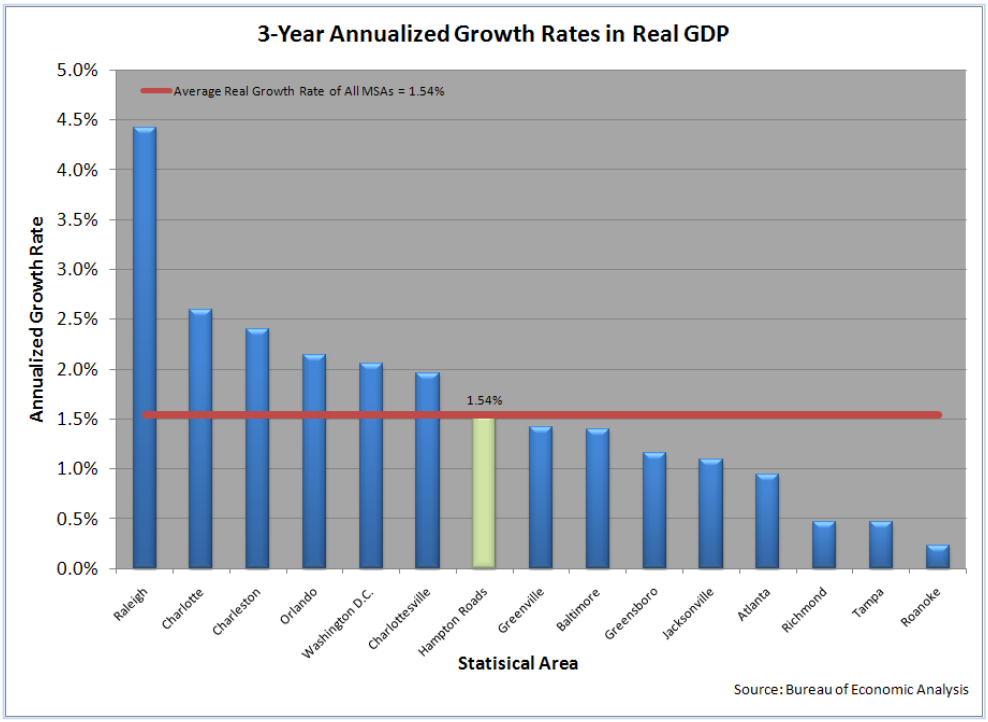
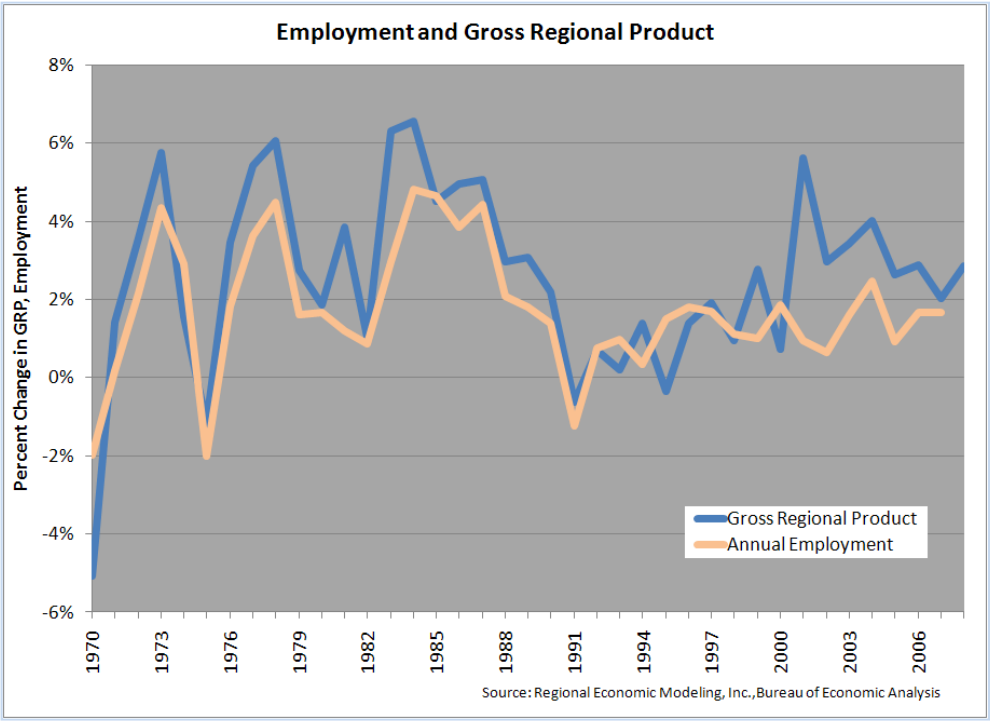


FIGURE 1.5 EMPLOYMENT AND GROSS PRODUCT IN HAMPTON ROADS



Why is it important:
Employment figures typically track gross product statistics; however, employment statistics are more readily available from a host of reliable sources. It is common practice to use employment information as a general indicator of economic well-being.

How are we doing:
The growth rate in Gross Regional Product closely tracks the growth in Employment in Hampton Roads, suggesting that the regional level of employment is closely tied to economic prosperity.

FIGURE 1.6 YEAR OVER YEAR CHANGE IN HAMPTON ROADS' MONTHLY EMPLOYMENT

Why is it important:
Monthly data is naturally deseasonalized when compared to the same month of the previous year. This illustration removes the seasonal significance of monthly employment conditions.

How are we doing:
Hampton Roads employment has declined in lockstep with the national recession, albeit at a lower rate than national employment losses.

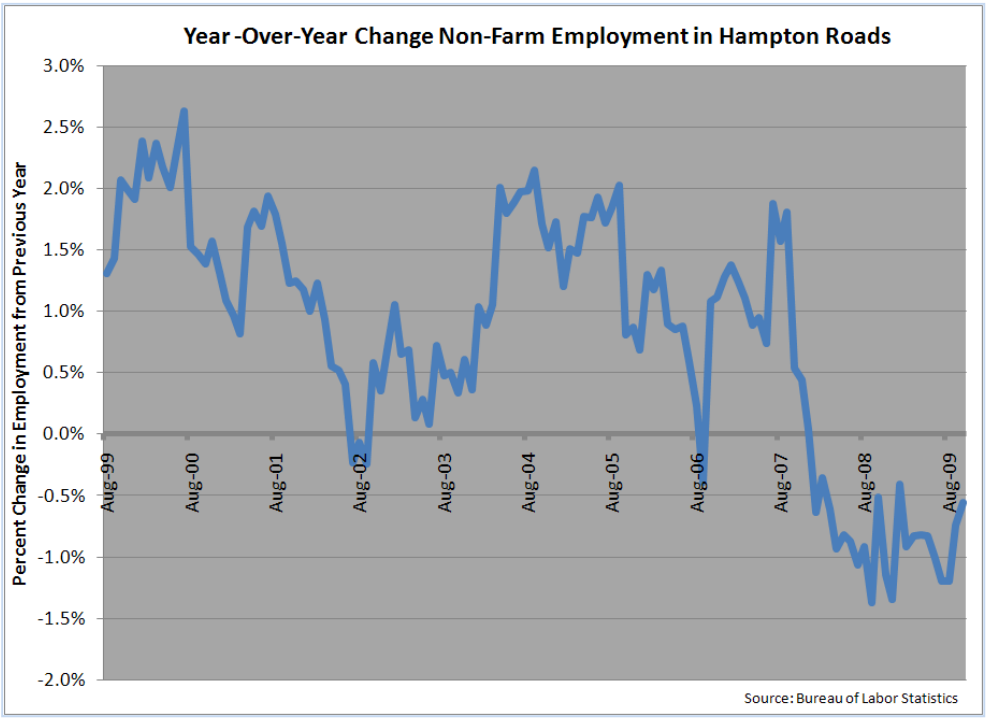
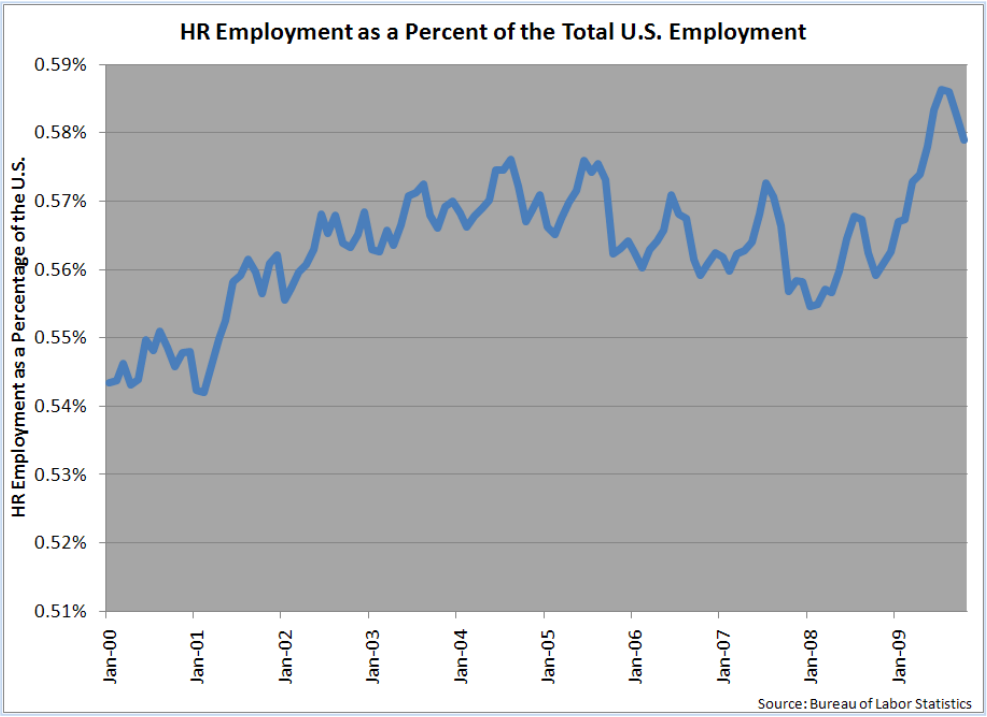


FIGURE 1.7 HAMPTON ROADS MONTHLY EMPLOYMENT AS A PERCENT OF THE UNITED STATES



Why is it important:
The local business cycle influences relative growth rates. Comparing local employment figures to national employment figures reveals how the local business cycle deviates from the national business cycle.

How are we doing:
Local employment growth out-paced U.S. employment growth between 2001 and 2005, and again during the first half of the current recession. Military spending helped the region weather the national economic downturns.

FIGURE 1.8 RECENT EMPLOYMENT GROWTH IN HAMPTON ROADS AND COMPETING METROPOLITAN AREAS

Why is it important:
A change in the level or regional employment often coincides with growth or declines in regional output. Comparing Hampton Roads to other southeastern metropolitan areas creates an opportunity to assess the competitive strength and growth prospects for the regional economy.

How are we doing:
Hampton Roads has experienced a level of growth below the US average during this time period. This data set coincides with a strong period of national growth (2004-2007) and the measured pace of defense spending tends to moderate both regional job gains and job losses.

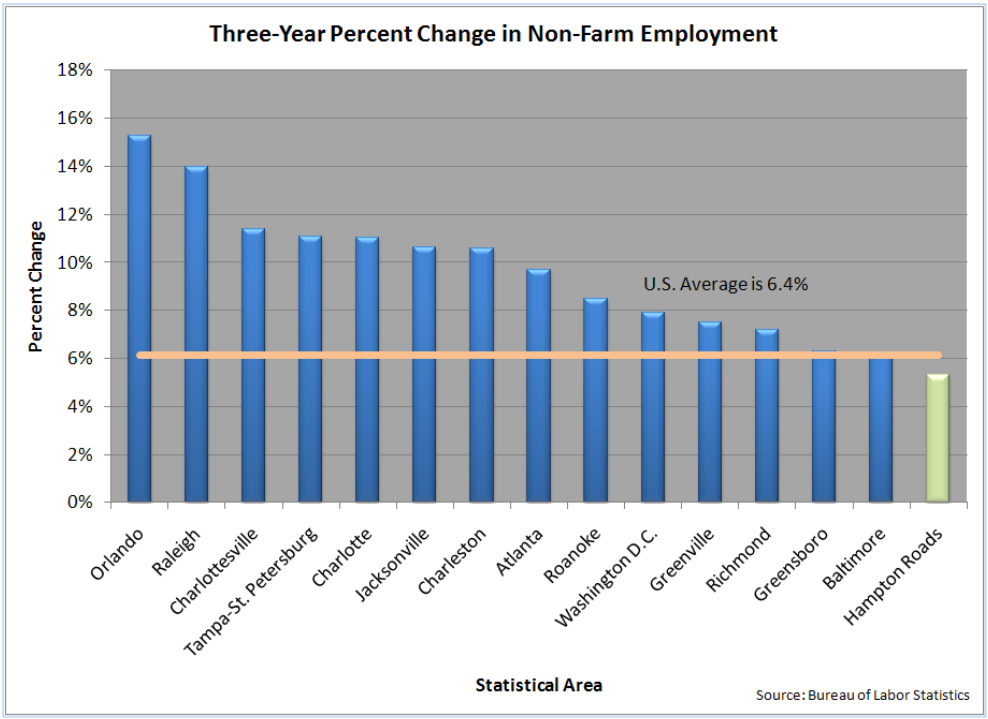
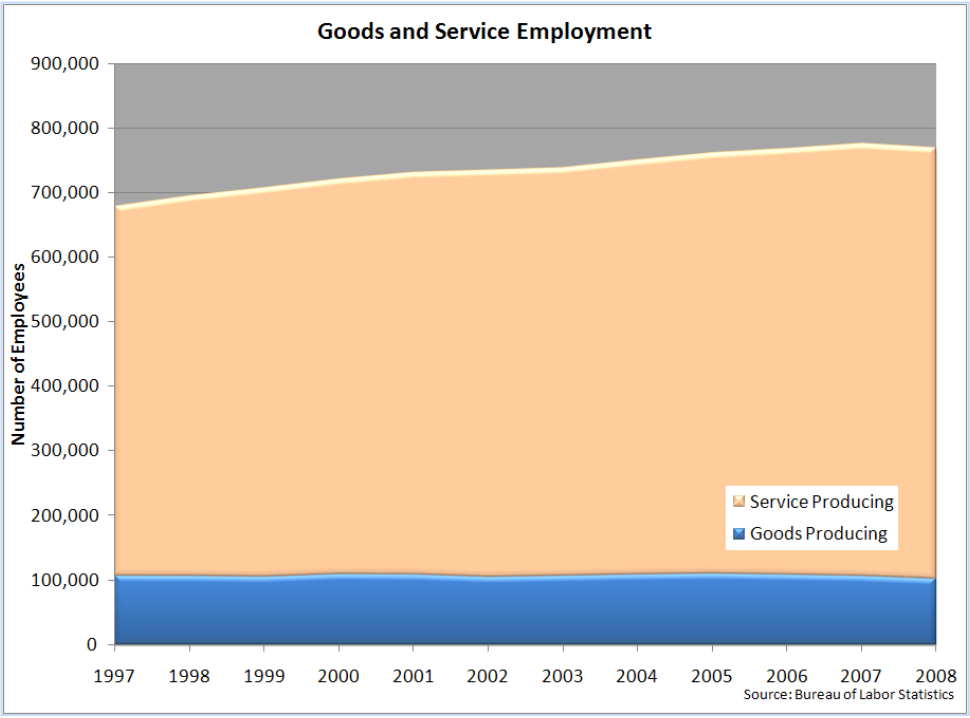


FIGURE 1.9 COMPARISON OF GOODS AND SERVICE EMPLOYMENT IN HAMPTON ROADS



Why is it important:
Historically, the goods sector has been large, playing a dominant role in the region's economy. In recent years, the service sector has grown more important. Services are now part of the export industry, bringing in money from outside the region.

How are we doing:
Hampton Roads is participating in the national trend of flat manufacturing growth and growing service sector employment. The U.S. as a whole has experienced an 8.75% decline in goods producing employment during this time frame.

FIGURE 1.10 COMPARISON OF PUBLIC SECTOR AND PRIVATE SECTOR EMPLOYMENT IN HAMPTON ROADS

Why is it important:
Stable government employment can insulate an economy from volatile markets. Conversely, changes in government can exacerbate or counter market forces.

How are we doing:
Hampton Roads' employment has had a large government component because of the numerous military bases in the region. While the government component remains significant, most of the employment growth in Hampton Roads has been in private sector jobs.

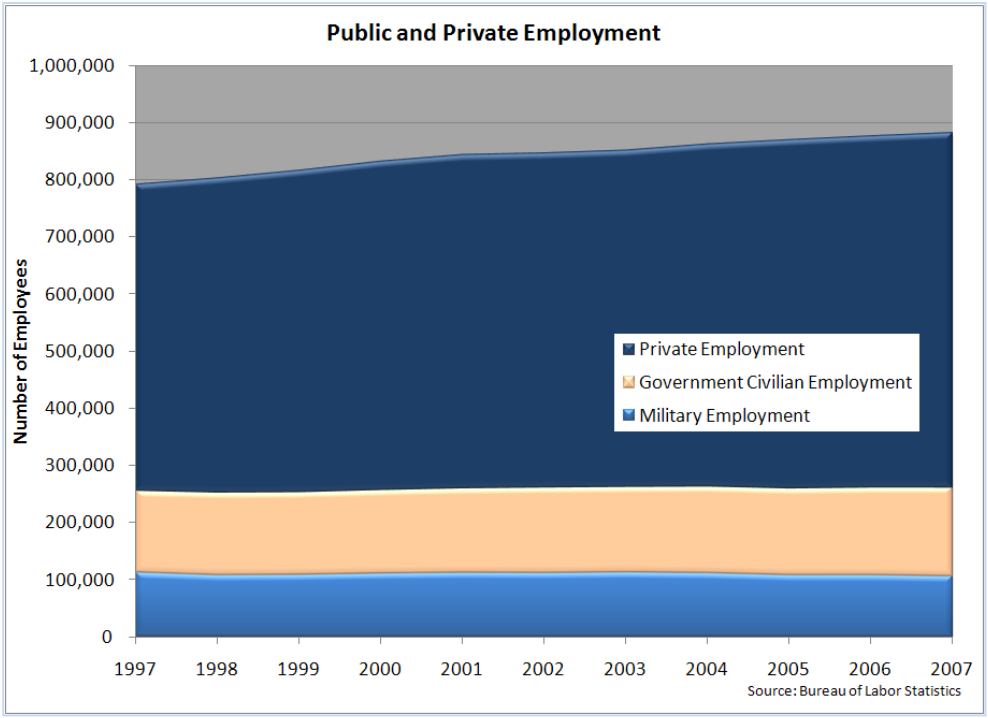
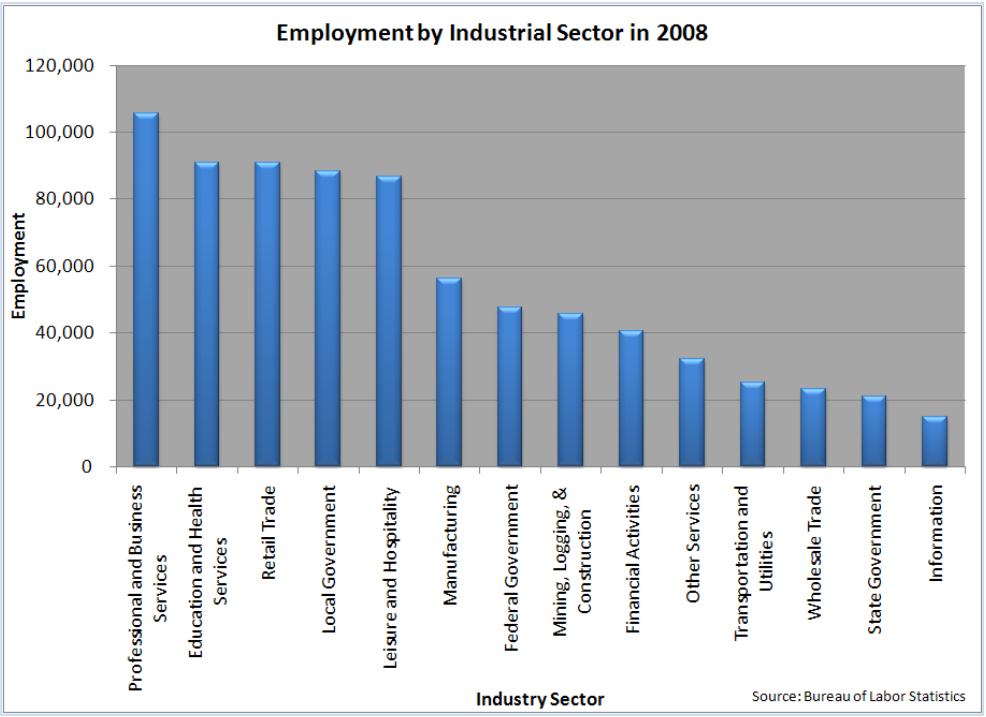


FIGURE 1.11 DISTRIBUTION OF EMPLOYMENT IN HAMPTON ROADS BY INDUSTRY SECTOR



Why is it important:
Regional economic behavior is heavily influenced by its sector composition. The current industrial make-up of a region will influence future economic growth.

How are we doing:
Professional and business services, retail trade, and local government employment have been the three largest employment sectors in Hampton Roads. Recently Education and Health Services has taken its place among the top three.

FIGURE 1.12 CHANGE IN HAMPTON ROADS EMPLOYMENT BY INDUSTRIAL SECTOR FROM 2005 TO 2008

Why is it important:
Industrial employment is influenced by the business cycle. One can observe local trends by tracking changes in regional industrial employment.

How are we doing:
Hampton Roads saw a significant decline in manufacturing employment, but this was overwhelmed by the growth in Education and Health Services, as well as in the Leisure and Hospitality industry.

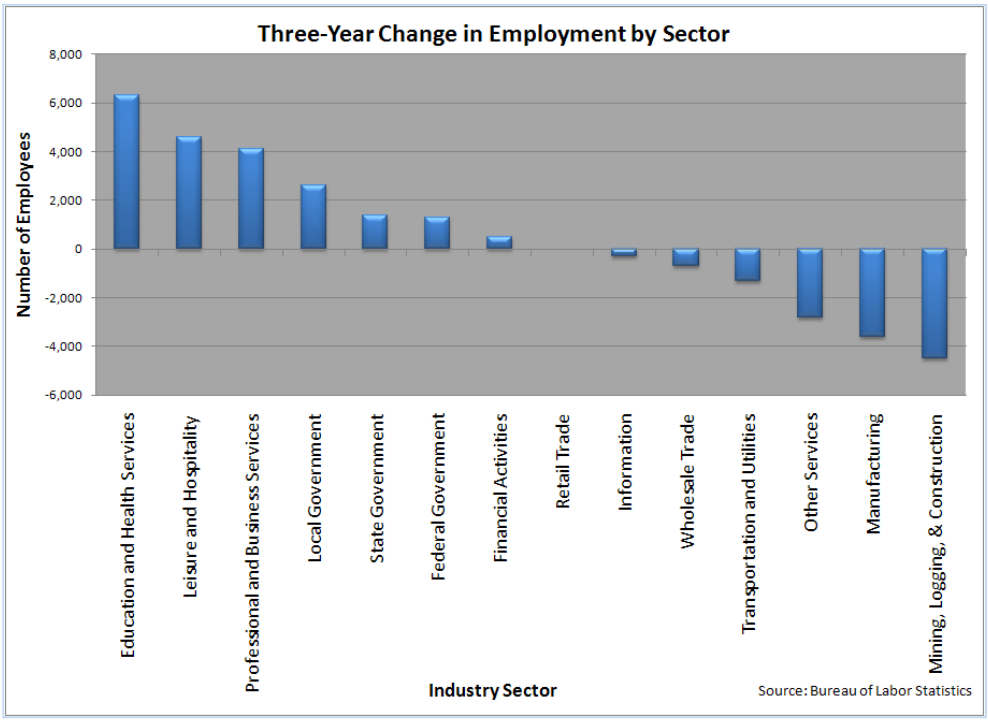
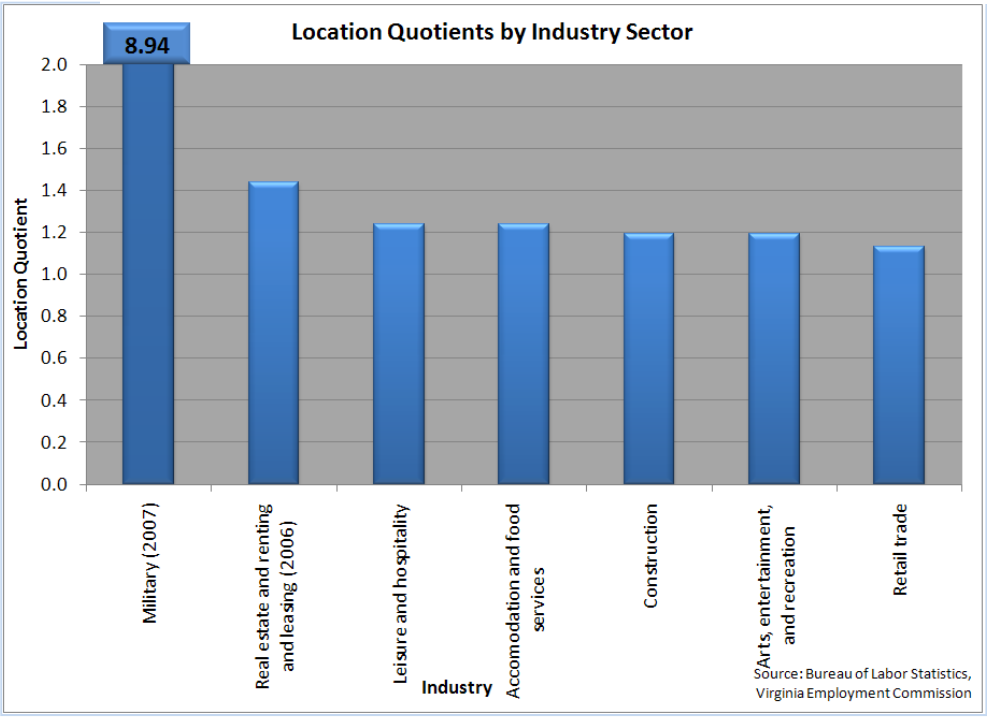


FIGURE 1.13 HAMPTON ROADS INDUSTRIAL LOCATION QUOTIENTS IN 2007



Why is it important:
Location quotients (LQ) identify competitive advantages by comparing regional employment distributions to national employment distributions. LQs greater than one suggest a comparative advantage.

How are we doing:
It is well known that Hampton Roads has a large concentration of military personnel, as is evident from its location quotient. Figure 1.13 also illustrates high concentrations in other industries associated with tourism, the ports, retail, and construction.

FIGURE 1.14 HAMPTON ROADS SUB-SECTOR LOCATION QUOTIENTS IN 2008

Why is it important:
Sub-sector location quotients reveal specific industries that have a high regional concentration. The industries listed in Figure 1.14 all have a location quotient above 1. These sub-sector industries represent the backbone of the private sector economy in Hampton Roads.

How are we doing:
Water transportation, attractions, and transportation equipment manufacturing have the three highest private sector industrial location quotients in Hampton Roads.

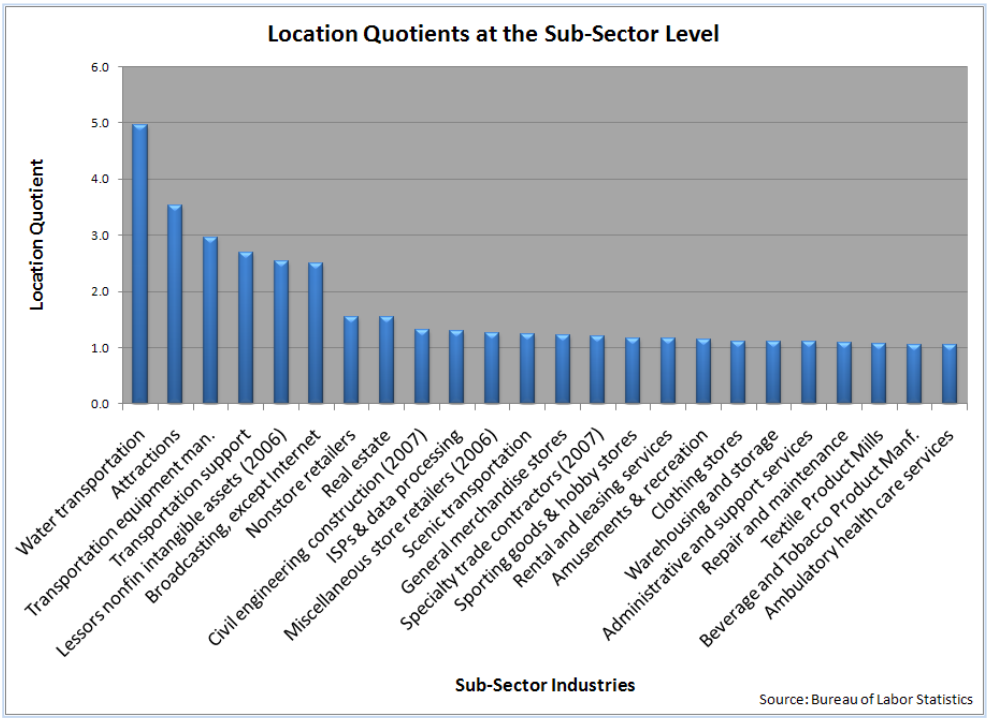
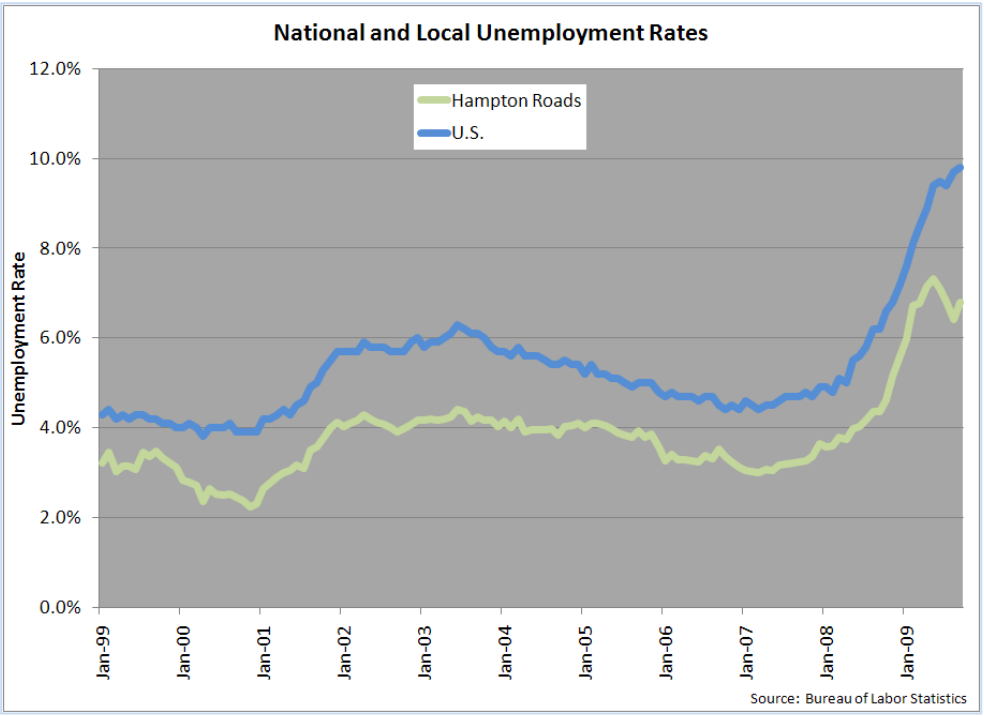


FIGURE 1.15 DESEASONALIZED UNEMPLOYMENT RATES IN HAMPTON ROADS AND THE UNITED STATES



Why is it important:
Unemployment rates reflect both the general well-being of the labor force and the ability of the labor force to meet the needs of employers. Comparing the regional unemployment rate to the national rate enables one to assess the condition of the regional labor market over

How are we doing:
Hampton Roads has historically had low unemployment rates, though the unemployment rate has climbed recently on both the national and regional levels.

FIGURE 1.16 EMPLOYMENT TO POPULATION RATIOS IN HAMPTON ROADS AND COMPETING METRO AREAS

Why is it important:
Hampton Roads competes with other metro areas at a number of levels. When comparing employment and income statistics, it is important to consider the employment to population ratios. A small increase or decrease in this ratio can drastically alter other benchmarking indicators.

How are we doing:
At 63.5%, Hampton Roads' employment to population ratio is slightly below the average of reference metro areas.

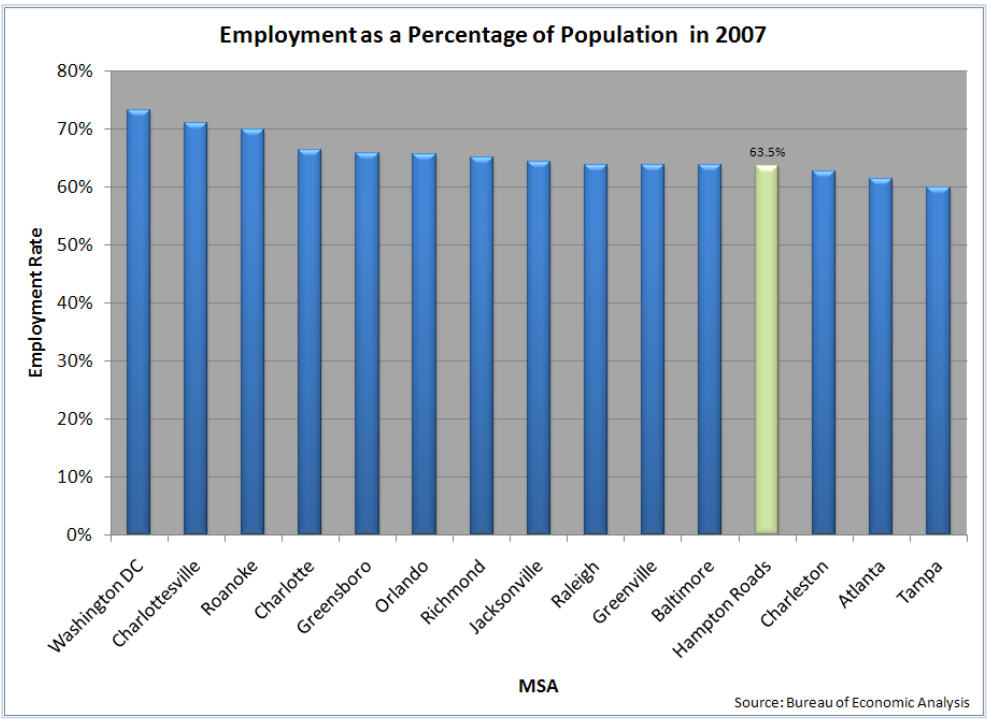
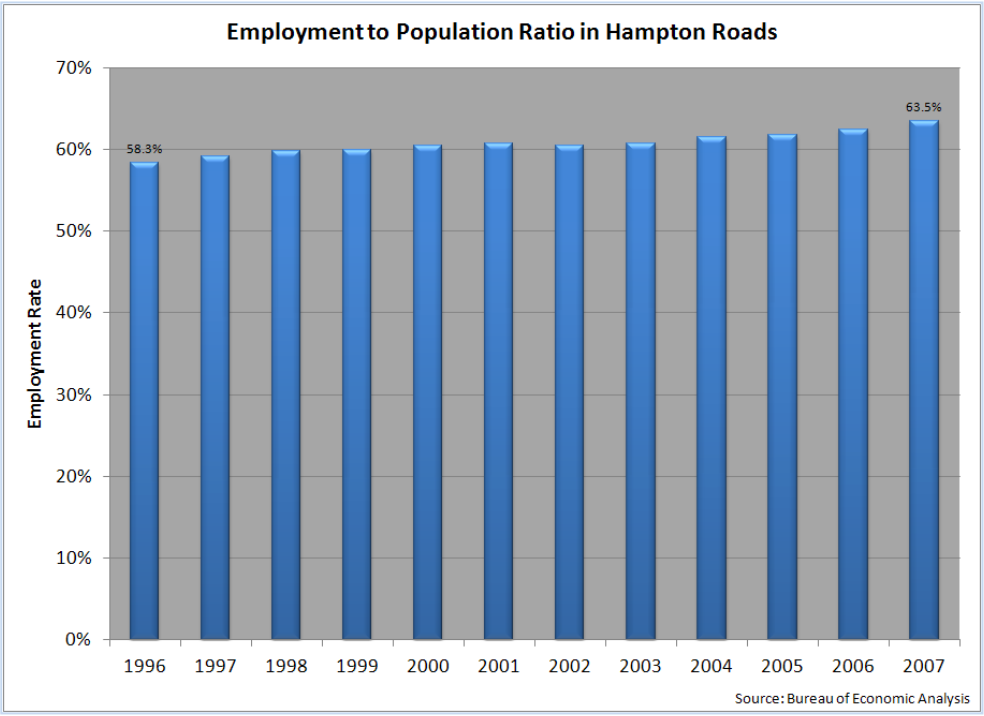


FIGURE 1.17 HISTORIC EMPLOYMENT TO POPULATION RATIOS IN HAMPTON ROADS



Why is it important:

Changing employment to population ratios can be the result of either economic or demographic changes. Considering changes in the employment to population ratio in combination with demographic and economic changes will result in a better understanding of the market.

How are we doing:

The ratio has increased steadily since 2005, but it is poised to decline as the baby boom generation begins to retire.

FIGURE 1.18 PER CAPITA INCOME IN HAMPTON ROADS AND COMPETING METRO AREAS

Why

Per capita income is the most widely available statistic on economic well-being. Per capita income is estimated by dividing total personal income by the population of the region.

How are we doing:

Hampton Roads per capita income is below the national level, and low wages make it difficult to attract talent to the region, but also signify low labor costs for new businesses.

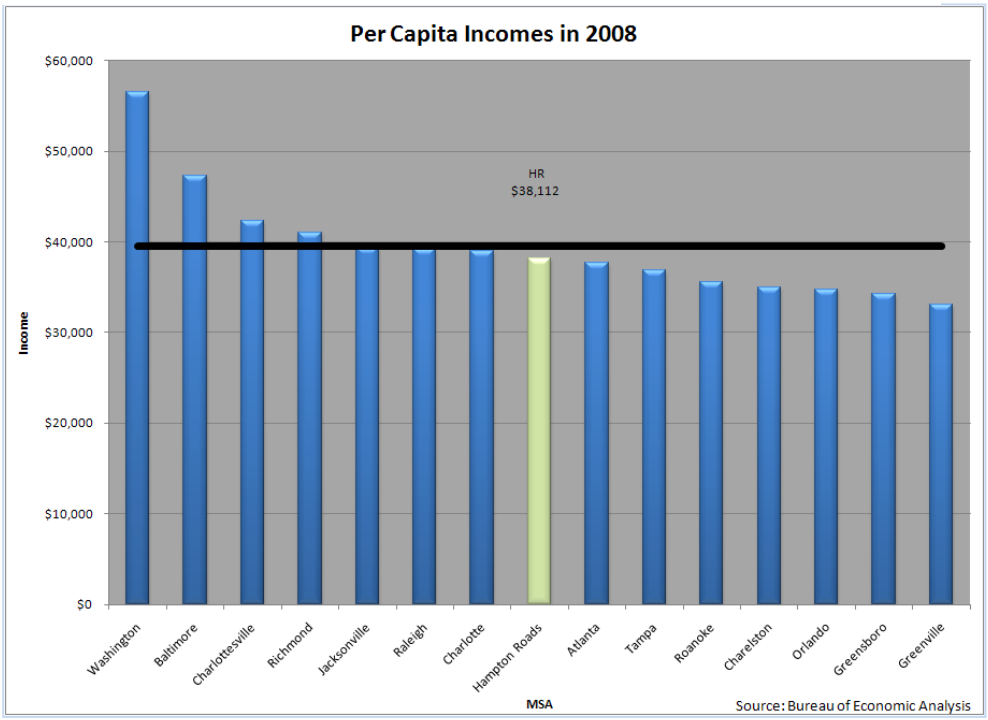
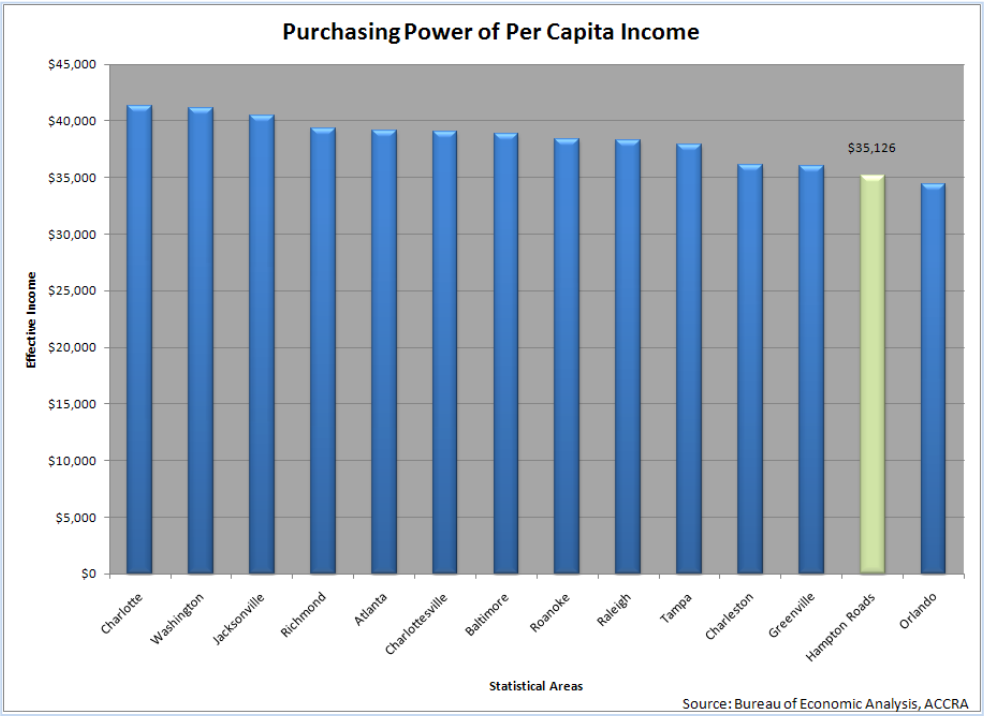


FIGURE 1.19 PURCHASING POWER OF PER CAPITA INCOME IN HAMPTON ROADS AND COMPETING METRO AREAS IN 2008



Why is it important:
The cost of living can vary substantially between metropolitan areas. Understanding incomes within the context of the cost of living provides a clearer picture as to real purchasing power parity.

How are we doing:
Regional increases in the cost of housing coupled with low incomes have diminished the purchasing power of Hampton Roads' residents. When the cost of living increases at a faster rate than wages, real income decreases and residents are left with less purchasing power.

FIGURE 1.20 HAMPTON ROADS PER CAPITA INCOME IN RELATION TO THE NATIONAL AVERAGE

Why is it important:
Fluctuations in relative incomes reflect fluctuations in standards of living.

How are we doing:
Hampton Roads' per capita income (PCI) has been below the national average since 1986. Military pay increases as well as increased defense spending helped to close the gap in the first half of this decade, but growth in PCI has since leveled off.

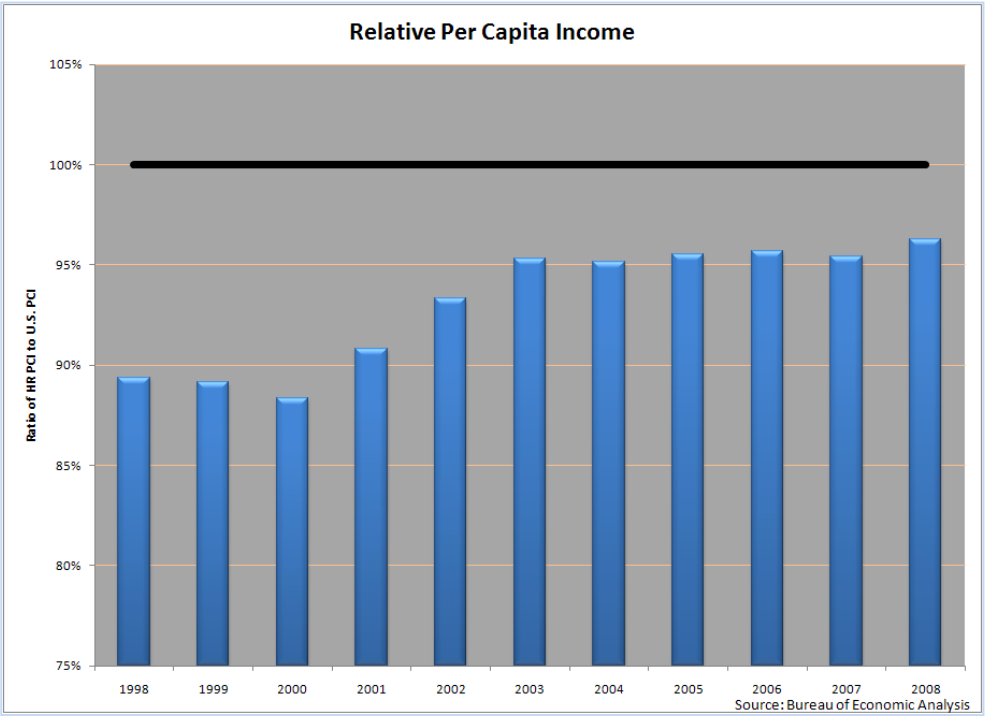
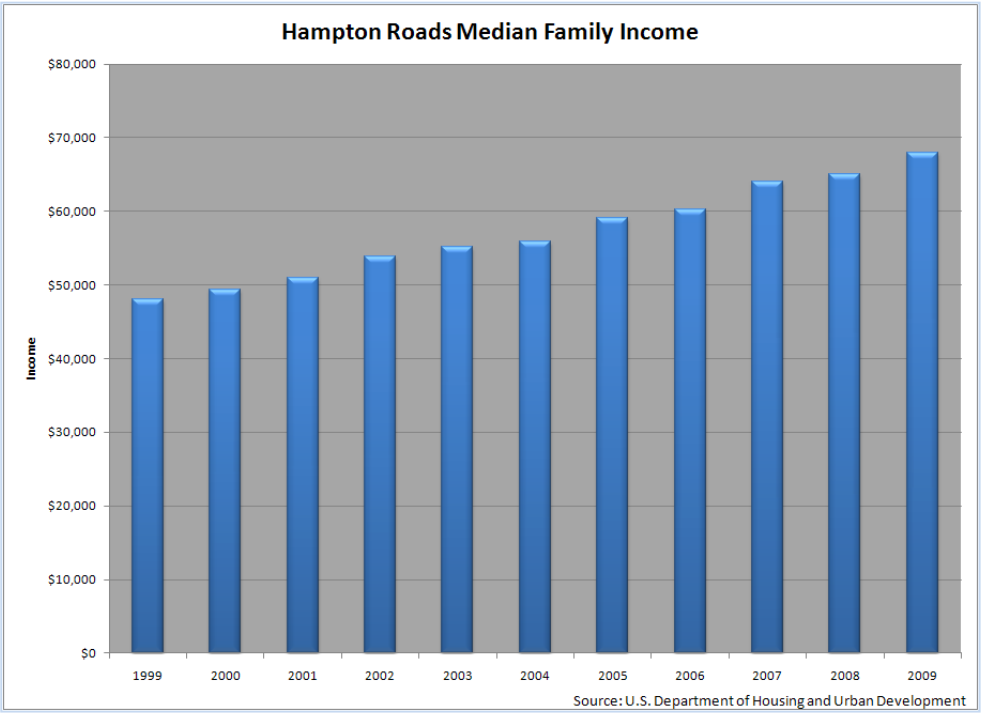


FIGURE 1.21 MEDIAN FAMILY INCOME IN HAMPTON ROADS



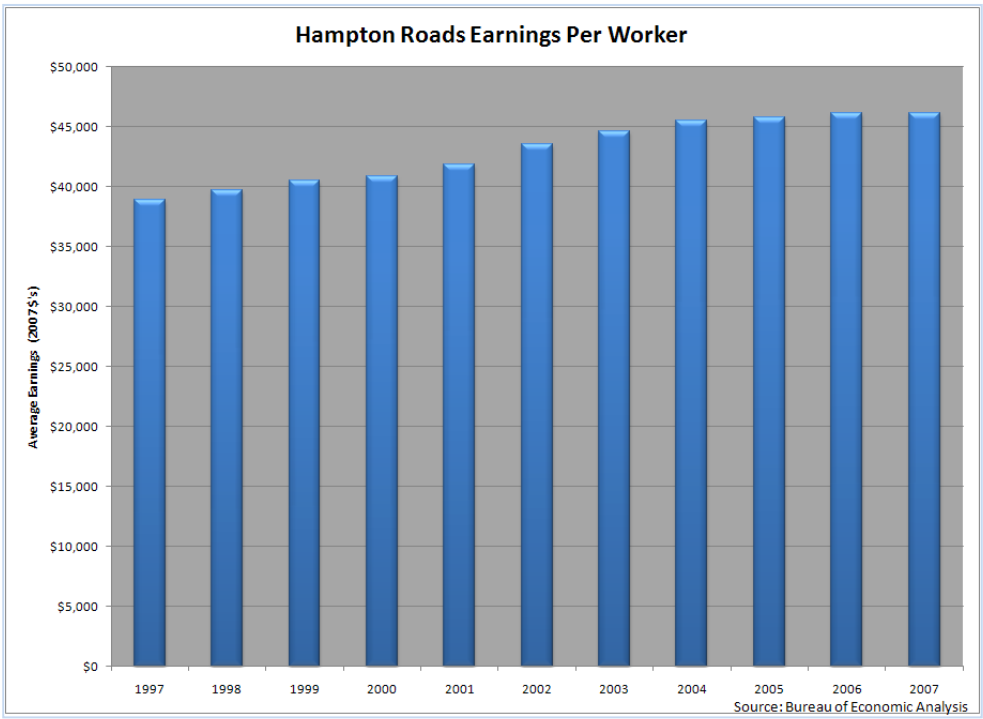
Why is it important:
The median family income represents the general wellbeing of regional households. Families are the fundamental purchasing unit for many products and services.

How are we doing:
Median family incomes in Hampton Roads have realized strong growth over the past decade, suggesting that income growth has not been restricted to the wealthy class.

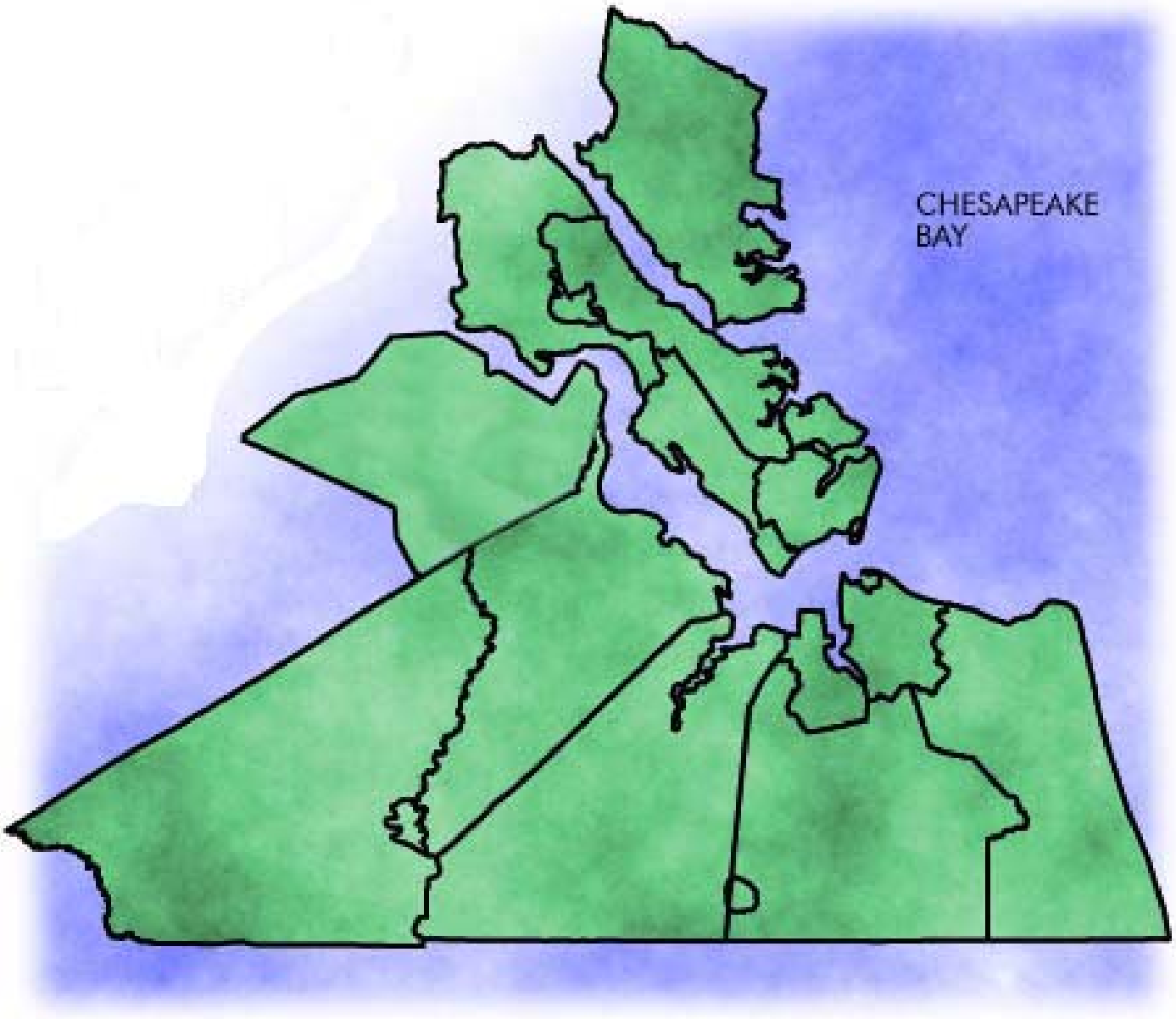
FIGURE 1.22 EARNINGS PER WORKER IN CONTSTANT DOLLARS

Why is it important:
One indicator of productivity is earnings-per-worker. Employment shifts from low to high paying jobs along with increased salaries both suggest increased productivity. Stable employment and slow growth in earnings are a sign of limited productivity.

How are we doing:
Inflation adjusted earnings-per-worker in Hampton Roads have been slowly increasing since the mid nineties.



Industry



The Industry section reviews the current state of several important industries in the region, including: the military, shipbuilding, the ports, and tourism.

Industry

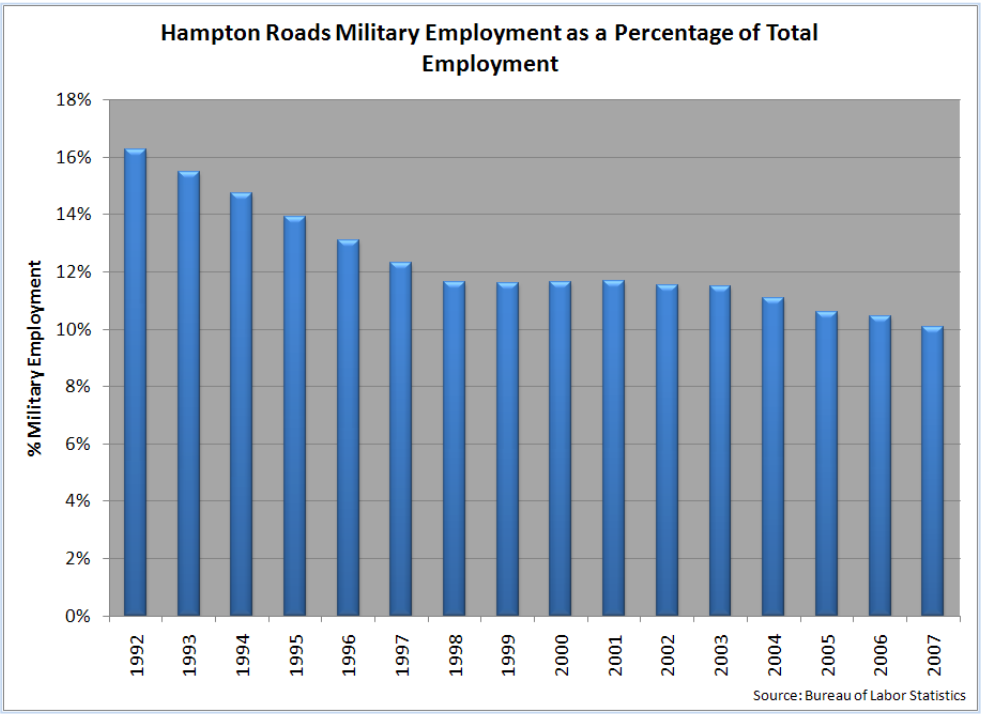
There are several industries that play a vital role in the Hampton Roads economy, but the one that is most closely associated with the region is the military. Hampton Roads has one of the greatest concentrations of military personnel in the world, and is host to the largest naval base in the world in Naval Station Norfolk. While the military has shrunk as a percentage of total employment since the end of the cold war, it still employs approximately 10% of the region's workforce. Additionally, defense spending plays a role in the region not only through the salaries of active duty personnel, but through procurement spending for both everyday needs of various regional basis, but for capital expenditures particularly for aircraft carriers and submarines. The region employs 14% of those employed in shipbuilding and repair in the US, and almost all of those are employed on military projects (the last commercial ship manufactured in Hampton Roads was in 1999). Military pay has also improved over the course of the current decade, with military income in the region outpacing inflation despite a decline in the total number of active duty in Hampton Roads.

The Port of Virginia creates jobs and attracts companies to the region as well. Hampton Roads harbor is one of the deepest and largest natural harbors in the world, and is located only 18 miles from the Atlantic Seaboard. Twenty-Foot Equivalent Units (TEUs) is the standard measurement of container cargo, and 13% of all east coast containers came through Hampton Roads, making it the third largest East Coast port by container volume. Hampton Roads was able to maintain growth when world trade was booming during the 90's and the first part of this decade, but the challenge will be to maintain business through this downturn in international trade. The decline in volumes through Virginia has encouraged cooperation between the Port of Virginia and the new Maersk Terminal in Portsmouth to better manage port capacity.

Tourism is the third major industry in the region. The growth and success of the nation's tourism industry is largely dependent on the health of the nation's economy, and thus it is not surprising that the region has seen declines in taxable hotel sales. Over 85,000 are employed in the tourism industry in Hampton Roads, and if it maintains the current growth trend, tourism will soon pass the military as the largest industry in Hampton Roads, though the average pay in the tourism industry is lower than that of the military.

Lastly, while the construction industry did not become overly developed during the housing boom, construction is still a large and important part of all regional economies. Construction employment has declined over the last three years, but has not experienced nearly the decline that has been experienced in residential building permits.

FIGURE 2.1 CONCENTRATION OF MILITARY EMPLOYMENT



Why is it important:
The Hampton Roads metro area houses one of the largest assemblies of military personnel in the world. The Department of Defense is the single largest employer in Hampton Roads. As a result, military employment plays a critical role in the economy.

How are we doing:
Decreasing military employment coupled with increasing employment in the private sector reduced the concentration of military in Hampton Roads from 1992 to 1998. Recent increases in military employment have helped to slow the decline in military concentration.

FIGURE 2.2 CYCLE OF NATIONAL DEFENSE SPENDING

Why is it important:
Defense expenditures in Hampton Roads are closely tied to federal defense outlays. National defense spending has a direct impact on the regional economy.

How are we doing:
National defense spending increased during the Reagan administration and fell during the collapse of the USSR. Defense spending began increasing again around the turn of the century, helping Hampton Roads to avoid recession.

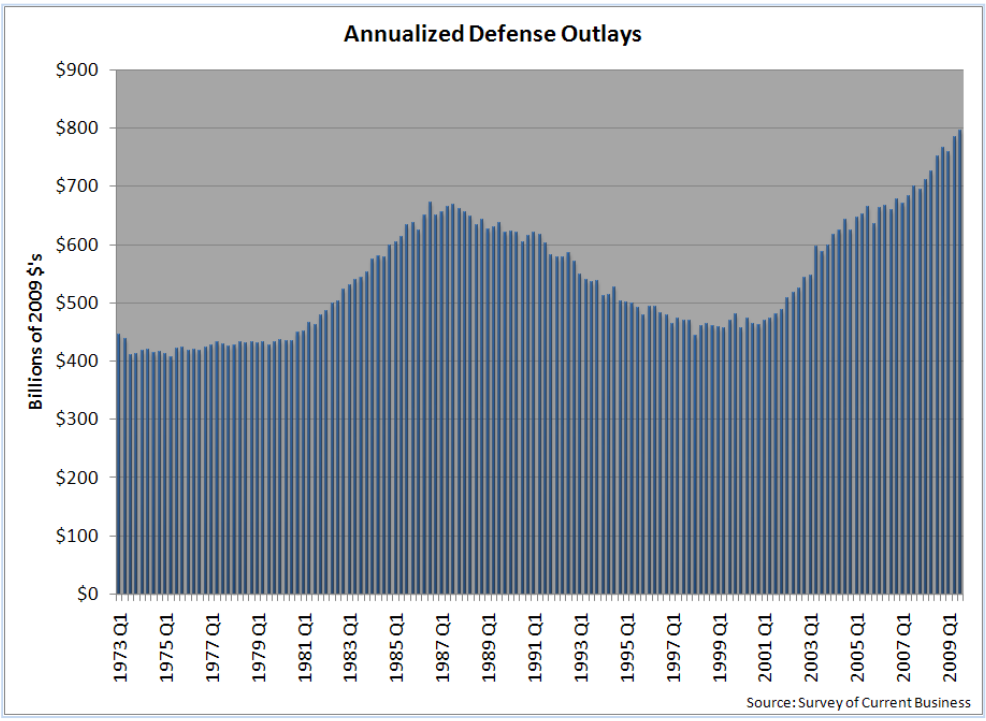
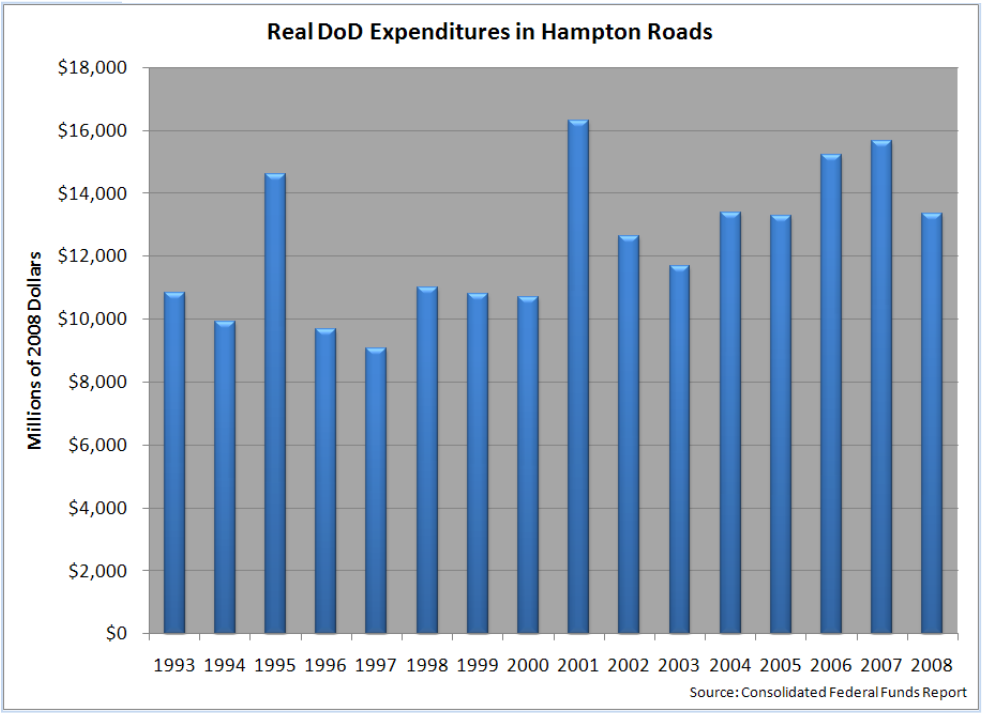


FIGURE 2.3 INFLATION-ADJUSTED DEPARTMENT OF DEFENSE SPENDING IN HAMPTON ROADS



Why is it important:
Department of Defense spending in Hampton Roads is one of the region's primary expenditure streams as a result, changes in defense spending can have a significant impact on the regional business cycle.

How are we doing:
Defense expenditures in Hampton Roads have stabilized the economy, and rising real defense spending in the region should moderate the effects of the current slowdown/recession.

FIGURE 2.4 TOTAL MILITARY EMPLOYMENT IN HAMPTON ROADS

Why is it important:
The largest employment sector in Hampton Roads is the military. Trends in military employment are used in forecasting regional economic growth and in interpreting historical economic changes.

How are we doing:
After losing a significant number of military personnel in the nineties, military employment in Hampton Roads saw a modest increase in the early part of this decade, only to begin moderating again.

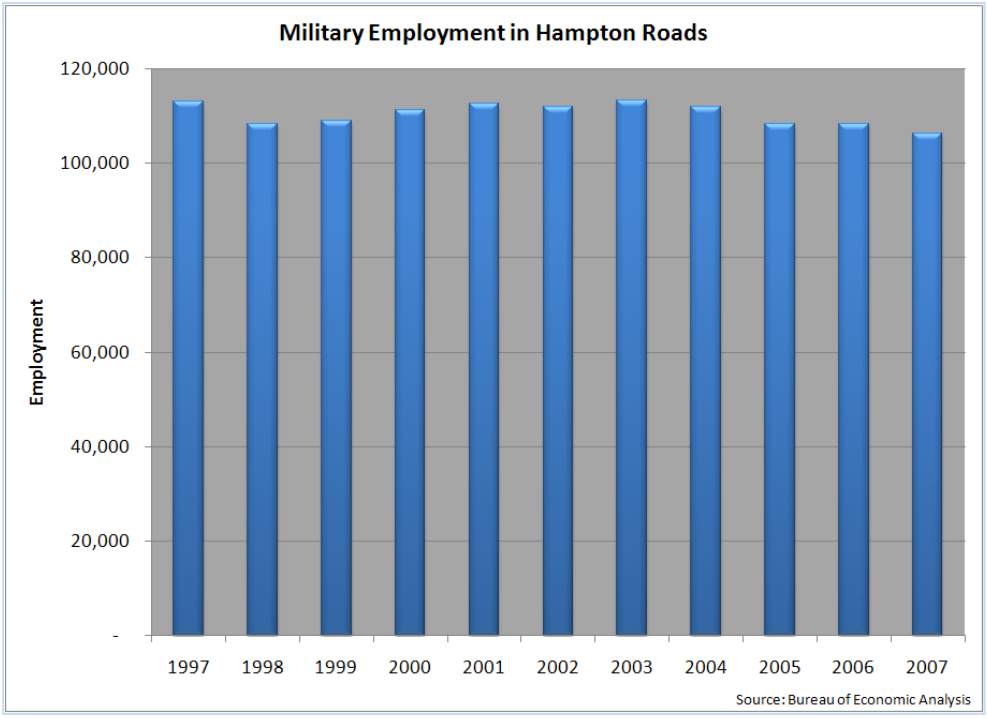
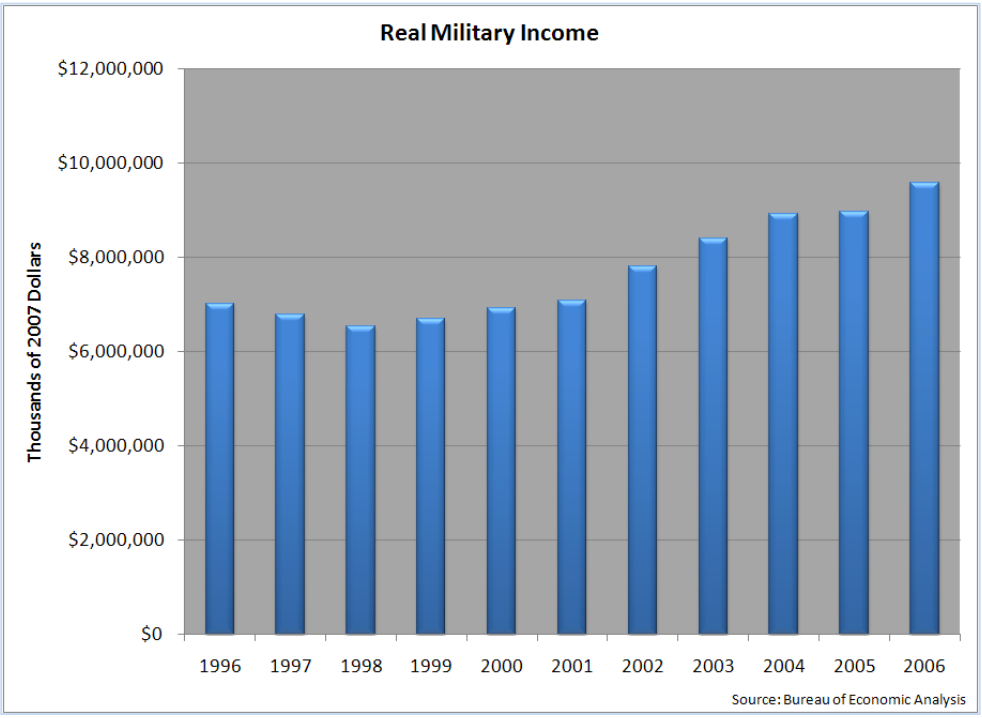


FIGURE 2.5 INFLATION ADJUSTED MILITARY INCOME



Why is it important:
The economic benefit of military employment in Hampton Roads is directly related to military incomes and the resulting expenditures by military personnel. As income sincrease, so do contributions to the local economy.

How are we doing:
Military incomes have risen substantially from 1998 due in part to increases in military pay.

FIGURE 2.6 CONCENTRATION OF SHIPBUILDING AND REPAIR EMPLOYMENT IN HAMPTON ROADS

Why is it important:
The shipbuilding and repair industry in Hampton Roads was a direct result of the region's disposition as a natural harbor. Over the years there has been a decline in the national shipbuilding and repair industry, as foreign markets have become more competitive. Today Hampton Roads remains one of the few areas in the U.S. specializing in ship repair.

How are we doing:
Shipbuilding and repair in Hampton Roads is closely tied to DoD contracts, and future demand by the Navy will determine the level of employment in the shipbuilding field.

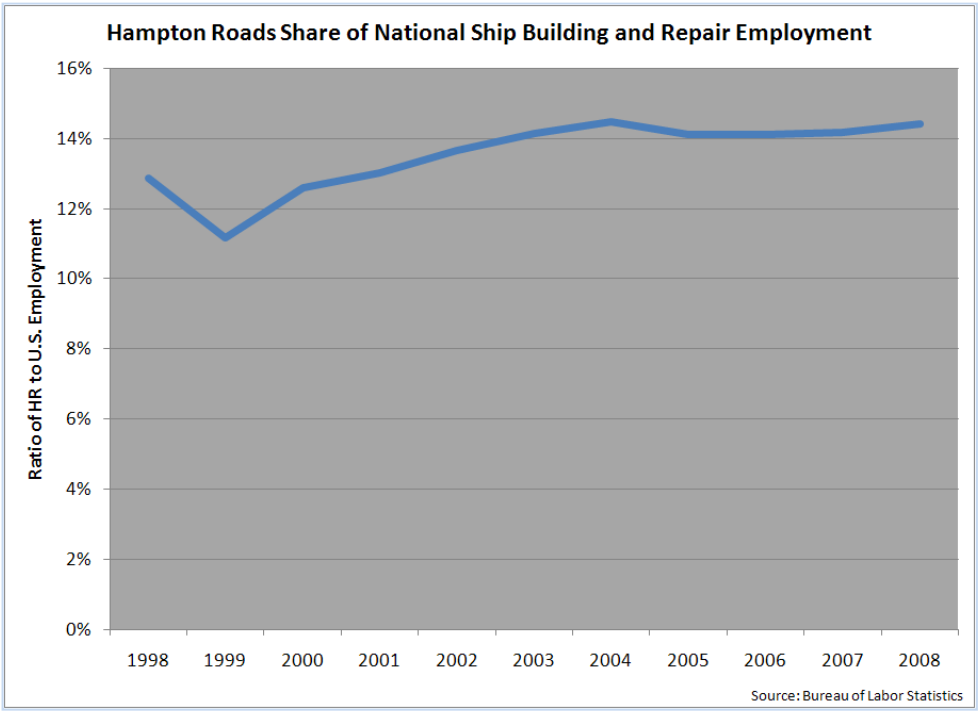
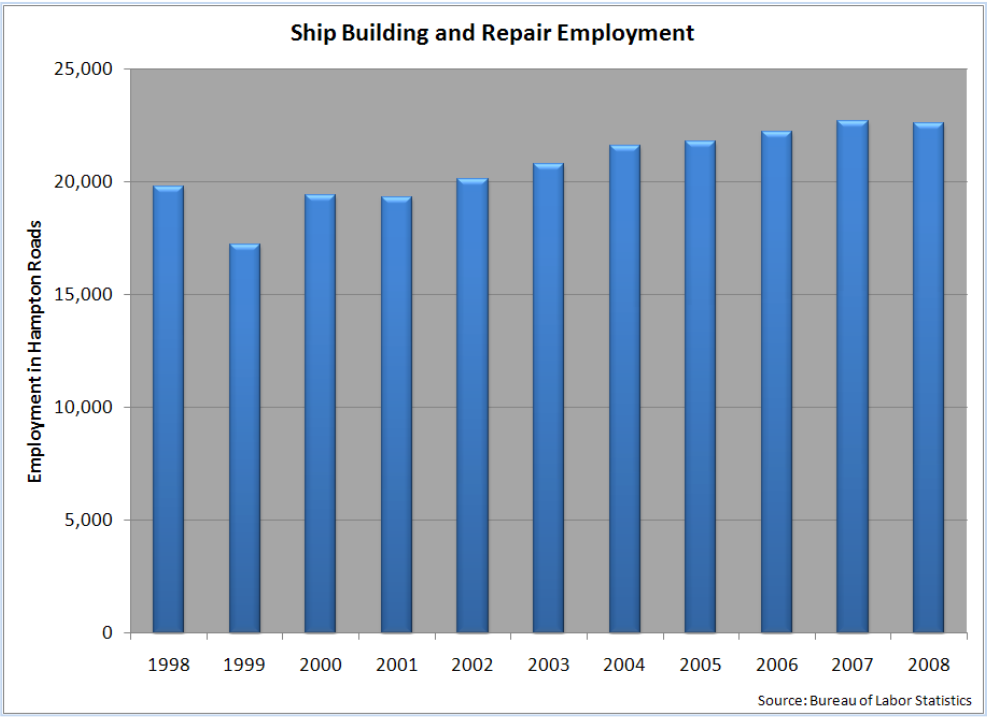


FIGURE 2.7 TOTAL SHIPBUILDING AND REPAIR EMPLOYMENT IN HAMPTON ROADS



Why is it important:
As a major industry in Hampton Roads, trends in the ship-building and repair industry play an important role in the economic strength of the region.

How are we doing:
Ship repair in Hampton Roads declined over the latter half of the nineties before beginning to grow slowly over the past 6 years. The shipbuilding and repair industry is closely tied to military contracts.

FIGURE 2.8 DISTRIBUTION OF MARKET SHARE FOR EAST COAST PORTS

Why is it important:
The Port of Hampton Roads is a vital part of the region's economic engine. There is constant competition for port traffic on the east coast. Figure 2.8 identifies the major east coast ports and their market share.

How are we doing:
Over 13% of the total east coast container traffic flowed through the Hampton Roads region last year.

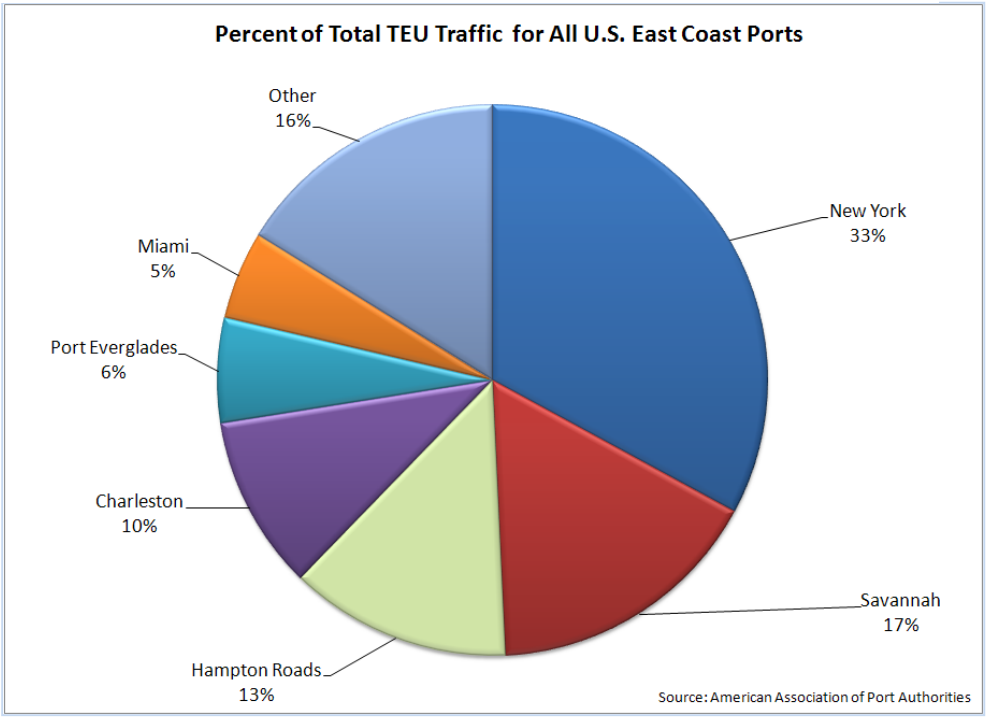
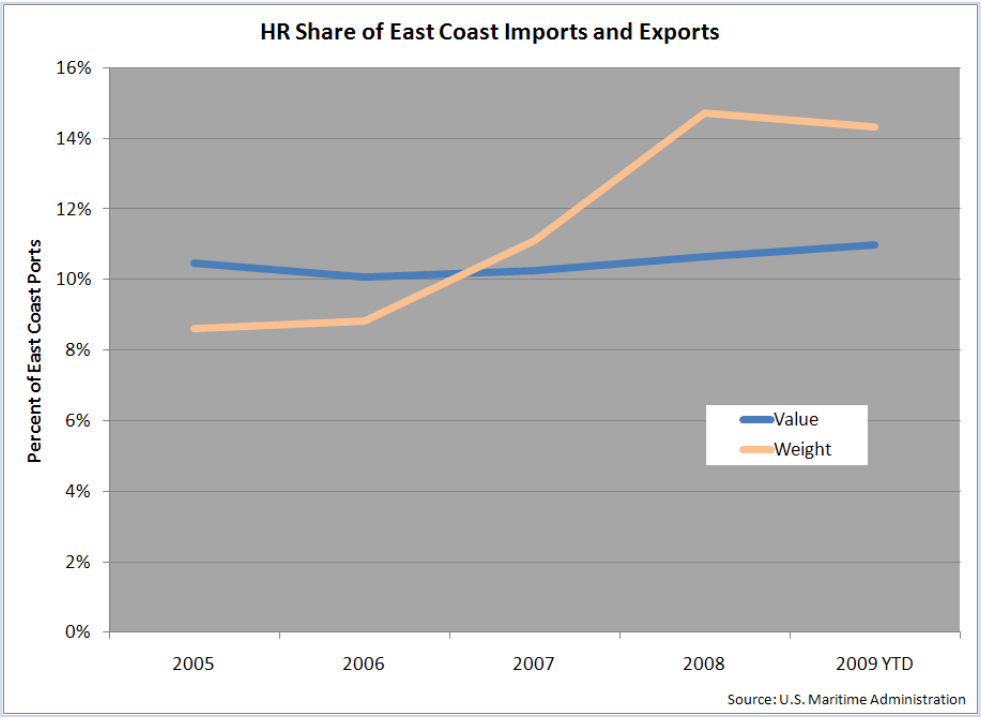


FIGURE 2.9 HAMPTON ROADS MARKET SHARE OF IMPORTS & EXPORTS AT EAST COAST PORTS



Why is it important:
In order to remain a viable industry in Hampton Roads, the Port of Virginia must be competitive with other east coast ports.

How are we doing:
The value of Hampton Roads' market share has held relatively constant over the past decade. Capacity at the ports is expected to grow, though there may be transportation infrastructure limitations to the total level of growth.

FIGURE 2.10 FOREIGN AND DOMESTIC VESSEL DEPARTURES

Why is it important:
In order to better understand trends in the demand for port services it is important to recognize the source and destination of port traffic.

How are we doing:
The majority of the goods moved throughout the U.S. are transported via truck and rail. By contrast the vast majority of port traffic in Hampton Roads moves by water, with either a foreign origin or a foreign destination.

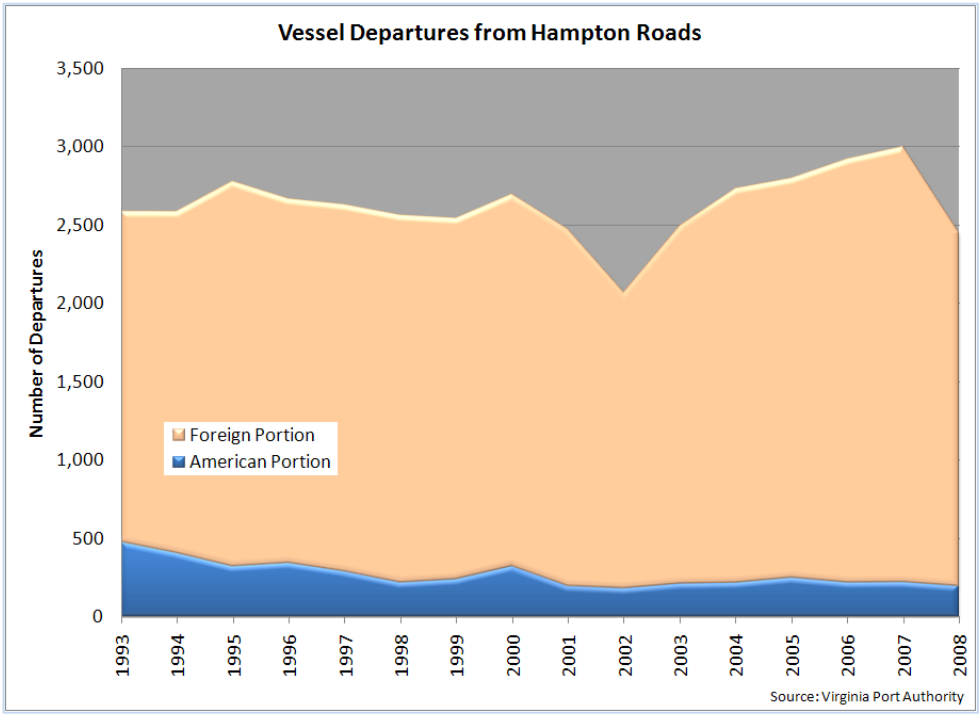
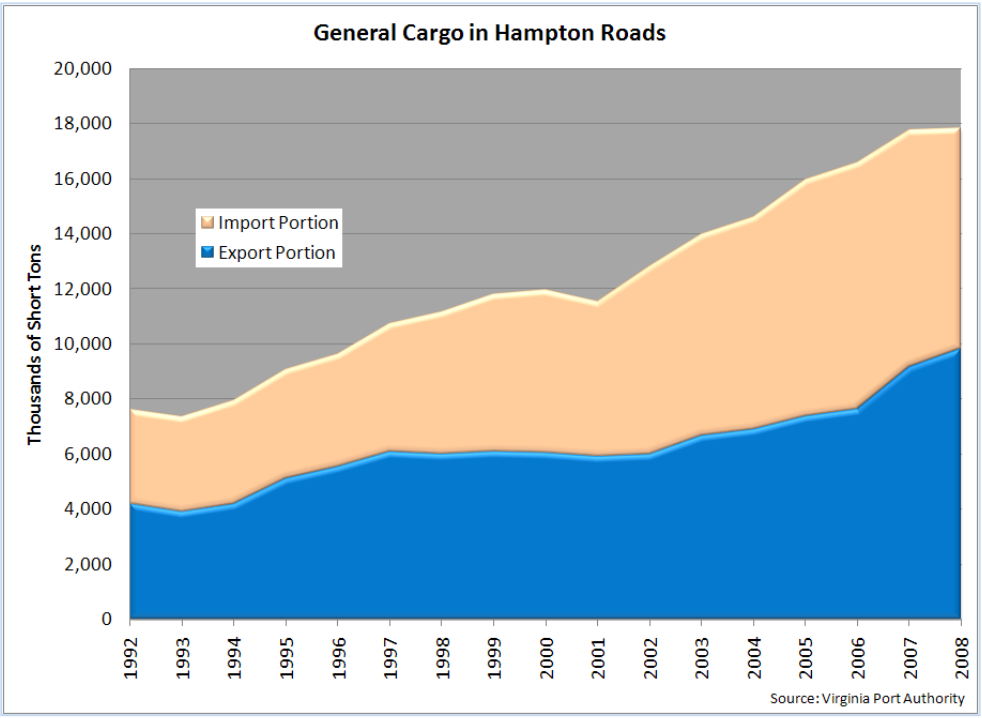


FIGURE 2.11 GENERAL CARGO IMPORTS & EXPORTS



Why is it important:
General cargo includes both containerized and break-bulk cargo. The ability to attract and manage general cargo is vital to the port's future.

How are we doing:
General cargo imports and exports have been steadily increasing in Hampton Roads. Improvements to basic infrastructure such as port capacity and regional roadways are imperative in order to enable continued growth in this sector.

FIGURE 2.12 COAL LOADINGS

Why is it important:
Coal loadings have remained a major source of Hampton Roads' port traffic, especially during the early nineties.

How are we doing:
The drop in world-wide demand for U.S. coal is evident in the decline in coal loading in Hampton Roads. While there was a brief spike in coal traffic during the recent spike in energy prices, this should subside as energy demand and prices fall.

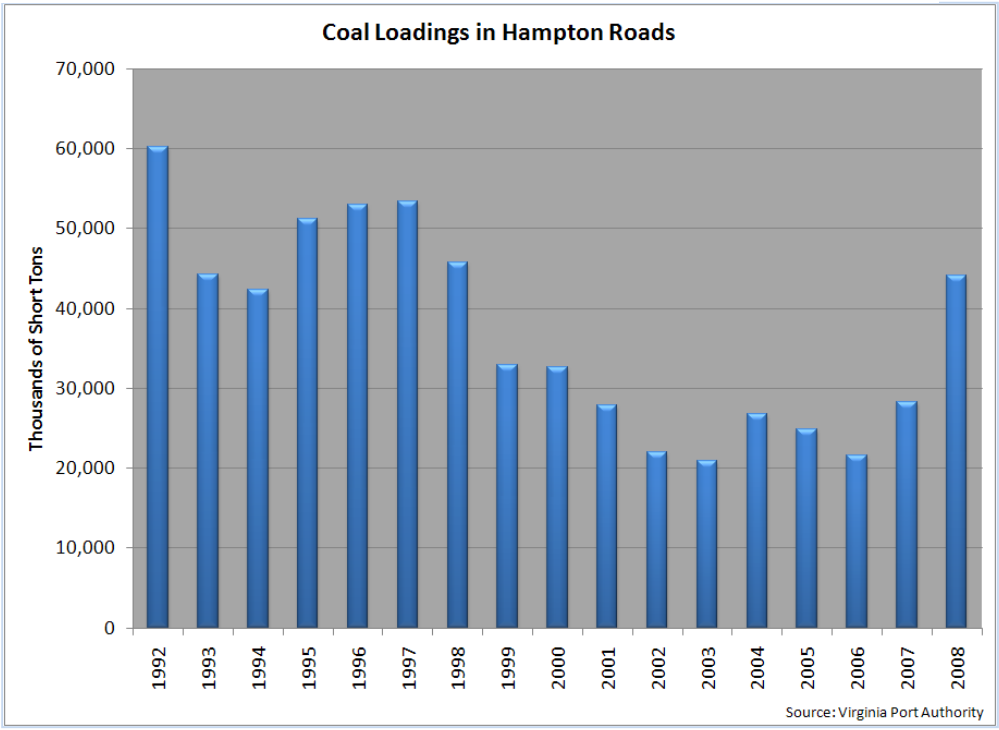
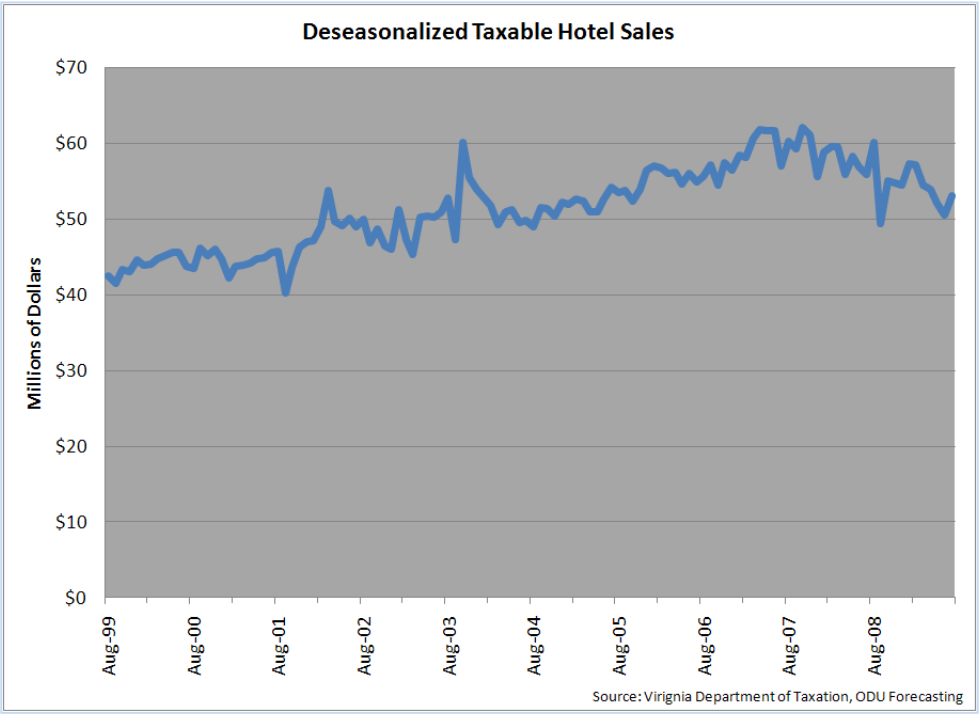


FIGURE 2.13 HAMPTON ROADS DESEASONALIZED TAXABLE HOTEL SALES



Why is it important:
Taxable hotel sales provide a good measure of the number of tourists that vacation in Hampton Roads, providing a consistent source with which to gauge tourist expenditures.

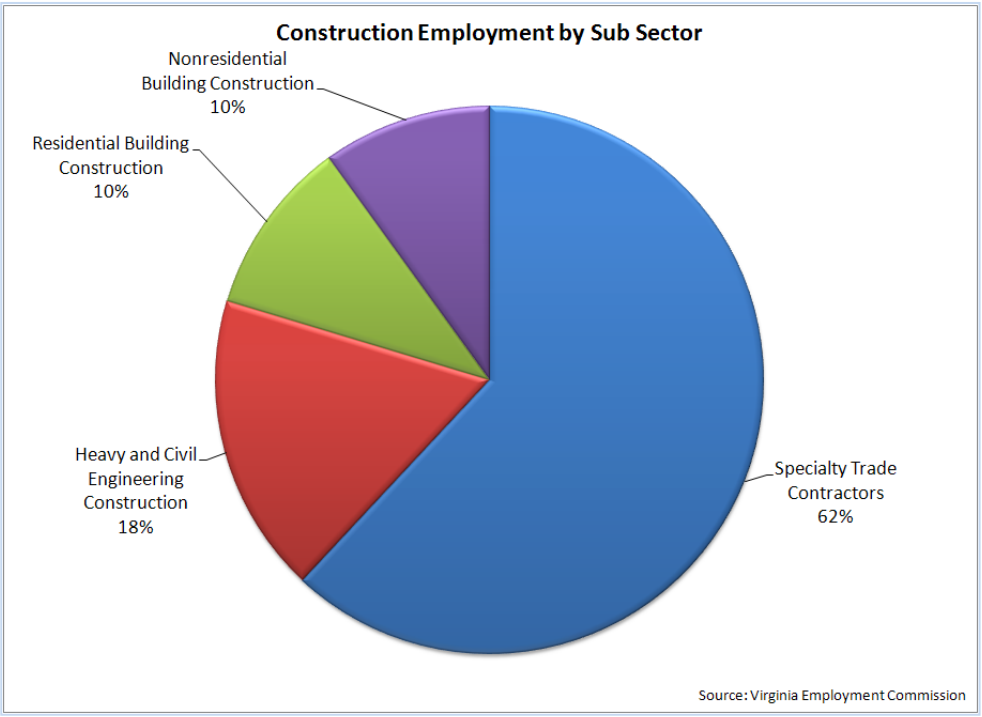
How are we doing:
The tourism industry had been growing steadily for most of the decade as demonstrated by Hotel Sales, but that growth leveled out in August 2007, presumably because of the slowing economy and increasing fuel prices.

FIGURE 2.14 EMPLOYMENT IN THE HAMPTON ROADS LEISURE AND HOSPITALITY INDUSTRY

Why is it important:
Increases in tourist activity are reflected in the level of employment in the leisure and hospitality industry.

How are we doing:
Employment in the local leisure and hospitality industry has been steadily increasing since 2001. Continued success in drawing tourists to the region is vital for the leisure and hospitality industry.

FIGURE 2.15 DISTRIBUTION OF HAMPTON ROADS CONSTRUCTION EMPLOYMENT



Why is it important:
The value of construction and construction employment are often used as economic growth indicators. The distribution of construction employment indicates the concentration of various types of construction in Hampton Roads by sub sector.

How are we doing:
The majority of construction employment in Hampton Roads is in various specialty trades, with residential and nonresidential construction having relatively equal distributions in the region.

FIGURE 2.16 NEW BUILDING PERMITS ISSUED IN HAMPTON ROADS

Why is it important:
Building permit information reflects on the general wellbeing of the residential construction industry. Large increases or decreases in the number of building permits have both social and economic implications.

How are we doing:
The number of building permits issued, particularly for single family housing, has fallen precipitously since 2005. This clearly demonstrates the slowing of the residential construction market.

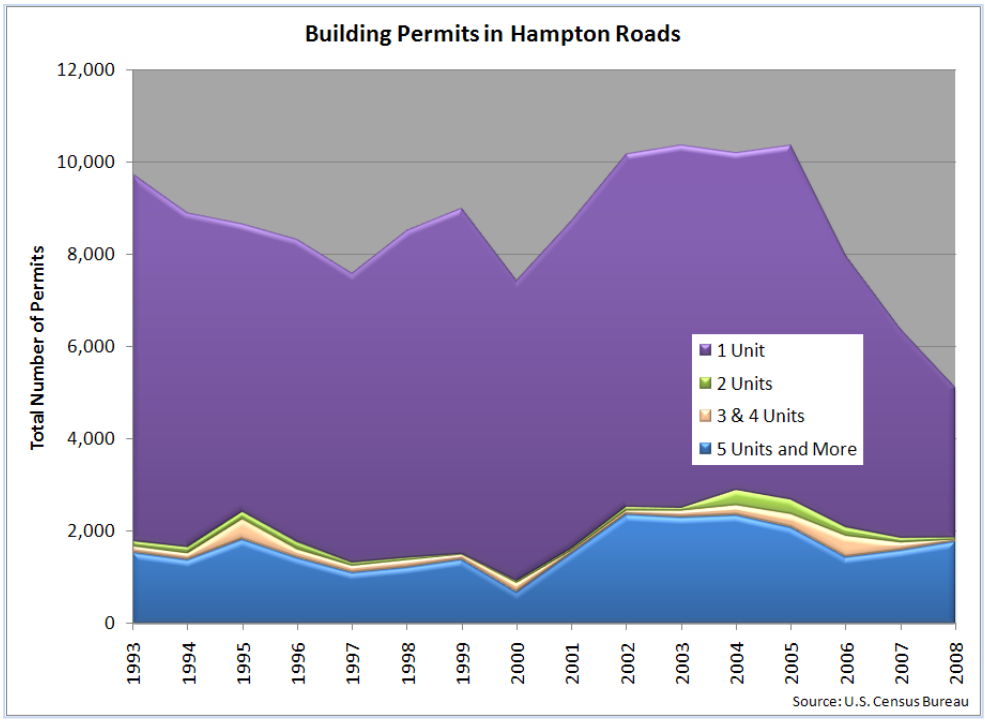
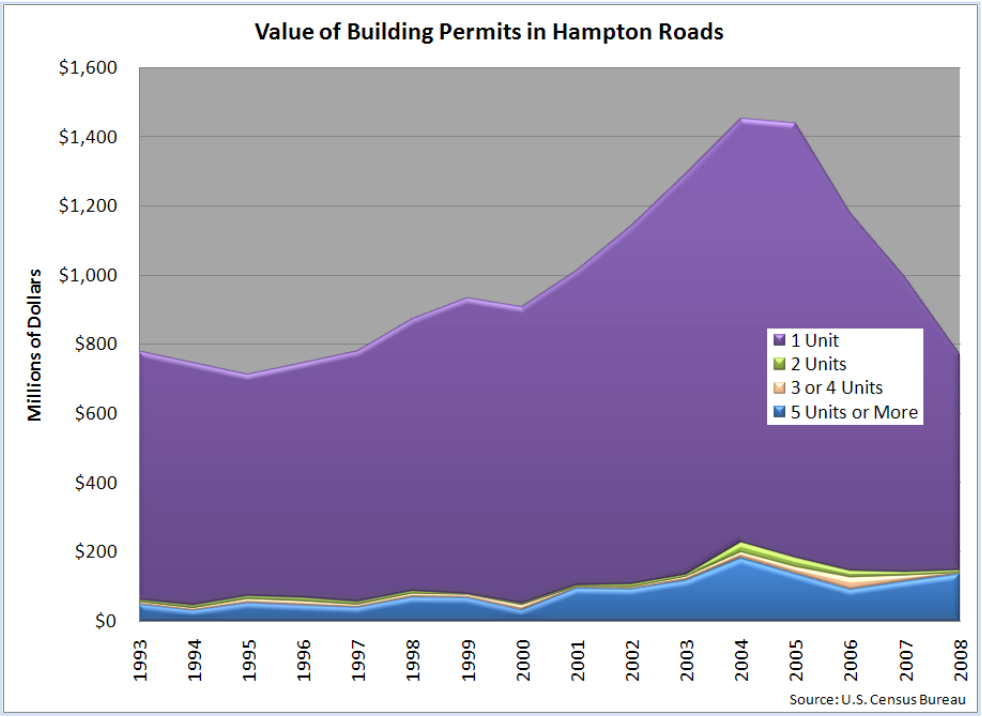


FIGURE 2.17 VALUE OF NEW BUILDING PERMITS ISSUED IN HAMPTON ROADS



Why is it important:
The value of building permits is an excellent indicator of residential construction activity. Both the number and the value of building permits reflect the demand for housing in relation to the price of housing.

How are we doing:
The value of housing permits has fallen since 2000, representing both a drop in the total number of permits and a drop in the value of those permits that are being issued. Much of the increase in permit values in the housing boom was the result of the demand for high end housing.

FIGURE 2.18 CONSTRUCTION EMPLOYMENT IN HAMPTON ROADS

Why is it important:
Construction employment reveals trends in both the commercial and residential construction industries. Increasing construction employment is indicative of a healthy economic climate.

How are we doing:
Despite the increase in permitting activity during the middle of this decade, construction employment did not surge, and this has lead to a small decline in construction employment despite an extremely weak real estate market.

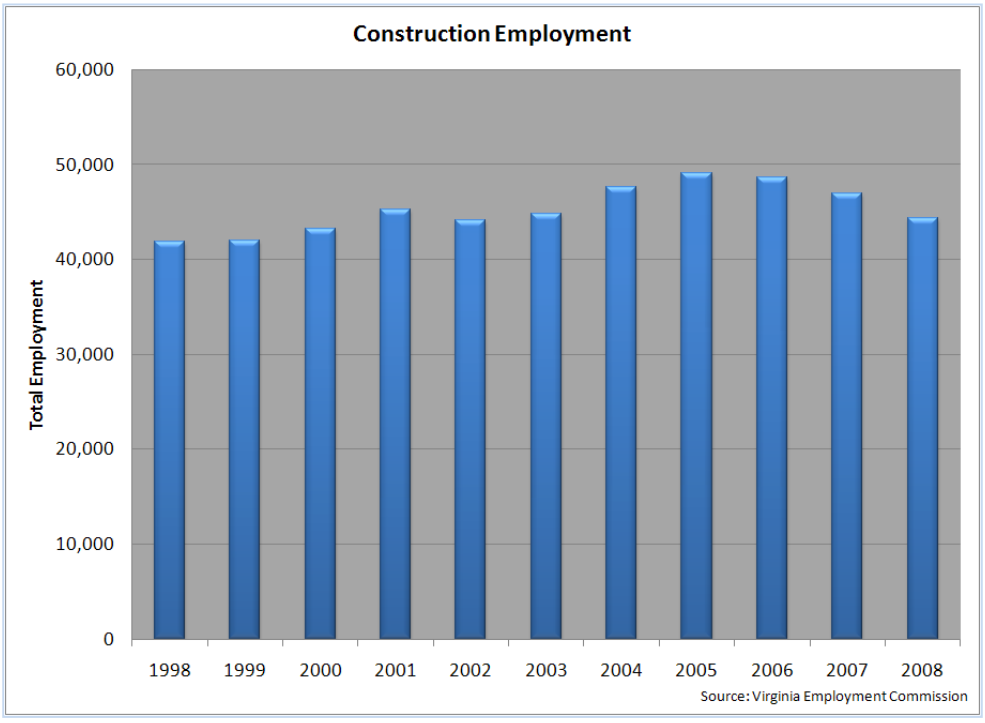
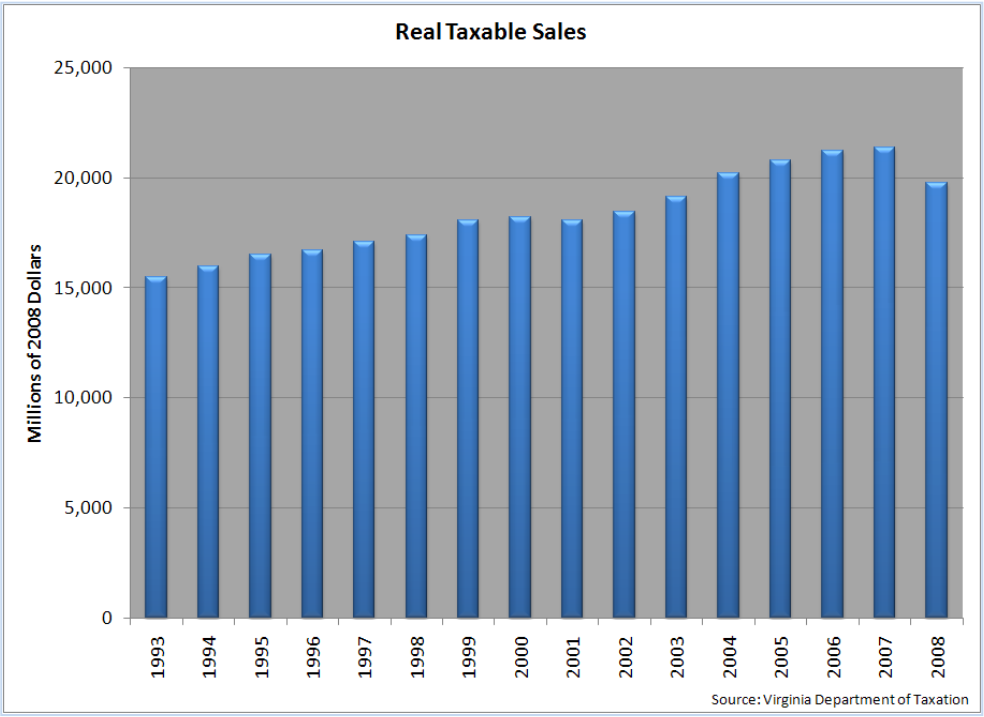


FIGURE 2.19 INFLATION ADJUSTED TAXABLE SALES IN HAMPTON ROADS



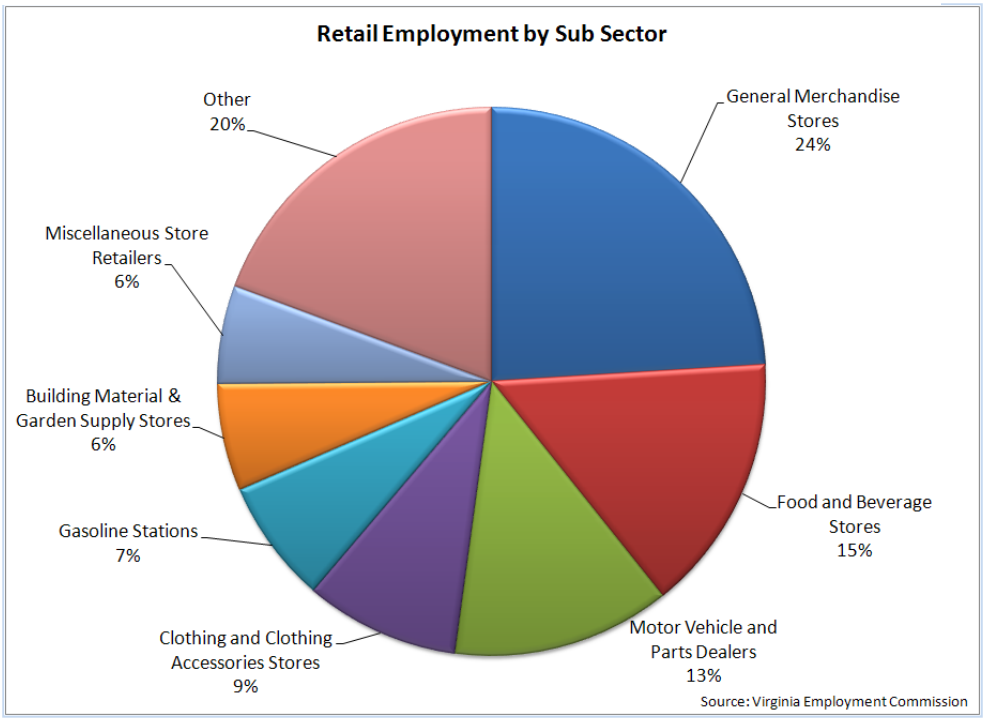
Why is it important:
Retail trade is Hampton Roads' second largest industry. Trends in taxable sales exhibit the interaction between consumer expenditures and the retail trade industry. Strong retail sales imply that consumer confidence is high and that there is a healthy market for

How are we doing:
Taxable sales have typically followed a gradual growth, and the only time that sales did not grow was when the U.S. experienced a recession. Taxable sales declined in 2008 and evidence points to continued weakness in consumer confidence and retail sales in the region.

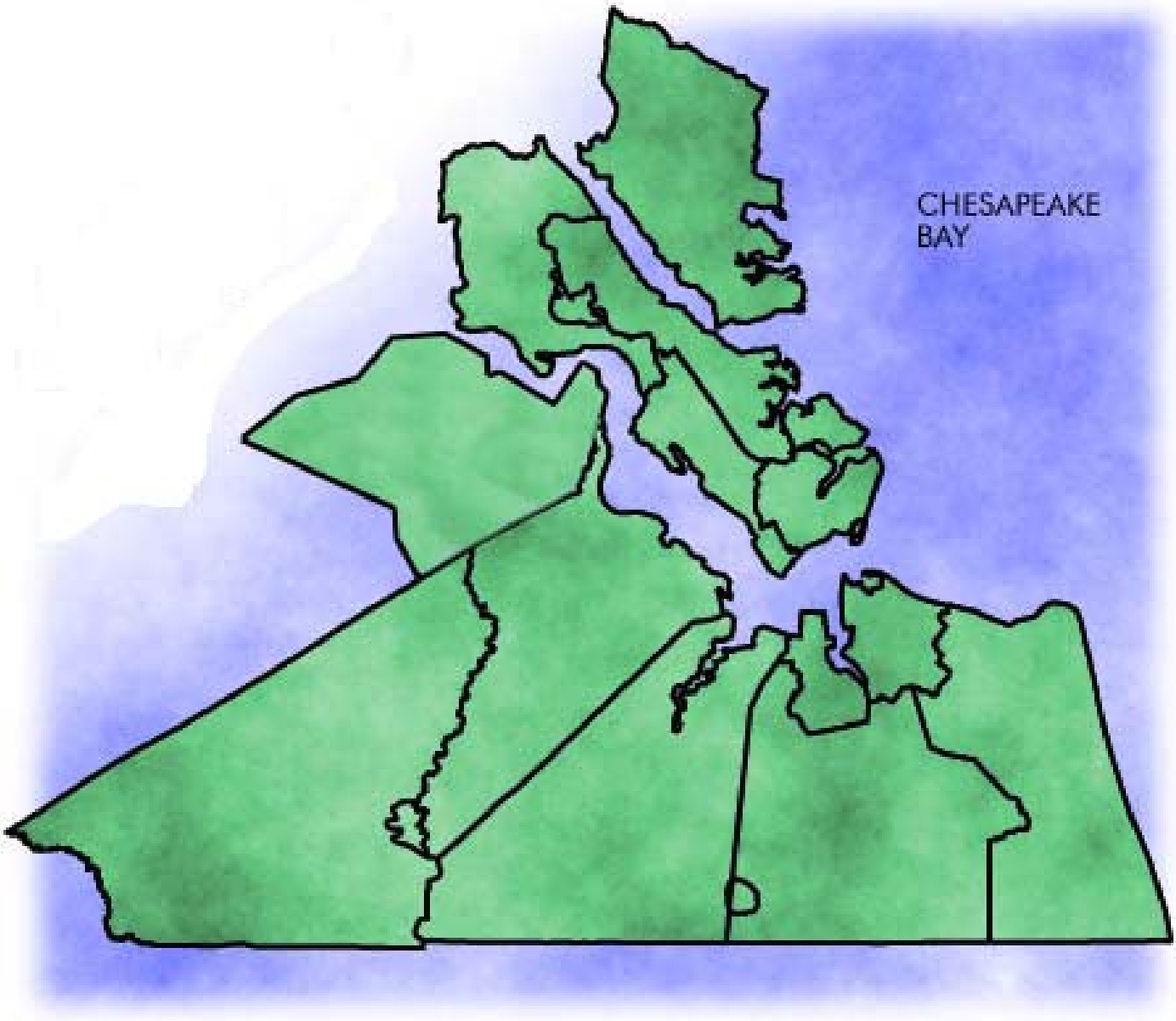
FIGURE 2.20 DISTRIBUTION OF HAMPTON ROADS RETAIL EMPLOYMENT

Why is it important:
The retail sector consists of a variety of sub sectors each of which are subject to unique market forces. In order to appreciate how market changes might affect the retail industry, it is important to understand the composition of the retail industry.

How are we doing:
General merchandise and food & beverage stores account for the majority of the retail industry in Hampton Roads. The remainder is comprised of a diverse grouping of smaller sub sectors.



Demographics



The Demographics section of this report includes charts on population, population growth, population density, births, deaths, age & gender distributions, race & ethnicity, and occupations.

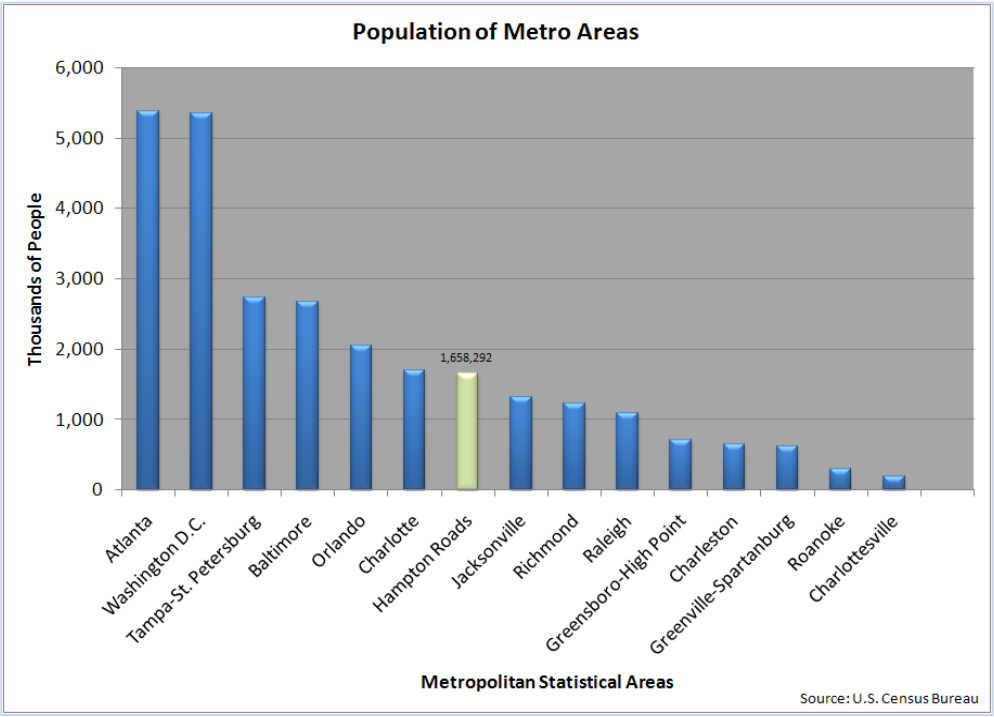
Demographics

Hampton Roads is the 35th largest region in the U.S. in terms of population, but has been growing at a significantly slower rate than the nation for quite some time. This trend seems to be significantly related to out-migration, as the rate of natural increase has averaged 12,000 over the last 15 years (i.e. 12,000 more residents are born each year than die in Hampton Roads), while the population growth has averaged only 9,600 during that time span. The population growth rate for Hampton Roads has been below the national growth rate 14 out of the last 15 years, and while population growth should not be an economic end by itself, population growth reflects economic opportunity and is tied to the region's economic and political importance.

The population can be divided along several characteristics. One of those characteristics is age, and the relative age percentages has been stable for quite some time, with only a marginal level of growth in the 19-64 age group. The nation is aging rapidly; and demographers expect the 65+ age group to expand its share of the total population. Another way to break down the population is by gender, and Hampton Roads has a larger female population with females representing 51% of the total population. Racial and ethnic diversity is yet another measure of a metropolitan region, and Hampton Roads has a larger African-American community, even when compared to other southern MSAs. It is notable that compared to other regions; the Hispanic population constitutes a smaller percentage of the overall population.

This section also looks at the various occupation categories in the region

FIGURE 3.1 POPULATION OF HAMPTON ROADS AND COMPETING METRO AREAS IN 2008



Why is it important:
Population provides a context for understanding many economic and social indicators.

How are we doing:
With a population of 1,658,292 in 2008, Hampton Roads was the 35th most populated metropolitan statistical area in the United States. While Washington and Atlanta are much bigger, Hampton Roads population level is average for Southeastern metro areas.

FIGURE 3.2 POPULATION GROWTH RATES IN HAMPTON ROADS AND THE UNITED STATES

Why is it important:
Population growth tracks closely with other expressions of economic growth. Changes in population can have very significant impacts on employment and income statistics.

How are we doing:
By its nature, regional population growth has a significantly higher level of volatility then the nation. Hampton Roads' population has grown at a slower rate than the nation for 14 out of the last 15 years.

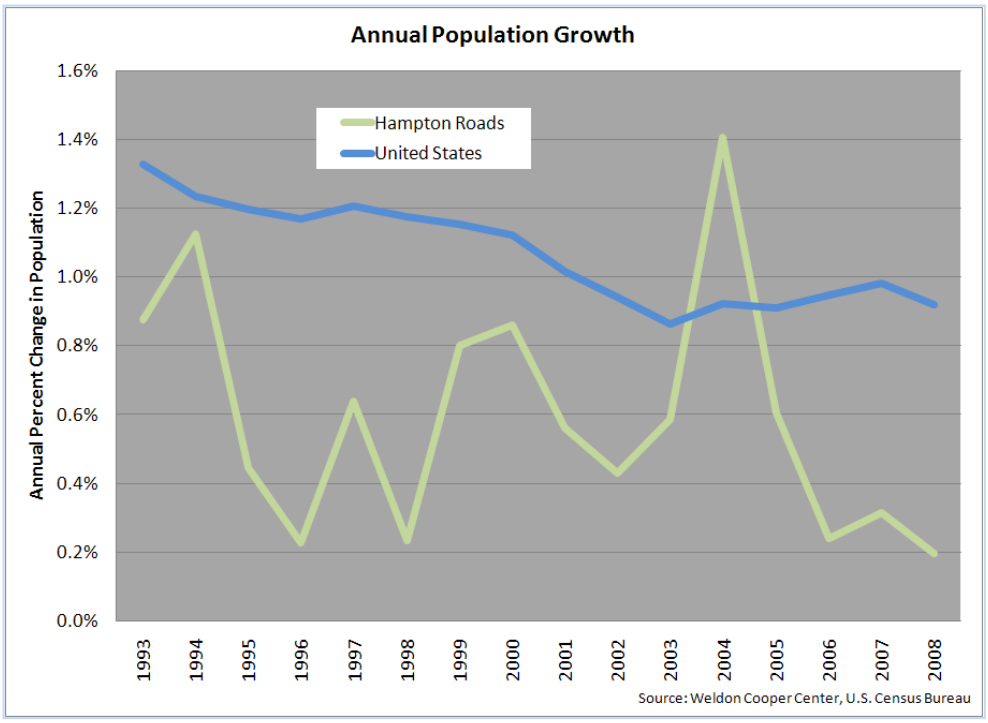
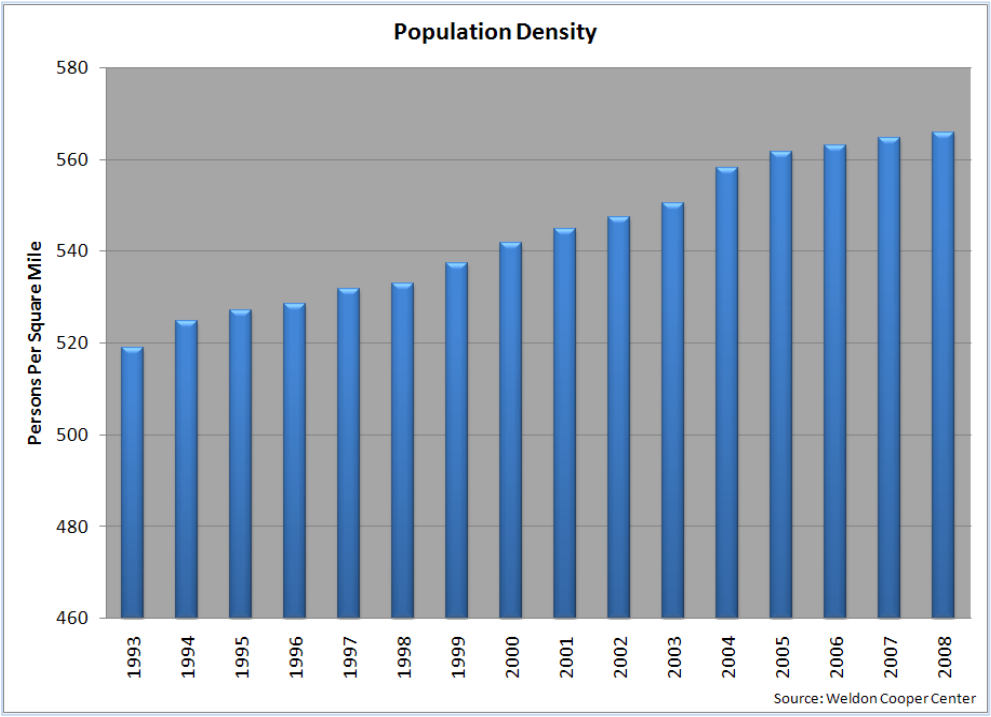


FIGURE 3.3 HAMPTON ROADS POPULATION DENSITY



Why is it important:
Population density directly impacts the usage of government services in the region.

How are we doing:
Population density in the region has grown at the same measured rate as overall population growth.

FIGURE 3.4 COMPONENTS OF POPULATION CHANGE IN HAMPTON ROADS

Why is it important:
Changes in regional population are due to births, deaths, and migration. Reviewing the components of population provides a clearer picture as to changes in a region's demographics.

How are we doing:
There was significant net out migration during the second half of the nineties, but there has been a high level of volatility in net migration in the new millennium with little cumulative impact on the total population level.

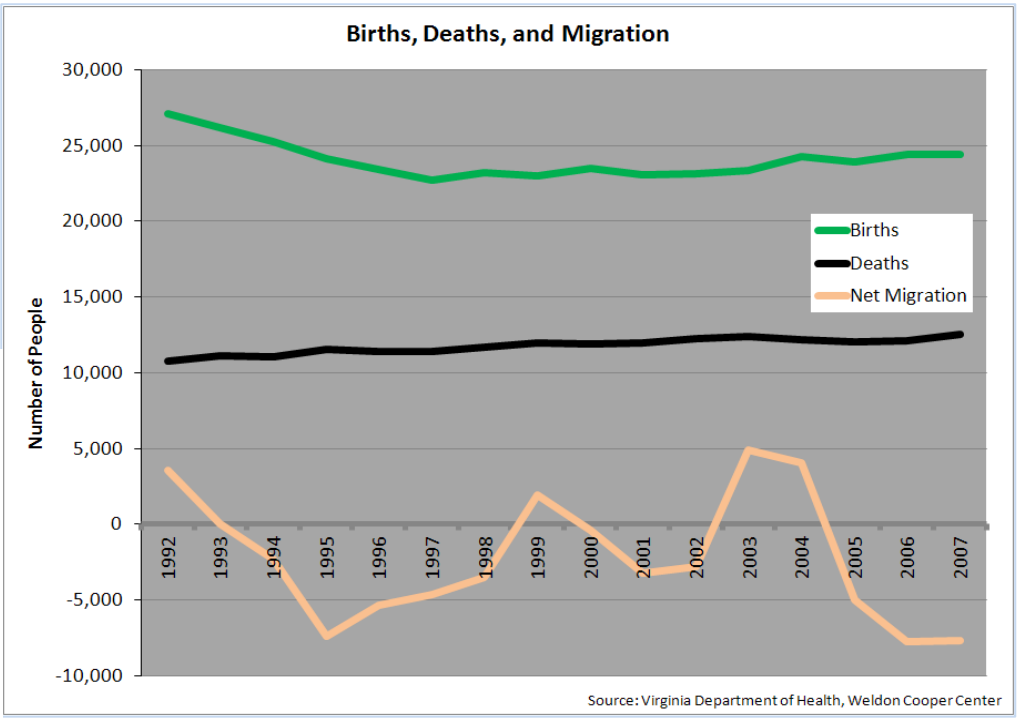
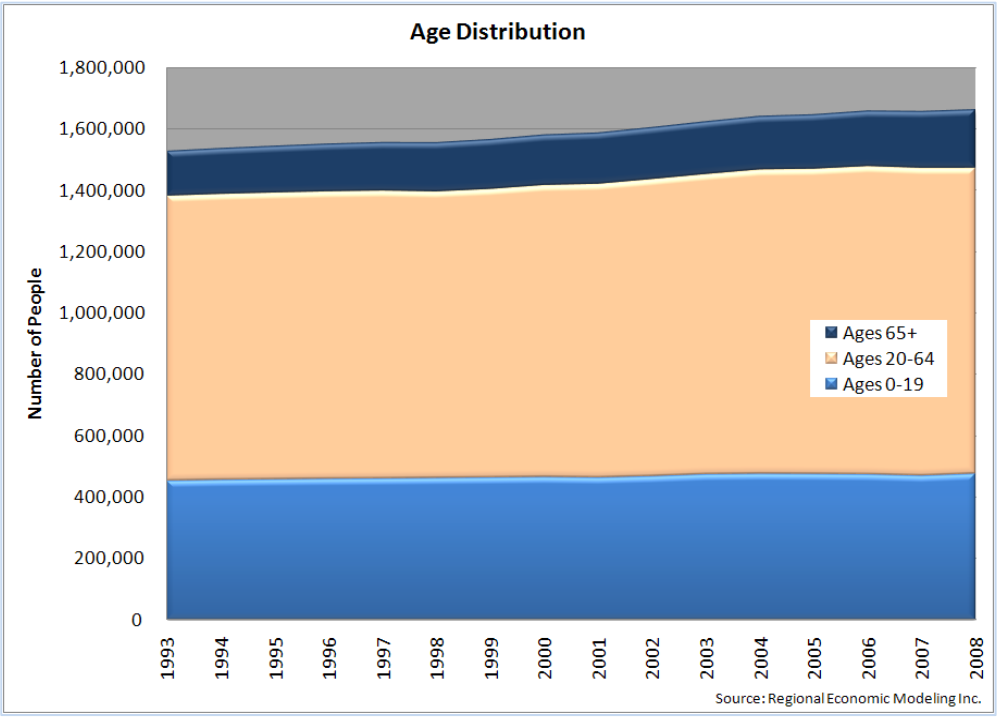


FIGURE 3.5 AGE DISTRIBUTION OF THE HAMPTON ROADS POPULATION



Why is it important:
The age distribution of a region has both social and economic implications. It provides insight into the need for family and senior services, as well as indicating the availability of labor.

How are we doing:
The age distribution has remained stable in the region. The 65+ group is expected to start expanding rapidly as the baby boomers continue to age.

FIGURE 3.6 GENDER DISTRIBUTION FOR THE HAMPTON ROADS POPULATION

Why is it important:
Men and women require distinctive services, tend to pursue different occupations, and impact the social and economic landscape in a unique manner.

How are we doing:
Since 1992, the number of women in Hampton Roads has surpassed the number of men. Females in Hampton Roads now outnumber males by a substantial margin.

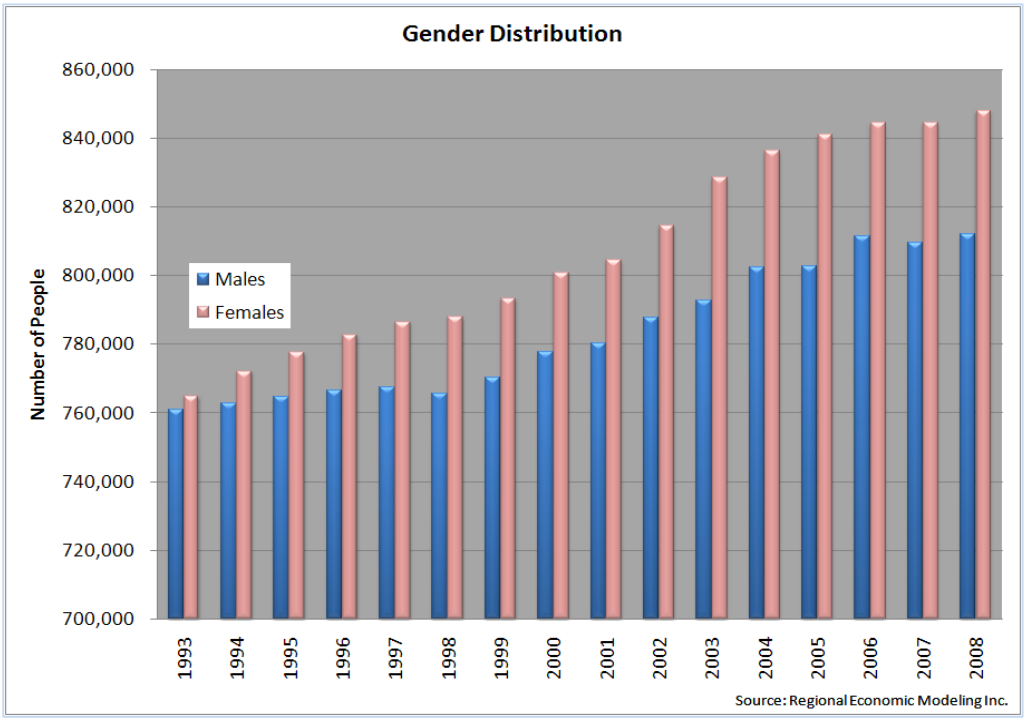
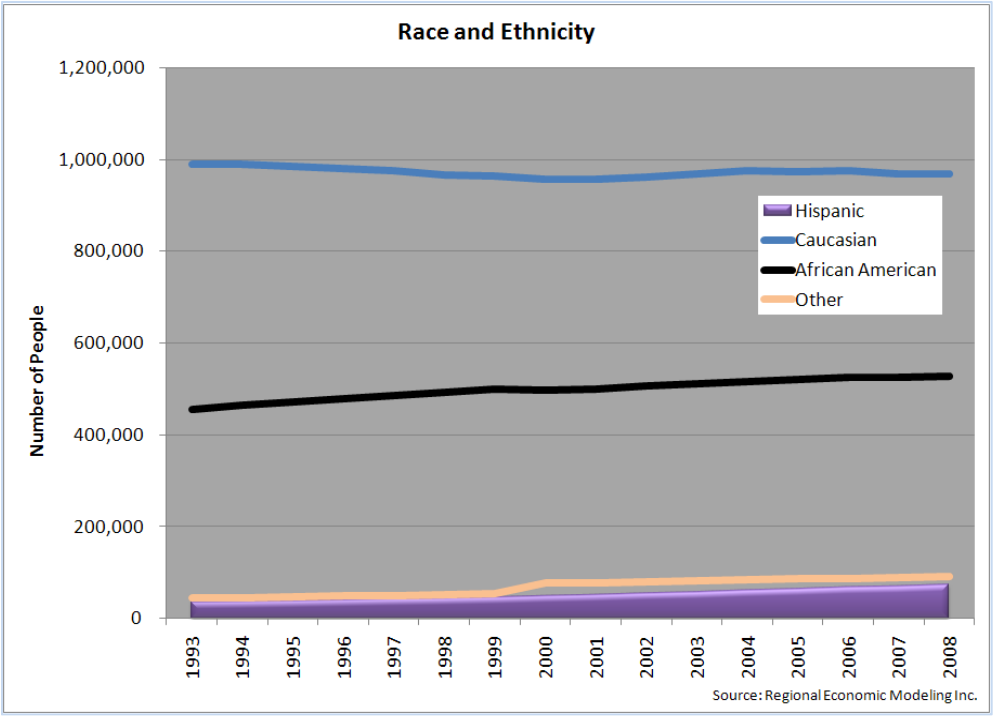


FIGURE 3.7 RACE AND ETHNICITY IN HAMPTON ROADS



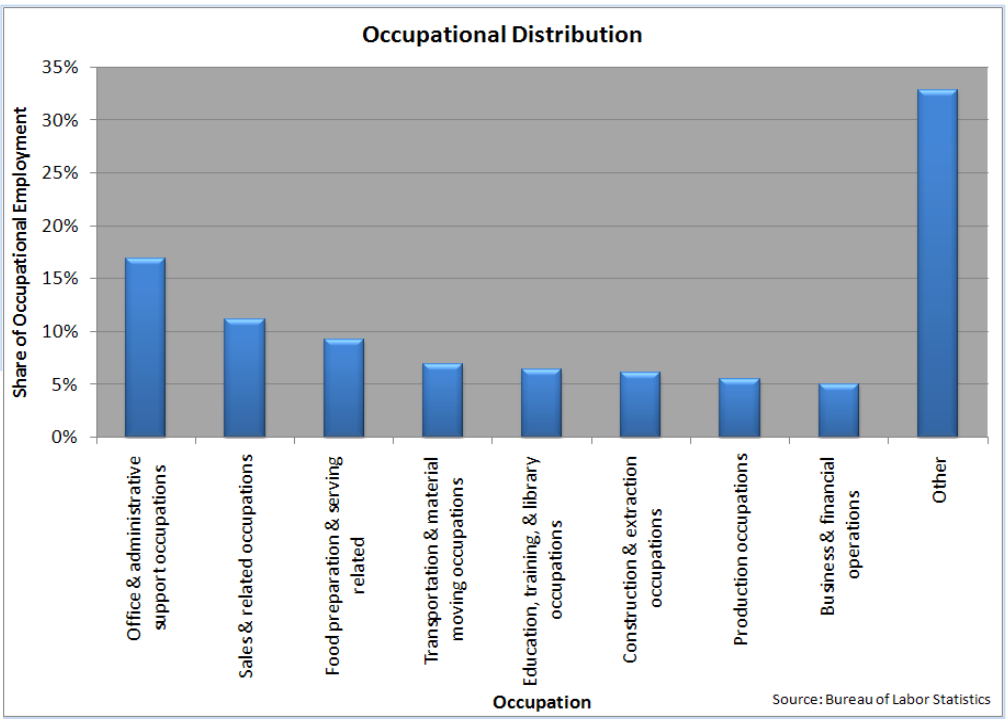
Why is it important:
Understanding racial and ethnic diversity is important in order to ensure equal opportunities for all persons. One should employ localized diversity statistics when evaluating regional employment trends.

How are we doing:
Hampton Roads has an above average portion of African Americans when compared to other MSAs. Conversely, Hampton Roads population has relatively few other minorities or persons of Hispanic ethnicity.

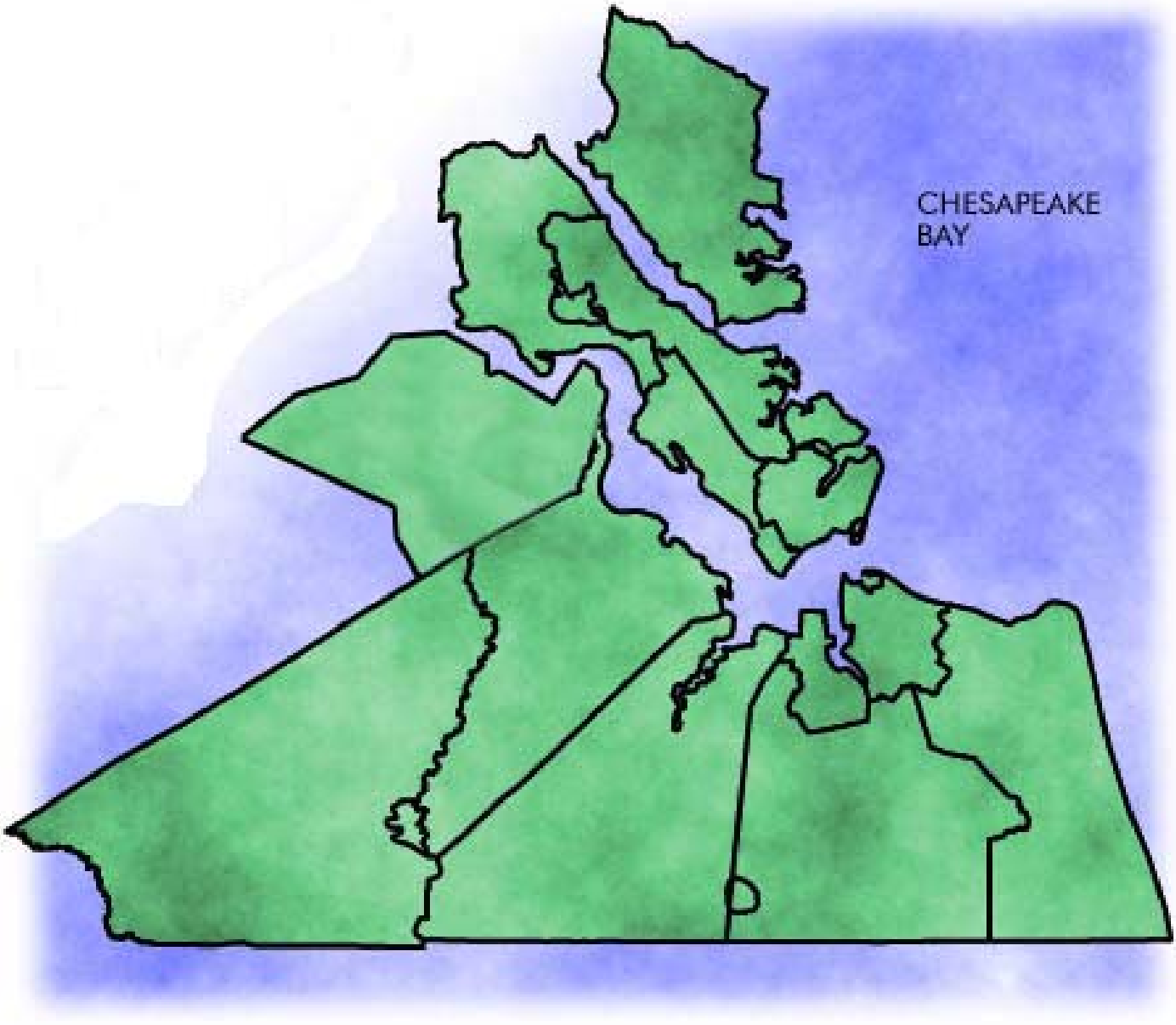
FIGURE 3.8 DISTRIBUTION OF OCCUPATIONS IN HAMPTON ROADS

Why is it important:
Employment is often classified by industry, although persons seeking employment typically search by occupation. Figure 2.8 illustrates the occupational and skills distribution of persons working in Hampton Roads.

How are we doing:
Roughly 18% of workers in Hampton Roads are employed in office and administrative support occupations. Sales and food related occupations round out the top three occupational categories.



Housing



The Housing section of this report includes information on home sales, housing prices, home ownership rates, and housing affordability.

Housing

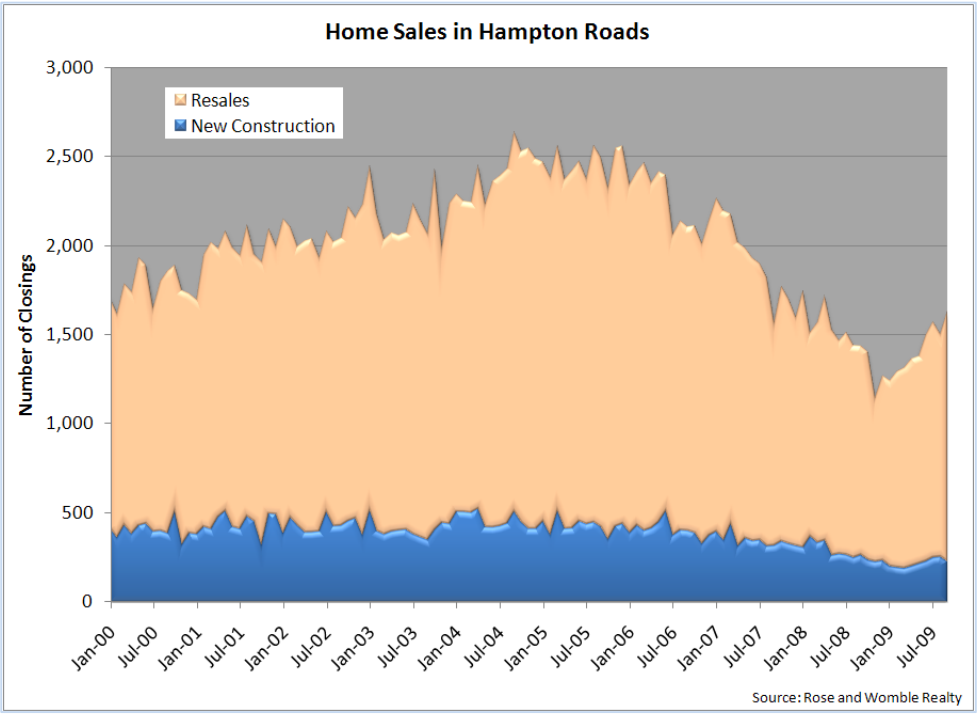
Construction and the housing market play a large role in the quality of life in a community. The number of transactions each month is an effective measure of the health of the housing market. Too few sales indicate the market is failing to clear, and this is typically a result of price mismatch or credit markets that have fallen. Both elements played a role when seasonally adjusted existing home sales bottomed out in November 2008, when buyers expectations for future home prices were quite bleak and the credit markets were still frozen because of the collapse of Lehman Brothers. Too high a rate of sales can indicate that supply has been restricted or that the market is overheated, and this was typical of the sales number in 2005 (near the height of the housing bubble). Existing home sales have increased to 1,400 in September 2009, which is only 220 units below its 20 year average.

Housing prices appreciated quite quickly when the housing bubble formed, as can be seen in figure 4.2, but have now begun to correct quickly as home values have begun to decrease. The home price index measures the change in price between the sale of the same home over the course of time, and thus controls for many of the errors that develop with house price estimators. Even though the average closing price of homes declined in the past year, home values have still increased over the 3-5 year time horizon.

The decline in home prices has actually had a positive effect on the affordability of both homes and rental units, as a combination of oversupply and a return to frugality during this recession are forcing families to cut back on their housing consumption. This allows gainfully employed individuals who would normally be priced out of the market to have access to home ownership.

Unfortunately, it is still not entirely clear what effect the weakening labor market will have on housing demand and foreclosures. While the market seems to be clearing in Hampton Roads as evidenced by the existing home sales; in other parts of the country economists have found that foreclosures and Real Estate Owned (REOs) are driving a significant portion of existing home sales.

FIGURE 4.1 PRE-OWNED AND NEW CONSTRUCTION HOME SALES IN HAMPTON ROADS



Why is it important:
Regional home sales react to both local and national market pressures. Increasing new construction sales often point to increasing population, while increases in housing resales can be attributed to a variety of factors, including economic growth.

How are we doing:
The region had seen a steady decline in existing home sales since July 2005, driven at first by a combination of increased mortgage rates and higher home prices. Existing home sales have started rising, but it is unclear to what role foreclosures play in the increased level of sales in the region.

FIGURE 4.2 HOUSING PRICE INDICES FOR HAMPTON ROADS, THE VIRGINIA, AND THE UNITED STATES

Why is it important:
Housing costs represent the single largest expense for the majority of American households. As a result, increases in the price of housing are directly correlated with increases in the cost of living.

How are we doing:
Housing prices spiked in Hampton Roads between 2000 and 2006, increasing to an even greater extent than US housing prices. They have since subsided and entered a period of price declines not realized since the early nineties.

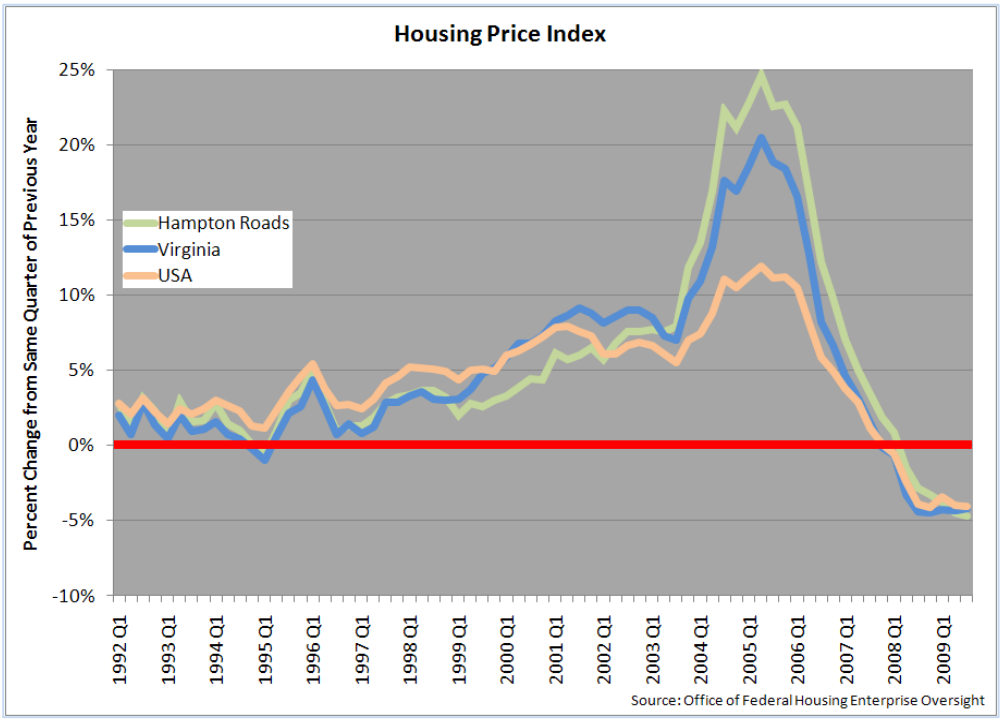
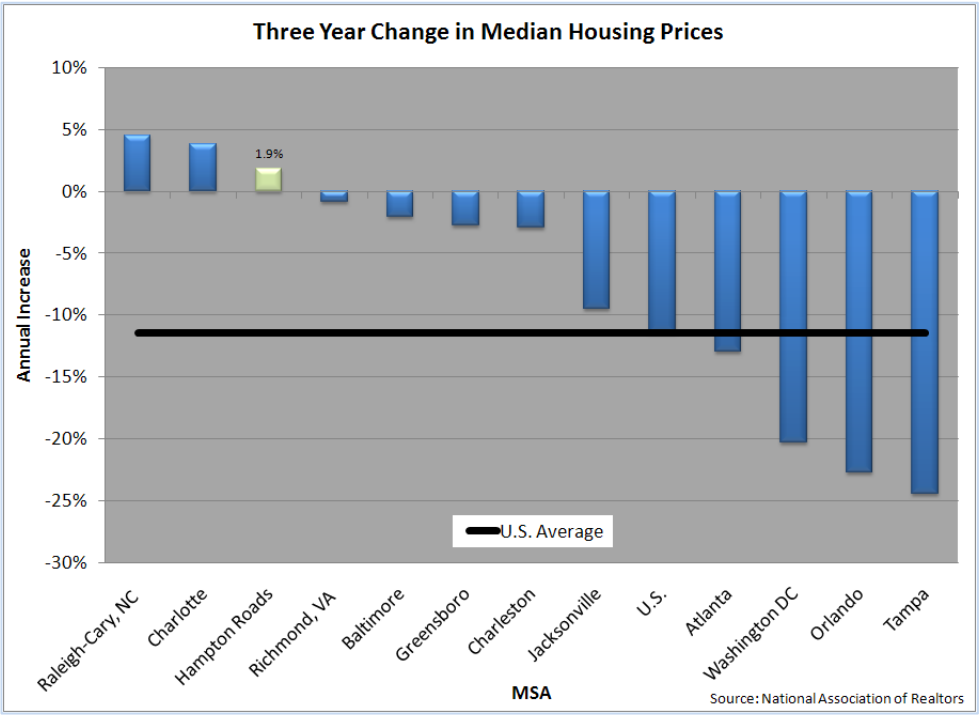


FIGURE 4.3 HOUSING PRICE INCREASES IN HAMPTON ROADS AND COMPETING METRO AREAS FROM 2006 TO 2008



Why is it important:
Housing is a major component of the cost of living, affecting how the Hampton Roads region can compete for employment with other metro areas. Also, Real Property taxes are important part of local government finances, and changes in home values can impact the level of services that a locality can provide.

How are we doing:
Hampton Roads experienced a decline in the median value of home sales in 2008, but homes have still appreciated in the region over longer time horizons.

FIGURE 4.4 HOME OWNERSHIP RATES IN HAMPTON ROADS

Why is it important:
As is so often stated by the Department of Housing and Urban Development, homeownership is part of the American Dream. Increased home ownership builds wealth and creates stable communities.

How are we doing:
Due in part to changes in military housing, home ownership rates in Hampton Roads increased until 2003. The appreciation of housing prices between 2003 and 2006, and the subsequent recession has reduced affordability returning many to the rental market.

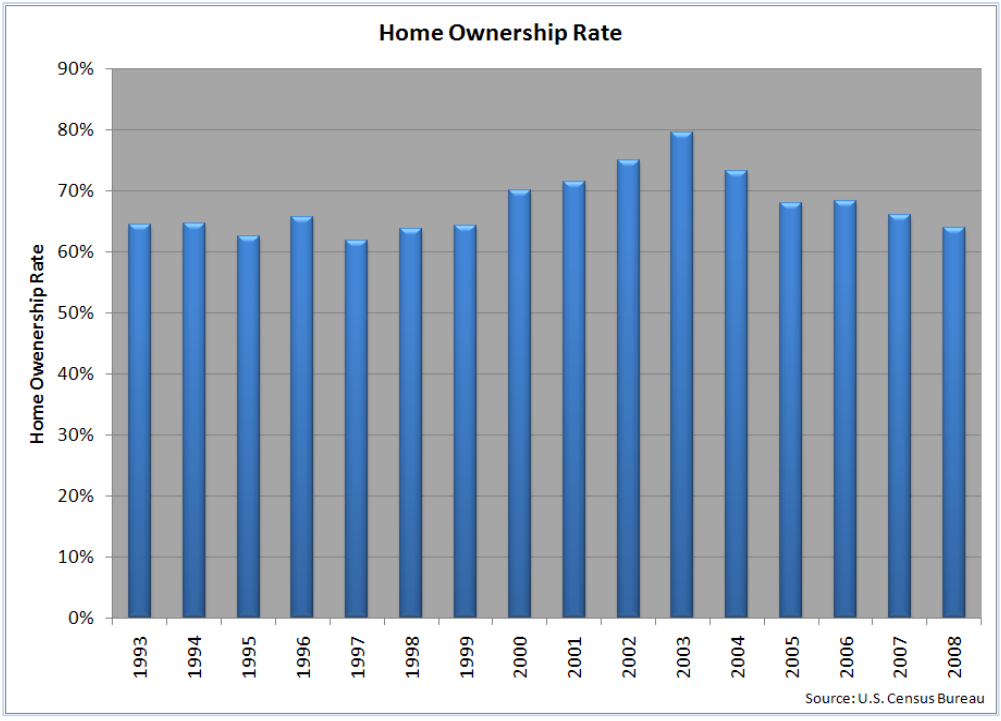
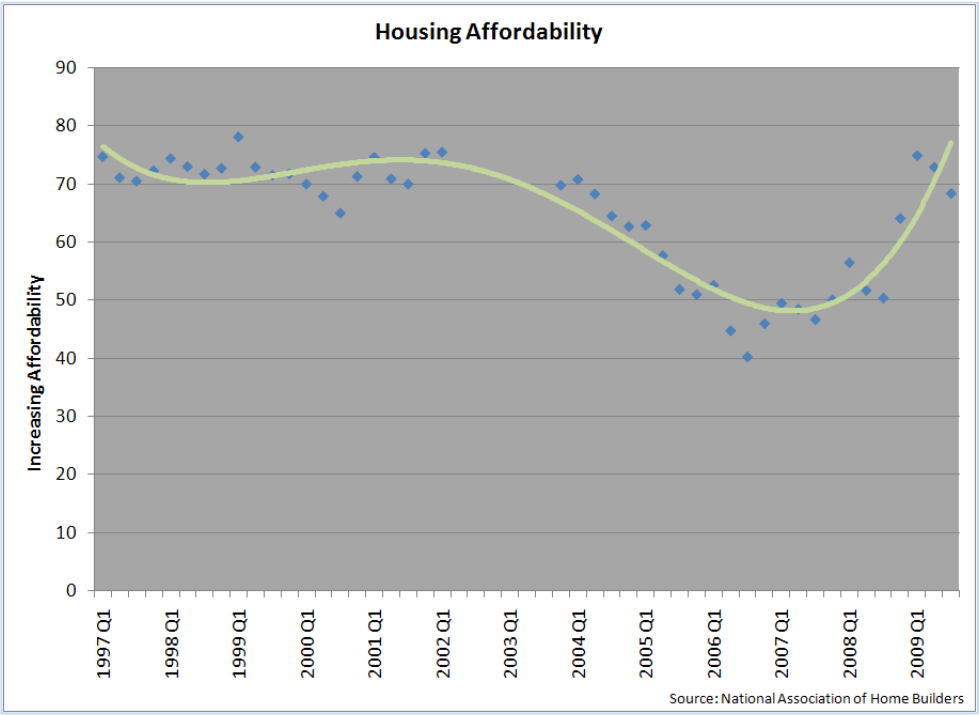


FIGURE 4.5 HAMPTON ROADS HOUSING OPPORTUNITY INDEX



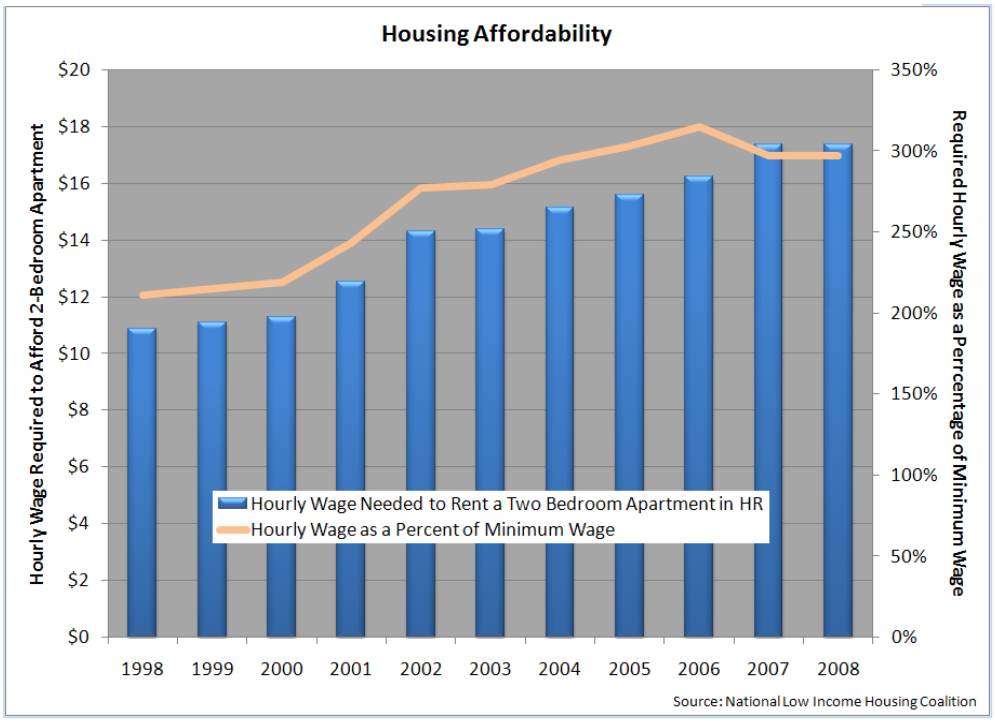
Why is it important:
The ability to purchase housing improves the quality of life by offering individuals the opportunity to take advantage of the benefits associated with homeownership.

How are we doing:
Housing became less affordable as housing prices increased during the boom, but as a result of both the market correction and low interest rates, housing has become more affordable.

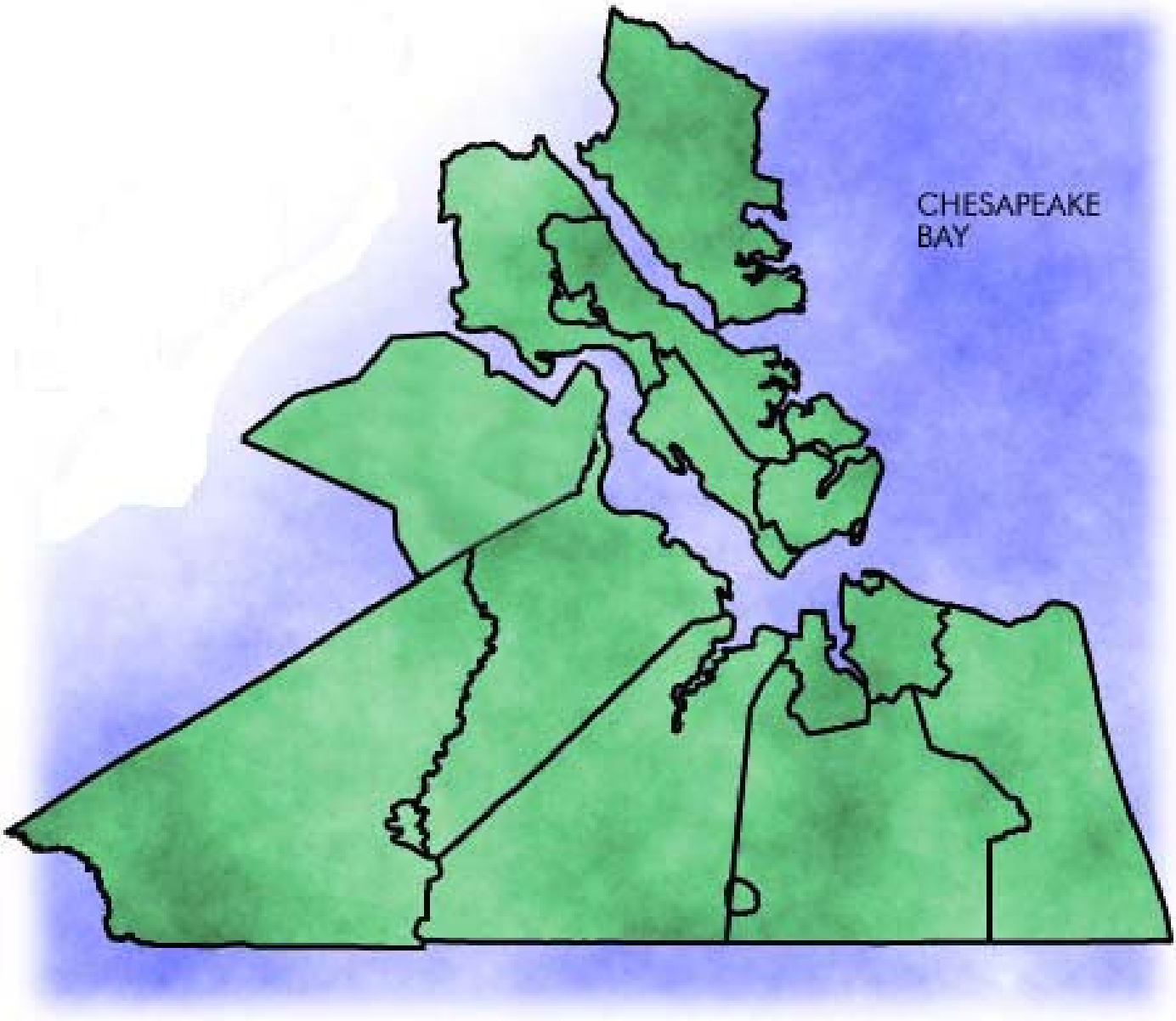
FIGURE 4.6 HOUSING AFFORDABILITY IN HAMPTON ROADS

Why is it important:
The availability of affordable housing ensures housing opportunities for persons of all income levels. Access to affordable housing reduces homelessness and assists in workforce recruitment. The affordability of a 2-bedroom apartment rental is an industry standard in determining affordability.

How are we doing:
As housing values increased in Hampton Roads, affordable housing became scarce, though this was slightly mitigated by the increase in the minimum wage.



Transportation



The transportation section of this report includes information on vehicle miles traveled, congestion, traffic accidents, transit usage, and air travel.

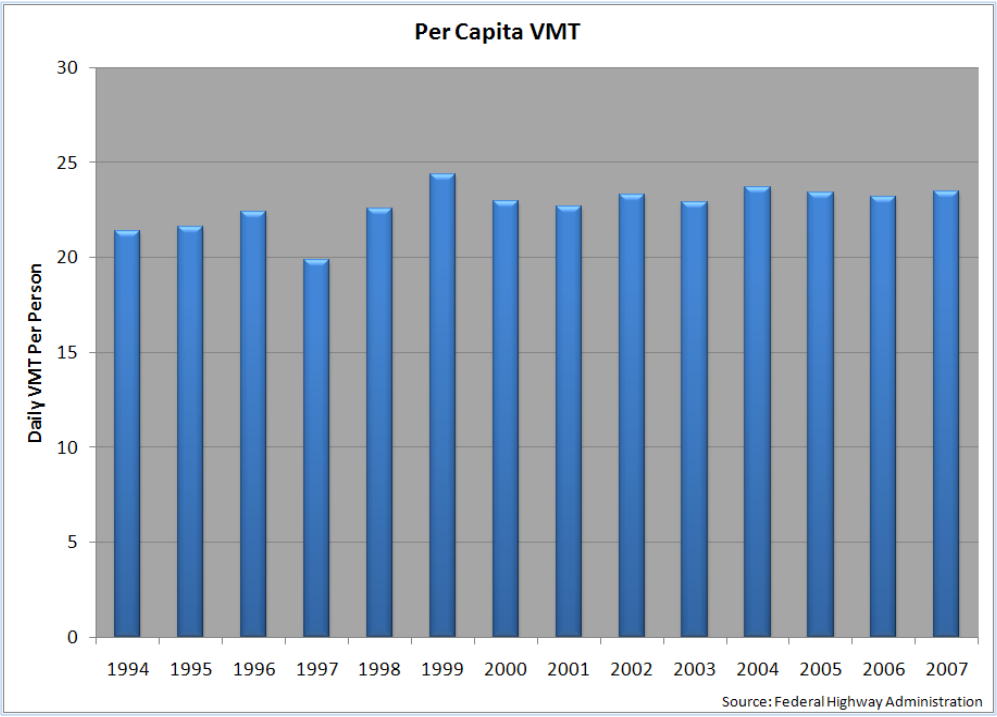
Transportation

A major focus of this region has been the transportation network, in terms of commuting, economic engine, and as a quality of life issue. The region has seen flat growth in per capita vehicle miles traveled. Also, when you compare vehicle miles traveled in Hampton Roads and competing metropolitan areas, the average citizen of Hampton Roads travels much less.

Current studies also indicate that peak delay is not as significant factor in the Hampton Roads region as in other regions, but these studies have significant flaws with regard to Hampton Roads, because they do not account for delays related to bottlenecks at bridges and tunnels. In fact, the Texas Transportation Institute indicates that annual hours of delay are decreasing in Hampton Roads, while simultaneously forecasting large increases in congestion costs (this related to fuel costs).

Transit continues to play a small role in the region when compared to some other areas of similar size, due in part to a low population. Norfolk is currently building the region's first light rail line, and Virginia Beach has already begun studies and negotiations to extend it to the oceanfront. Light rail has the capacity to impact future land use decisions and encourage denser development.

FIGURE 5.1 PER CAPITA DAILY VEHICLE MILES TRAVELED IN HAMPTON ROADS



Why is it important:
Per capita vehicle miles traveled (VMT) is the industry standard in determining the amount of traffic generated per person. Increased sprawl, higher employment to population ratios, and low transit usage can put upward pressure on a region's per capita VMT.

How are we doing:
Hampton Roads' per capita VMT remained relatively constant over the past several years despite changes in commuting patterns.

FIGURE 5.2 PER CAPITA DAILY VEHICLE MILES TRAVELED IN HAMPTON ROADS AND COMPETING METRO AREAS

Why is it important:
Traffic patterns and congestion have a bearing on regional competitiveness and quality of life. Per capita VMT is a reflection of a region's commuting distance, density, and transit usage.

How are we doing:
Per capita VMT in Hampton Roads is relatively low when compared to other regions, suggesting that regional commuting distances are shorter than other competitor regions.

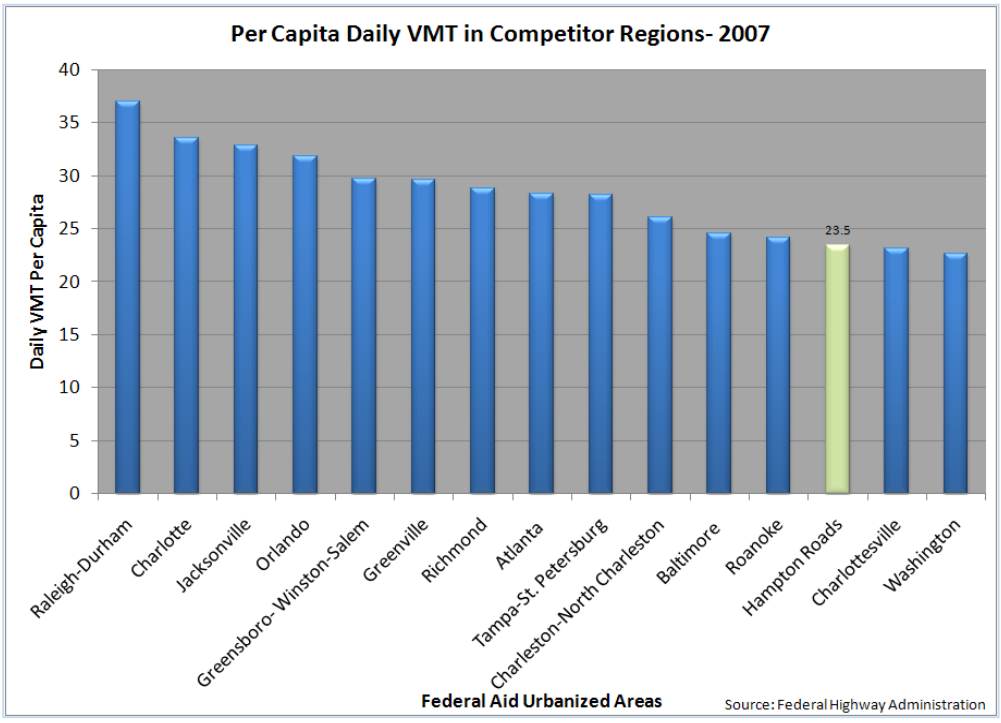
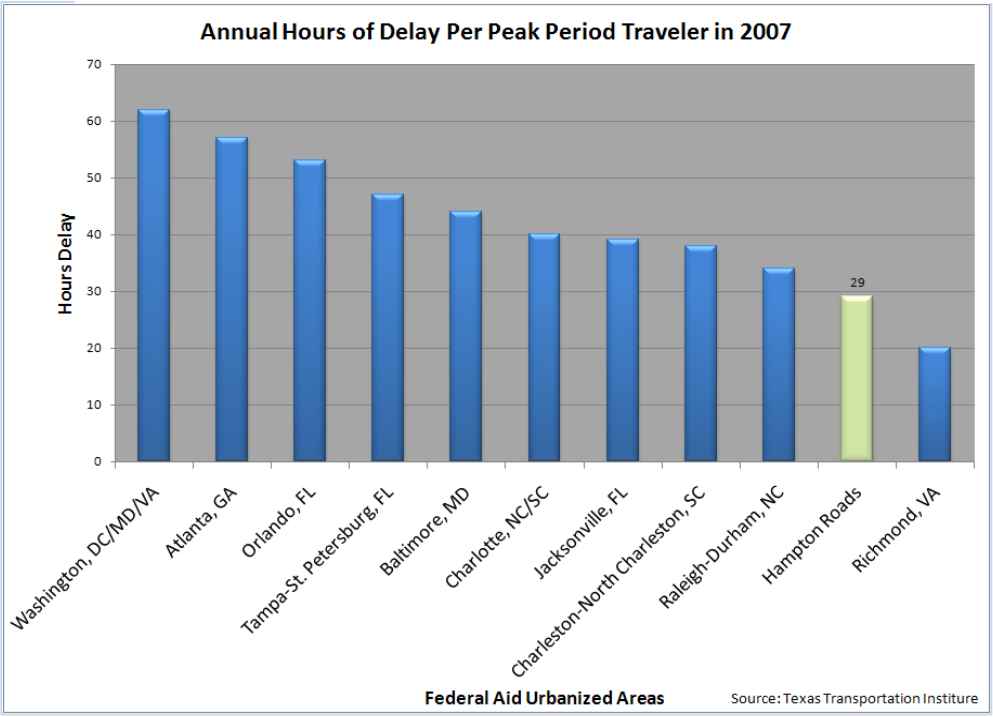


FIGURE 5.3 DELAY PER PEAK PERIOD TRAVELER FOR HAMPTON ROADS AND COMPETING REGIONS IN 2005



Why is it important:
While VMT refers to the distance traveled, annual hours of delay reflects the degree of congestion. Figure 5.3 illustrates how local congestion compares with congestion in competing metro areas.

How are we doing:
Hampton Roads' congestion problems appear to compare favorably with other competing metro areas. The methodology used to determine delay, however, fails to take into account the additional congestion that occurs at the bridges, tunnels, and bottlenecks that are unique to this region.

FIGURE 5.4 DELAY PER PEAK PERIOD TRAVELER IN HAMPTON ROADS

Why is it important:
Congestion trends are very important because of the large impact that congestion has on both the cost of business and the quality of life. Residents and businesses base their estimation of congestion on prior commuting experiences when planning for the future.

How are we doing:
Congestion in Hampton Roads increased during the latter half of the nineties. The recent volatility indicates shifts in commuting patterns.

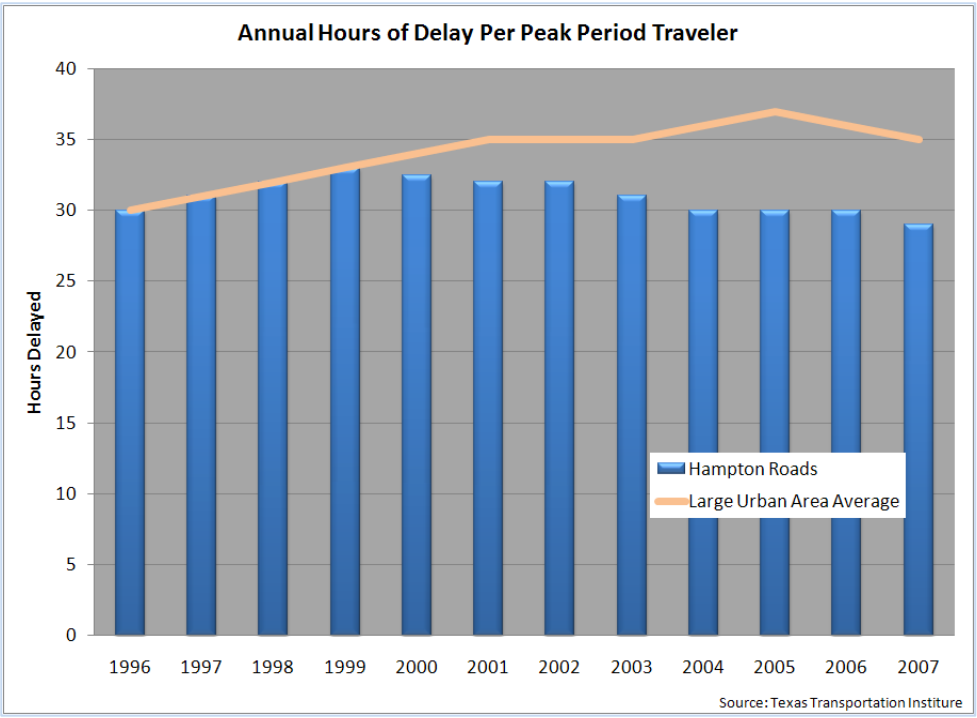
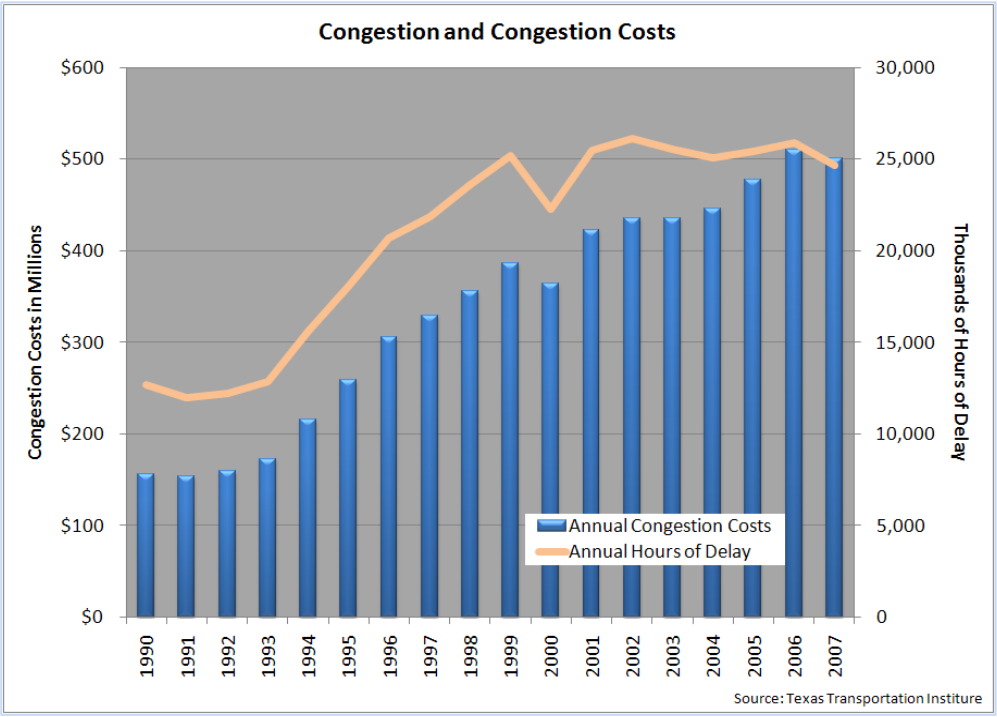


FIGURE 5.5 HAMPTON ROADS CONGESTION AND CONGESTION COSTS



Why is it important:
Time spent in traffic comes at a cost for both residents and businesses. Increased congestion adds to the cost of doing business and decreases the quality of life.

How are we doing:
Congestion costs rose substantially through the nineties. In 2007 congestion costs in Hampton Roads reached $501 million dollars. Continued congestion will inhibit the ability of the port to be competitive, restrict the flow of tourists, and reduce the quality of life for Hampton Roads residents.

FIGURE 5.6 HAMPTON ROADS TRAFFIC CRASHES

Why is it important:
Today's society is very dependent on automotive transportation. As automobile use increases, so do traffic safety concerns.

How are we doing:
Fatalities due to traffic crashes in Hampton Roads have averaged 140 per year over the past decade, roughly 8.5 deaths per 100,000 residents. The decrease in the numbers of injuries can be attributed in part to improved safety standards for both roadways and automobiles.

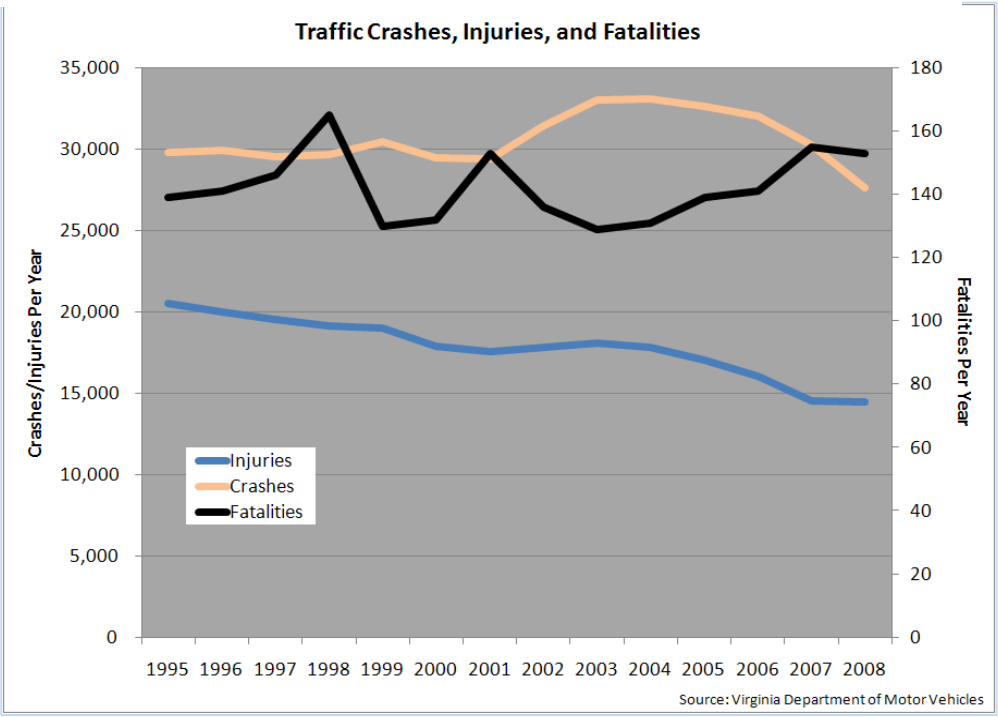
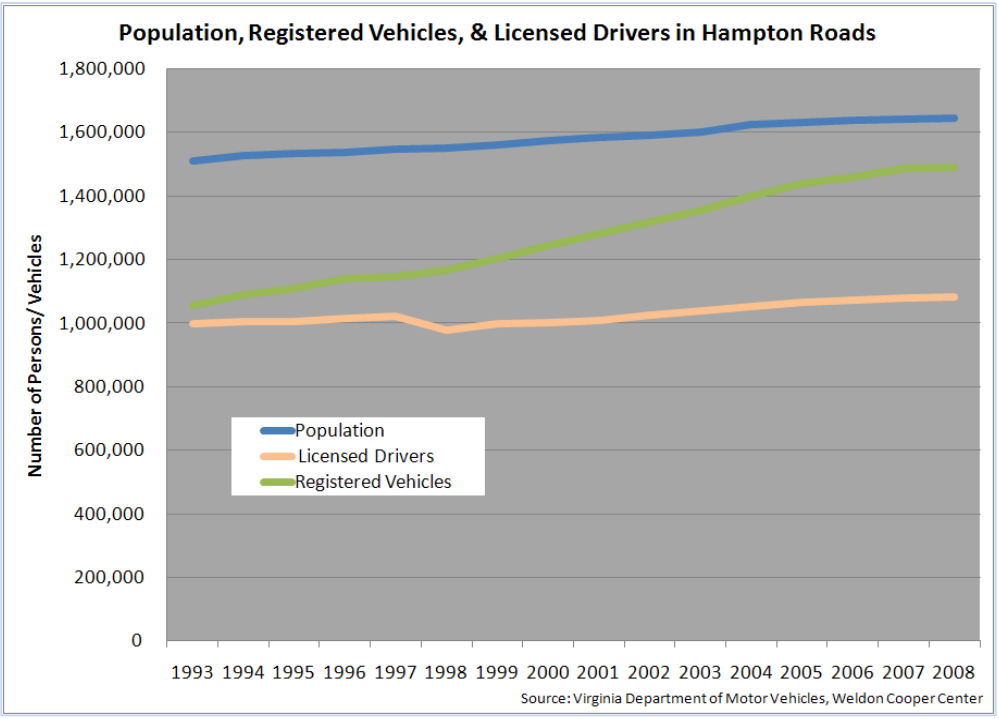


FIGURE 5.7 HAMPTON ROADS VEHICLE REGISTRATIONS



Why is it important:
Population, the number of licensed drivers, and the availability of automobiles are all factors in determining automobile usage.

How are we doing:
As the Hampton Roads population increases, so do the number of licensed drivers. Precipitous growth in the number of registered vehicles has increased the availability of automobiles subsequently increasing the number of vehicles on the road.

FIGURE 5.8 TRANSIT PASSENGER MILES IN HAMPTON ROADS

Why is it important:
Public transit serves both as primary transportation for those without cars and an alternate source of transportation for commuters. Transit can also help to alleviate roadway congestion. Transit ridership is typically a function of availability, necessity and opportunity.

How are we doing:
Passenger miles taken on public transit increased through the latter half of the nineties and again during the middle of this decade. Regional transit growth has outpaced the growth of transit nationwide.

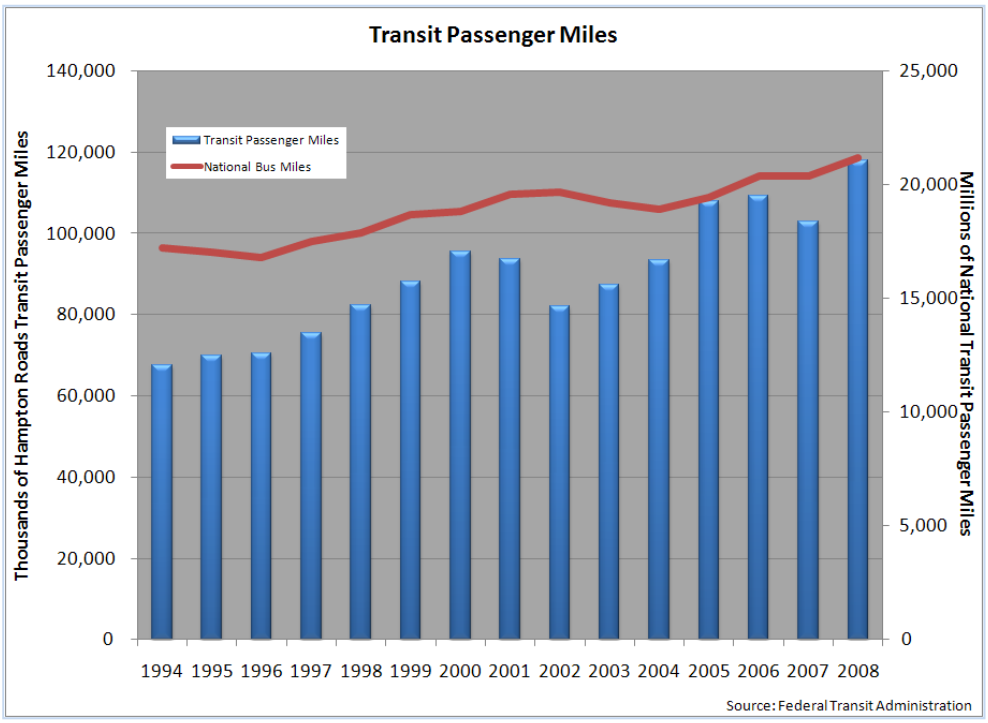
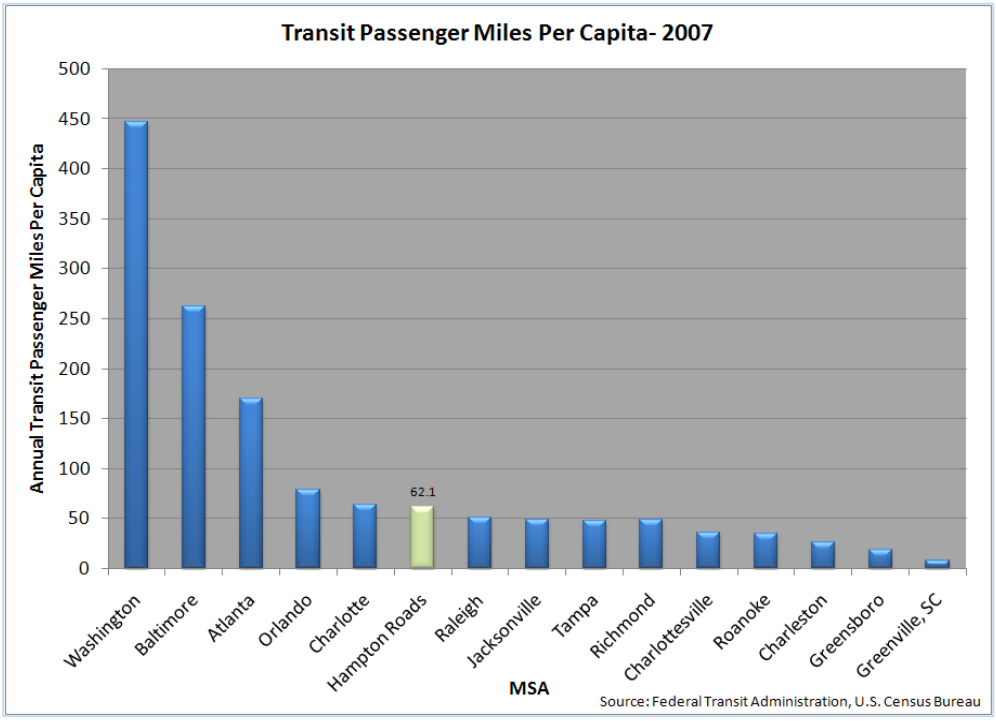


FIGURE 5.9 TRANSIT PASSENGER MILES IN HAMPTON ROADS AND COMPETING METRO AREAS



Why is it important:
Transit passenger miles tend to increase along with the size and density of a metro area. Figure 5.9 illustrates transit usage in Hampton Roads compared to other metro areas.

How are we doing:
Transit usage is relatively low in Hampton Roads due in part to the region's low population density and wide geographical dispersion of employment centers. This is consistent with other low density metro areas.

FIGURE 5.10 AIRPORT ENPLANEMENTS AT HAMPTON ROADS AIRPORTS

Why is it important:
As the world inches ever closer to a global economy, access to airports and air travel becomes increasingly important.

How are we doing:
Value priced airlines have increased competition in the Hampton Roads market, driving down prices and increasing air traffic. Evidence of the effect that prices have on the demand for travel is apparent after a price war in 1994 brought about a surge in air travel. Enplanements have declined as a result of the current recession.

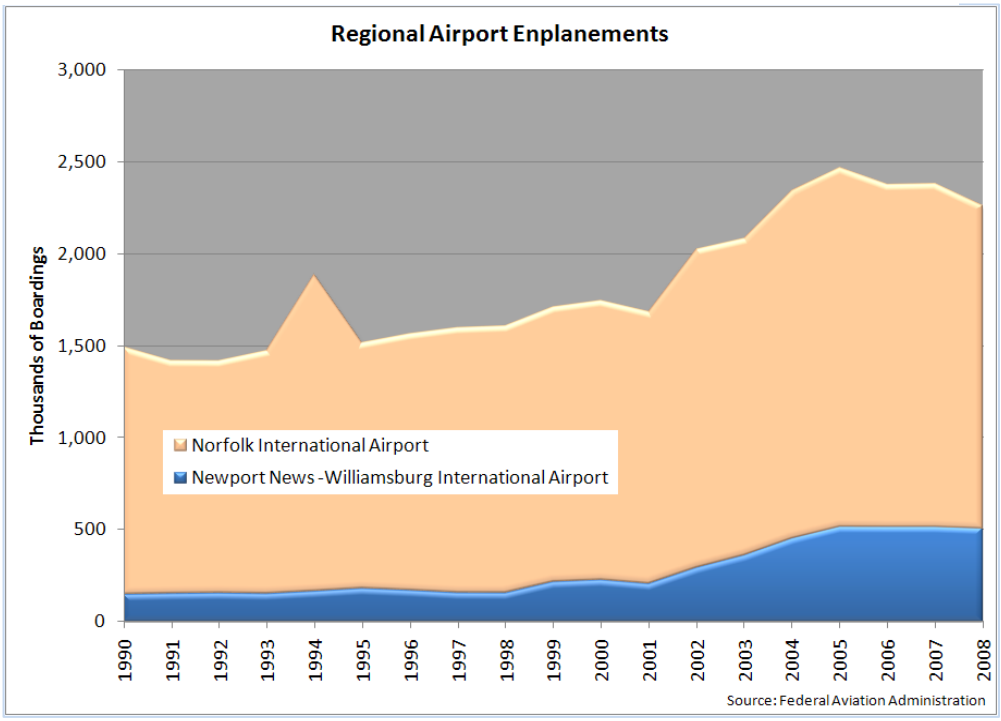
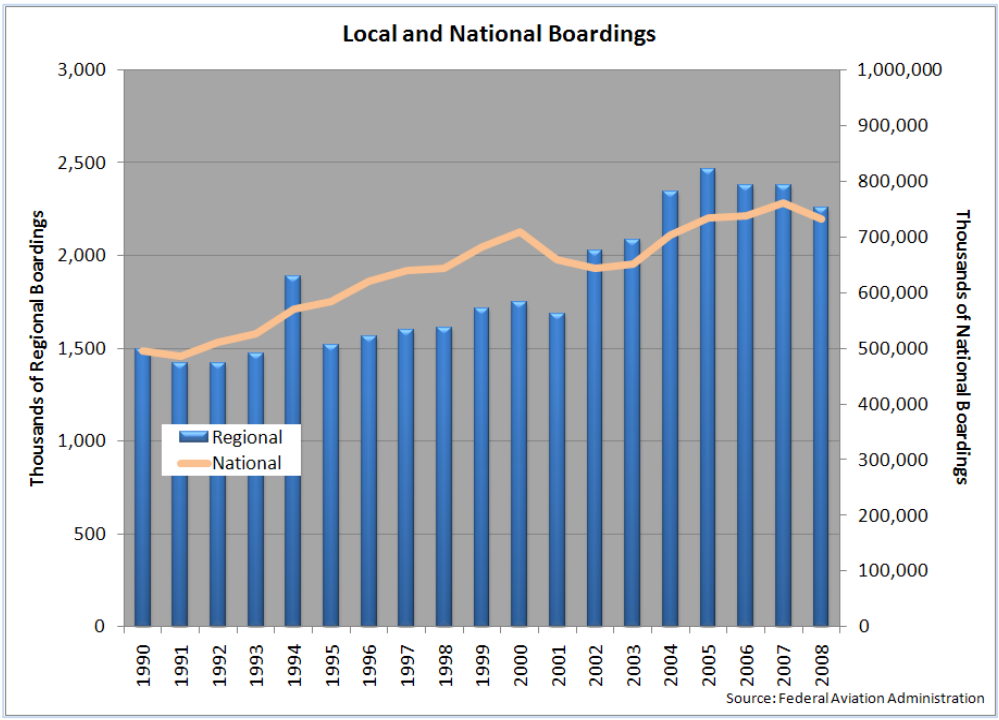


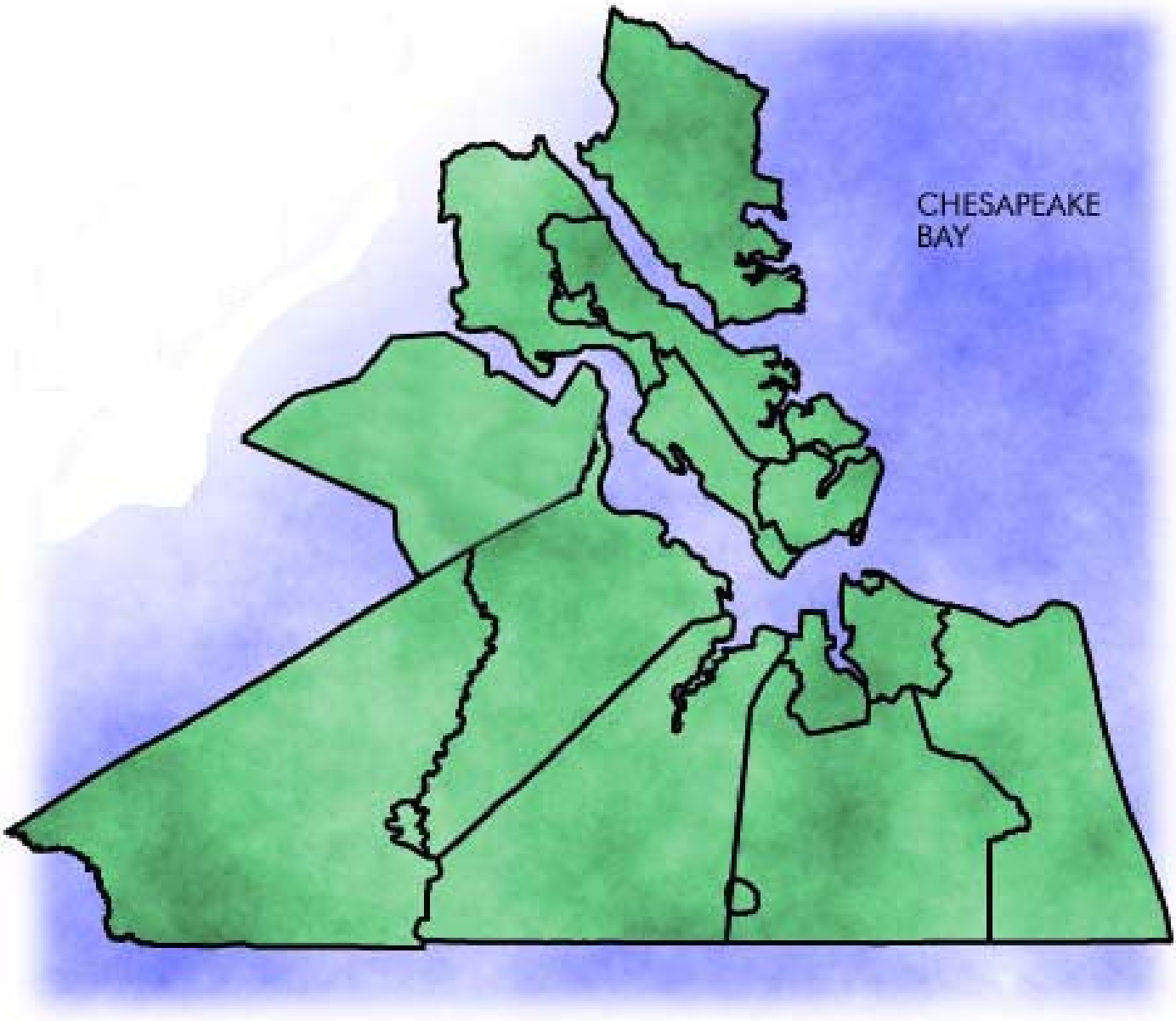
FIGURE 5.11 ENPLANEMENT TREND IN HAMPTON ROADS COMPARED TO THE NATIONAL ENPLANEMENT TREND



Why is it important:
The market for air travel is influenced by several factors including price and consumer confidence. Referencing national air travel trends provides a context with which to better understand regional air travel.

How are we doing:
Following the events of 9/11, the demand for air travel fell and leveled off nationally for three years. The increased service of 'low cost carriers' bolstered local air travel and regional boardings before leveling off in 2006.

Miscellaneous



This section of the report includes information on local government revenues and expenditures, education, education, crime, poverty, and the environment.

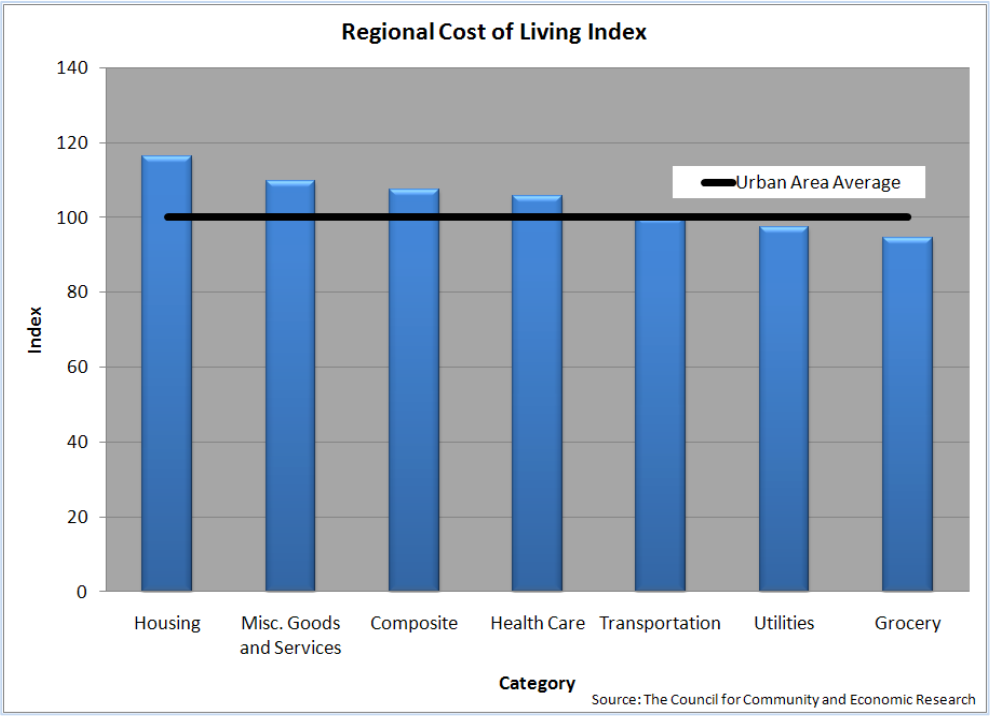
Miscellaneous

This section focuses on a variety of topics related to quality of life and economic growth. One of these areas is the cost of living in Hampton Roads. The cost of living index for Hampton Roads was 108.5, which means that it cost 8.5% more to live in Hampton Roads then in the average MSA in the United States. One of the most expensive subcategories of this is housing, with an index of 117, which can be interpreted as housing costs 17% more in Hampton Roads then it does in the average MSA.

Another area of interest deals with local government revenues and expenditures. These numbers are corrected for both inflation and population change, and thus give an accurate reflection of how each category has changed over time. On the revenues side, it is not surprising that real property tax per capita has increased as a result of booming housing prices and a high level of construction during the real estate bubble. As real revenue increased over the last 10 years, so did spending in every category, including a $290 per head increase in education spending. Over the last two years, Hampton Roads' locality spending just passed the state average for localities, representing significant investment in communities.

The next set of benchmarks looks at education in Hampton Roads, particularly primary education. Per student spending in Hampton Roads still lags the State average, despite the increase in funding over the past few years. Graduation rates are discussed, and they are shown by two different measurements. The old way of measuring graduation rates was to view freshman enrollment, and then compare that to the number of high school graduates four years later; but this method had obvious problems controlling for students who move between school districts (particularly an issue for Hampton Roads with its military population). The new method is a longitudinal study that follows students from freshman year through the end of their high school career, and by using the new method the gap between Hampton Roads and Virginia' graduation rate has closed considerably.

FIGURE 6.1 HAMPTON ROADS COST OF LIVING INDEX



Why is it important:
Variations in the cost of living are not constant across regions but vary by commodity from city to city.

How are we doing:
According to the most recent Council for Community and Economic Research Cost of Living Index, the cost of living in Hampton Roads is above the Urban Average. The only areas where the region is below the national average are utilities and groceries.

FIGURE 6.2 REVENUE SOURCES FOR LOCAL GOVERNMENTS IN HAMPTON ROADS

Why is it important:
Local governments generate revenues from a variety of different sources. Virginia state law restricts the ability of local governments to tax, requiring localities to heavily utilize the channels available to them.

How are we doing:
The majority of Hampton Roads local government revenues are generated from real & personal property taxes. Other taxes, such as BPOL tax and the utility tax, contribute significantly as well. Increased residential real estate values have boosted local revenue in recent years, though lean times are expected for the near future.

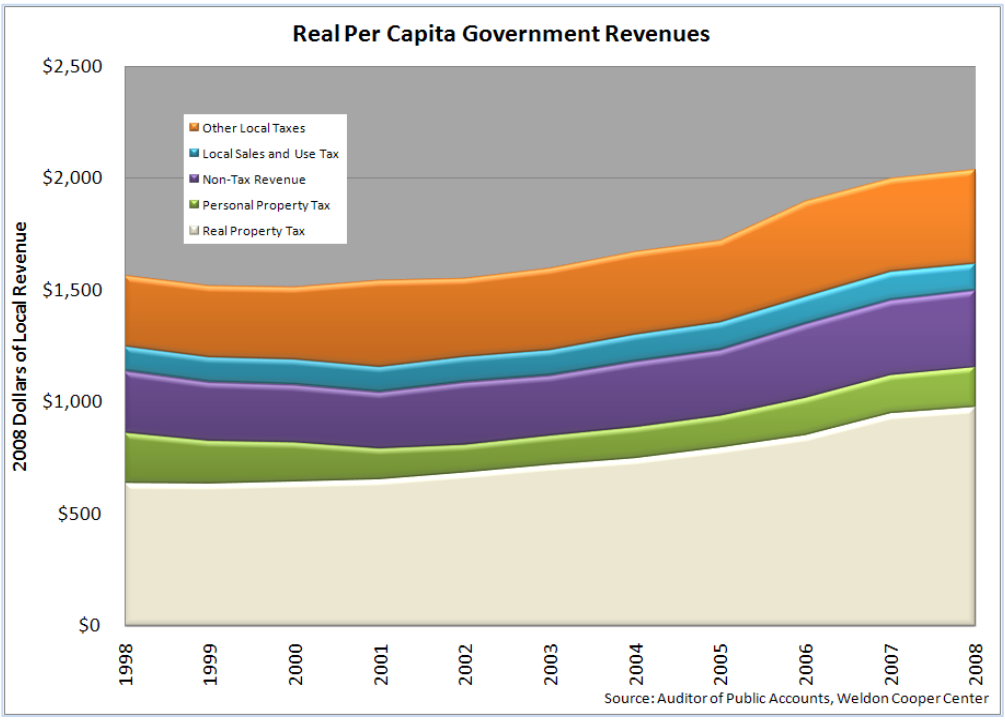
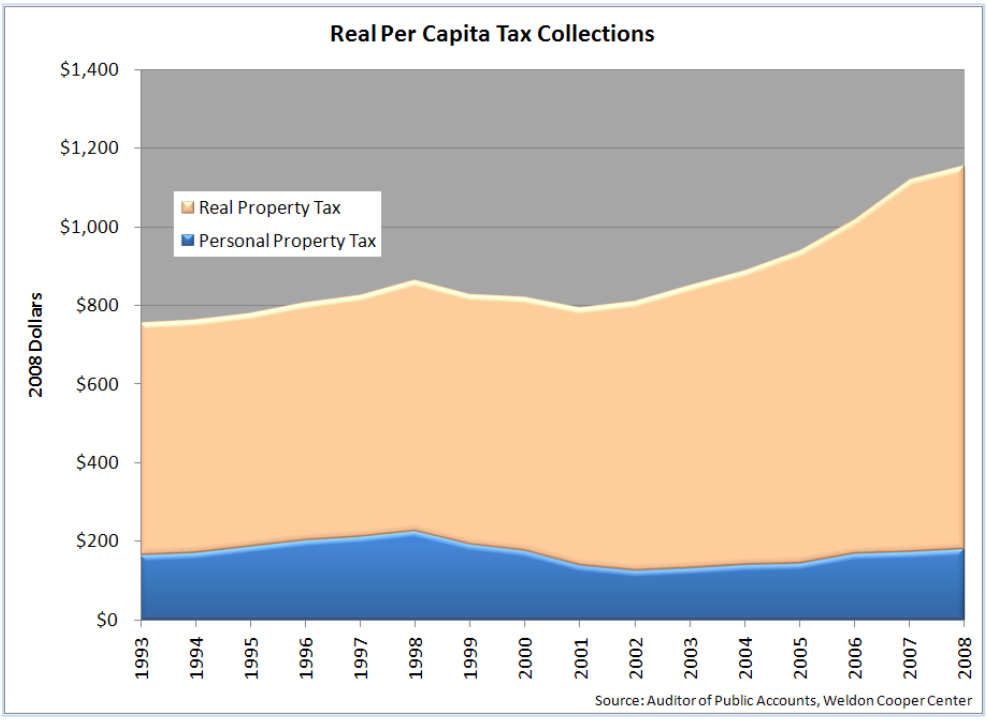


FIGURE 6.3 PROPERTY TAX COLLECTIONS IN HAMPTON ROADS



Why is it important:
The majority of local government revenues are generated from real and personal property tax collections. As a result, local government expenditures are sensitive to variability in either category.

How are we doing:
Real Property Tax collections rose rapidly through the real estate boom. Personal Property taxes have remained relatively flat over that time, although that is largely a result of shifting tax structures (including car tax relief) rather than stagnant personal property values.

FIGURE 6.4 EXPENDITURE CATEGORIES FOR LOCAL GOVERNMENTS IN HAMPTON ROADS

Why is it important:
Local government provides a variety of services to their citizenry. The provision of services is based on state mandates and the demands from residents and businesses. Services are constrained by limited government revenues.

How are we doing:
Over half of all local government expenditures in Hampton Roads are spent on education. Recent increases in revenues have enabled localities to increase funding for public works and other projects.

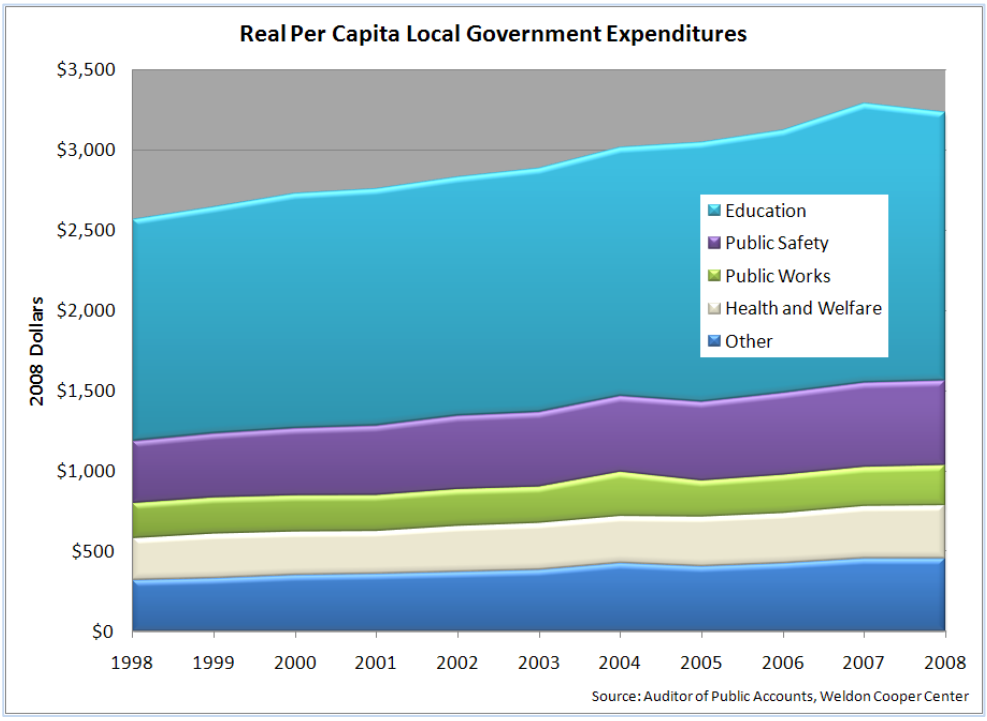
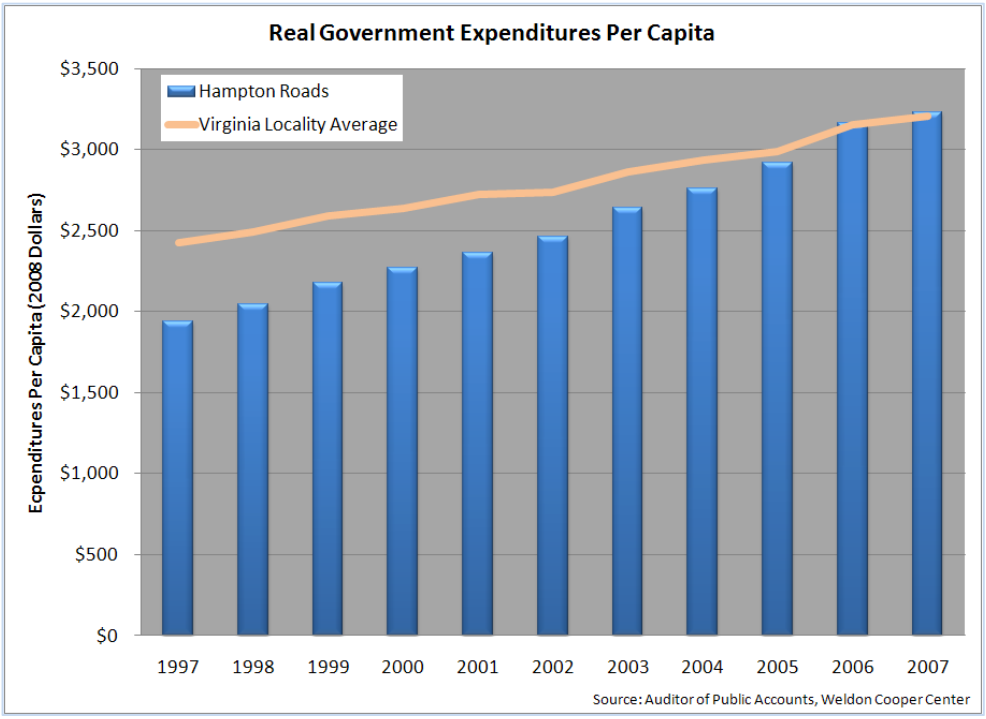


FIGURE 6.5 PER CAPITA LOCAL GOVERNMENT EXPENDITURES IN HAMPTON ROADS AND VIRGINIA



Why is it important:
Figure 6.5 illustrates the per person cost of local government in Hampton Roads and across Virginia. As costs and requests for services increase, so do expenditures.

How are we doing:
Over the past decade, per person expenditures by local governments in Hampton Roads have exceeded the state average. Expenditures continue to increase as localities absorb an increasing share of education and other services.

FIGURE 6.6 DISTRIBUTION OF EDUCATION FINANCING FOR HAMPTON ROADS JURISDICTIONS IN FY2008

Why is it important:
The local, state, and federal governments share the financial burden of funding education. All three levels of government utilize unique revenue streams to raise the substantial capital required for education.

How are we doing:
The distribution of education funding has remained constant over the past couple of years. All three levels of government have contributed to the increase in funding for education.

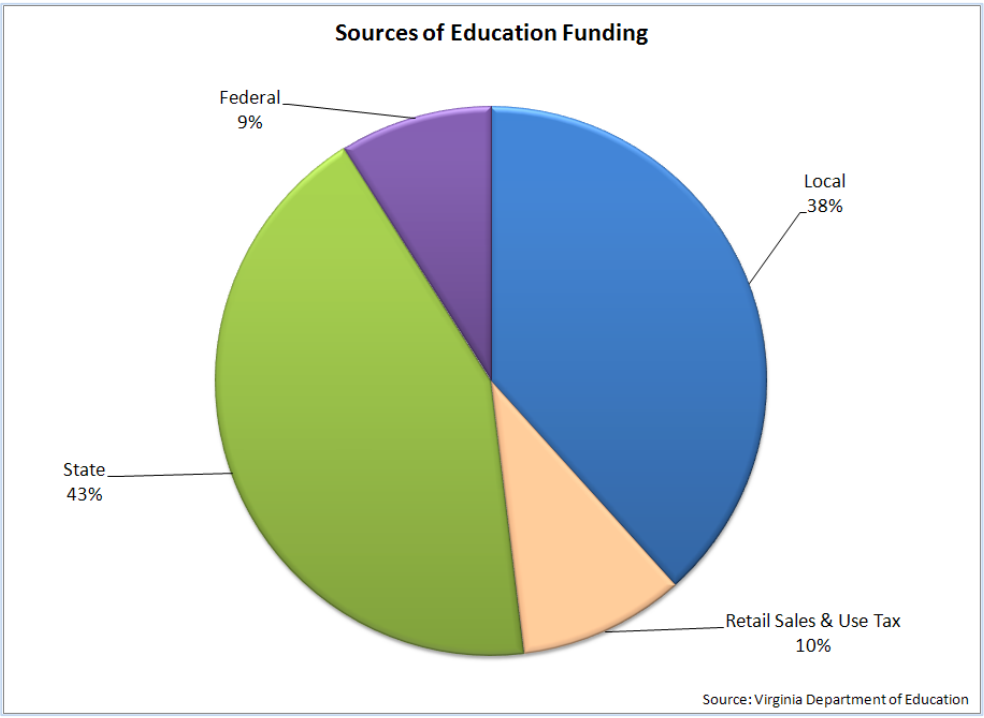
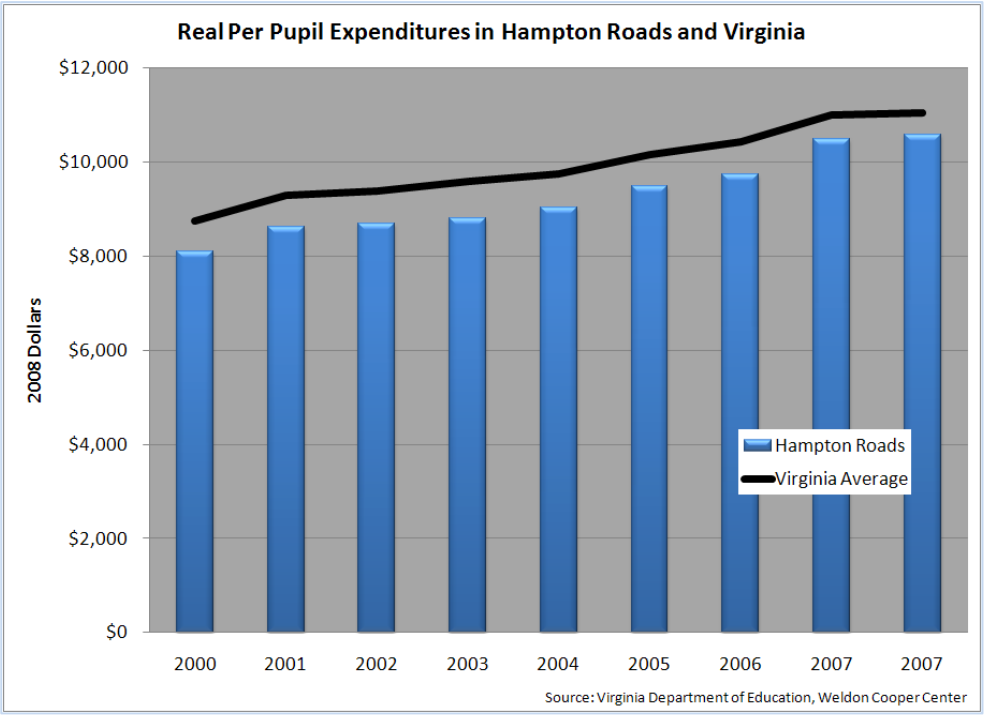


FIGURE 6.7 EXPENDITURES PER PUPIL IN HAMPTON ROADS AND VIRGINIA



Why is it important:
Education expenditures reflect on the cost and priorities of the service area. Figure 6.7 illustrates how local expenditures compare to the state average.

How are we doing:
Per pupil education expenditures in Hampton Roads remain lower than the state average, though Hampton Roads and the state continue to increase spending on education.

FIGURE 6.8 GRADUATION RATES IN HAMPTON ROADS AND VIRGINIA

Why is it important:
Graduation rates are a reflection of a school system's ability to retain and educate students. High graduation rates contribute to a more educated workforce and an increased quality of life.

How are we doing:
Graduation rates in Hampton Roads have consistently lagged behind the state average; however, this gap closes with the use of the new longitudinal study that the Virginia Department of Education has adopted.

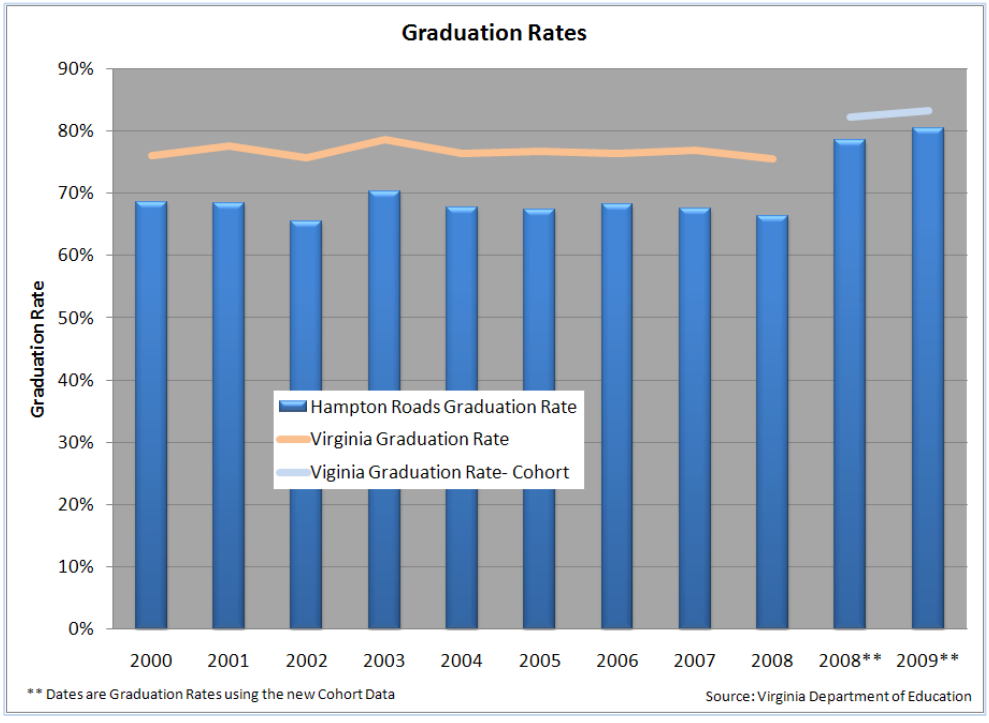
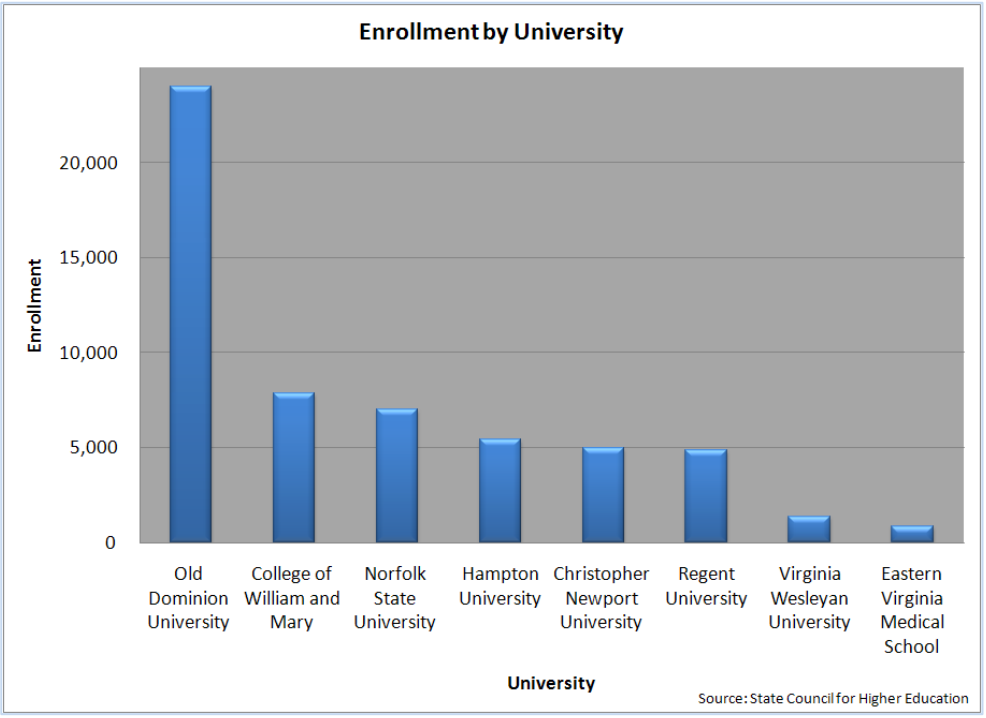


FIGURE 6.9 NUMBER OF ENROLLED STUDENTS AT REGIONAL UNIVERSITIES IN 2009



Why is it important:
Institutions of higher learning provide the education and skills that are necessary for today's advanced workforce. Colleges and universities also tend to contribute to the business and entertainment community of their local environs, boosting the quality of life.

How are we doing:
Hampton Roads is host to numerous institutions of higher education that provide a wide range of degrees and job skills.

FIGURE 6.10 VIOLENT CRIME IN HAMPTON ROADS

Why is it important:
Crime statistics are a reflection of social conditions and quality of life. Crime tends reflect underlying social issues, including inequality and lack of opportunity.

How are we doing:
The rate of violent crime in Hampton Roads tends to be below the national average. In 2008, Hampton Roads had significantly fewer violent crimes per 100,000 persons as compared to the nation.

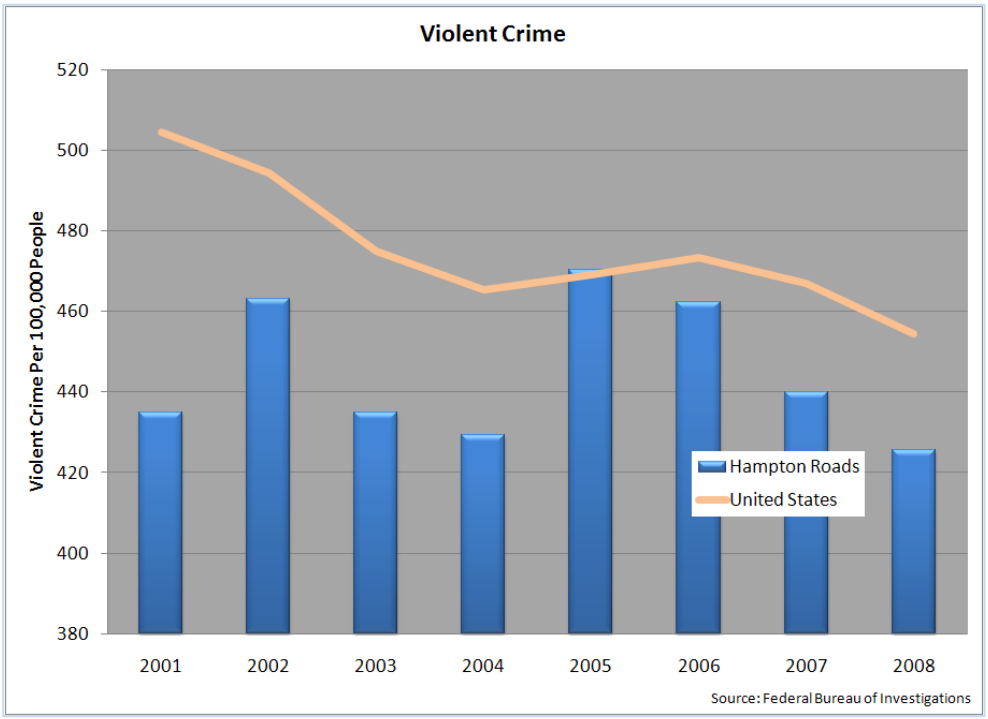
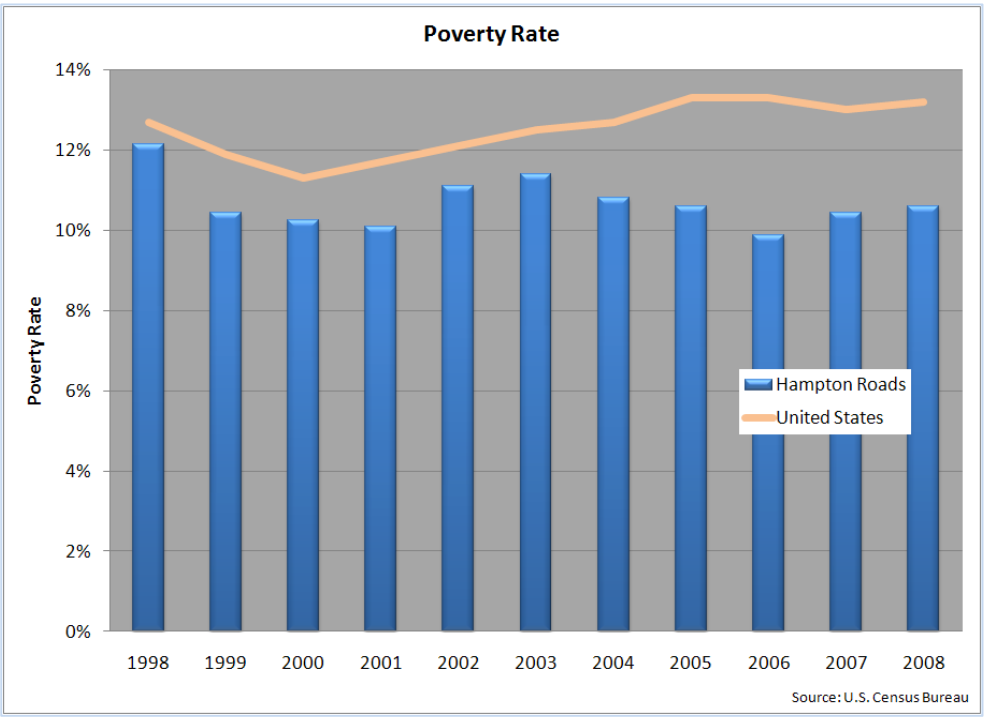


FIGURE 6.11 POVERTY RATES FOR HAMPTON ROADS AND THE UNITED STATES



Why is it important:
Impoverished persons lack the means to acquire adequate food, clothing, and shelter. Poverty rates are indicative of a region's ability to combat the social and economic conditions that result in poverty.

How are we doing:
Historically, poverty rates in Hampton Roads tended to follow the national trend. The region's poverty rate has been below the national average since 1997. The poverty rate has increased slightly in Hampton Roads over the past two years.

FIGURE 6.12 HAMPTON ROADS AIR QUALITY IN 2008

Why is it important:
The Environmental Protection Agency and the Virginia Department of Environmental Quality (DEQ) monitor air quality to protect the health and welfare of the public.

How are we doing:
Of the four air pollutants monitored by Virginia's DEQ, only ozone exceeds the primary standard of 75 parts per billion as set by the United States government.

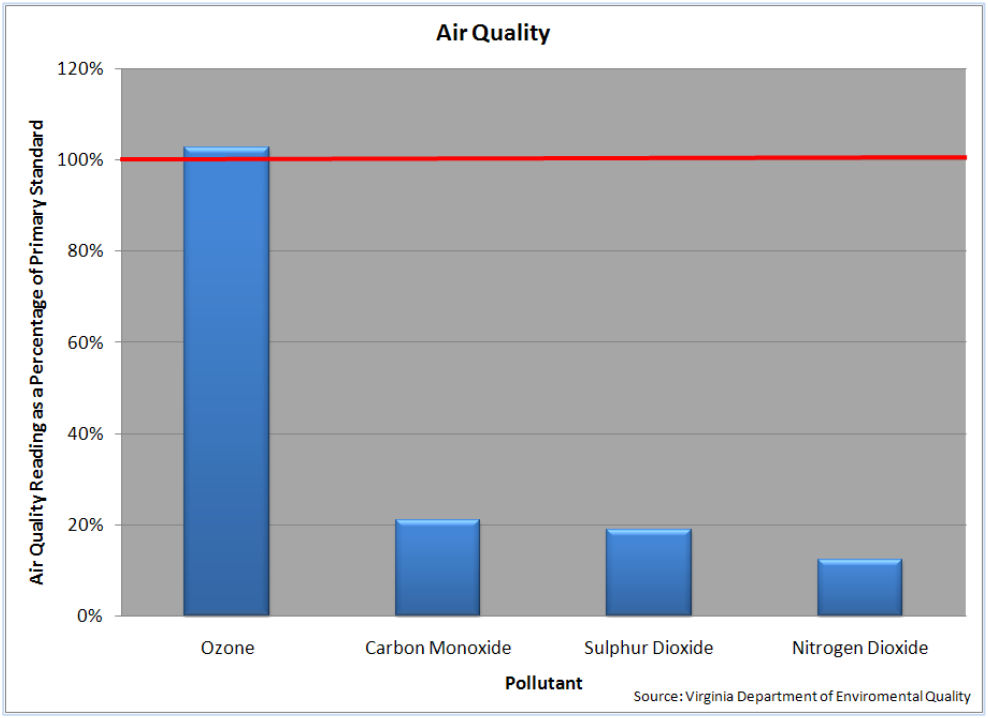
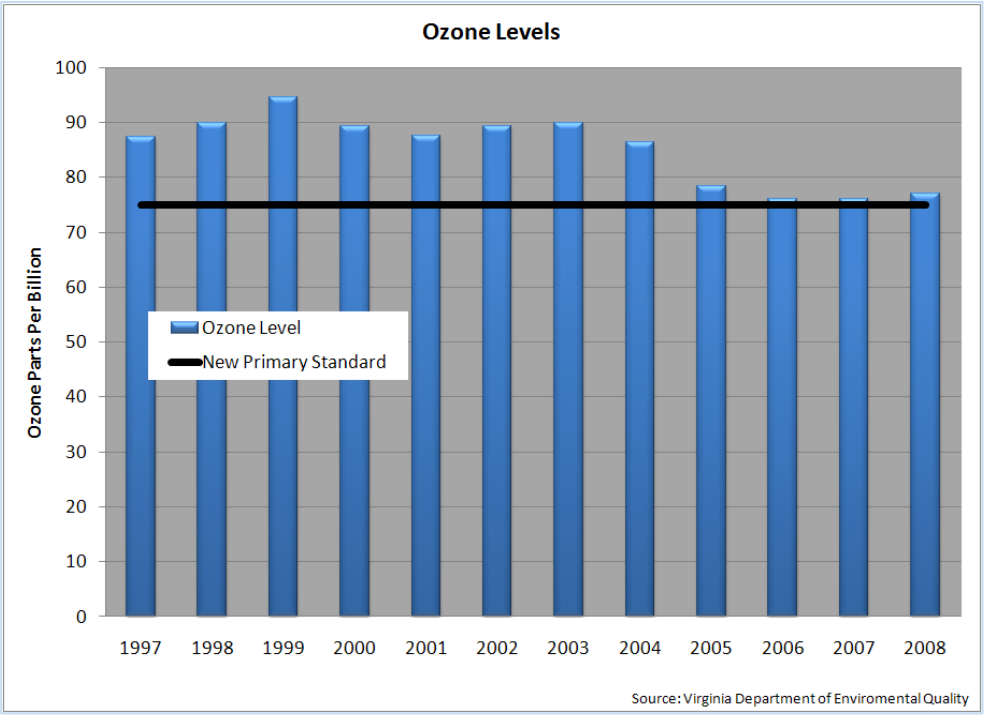


FIGURE 6.13 OZONE LEVELS IN HAMPTON ROADS COMPARED TO THE PRIMARY STANDARD



Why is it important:
According to the National Institute of Environmental Health Sciences, short-term exposure to ambient ozone can have serious health implications.

How are we doing:
The U.S. increased the air quality standard for ozone, lowering the acceptable level to 75ppb (versus 80ppb); this tighter standard has moved Hampton Roads out of compliance, but the region has applied for several exclusions due to the June 2008 Dismal Swamp wild fires.

FIGURE 6.14 GROSS LEASABLE RETAIL SPACE IN HAMPTON ROADS

Why is it important:
The availability of retail space reflects market conditions, speculation, and access to real estate.

How are we doing:
Regional gross leasable retail space has grown slowly since 2000. During that time, expanding retail business caused the vacancy rate to dip below 6%, but that has started to increase during the current economic weakness.

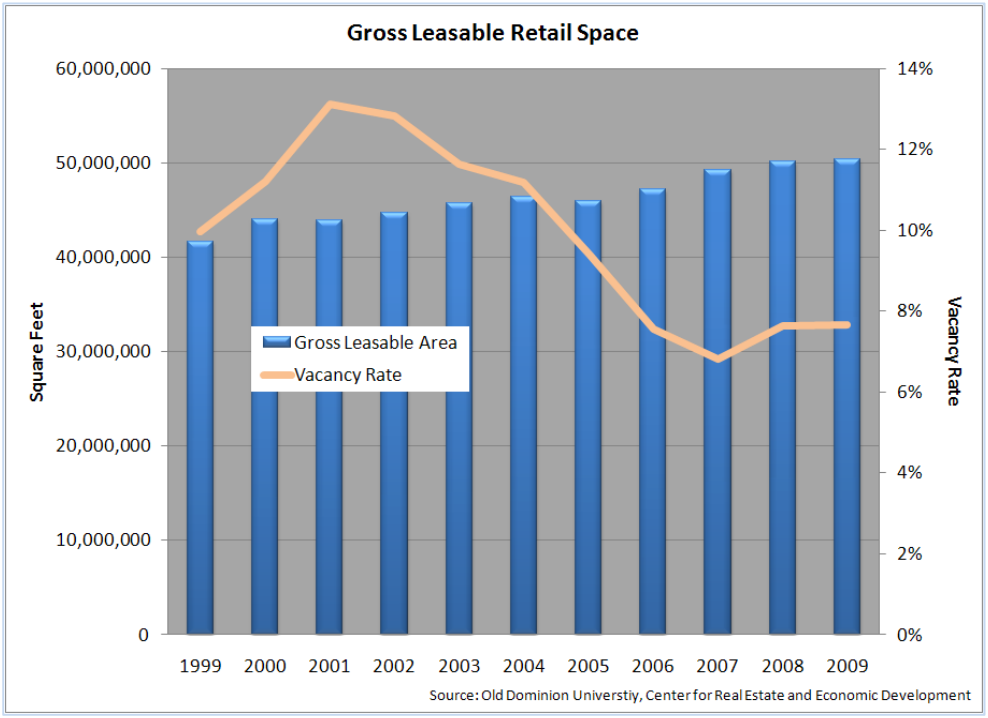
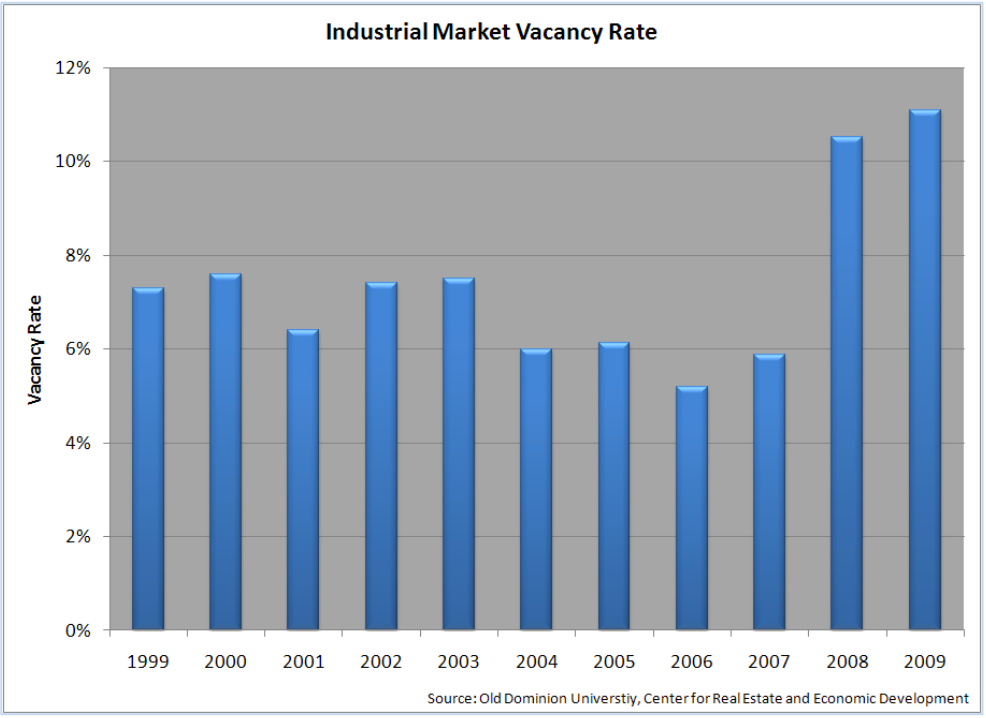


FIGURE 6.15 HAMPTON ROADS INDUSTRIAL MARKET VACANCY RATE



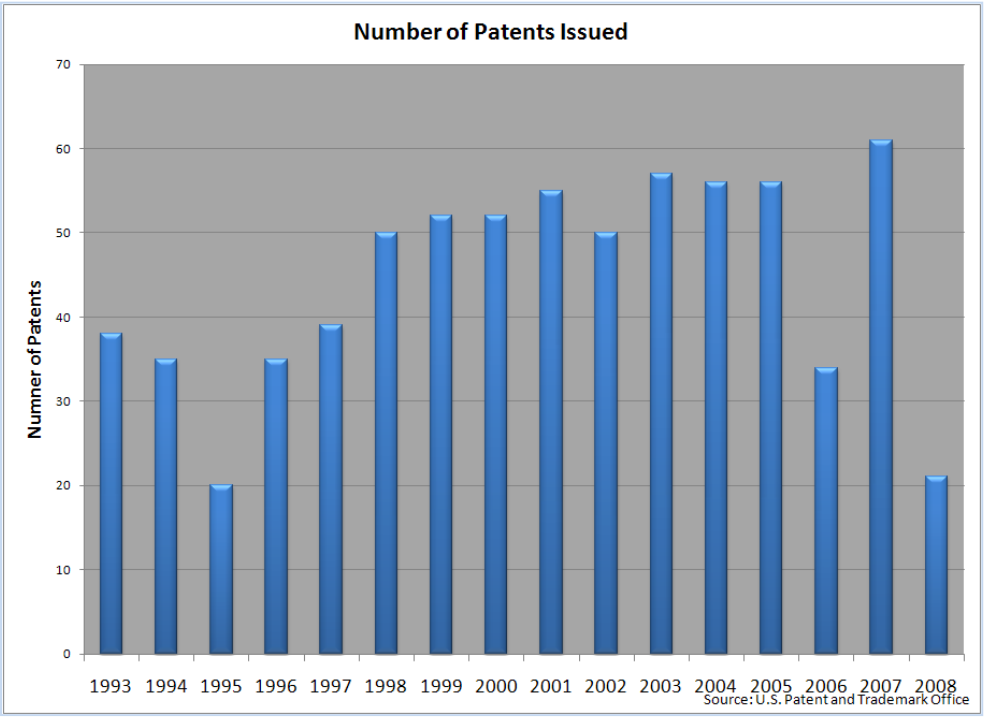
Why is it important:
The industrial market vacancy rate signals the availability of industrial space for area employers. Sudden large changes in the vacancy rate can indicate the arrival or departure of a major employer. Sustained changes are indicative of trends in the industrial market place.

How are we doing:
Industrial vacancy rates have shot up in the past two years, indicating weakness in Hampton Roads industrial sector.

FIGURE 6.16 NUMBER OF PATENTS ISSUED IN HAMPTON ROADS

Why is it important:
The number of patents reflects on the pace of innovation and the entrepreneurial spirit in a community. Entrepreneurs spawn new businesses, which, in turn, contribute to economic growth.

How are we doing:
The level of patenting in Hampton Roads is low compared to other metro areas, suggesting limited entrepreneurial activity. Regional economic development initiatives targeting entrepreneurs hope to spur business development and increase the number of new businesses.



1975	1,958,783,648	81,329,606	22,813,237	288,217,947
1976	2,075,649,073	90,462,854	24,579,808	306,090,198
1977	2,075,444,360	86,604,633	26,084,787	306,668,081
1978	2,232,332,258	91,184,374	27,992,458	326,127,089
1979	2,384,571,308	89,396,151	29,560,286	347,995,428
1980	2,530,238,128	96,931,636	34,615,104	373,846,819
1981	2,652,559,589	106,409,109	36,427,308	389,641,070
1982	2,791,289,042	113,411,626	41,286,583	426,218,377
1983	3,008,808,048	111,344,454	45,792,216	450,948,855
1984	3,194,333,373	118,382,857	48,625,648	480,459,420
1985	3,436,275,863	122,965,956	54,023,829	524,662,880
1986	3,592,070,850	129,811,542	56,971,704	561,728,452
1987	3,761,683,288	140,905,023	62,777,169	605,501,235
1988	3,944,126,907	140,607,407	62,664,562	633,065,853
1989	4,291,144,481	196,879,913	64,733,952	671,204,802
1990	193,809,618	163,929,657	1,086,609,482	80,336,410
1991	197,388,146	177,110,647	1,151,856,957	86,353,806
199				5,477
199				9,694
199				8,230
199				4,716
1996	236,497,524	253,401,050	1,433,417,675	117,462,038
1997	246,153,474	269,392,077	1,491,100,796	115,132,248
1998	257,575,365	308,697,047	1,618,736,342	122,789,185
1999	273,207,893	338,072,319	1,704,225,527	127,957,815
2000	285,444,796	344,074,839	1,842,139,436	139,282,692
2001	293,191,912	350,358,117	1,922,083,355	145,403,387
2002	306,075,163	383,944,022	1,976,431,813	155,892,209
2003	310,376,475	402,767,256	2,076,834,110	171,447,892
2004	392,887,823	420,490,533	2,204,360,674	183,655,374

TABLES

Figure 1.1 Comparable Gross Product in 2008	
Country / Region	Billions of U.S. Dollars
Morocco	$86.3
Angola	$83.4
Bangladesh	$79.0
Hampton Roads	$77.1
Croatia	$69.3
Belarus	$60.3
Sudan	$58.4

Source: World Bank, Bureau of Economic Analysis

Figure 1.2 Gross Metro Product in 2008	
Metropolitan Area	(billions)
Washington D.C.	$331.3
Atlanta	$231.3
Baltimore	$110.3
Charlotte	$100.7
Tampa	$93.0
Orlando	$87.0
Hampton Roads	$61.5
Richmond	$50.5
Jacksonville	$48.6
Raleigh	$45.4
Greensboro	$28.2
Charleston	$21.5
Greenville	$21.2
Roanoke	$10.4
Charlottesville	$7.3

Source: Bureau of Economic Analysis

Figure 1.3 National and Regional Gross Product		
Year	United States GDP	Hampton Roads GRP
1970	-1.00%	-5.08%
1971	3.35%	1.43%
1972	5.43%	3.57%
1973	5.77%	5.75%
1974	-0.59%	1.55%
1975	-0.36%	-1.17%
1976	5.57%	3.47%
1977	4.64%	5.43%
1978	5.51%	6.06%
1979	3.18%	2.76%
1980	-0.23%	1.86%
1981	2.45%	3.85%
1982	-2.03%	1.03%
1983	4.33%	6.30%
1984	7.26%	6.57%
1985	3.85%	4.50%
1986	3.42%	4.95%
1987	3.40%	5.07%
1988	4.17%	2.95%
1989	3.51%	3.08%
1990	1.76%	2.19%
1991	-0.30%	-0.62%
1992	3.37%	0.70%
1993	2.38%	0.22%
1994	3.93%	1.40%
1995	2.43%	-0.36%
1996	3.97%	1.39%
1997	4.62%	1.93%
1998	5.29%	0.94%
1999	4.28%	2.76%
2000	3.60%	0.74%
2001	0.73%	5.61%
2002	1.64%	2.96%
2003	2.67%	3.45%
2004	4.00%	4.03%
2005	3.46%	2.64%
2006	3.79%	2.90%
2007	2.19%	2.02%
2008	0.79%	2.85%

Source: Regional Economic Modeling, Inc.

Figure 1.4 Growth in Real Gross Regional Product For Hampton Roads And Competing Metropolitan Areas From 2005 To 2008	
Statistical Area	Anualized Growth Rate
Raleigh	4.42%
Charlotte	2.59%
Charleston	2.40%
Orlando	2.15%
Washington D.C.	2.06%
Charlottesville	1.96%
Hampton Roads	1.54%
Greenville	1.42%
Baltimore	1.39%
Greensboro	1.15%
Jacksonville	1.10%
Atlanta	0.94%
Richmond	0.47%
Tampa	0.47%
Roanoke	0.23%

Source: Bureau of Economic Analysis

Figure 1.5 Employment And Gross Product In Hampton Roads		
Year	Percent Change GRP	Percent Change Employment
1970	-5.08%	-1.97%
1971	1.43%	0.17%
1972	3.57%	2.16%
1973	5.75%	4.34%
1974	1.55%	2.90%
1975	-1.17%	-2.02%
1976	3.47%	1.85%
1977	5.43%	3.63%
1978	6.06%	4.48%
1979	2.76%	1.62%
1980	1.86%	1.66%
1981	3.85%	1.19%
1982	1.03%	0.87%
1983	6.30%	2.97%
1984	6.57%	4.81%
1985	4.50%	4.66%
1986	4.95%	3.86%
1987	5.07%	4.43%
1988	2.95%	2.08%
1989	3.08%	1.79%
1990	2.19%	1.38%
1991	-0.62%	-1.23%
1992	0.70%	0.77%
1993	0.22%	0.97%
1994	1.40%	0.35%
1995	-0.36%	1.51%
1996	1.39%	1.80%
1997	1.93%	1.68%
1998	0.94%	1.13%
1999	2.76%	1.00%
2000	0.74%	1.86%
2001	5.61%	0.94%
2002	2.96%	0.64%
2003	3.45%	1.62%
2004	4.03%	2.47%
2005	2.64%	0.92%
2006	2.90%	1.67%
2007	2.02%	1.67%
2008	2.85%	

Sources: Regional Economic Modeling, Inc. & the Bureau of Economic Analysis

Figure 1.6 Year-Over-Year Change in Hampton Roads Monthly Employment					
Date	Percent Change	Date	Percent Change	Date	Percent Change
Aug-99	1.30%	Jan-03	1.05%	Jun-06	0.88%
Sep-99	1.43%	Feb-03	0.65%	Jul-06	0.59%
Oct-99	2.07%	Mar-03	0.69%	Aug-06	0.23%
Nov-99	1.98%	Apr-03	0.14%	Sep-06	-0.39%
Dec-99	1.91%	May-03	0.28%	Oct-06	1.08%
Jan-00	2.39%	Jun-03	0.08%	Nov-06	1.11%
Feb-00	2.09%	Jul-03	0.72%	Dec-06	1.28%
Mar-00	2.37%	Aug-03	0.47%	Jan-07	1.38%
Apr-00	2.17%	Sep-03	0.50%	Feb-07	1.24%
May-00	2.01%	Oct-03	0.34%	Mar-07	1.11%
Jun-00	2.29%	Nov-03	0.61%	Apr-07	0.89%
Jul-00	2.63%	Dec-03	0.36%	May-07	0.94%
Aug-00	1.52%	Jan-04	1.04%	Jun-07	0.74%
Sep-00	1.47%	Feb-04	0.88%	Jul-07	1.88%
Oct-00	1.38%	Mar-04	1.05%	Aug-07	1.57%
Nov-00	1.57%	Apr-04	2.01%	Sep-07	1.81%
Dec-00	1.32%	May-04	1.80%	Oct-07	0.53%
Jan-01	1.09%	Jun-04	1.89%	Nov-07	0.44%
Feb-01	0.97%	Jul-04	1.97%	Dec-07	0.04%
Mar-01	0.81%	Aug-04	1.98%	Jan-08	-0.63%
Apr-01	1.68%	Sep-04	2.15%	Feb-08	-0.36%
May-01	1.82%	Oct-04	1.71%	Mar-08	-0.61%
Jun-01	1.70%	Nov-04	1.51%	Apr-08	-0.93%
Jul-01	1.94%	Dec-04	1.73%	May-08	-0.82%
Aug-01	1.79%	Jan-05	1.21%	Jun-08	-0.88%
Sep-01	1.56%	Feb-05	1.51%	Jul-08	-1.07%
Oct-01	1.23%	Mar-05	1.48%	Aug-08	-0.92%
Nov-01	1.25%	Apr-05	1.77%	Sep-08	-1.37%
Dec-01	1.18%	May-05	1.77%	Oct-08	-0.52%
Jan-02	1.00%	Jun-05	1.93%	Nov-08	-1.15%
Feb-02	1.22%	Jul-05	1.72%	Dec-08	-1.34%
Mar-02	0.93%	Aug-05	1.84%	Jan-09	-0.41%
Apr-02	0.55%	Sep-05	2.02%	Feb-09	-0.91%
May-02	0.52%	Oct-05	0.81%	Mar-09	-0.83%
Jun-02	0.40%	Nov-05	0.87%	Apr-09	-0.82%
Jul-02	-0.23%	Dec-05	0.68%	May-09	-0.83%
Aug-02	-0.07%	Jan-06	1.30%	Jun-09	-1.01%
Sep-02	-0.24%	Feb-06	1.17%	Jul-09	-1.20%
Oct-02	0.59%	Mar-06	1.33%	Aug-09	-1.20%
Nov-02	0.35%	Apr-06	0.90%	Sep-09	-0.74%
Dec-02	0.69%	May-06	0.85%	Oct-09	-0.56%
				Source: Bureau of Labor Statistics	

Figure 1.7 Hampton Roads Monthly Employment as a Percent of the U.S.							
Date	Percent	Date	Percent	Date	Percent	Date	Percent
Jan-00	0.543%	Jul-02	0.565%	Jan-05	0.566%	Jul-07	0.573%
Feb-00	0.544%	Aug-02	0.568%	Feb-05	0.565%	Aug-07	0.571%
Mar-00	0.546%	Sep-02	0.564%	Mar-05	0.567%	Sep-07	0.566%
Apr-00	0.543%	Oct-02	0.563%	Apr-05	0.570%	Oct-07	0.557%
May-00	0.544%	Nov-02	0.565%	May-05	0.572%	Nov-07	0.558%
Jun-00	0.550%	Dec-02	0.568%	Jun-05	0.576%	Dec-07	0.558%
Jul-00	0.548%	Jan-03	0.563%	Jul-05	0.574%	Jan-08	0.555%
Aug-00	0.551%	Feb-03	0.563%	Aug-05	0.575%	Feb-08	0.555%
Sep-00	0.549%	Mar-03	0.566%	Sep-05	0.573%	Mar-08	0.557%
Oct-00	0.546%	Apr-03	0.563%	Oct-05	0.562%	Apr-08	0.557%
Nov-00	0.548%	May-03	0.566%	Nov-05	0.563%	May-08	0.560%
Dec-00	0.548%	Jun-03	0.571%	Dec-05	0.564%	Jun-08	0.565%
Jan-01	0.542%	Jul-03	0.571%	Jan-06	0.562%	Jul-08	0.568%
Feb-01	0.542%	Aug-03	0.573%	Feb-06	0.560%	Aug-08	0.567%
Mar-01	0.546%	Sep-03	0.568%	Mar-06	0.563%	Sep-08	0.562%
Apr-01	0.550%	Oct-03	0.566%	Apr-06	0.564%	Oct-08	0.559%
May-01	0.552%	Nov-03	0.569%	May-06	0.566%	Nov-08	0.561%
Jun-01	0.558%	Dec-03	0.570%	Jun-06	0.571%	Dec-08	0.563%
Jul-01	0.559%	Jan-04	0.568%	Jul-06	0.568%	Jan-09	0.567%
Aug-01	0.561%	Feb-04	0.566%	Aug-06	0.567%	Feb-09	0.567%
Sep-01	0.560%	Mar-04	0.568%	Sep-06	0.561%	Mar-09	0.573%
Oct-01	0.556%	Apr-04	0.569%	Oct-06	0.559%	Apr-09	0.574%
Nov-01	0.561%	May-04	0.570%	Nov-06	0.561%	May-09	0.578%
Dec-01	0.562%	Jun-04	0.575%	Dec-06	0.562%	Jun-09	0.583%
Jan-02	0.556%	Jul-04	0.575%	Jan-07	0.562%	Jul-09	0.586%
Feb-02	0.557%	Aug-04	0.576%	Feb-07	0.560%	Aug-09	0.586%
Mar-02	0.560%	Sep-04	0.572%	Mar-07	0.562%	Sep-09	0.583%
Apr-02	0.561%	Oct-04	0.567%	Apr-07	0.563%	Oct-09	0.579%
May-02	0.563%	Nov-04	0.569%	May-07	0.564%		
Jun-02	0.568%	Dec-04	0.571%	Jun-07	0.568%		
						Source: Bureau of Labor Statistics	

Figure 1.8 Recent Employment Growth In Hampton Roads And Competing Statistical Areas	
Statistical Area	Percent Change
Orlando	15.27%
Raleigh	13.96%
Charlottesville	11.37%
Tampa-St. Petersburg	11.08%
Charlotte	11.03%
Jacksonville	10.62%
Charleston	10.57%
Atlanta	9.70%
Roanoke	8.49%
Washington D.C.	7.88%
Greenville	7.50%
Richmond	7.20%
Greensboro	6.29%
Baltimore	6.19%
Hampton Roads	5.31%

Source: Bureau of Labor Statistics

Figure 1.9 Comparison Of Goods And Service Employment In Hampton Roads		
Year	Goods Employment	Service Employment
1997	106,500	571,500
1998	106,300	587,900
1999	105,000	601,700
2000	109,100	611,300
2001	108,500	622,100
2002	104,700	629,300
2003	106,500	631,200
2004	108,500	641,300
2005	109,900	650,900
2006	108,200	659,100
2007	106,200	669,100
2008	101,800	666,600

Source: Bureau of Labor Statistics

Figure 1.10 Comparison Of Public Sector And Private Sector Employment In Hampton Roads			
Year	Private	Government Civilian	Military
1997	535,400	142,700	113,082
1998	549,800	144,300	108,249
1999	562,400	144,300	108,955
2000	574,500	145,900	111,141
2001	583,100	147,500	112,527
2002	584,600	149,400	111,995
2003	588,300	149,300	113,193
2004	598,500	151,300	111,830
2005	609,300	151,500	108,269
2006	614,400	153,000	108,364
2007	620,300	155,000	106,296

Sources: Bureau of Economic Analysis
Bureau of Labor Statistics

Figure 1.11 Distribution of Employment in Hampton Roads by Industry Sector	
Industry Sector	Employment
Professional and Business Services	105,600
Education and Health Services	91,000
Retail Trade	90,900
Local Government	88,400
Leisure and Hospitality	86,600
Manufacturing	56,300
Federal Government	47,500
Mining, Logging, & Construction	45,500
Financial Activities	40,400
Other Services	32,200
Transportation and Utilities	25,100
Wholesale Trade	23,300
State Government	20,900
Information	14,800

Source: Bureau of Labor Statistics

Figure 1.12 Change In Hampton Roads Employment By Industrial Sector From 2004 To 2007	
Industry Sector	Change in Employment
Education and Health Services	6,300
Leisure and Hospitality	4,600
Professional and Business Services	4,100
Local Government	2,600
State Government	1,400
Federal Government	1,300
Financial Activities	500
Retail Trade	-
Information	(300)
Wholesale Trade	(700)
Transportation and Utilities	(1,300)
Other Services	(2,800)
Manufacturing	(3,600)
Mining, Logging, & Construction	(4,500)

Source: Bureau of Labor Statistics

Figure 1.13 Hampton Roads Industrial Location Quotients In 2008	
Industry	LQ
Military (2007)	8.94
Real estate and renting and leasing (2006)	1.44
Leisure and hospitality	1.24
Accomodation and food services	1.24
Construction	1.19
Arts, entertainment, and recreation	1.19
Retail trade	1.13
Professional and Business Services	1.10

Sources: Bureau of Economic Analysis
Bureau of Labor Statistics
Virginia Employment Commision

Figure 1.14 Hampton Roads Sub-Sector Location Quotients In 2008	
Sub-Sector Industry	LQ
Water transportation	4.96
Attractions	3.53
Transportation equipment man.	2.96
Transportation support	2.69
Lessors nonfin intangible assets (2006)	2.54
Broadcasting, except Internet	2.50
Nonstore retailers	1.54
Real estate	1.54
Civil engineering construction (2007)	1.31
ISPs & data processing	1.30
Miscellaneous store retailers (2006)	1.26
Scenic transportation	1.24
General merchandise stores	1.22
Specialty trade contractors (2007)	1.20
Sporting goods & hobby stores	1.16
Rental and leasing services	1.16
Amusements & recreation	1.15
Clothing stores	1.11
Warehousing and storage	1.11
Administrative and support services	1.11
Repair and maintenance	1.09
Textile Product Mills	1.06
Beverage and Tobacco Product Manf.	1.05
Ambulatory health care services	1.04

Source: Bureau of Labor Statistics

Figure 1.15 Deseasonalized Unemployment Rates In Hampton Roads And The United States

Month	HR	U.S.	Month	HR	U.S.	Month	HR	U.S.
Jan-99	3.20%	4.3%	Aug-02	4.00%	5.7%	Mar-06	3.30%	4.7%
Feb-99	3.46%	4.4%	Sep-02	3.91%	5.7%	Apr-06	3.30%	4.7%
Mar-99	3.02%	4.2%	Oct-02	3.98%	5.7%	May-06	3.26%	4.7%
Apr-99	3.13%	4.3%	Nov-02	4.08%	5.9%	Jun-06	3.24%	4.6%
May-99	3.14%	4.2%	Dec-02	4.18%	6.0%	Jul-06	3.37%	4.7%
Jun-99	3.06%	4.3%	Jan-03	4.17%	5.8%	Aug-06	3.31%	4.7%
Jul-99	3.46%	4.3%	Feb-03	4.19%	5.9%	Sep-06	3.53%	4.5%
Aug-99	3.36%	4.2%	Mar-03	4.17%	5.9%	Oct-06	3.36%	4.4%
Sep-99	3.48%	4.2%	Apr-03	4.20%	6.0%	Nov-06	3.23%	4.5%
Oct-99	3.32%	4.1%	May-03	4.23%	6.1%	Dec-06	3.13%	4.4%
Nov-99	3.21%	4.1%	Jun-03	4.41%	6.3%	Jan-07	3.06%	4.6%
Dec-99	3.12%	4.0%	Jul-03	4.35%	6.2%	Feb-07	3.03%	4.5%
Jan-00	2.83%	4.0%	Aug-03	4.14%	6.1%	Mar-07	3.00%	4.4%
Feb-00	2.78%	4.1%	Sep-03	4.24%	6.1%	Apr-07	3.08%	4.5%
Mar-00	2.71%	4.0%	Oct-03	4.16%	6.0%	May-07	3.04%	4.5%
Apr-00	2.36%	3.8%	Nov-03	4.16%	5.8%	Jun-07	3.16%	4.6%
May-00	2.64%	4.0%	Dec-03	4.03%	5.7%	Jul-07	3.19%	4.7%
Jun-00	2.52%	4.0%	Jan-04	4.13%	5.7%	Aug-07	3.21%	4.7%
Jul-00	2.50%	4.0%	Feb-04	3.99%	5.6%	Sep-07	3.23%	4.7%
Aug-00	2.53%	4.1%	Mar-04	4.18%	5.8%	Oct-07	3.26%	4.8%
Sep-00	2.44%	3.9%	Apr-04	3.90%	5.6%	Nov-07	3.35%	4.7%
Oct-00	2.37%	3.9%	May-04	3.96%	5.6%	Dec-07	3.64%	4.9%
Nov-00	2.23%	3.9%	Jun-04	3.96%	5.6%	Jan-08	3.58%	4.9%
Dec-00	2.31%	3.9%	Jul-04	3.95%	5.5%	Feb-08	3.60%	4.8%
Jan-01	2.64%	4.2%	Aug-04	3.98%	5.4%	Mar-08	3.79%	5.1%
Feb-01	2.77%	4.2%	Sep-04	3.84%	5.4%	Apr-08	3.74%	5.0%
Mar-01	2.90%	4.3%	Oct-04	4.02%	5.5%	May-08	3.98%	5.5%
Apr-01	3.00%	4.4%	Nov-04	4.05%	5.4%	Jun-08	4.03%	5.6%
May-01	3.05%	4.3%	Dec-04	4.11%	5.4%	Jul-08	4.17%	5.8%
Jun-01	3.18%	4.5%	Jan-05	4.01%	5.2%	Aug-08	4.37%	6.2%
Jul-01	3.09%	4.6%	Feb-05	4.09%	5.4%	Sep-08	4.35%	6.2%
Aug-01	3.49%	4.9%	Mar-05	4.09%	5.2%	Oct-08	4.63%	6.6%
Sep-01	3.56%	5.0%	Apr-05	4.04%	5.2%	Nov-08	5.14%	6.8%
Oct-01	3.77%	5.3%	May-05	3.98%	5.1%	Dec-08	5.61%	7.2%
Nov-01	4.00%	5.5%	Jun-05	3.89%	5.1%	Jan-09	5.98%	7.6%
Dec-01	4.13%	5.7%	Jul-05	3.84%	5.0%	Feb-09	6.71%	8.1%
Jan-02	4.02%	5.7%	Aug-05	3.80%	4.9%	Mar-09	6.78%	8.5%
Feb-02	4.10%	5.7%	Sep-05	3.94%	5.0%	Apr-09	7.15%	8.9%
Mar-02	4.18%	5.7%	Oct-05	3.79%	5.0%	May-09	7.33%	9.4%
Apr-02	4.29%	5.9%	Nov-05	3.85%	5.0%	Jun-09	7.11%	9.5%
May-02	4.20%	5.8%	Dec-05	3.56%	4.8%	Jul-09	6.81%	9.4%
Jun-02	4.12%	5.8%	Jan-06	3.26%	4.7%	Aug-09	6.41%	9.7%
Jul-02	4.06%	5.8%	Feb-06	3.42%	4.8%	Sep-09	6.79%	9.8%

Source: Bureau of Labor Statistics

Figure 1.16 Employment To Population Ratios In Hampton Roads And Competing Metro Areas	
Metro Area	Employment to Population Ratio
Washington DC	73.1%
Charlottesville	71.0%
Roanoke	69.9%
Charlotte	66.4%
Greensboro	65.8%
Orlando	65.6%
Richmond	65.0%
Jacksonville	64.3%
Raleigh	63.9%
Greenville	63.8%
Baltimore	63.7%
Hampton Roads	63.5%
Charleston	62.7%
Atlanta	61.3%
Tampa	59.9%

Source: Bureau of Economic Analysis

Figure 1.17 Historic Employment To Population Ratios In Hampton Roads	
Year	Employment to Population Ratio
1996	58.3%
1997	59.1%
1998	59.8%
1999	59.9%
2000	60.5%
2001	60.8%
2002	60.4%
2003	60.7%
2004	61.5%
2005	61.8%
2006	62.4%
2007	63.5%

Source: Bureau of Economic Analysis, Regional Economic Information System

Figure 1.18 Per Capita Income In Hampton Roads And Competing Metro Areas	
Region	Per Capita Income
Washington	$ 56,510
Baltimore	$ 47,333
Charlottesville	$ 42,343
Richmond	$ 41,021
Jacksonville	$ 39,304
Raleigh	$ 39,239
Charlotte	$ 38,962
Hampton Roads	$ 38,112
Atlanta	$ 37,655
Tampa	$ 36,918
Roanoke	$ 35,531
Charelston	$ 34,936
Orlando	$ 34,738
Greensboro	$ 34,263
Greenville	$ 33,083
United States	$ 39,582

Source: Bureau of Economic Analysis

Figure 1.19 Purchasing Power Of Per Capita Income In Hampton Roads And Competing Metro Areas In 2008	
Metro Area	Purchasing Power of PCI
Charlotte	$41,361
Washington	$41,128
Jacksonville	$40,478
Richmond	$39,368
Atlanta	$39,183
Charlottesville	$39,062
Baltimore	$38,829
Roanoke	$38,370
Raleigh	$38,245
Tampa	$37,942
Charleston	$36,091
Greenville	$35,999
Hampton Roads	$35,126
Orlando	$34,394

Sources: Bureau of Economic Analysis
Center for Community and Economic Research

Figure 1.20 Hampton Roads Per Capita Income In Relation To The National Average	
Year	Ratio of HR to U.S. PCI
1998	89.4%
1999	89.2%
2000	88.3%
2001	90.8%
2002	93.3%
2003	95.3%
2004	95.1%
2005	95.5%
2006	95.7%
2007	95.4%
2008	96.3%

Source: Bureau of Economic Analysis

Figure 1.21 Median Family Income	
Year	HR Income
1999	$48,000
2000	$49,300
2001	$51,000
2002	$53,800
2003	$55,200
2004	$55,900
2005	$59,150
2006	$60,300
2007	$64,100
2008	$65,100
2009	$67,900

Source: U.S. Department of Housing and Urban Development

Figure 1.22 Earnings Per Worker	
Year	HR Earnings Per Worker
1997	$38,865
1998	$39,737
1999	$40,518
2000	$40,874
2001	$41,826
2002	$43,534
2003	$44,603
2004	$45,476
2005	$45,807
2006	$46,176
2007	$46,096

Source Bureau of Economic Analysis

Figure 2.1 Concentration Of Military Employment		
Year	HR Military Employment as a Percent of Total Employment	Military Employment
1992	16.3%	140,203
1993	15.5%	134,933
1994	14.7%	128,777
1995	13.9%	123,577
1996	13.1%	118,433
1997	12.3%	113,082
1998	11.7%	108,249
1999	11.6%	108,955
2000	11.6%	111,141
2001	11.7%	112,527
2002	11.5%	111,995
2003	11.5%	113,193
2004	11.1%	111,830
2005	10.6%	108,269
2006	10.5%	108,364
2007	10.1%	106,296

Source: Bureau of Labor Statistics

Figure 2.2 Cycle Of National Defense Spending (2009 Dollars)									
Quarter	Billions	Quarter	Billions	Quarter	Billions	Quarter	Billions	Quarter	Billions
1973 Q1	$ 446.1	1980 Q2	$ 434.3	1987 Q4	$ 660.6	1995 Q2	$ 515.1	2002 Q3	$ 524.7
1973 Q2	$ 436.9	1980 Q3	$ 433.4	1988 Q1	$ 655.9	1995 Q3	$ 518.0	2002 Q4	$ 542.9
1973 Q3	$ 410.5	1980 Q4	$ 448.7	1988 Q2	$ 647.5	1995 Q4	$ 528.8	2003 Q1	$ 546.3
1973 Q4	$ 412.8	1981 Q1	$ 451.6	1988 Q3	$ 633.9	1996 Q1	$ 505.8	2003 Q2	$ 596.3
1974 Q1	$ 416.9	1981 Q2	$ 464.6	1988 Q4	$ 643.3	1996 Q2	$ 504.6	2003 Q3	$ 586.4
1974 Q2	$ 419.9	1981 Q3	$ 461.3	1989 Q1	$ 625.9	1996 Q3	$ 501.4	2003 Q4	$ 598.8
1974 Q3	$ 413.7	1981 Q4	$ 478.0	1989 Q2	$ 629.5	1996 Q4	$ 495.0	2004 Q1	$ 617.3
1974 Q4	$ 415.9	1982 Q1	$ 485.5	1989 Q3	$ 636.8	1997 Q1	$ 481.6	2004 Q2	$ 623.4
1975 Q1	$ 411.7	1982 Q2	$ 499.4	1989 Q4	$ 621.2	1997 Q2	$ 495.9	2004 Q3	$ 642.6
1975 Q2	$ 406.2	1982 Q3	$ 502.9	1990 Q1	$ 623.1	1997 Q3	$ 497.6	2004 Q4	$ 623.9
1975 Q3	$ 420.6	1982 Q4	$ 523.3	1990 Q2	$ 620.5	1997 Q4	$ 484.2	2005 Q1	$ 646.6
1975 Q4	$ 422.7	1983 Q1	$ 529.5	1990 Q3	$ 603.8	1998 Q1	$ 481.3	2005 Q2	$ 651.4
1976 Q1	$ 418.2	1983 Q2	$ 539.1	1990 Q4	$ 615.2	1998 Q2	$ 466.5	2005 Q3	$ 665.0
1976 Q2	$ 419.4	1983 Q3	$ 542.2	1991 Q1	$ 620.9	1998 Q3	$ 476.8	2005 Q4	$ 634.6
1976 Q3	$ 418.5	1983 Q4	$ 553.0	1991 Q2	$ 616.1	1998 Q4	$ 472.7	2006 Q1	$ 663.5
1976 Q4	$ 422.7	1984 Q1	$ 574.1	1991 Q3	$ 601.4	1999 Q1	$ 471.2	2006 Q2	$ 666.7
1977 Q1	$ 427.5	1984 Q2	$ 580.5	1991 Q4	$ 581.6	1999 Q2	$ 448.9	2006 Q3	$ 658.3
1977 Q2	$ 432.9	1984 Q3	$ 577.2	1992 Q1	$ 577.3	1999 Q3	$ 460.0	2006 Q4	$ 676.7
1977 Q3	$ 428.3	1984 Q4	$ 597.8	1992 Q2	$ 577.6	1999 Q4	$ 465.6	2007 Q1	$ 670.0
1977 Q4	$ 425.6	1985 Q1	$ 603.3	1992 Q3	$ 584.8	2000 Q1	$ 463.0	2007 Q2	$ 683.2
1978 Q1	$ 427.0	1985 Q2	$ 613.8	1992 Q4	$ 570.5	2000 Q2	$ 461.2	2007 Q3	$ 698.9
1978 Q2	$ 431.4	1985 Q3	$ 633.8	1993 Q1	$ 548.1	2000 Q3	$ 458.4	2007 Q4	$ 693.3
1978 Q3	$ 430.1	1985 Q4	$ 636.3	1993 Q2	$ 539.7	2000 Q4	$ 473.1	2008 Q1	$ 710.8
1978 Q4	$ 432.0	1986 Q1	$ 624.2	1993 Q3	$ 534.8	2001 Q1	$ 483.6	2008 Q2	$ 725.6
1979 Q1	$ 429.8	1986 Q2	$ 649.7	1993 Q4	$ 538.1	2001 Q2	$ 460.4	2008 Q3	$ 751.3
1979 Q2	$ 431.9	1986 Q3	$ 671.6	1994 Q1	$ 510.9	2001 Q3	$ 473.9	2008 Q4	$ 765.2
1979 Q3	$ 426.3	1986 Q4	$ 649.0	1994 Q2	$ 514.1	2001 Q4	$ 465.5	2009 Q1	$ 757.9
1979 Q4	$ 432.9	1987 Q1	$ 655.3	1994 Q3	$ 526.2	2002 Q1	$ 465.1	2009 Q2	$ 784.1
1980 Q1	$ 436.9	1987 Q2	$ 664.7	1994 Q4	$ 501.7	2002 Q2	$ 472.6	2009 Q3	$ 795.3
1979 Q2	$ 434.5	1987 Q3	$ 668.6	1995 Q1	$ 501.2				

Source: Survey of Current Business

Figure 2.3 Inflation-Adjusted Department Of Defense Spending In Hampton Roads	
Year	Millions of Dollars
1993	$ 10,822
1994	$ 9,921
1995	$ 14,600
1996	$ 9,683
1997	$ 9,056
1998	$ 10,999
1999	$ 10,805
2000	$ 10,705
2001	$ 16,311
2002	$ 12,634
2003	$ 11,693
2004	$ 13,373
2005	$ 13,284
2006	$ 15,216
2007	$ 15,661
2008	$ 13,350

Source: Consolidated Federal Funds Report

Figure 2.4 Total Military Employment In Hampton Roads	
Year	Employment
1997	113,082
1998	108,249
1999	108,955
2000	111,141
2001	112,527
2002	111,995
2003	113,193
2004	111,830
2005	108,323
2006	108,324
2007	106,296

Source: Bureau of Economic Analysis

Figure 2.5 Inflation Adjusted Military Incomes	
Year	Thousand of Dollars
1997	$ 6,783,015
1998	$ 6,552,061
1999	$ 6,701,235
2000	$ 6,917,652
2001	$ 7,091,670
2002	$ 7,817,191
2003	$ 8,403,872
2004	$ 8,920,174
2005	$ 8,922,780
2006	$ 9,432,875
2007	$ 9,506,879

Source: Bureau of Economic Analysis

Figure 2.6 Concentration Of Ship Building And Repair Employment In Hampton Roads	
Year	HR Share of National Employment
1998	12.9%
1999	11.2%
2000	12.6%
2001	13.0%
2002	13.6%
2003	14.1%
2004	14.5%
2005	14.1%
2006	14.1%
2007	14.2%
2008	14.4%

Source: Bureau of Labor Statistics

Figure 2.7 Total Ship Building And Repair Employment In Hampton Roads	
Year	Employment
1998	19,800
1999	17,200
2000	19,400
2001	19,300
2002	20,100
2003	20,800
2004	21,600
2005	21,800
2006	22,200
2007	22,700
2008	22,600

Source: Bureau of Labor Statistics

Figure 2.8 Distribution of Market Share For East Coast Container Ports	
Port	Market Share
New York	32.9%
Savannah	16.4%
Hampton Roads	13.0%
Charleston	10.2%
Port Everglades	6.2%
Miami	5.2%
Other	16.2%

Source: American Association of Port Authorities

Figure 2.9 Hampton Roads Market Share Of Imports & Exports At East Coast Ports		
Year	Value	Weight
2005	10.5%	8.6%
2006	10.1%	8.8%
2007	10.3%	11.1%
2008	10.6%	14.7%
2009 YTD	11.0%	14.3%

Source: Census Bureau

Figure 2.10 Foreign And Domestic Vessel Departures		
Year	American	Foreign
1993	478	2111
1994	407	2181
1995	322	2459
1996	344	2325
1997	290	2342
1998	219	2346
1999	240	2305
2000	323	2376
2001	197	2279
2002	182	1892
2003	212	2285
2004	218	2517
2005	250	2550
2006	219	2704
2007	222	2780
2008	196	2256

Source: Virginia Port Authority

Figure 2.11 General Cargo Imports & Exports (Short Tons)		
Year	Exports	Imports
1992	4,203,738	3,434,133
1993	3,906,363	3,464,133
1994	4,191,937	3,770,654
1995	5,111,799	3,974,419
1996	5,539,072	4,101,667
1997	6,085,257	4,663,576
1998	6,000,501	5,169,144
1999	6,093,460	5,719,588
2000	6,048,584	5,920,522
2001	5,916,152	5,630,328
2002	5,992,936	6,831,494
2003	6,668,908	7,314,709
2004	6,896,749	7,711,766
2005	7,373,355	8,590,662
2006	7,632,798	8,950,681
2007	9,155,856	8,610,395
2008	9,829,139	8,004,007

Source: Virginia Port Authority

Figure 2.12 Coal Loadings	
Year	Thousands of Short Tons
1992	60,284,204
1993	44,235,303
1994	42,304,108
1995	51,145,891
1996	52,999,164
1997	53,459,811
1998	45,724,231
1999	32,944,738
2000	32,619,006
2001	27,831,820
2002	21,939,775
2003	20,865,282
2004	26,804,489
2005	24,903,074
2006	21,587,423
2007	28,340,278
2008	44,090,371

Source: Virginia Port Authority

Figure 2.13 Hampton Roads Deseasonalized Taxable Hotel Sales

Month	Sales	Month	Sales	Month	Sales	Month	Sales
Aug-99	$ 42,430,023	Feb-02	$ 48,918,758	Aug-04	$ 49,027,809	Feb-07	$ 58,176,381
Sep-99	$ 41,542,634	Mar-02	$ 53,791,194	Sep-04	$ 51,446,903	Mar-07	$ 60,683,450
Oct-99	$ 43,305,084	Apr-02	$ 49,714,069	Oct-04	$ 51,316,687	Apr-07	$ 61,765,387
Nov-99	$ 43,086,007	May-02	$ 49,175,239	Nov-04	$ 50,338,895	May-07	$ 61,674,839
Dec-99	$ 44,535,660	Jun-02	$ 50,035,340	Dec-04	$ 52,177,709	Jun-07	$ 61,680,940
Jan-00	$ 43,945,527	Jul-02	$ 49,009,460	Jan-05	$ 51,955,723	Jul-07	$ 57,071,040
Feb-00	$ 44,096,067	Aug-02	$ 50,025,275	Feb-05	$ 52,609,475	Aug-07	$ 60,186,737
Mar-00	$ 44,742,074	Sep-02	$ 46,889,512	Mar-05	$ 52,325,418	Sep-07	$ 59,251,113
Apr-00	$ 45,125,282	Oct-02	$ 48,733,062	Apr-05	$ 51,000,016	Oct-07	$ 62,120,164
May-00	$ 45,551,348	Nov-02	$ 46,405,460	May-05	$ 50,954,005	Nov-07	$ 61,137,509
Jun-00	$ 45,575,972	Dec-02	$ 45,970,070	Jun-05	$ 52,651,063	Dec-07	$ 55,598,631
Jul-00	$ 43,760,948	Jan-03	$ 51,170,163	Jul-05	$ 54,254,487	Jan-08	$ 58,856,251
Aug-00	$ 43,488,991	Feb-03	$ 47,320,385	Aug-05	$ 53,540,087	Feb-08	$ 59,485,278
Sep-00	$ 46,207,314	Mar-03	$ 45,252,593	Sep-05	$ 53,797,353	Mar-08	$ 59,568,311
Oct-00	$ 45,116,764	Apr-03	$ 50,197,367	Oct-05	$ 52,328,563	Apr-08	$ 55,835,328
Nov-00	$ 46,034,273	May-03	$ 50,324,146	Nov-05	$ 53,880,199	May-08	$ 58,298,799
Dec-00	$ 44,801,374	Jun-03	$ 50,291,895	Dec-05	$ 56,408,255	Jun-08	$ 56,906,223
Jan-01	$ 42,178,990	Jul-03	$ 50,993,570	Jan-06	$ 57,032,469	Jul-08	$ 55,829,022
Feb-01	$ 43,730,100	Aug-03	$ 52,837,239	Feb-06	$ 56,749,542	Aug-08	$ 60,158,978
Mar-01	$ 43,899,714	Sep-03	$ 47,259,551	Mar-06	$ 56,089,002	Sep-08	$ 49,360,430
Apr-01	$ 44,183,406	Oct-03	$ 60,173,348	Apr-06	$ 56,133,762	Oct-08	$ 55,035,192
May-01	$ 44,770,503	Nov-03	$ 55,403,446	May-06	$ 54,634,740	Nov-08	$ 54,733,349
Jun-01	$ 44,901,691	Dec-03	$ 53,860,889	Jun-06	$ 56,030,539	Dec-08	$ 54,525,045
Jul-01	$ 45,572,110	Jan-04	$ 52,777,409	Jul-06	$ 54,928,897	Jan-09	$ 57,273,848
Aug-01	$ 45,786,831	Feb-04	$ 51,762,272	Aug-06	$ 55,558,136	Feb-09	$ 57,204,413
Sep-01	$ 40,212,781	Mar-04	$ 49,193,736	Sep-06	$ 57,106,583	Mar-09	$ 54,465,726
Oct-01	$ 43,603,697	Apr-04	$ 50,924,667	Oct-06	$ 54,460,481	Apr-09	$ 53,881,047
Nov-01	$ 46,334,195	May-04	$ 51,171,958	Nov-06	$ 57,398,562	May-09	$ 52,128,926
Dec-01	$ 46,965,817	Jun-04	$ 49,568,802	Dec-06	$ 56,472,656	Jun-09	$ 50,505,606
Jan-02	$ 47,166,499	Jul-04	$ 49,831,374	Jan-07	$ 58,467,085	Jul-09	$ 53,049,288

Source: Virginia Department of Taxation
ODU Forecasting, HRPDC

Figure 2.14 Employment In The Hampton Roads Leisure And Hospitality Industry	
Year	Employment
1993	63,200
1994	65,400
1995	67,900
1996	69,500
1997	71,700
1998	72,400
1999	72,900
2000	74,200
2001	76,200
2002	76,500
2003	76,400
2004	79,000
2005	82,000
2006	84,500
2007	85,900
2008	86,600

ource: Virginia Employment Commision

Figure 2.15 Distribution Of Hampton Roads Construction Employment in 2008	
Sub Sector	Percent of Total
Specialty Trade Contractors	61.9%
Heavy and Civil Engineering Construction	17.7%
Residential Building Construction	10.4%
Nonresidential Building Construction	9.9%

Source: Virgnia Employment Commision

Figure 2.16 New Building Permits Issued In Hampton Roads					
Year	Total	1 Unit	2 Units	3 & 4 Units	5 Units and More
1993	9,732	7,943	122	131	1,536
1994	8,887	7,227	144	139	1,377
1995	8,648	6,227	176	427	1,818
1996	8,314	6,543	170	180	1,421
1997	7,581	6,256	74	149	1,102
1998	8,508	7,077	58	157	1,216
1999	8,988	7,478	20	106	1,384
2000	7,429	6,499	42	204	684
2001	8,716	7,089	54	54	1,519
2002	10,159	7,632	100	72	2,355
2003	10,353	7,850	78	133	2,292
2004	10,186	7,294	350	203	2,339
2005	11,360	7,667	330	278	2,075
2006	7,689	5,880	198	452	1,437
2007	6,276	4,519	112	164	1,583
2008	5,114	3,246	60	32	1,776

Source: U.S. Census Bureau

Figure 2.17 Value Of New Building Permits Issued In Hampton Roads (Millions of Dollars)

Year	Total	1 Unit	2 Units	3 & 4 Units	5 Units and More
1993	$ 782	$ 720	$ 5	$ 6	$ 50
1994	$ 748	$ 702	$ 7	$ 6	$ 33
1995	$ 714	$ 641	$ 8	$ 11	$ 54
1996	$ 747	$ 679	$ 9	$ 11	$ 47
1997	$ 781	$ 725	$ 7	$ 7	$ 41
1998	$ 874	$ 787	$ 7	$ 10	$ 70
1999	$ 935	$ 857	$ 1	$ 8	$ 69
2000	$ 909	$ 859	$ 3	$ 14	$ 34
2001	$ 1,014	$ 911	$ 5	$ 3	$ 96
2002	$ 1,143	$ 1,037	$ 8	$ 5	$ 93
2003	$ 1,295	$ 1,161	$ 6	$ 10	$ 118
2004	$ 1,453	$ 1,226	$ 30	$ 16	$ 181
2005	$ 1,440	$ 1,257	$ 27	$ 19	$ 136
2006	$ 1,240	$ 1,035	$ 19	$ 34	$ 92
2007	$ 994	$ 853	$ 10	$ 16	$ 115
2008	$ 771	$ 624	$ 8	$ 2	$ 136

Source: U.S. Census Bureau

Figure 2.18 Construction Employment In Hampton Roads

Year	Employment
1998	41,869
1999	42,012
2000	43,275
2001	45,259
2002	44,083
2003	44,858
2004	47,667
2005	49,109
2006	48,592
2007	46,984
2008	44,350

Source: Virginia Employment Commision

Figure 2.19 Inflation Adjusted Taxable Sales In Hampton Roads	
Year	Taxable Sales
1993	$ 15,496,456,253
1994	$ 15,973,396,503
1995	$ 16,501,763,800
1996	$ 16,677,580,382
1997	$ 17,107,414,166
1998	$ 17,383,108,805
1999	$ 18,039,803,711
2000	$ 18,200,993,273
2001	$ 18,054,131,351
2002	$ 18,439,223,857
2003	$ 19,116,630,967
2004	$ 20,205,125,419
2005	$ 20,801,520,732
2006	$ 21,244,076,769
2007	$ 21,350,328,199
2008	$ 19,757,719,300

Source: Virginia Department of Taxation

Figure 2.20 Distribution Of Hampton Roads Retail Employment	
Sector	Percent of Retail Employment
General Merchandise Stores	24.0%
Food and Beverage Stores	15.2%
Motor Vehicle and Parts Dealers	12.9%
Clothing and Clothing Accessories Stores	9.1%
Gasoline Stations	7.3%
Building Material & Garden Supply Stores	6.3%
Miscellaneous Store Retailers	5.8%
Other	19.3%

Source: Virginia Employment Commision

Figure 3.1 Population Of Hampton Roads And Competing Metro Areas In 2007	
Metro Area	Population
Atlanta	5,376,285
Washington D.C.	5,358,130
Tampa-St. Petersburg	2,733,761
Baltimore	2,667,117
Orlando	2,054,574
Charlotte	1,701,799
Hampton Roads	1,658,292
Jacksonville	1,313,228
Richmond	1,225,626
Raleigh	1,088,765
Greensboro-High Point	705,684
Charleston	644,506
Greenville-Spartanburg	624,715
Roanoke	298,108
Charlottesville	194,391

Source: U.S. Census Bureau

Figure3.2 Population Growth Rates In Hampton Roads And The United States		
Year	Hampton Roads	United States
1993	0.88%	1.33%
1994	1.13%	1.23%
1995	0.45%	1.20%
1996	0.23%	1.17%
1997	0.64%	1.21%
1998	0.23%	1.18%
1999	0.80%	1.15%
2000	0.86%	1.12%
2001	0.56%	1.02%
2002	0.43%	0.94%
2003	0.58%	0.86%
2004	1.41%	0.92%
2005	0.60%	0.91%
2006	0.24%	0.95%
2007	0.32%	0.98%
2008	0.20%	0.92%

Sources: Weldon Cooper Center, U.S. Census Bureau

Figure 3.3 Hampton Roads Population Density	
Year	Persons Per Square Mile
1993	519.0
1994	524.9
1995	527.2
1996	528.4
1997	531.8
1998	533.0
1999	537.3
2000	541.9
2001	545.0
2002	547.3
2003	550.5
2004	558.2
2005	561.6
2006	563.0
2007	564.7
2008	565.8

Source: Weldon Cooper Center

Figure 3.4 Components Of Population Change In Hampton Roads			
Year	Births	Deaths	Net Migration
1992	27,084	10,737	3,553
1993	26,176	11,146	20
1994	25,290	11,069	(2,321)
1995	24,094	11,568	(7,376)
1996	23,392	11,400	(5,342)
1997	22,737	11,420	(4,617)
1998	23,186	11,683	(3,503)
1999	22,968	11,977	1,933
2000	23,465	11,911	(404)
2001	23,047	11,964	(3,257)
2002	23,114	12,251	(2,813)
2003	23,359	12,370	4,911
2004	24,264	12,155	4,046
2005	23,885	12,029	(4,999)
2006	24,398	12,122	(7,744)
2007	24,437	12,543	(7,699)

Sources: Virginia Department of Health
Weldon Cooper Center

Figure 3.5 Age Distribution Of The Hampton Roads Population			
Year	Ages 0-19	Ages 20-64	Ages 65+
1993	452,663	928,184	144,988
1994	455,420	931,247	148,144
1995	457,239	933,910	151,095
1996	458,873	936,152	154,150
1997	460,009	937,483	156,500
1998	461,593	932,957	158,957
1999	463,151	939,588	160,853
2000	464,885	950,612	163,075
2001	462,975	956,285	165,513
2002	467,501	967,056	167,760
2003	473,868	977,023	170,264
2004	475,439	990,321	172,675
2005	474,796	993,122	175,682
2006	473,471	1,003,077	179,109
2007	469,261	1,001,534	183,311
2008	475,879	995,260	188,857

Source: Regional Economic Modeling, Inc.

Figure 3.6 Gender Distribution For The Hampton Roads		
Year	Males	Females
1993	760,906	764,929
1994	762,711	772,100
1995	764,668	777,576
1996	766,477	782,698
1997	767,512	786,480
1998	765,673	787,834
1999	770,253	793,339
2000	777,740	800,832
2001	780,355	804,418
2002	787,764	814,553
2003	792,741	828,414
2004	802,282	836,152
2005	802,735	840,865
2006	811,396	844,260
2007	809,583	844,523
2008	812,017	847,979

Source: Regional Economic Modeling, Inc.

Figure 3.7 Race And Ethnicity In Hampton Roads				
Year	Caucasian	African American	Other	Hispanic
1993	989,604	456,022	43,793	36,416
1994	988,570	463,851	44,959	37,431
1995	984,790	471,877	46,542	39,035
1996	980,843	479,252	48,163	40,917
1997	975,446	485,909	49,832	42,805
1998	966,306	491,631	51,200	44,370
1999	964,522	499,352	53,291	46,427
2000	955,930	497,082	76,215	49,345
2001	956,013	499,556	77,574	51,630
2002	962,123	505,517	79,810	54,867
2003	969,805	511,951	82,048	57,351
2004	976,404	516,770	84,055	61,205
2005	973,897	520,233	85,502	63,968
2006	975,613	525,005	87,377	67,661
2007	969,696	525,967	88,957	69,486
2008	969,650	526,863	90,518	72,966

Source: Regional Economic Modeling, Inc

Figure 3.8 Distribution Of Occupations In Hampton Roads	
Occupation	Percent of Total
Office & administrative support occupations	16.9%
Sales & related occupations	11.1%
Food preparation & serving related	9.3%
Transportation & material moving occupations	6.9%
Education, training, & library occupations	6.4%
Construction & extraction occupations	6.1%
Production occupations	5.5%
Business & financial operations	5.0%
Other	32.8%

Source: Bureau of Labor Statistics

Figure 4.1 Deseasonalized Pre-Owned And New Construction Home Sales In Hampton Roads

Month	New Construction	Resales	Month	New Construction	Resales	Month	New Construction	Resales
Jan-00	413	1296	Apr-03	394	1675	Jul-06	374	1687
Feb-00	359	1258	May-03	401	1654	Aug-06	402	1735
Mar-00	429	1354	Jun-03	405	1666	Sep-06	399	1703
Apr-00	380	1357	Jul-03	379	1855	Oct-06	386	1724
May-00	427	1503	Aug-03	363	1781	Nov-06	325	1684
Jun-00	438	1449	Sep-03	347	1718	Dec-06	372	1770
Jul-00	394	1255	Oct-03	404	2026	Jan-07	393	1870
Aug-00	398	1399	Nov-03	443	1549	Feb-07	345	1846
Sep-00	384	1470	Dec-03	436	1796	Mar-07	436	1737
Oct-00	506	1381	Jan-04	504	1782	Apr-07	313	1699
Nov-00	321	1424	Feb-04	503	1742	May-07	357	1625
Dec-00	385	1343	Mar-04	499	1740	Jun-07	341	1584
Jan-01	379	1316	Apr-04	521	1926	Jul-07	347	1550
Feb-01	420	1524	May-04	419	1810	Aug-07	312	1505
Mar-01	408	1608	Jun-04	418	1939	Sep-07	316	1251
Apr-01	475	1506	Jul-04	425	1963	Oct-07	339	1431
May-01	508	1571	Aug-04	439	1987	Nov-07	326	1373
Jun-01	419	1566	Sep-04	506	2129	Dec-07	315	1281
Jul-01	408	1534	Oct-04	445	2081	Jan-08	305	1442
Aug-01	478	1636	Nov-04	409	2134	Feb-08	366	1145
Sep-01	450	1499	Dec-04	409	2074	Mar-08	331	1236
Oct-01	318	1588	Jan-05	451	2013	Apr-08	345	1372
Nov-01	494	1600	Feb-05	375	2006	May-08	262	1264
Dec-01	490	1504	Mar-05	509	2052	Jun-08	270	1196
Jan-02	382	1764	Apr-05	409	1959	Jul-08	264	1248
Feb-02	472	1630	May-05	413	2004	Aug-08	248	1189
Mar-02	427	1566	Jun-05	452	2019	Sep-08	263	1172
Apr-02	390	1633	Jul-05	435	1937	Oct-08	235	1165
May-02	390	1646	Aug-05	446	2113	Nov-08	225	923
Jun-02	395	1536	Sep-05	419	2072	Dec-08	232	1036
Jul-02	503	1576	Oct-05	350	1974	Jan-09	200	1041
Aug-02	424	1593	Nov-05	422	2119	Feb-09	194	1097
Sep-02	427	1612	Dec-05	438	2118	Mar-09	189	1123
Oct-02	452	1764	Jan-06	386	1953	Apr-09	201	1161
Nov-02	468	1685	Feb-06	429	1983	May-09	215	1162
Dec-02	373	1854	Mar-06	399	2063	Jun-09	228	1268
Jan-03	511	1934	Apr-06	413	1938	Jul-09	249	1322
Feb-03	396	1776	May-06	447	1966	Aug-09	253	1249
Mar-03	378	1654	Jun-06	508	1883	Sep-09	226	1406

Source: Rose and Wamble Realty

Figure 4.2 % Change in Housing Price Indices For Hampton Roads, The South Atlantic Region, And The United States

Quarter	Hampton Roads	South Atlantic Division	United States	Quarter	Hampton Roads	South Atlantic Division	United States
1992 Q1	2.79%	2.01%	2.79%	2001 Q1	6.17%	8.30%	7.86%
1992 Q2	1.20%	0.76%	2.10%	2001 Q2	5.71%	8.64%	7.93%
1992 Q3	3.19%	2.87%	3.14%	2001 Q3	6.02%	9.13%	7.60%
1992 Q4	2.28%	1.34%	2.22%	2001 Q4	6.50%	8.83%	7.28%
1993 Q1	0.46%	0.45%	1.44%	2002 Q1	5.75%	8.13%	6.10%
1993 Q2	2.93%	2.01%	2.45%	2002 Q2	6.82%	8.58%	6.12%
1993 Q3	1.57%	0.94%	2.06%	2002 Q3	7.61%	9.02%	6.65%
1993 Q4	1.68%	1.10%	2.43%	2002 Q4	7.57%	8.98%	6.86%
1994 Q1	2.81%	1.60%	3.03%	2003 Q1	7.72%	8.48%	6.62%
1994 Q2	1.45%	0.76%	2.67%	2003 Q2	7.58%	7.27%	6.08%
1994 Q3	1.01%	0.43%	2.32%	2003 Q3	7.93%	7.00%	5.54%
1994 Q4	0.12%	-0.22%	1.32%	2003 Q4	11.84%	9.77%	6.98%
1995 Q1	-0.60%	-0.96%	1.17%	2004 Q1	13.48%	10.95%	7.44%
1995 Q2	1.03%	0.67%	2.40%	2004 Q2	16.94%	13.24%	8.79%
1995 Q3	3.01%	2.13%	3.60%	2004 Q3	22.31%	17.63%	11.11%
1995 Q4	3.49%	2.56%	4.61%	2004 Q4	21.12%	16.91%	10.48%
1996 Q1	5.03%	4.34%	5.45%	2005 Q1	22.68%	18.52%	11.23%
1996 Q2	2.84%	2.56%	3.81%	2005 Q2	24.62%	20.52%	11.91%
1996 Q3	0.93%	0.70%	2.67%	2005 Q3	22.58%	18.85%	11.17%
1996 Q4	1.29%	1.42%	2.73%	2005 Q4	22.70%	18.40%	11.19%
1997 Q1	1.29%	0.80%	2.42%	2006 Q1	21.20%	16.56%	10.49%
1997 Q2	1.84%	1.25%	3.07%	2006 Q2	16.76%	12.68%	8.15%
1997 Q3	2.83%	2.89%	4.13%	2006 Q3	12.21%	8.24%	5.89%
1997 Q4	3.26%	2.90%	4.58%	2006 Q4	9.81%	6.65%	4.92%
1998 Q1	3.36%	3.27%	5.21%	2007 Q1	7.10%	4.63%	3.77%
1998 Q2	3.67%	3.58%	5.15%	2007 Q2	5.04%	3.12%	2.84%
1998 Q3	3.63%	3.11%	5.07%	2007 Q3	3.41%	1.48%	1.16%
1998 Q4	3.20%	3.03%	4.95%	2007 Q4	1.87%	-0.11%	0.06%
1999 Q1	2.04%	3.10%	4.39%	2008 Q1	0.88%	-0.61%	-0.59%
1999 Q2	2.82%	3.74%	4.99%	2008 Q2	-1.46%	-3.29%	-2.39%
1999 Q3	2.62%	4.83%	5.06%	2008 Q3	-2.84%	-4.42%	-3.90%
1999 Q4	2.98%	5.13%	4.93%	2008 Q4	-3.23%	-4.47%	-4.09%
2000 Q1	3.31%	5.84%	5.98%	2009 Q1	-3.76%	-4.25%	-3.38%
2000 Q2	3.88%	6.77%	6.28%	2009 Q2	-4.44%	-4.33%	-3.99%
2000 Q3	4.47%	6.77%	6.70%	2009 Q3	-4.71%	-4.16%	-4.08%
2000 Q4	4.34%	7.30%	7.24%				

Source:Office of Federal Housing Enterprise Oversight

Figure 4.3 Housing Price Increases In Hampton Roads And Competing Metro Areas From 2006 To 2008	
Metro Area	Increase in Price
Raleigh-Cary, NC	4.5%
Charlotte	3.8%
Hampton Roads	1.9%
Richmond, VA	-0.9%
Baltimore	-2.1%
Greensboro	-2.7%
Charleston	-2.9%
Jacksonville	-9.5%
U.S.	-11.4%
Atlanta	-13.0%
Washington DC	-20.3%
Orlando	-22.7%
Tampa	-24.4%

Source: National Association of Realtors

Figure 4.4 Home Ownership Rates In Hampton Roads	
Year	Home Ownership Rate
1993	64.5%
1994	64.7%
1995	62.5%
1996	65.6%
1997	61.8%
1998	63.8%
1999	64.2%
2000	70.1%
2001	71.5%
2002	74.9%
2003	79.6%
2004	73.2%
2005	68.0%
2006	68.3%
2007	66.0%
2008	63.9%

Source: U.S. Census Bureau

Figure 4.5 Hampton Roads Housing Opportunity Index			
Quarter	Index	Quarter	Index
1997 Q1	74.7	2003 Q3	No Data
1997 Q2	71.1	2003 Q4	69.8
1997 Q3	70.5	2004 Q1	70.8
1997 Q4	72.3	2004 Q2	68.3
1998 Q1	74.4	2004 Q3	64.5
1998 Q2	73.0	2004 Q4	62.7
1998 Q3	71.7	2005 Q1	62.9
1998 Q4	72.7	2005 Q2	57.7
1999 Q1	78.1	2005 Q3	51.9
1999 Q2	72.9	2005 Q4	51
1999 Q3	71.5	2006 Q1	52.6
1999 Q4	71.8	2006 Q2	44.8
2000 Q1	70.0	2006 Q3	40.3
2000 Q2	67.9	2006 Q4	46
2000 Q3	65.0	2007 Q1	49.5
2000 Q4	71.3	2007 Q2	48.5
2001 Q1	74.6	2007 Q3	46.7
2001 Q2	70.9	2007 Q4	50.1
2001 Q3	70.0	2008 Q1	56.5
2001 Q4	75.3	2008 Q2	51.7
2002 Q1	75.5	2008 Q3	50.4
2002 Q2	No Data	2008 Q4	64.1
2002 Q3	No Data	2009 Q1	74.9
2002 Q4	No Data	2009 Q2	72.9
2003 Q1	No Data	2009 Q3	68.4
2003 Q2	No Data		

Source: National Association of Home Builders

Figure 4.6 Housing Affordability In Hampton Roads		
Year	Hourly Wage Needed to Rent a Two Bedroom Apartment in HR	Hourly Wage as a Percent of Minimum Wage
1998	10.87	211%
1999	11.08	215%
2000	11.27	219%
2001	12.54	243%
2002	14.29	277%
2003	14.38	279%
2004	15.15	294%
2005	15.6	303%
2006	16.23	315%
2007	17.38	297%
2008	17.38	297%

Source: National Low Income Housing Coalition

Figure 5.1 Per Capita Daily Vehicle Miles Traveled In Hampton Roads	
Year	Daily VMT/Capita
1994	21.4
1995	21.6
1996	22.4
1997	19.9
1998	22.5
1999	24.4
2000	23.0
2001	22.7
2002	23.3
2003	22.9
2004	23.7
2005	23.4
2006	23.2
2007	23.5

Source: Federal Highway Administration

Figure 5.2 Per Capita Daily Vehicle Miles Traveled In Hampton Roads And Competing Metro Areas	
Metro Area	Daily VMT/Capita
Raleigh-Durham	37.0
Charlotte	33.5
Jacksonville	32.9
Orlando	31.9
Greensboro- Winston-Salem	29.8
Greenville	29.6
Richmond	28.8
Atlanta	28.3
Tampa-St. Petersburg	28.1
Charleston-North Charleston	26.1
Baltimore	24.5
Roanoke	24.1
Hampton Roads	23.5
Charlottesville	23.1
Washington	22.6

Source: Federal Highway Administration

Figure 5.3 Delay Per Peak Period Traveler For Hampton Roads And Competing Regions In 2007	
Urban Area	Annual Delay Per Traveler, 2007
Washington, DC/MD/VA	62
Atlanta, GA	57
Orlando, FL	53
Tampa-St. Petersburg, FL	47
Baltimore, MD	44
Charlotte, NC/SC	40
Jacksonville, FL	39
Charleston-North Charleston, SC	38
Raleigh-Durham, NC	34
Hampton Roads	29
Richmond, VA	20

Source: Texas Transportation Institute

Figure 5.4 Delay Per Peak Period Traveler In Hampton Roads		
Year	Hampton Roads	Large Urban Area Average
1996	30.0	30.0
1997	31.0	31.0
1998	32.0	32.0
1999	33.0	33.0
2000	32.5	34.0
2001	32.0	35.0
2002	32.0	35.0
2003	31.0	35.0
2004	30.0	36.0
2005	30.0	37.0
2006	30.0	36.0
2007	29.0	35.0

Source: Texas Transportation Institute

Figure 5.5 Hampton Roads Congestion And Congestion Costs		
Year	Millions of Dollars	Annual Hours of Delay (000's)
1990	$ 156	12,696
1991	$ 154	11,991
1992	$ 160	12,202
1993	$ 173	12,877
1994	$ 216	15,636
1995	$ 259	18,070
1996	$ 306	20,705
1997	$ 329	21,847
1998	$ 356	23,629
1999	$ 386	25,196
2000	$ 364	22,303
2001	$ 423	25,468
2002	$ 435	26,130
2003	$ 436	25,563
2004	$ 446	25,091
2005	$ 478	25,451
2006	$ 510	25,906
2007	$ 501	24,665

Source: Texas Transportation Institute

Figure 5.6 Hampton Roads Traffic Accidents			
Year	Injuries	Crashes	Fatalities
1995	20,504	29,783	139
1996	19,963	29,954	141
1997	19,531	29,553	146
1998	19,155	29,666	165
1999	19,011	30,462	130
2000	17,860	29,432	132
2001	17,563	29,393	153
2002	17,785	31,442	136
2003	18,065	33,047	129
2004	17,815	33,108	131
2005	16,999	32,629	139
2006	16,026	32,019	141
2007	14,494	30,276	155
2008	14,465	27,599	153

Source: Virginia Department of Motor Vehicles

Figure 5.7 Hampton Roads Vehicle Registrations			
Year	Population	Licensed Drivers	Registered Vehicles
1993	1,508,800	999,351	1,054,301
1994	1,525,800	1,003,585	1,087,907
1995	1,532,600	1,006,359	1,107,876
1996	1,536,100	1,015,005	1,137,807
1997	1,545,900	1,021,590	1,147,227
1998	1,549,500	978,401	1,167,361
1999	1,561,900	997,468	1,202,672
2000	1,575,348	1,002,643	1,244,998
2001	1,584,200	1,006,433	1,281,810
2002	1,591,000	1,023,995	1,317,220
2003	1,600,300	1,039,634	1,355,215
2004	1,622,800	1,053,065	1,398,328
2005	1,632,610	1,066,382	1,439,344
2006	1,636,514	1,073,176	1,459,511
2007	1,641,673	1,078,411	1,487,396
2008	1,644,903	1,080,528	1,489,584

Source: Virginia Department of Motor Vehicles, Weldon Cooper Center

Figure 5.8 Transit Passenger Miles In Hampton Roads (000's)	
Year	Transit Passenger Miles
1994	67,642
1995	69,808
1996	70,316
1997	75,395
1998	82,390
1999	88,090
2000	95,426
2001	93,622
2002	81,970
2003	87,433
2004	93,252
2005	107,836
2006	109,111
2007	103,014
2008	117,881

Source: Federal Transit Administration

Figure 5.9 Transit Passenger Miles In Hampton Roads And Competing Metro Areas	
Metro Area	Transit Passenger Miles Per Capita
Washington	446.6
Baltimore	262.8
Atlanta	170.1
Orlando	78.4
Charlotte	64.1
Hampton Roads	62.1
Raleigh	51.4
Jacksonville	49.1
Tampa	48.2
Richmond	48.6
Charlottesville	36.2
Roanoke	34.6
Charleston	26.1
Greensboro	18.5
Greenville, SC	7.6

Sources: Federal Transit Adminitration
U.S. Census Bureau

Figure 5.10 Airport Enplanements At Hampton Roads Major Airports		
Year	Newport News - Williamsburg International Airport	Norfolk International Airport
1990	149,978	1,345,571
1991	154,331	1,266,060
1992	157,168	1,261,896
1993	153,460	1,320,542
1994	166,786	1,721,333
1995	181,971	1,335,378
1996	171,367	1,394,658
1997	158,502	1,440,680
1998	157,647	1,450,994
1999	217,047	1,494,396
2000	227,635	1,518,552
2001	206,750	1,478,687
2002	293,181	1,731,105
2003	360,018	1,722,999
2004	450,943	1,892,016
2005	514,361	1,953,003
2006	513,367	1,862,325
2007	513,381	1,867,307
2008	504,311	1,755,288

Source: Federal Aviation Administration

Figure 5.11 Enplanement Trend In Hampton Roads Compared To The National Enplanement Trend		
Year	Regional Boardings	National Boardings
1990	1,495,549	495,005,528
1991	1,420,391	485,046,484
1992	1,419,064	510,681,119
1993	1,474,002	525,675,232
1994	1,888,119	570,346,146
1995	1,517,349	584,688,039
1996	1,566,025	619,795,370
1997	1,599,182	640,188,563
1998	1,608,641	643,300,000
1999	1,711,443	682,614,094
2000	1,746,187	708,638,875
2001	1,685,437	659,422,828
2002	2,024,286	643,776,534
2003	2,083,017	650,808,785
2004	2,342,959	702,997,034
2005	2,467,364	734,681,934
2006	2,375,692	738,364,097
2007	2,380,688	761,503,056
2008	2,259,599	732,173,491

Source: Federal Aviation Administration

Figure 6.1 Hampton Roads Cost Of Living Index	
Category	Index
Housing	117
Misc. Goods and Services	109.4
Composite	**108.5**
Health Care	105.7
Transportation	102
Grocery	101.2
Utilities	98

Source: Council for Community and Economic Research

Figure 6.2 Revenue Sources Per Capita For Local Governments In Hampton Roads (2008 Dollars)

Year	Real Property Tax	Personal Property Tax	Non-Tax Revenue	Local Sales and Use Tax	Other Local Taxes
1998	$ 638	$ 225	$ 276	$ 110	$ 317
1999	$ 636	$ 192	$ 261	$ 112	$ 320
2000	$ 645	$ 176	$ 256	$ 114	$ 324
2001	$ 655	$ 139	$ 251	$ 114	$ 387
2002	$ 685	$ 125	$ 279	$ 114	$ 351
2003	$ 719	$ 131	$ 267	$ 115	$ 366
2004	$ 748	$ 140	$ 292	$ 122	$ 371
2005	$ 795	$ 143	$ 293	$ 124	$ 366
2006	$ 849	$ 168	$ 330	$ 122	$ 426
2007	$ 946	$ 173	$ 334	$ 127	$ 416
2008	$ 975	$ 180	$ 343	$ 119	$ 420

Source: Auditor of Public Accounts

Figure 6.3 Per Capita Property Tax Collections In Hampton Roads (2008 Dollars)

Year	Real Property Tax	Personal Property Tax
1993	$ 591	$ 164
1994	$ 593	$ 170
1995	$ 593	$ 186
1996	$ 605	$ 202
1997	$ 614	$ 211
1998	$ 638	$ 225
1999	$ 636	$ 192
2000	$ 645	$ 176
2001	$ 655	$ 139
2002	$ 685	$ 125
2003	$ 719	$ 131
2004	$ 748	$ 140
2005	$ 795	$ 143
2006	$ 849	$ 168
2007	$ 946	$ 173
2008	$ 975	$ 180

Source: Auditor of Public Accounts

Figure 6.4 Per Capita Local Governments Expenditures In Hampton Roads (2007 Dollars)					
Year	Education	Public Safety	Public Works	Health and Welfare	Other
1998	$ 1,380	$ 384	$ 220	$ 263	$ 318
1999	$ 1,410	$ 398	$ 226	$ 280	$ 330
2000	$ 1,462	$ 416	$ 227	$ 273	$ 349
2001	$ 1,475	$ 431	$ 225	$ 269	$ 357
2002	$ 1,487	$ 455	$ 230	$ 289	$ 368
2003	$ 1,519	$ 463	$ 227	$ 294	$ 381
2004	$ 1,548	$ 471	$ 276	$ 295	$ 423
2005	$ 1,616	$ 489	$ 226	$ 312	$ 403
2006	$ 1,636	$ 509	$ 240	$ 315	$ 422
2007	$ 1,740	$ 524	$ 245	$ 329	$ 451
2008	$ 1,670	$ 526	$ 251	$ 334	$ 451

Source: Auditor of Public Accounts

Figure 6.5 Real Per Capita Local Government Expenditures In Hampton Roads And Virginia		
Year	Hampton Roads	Virginia Average
1998	$ 1,941.79	$ 2,426.50
1999	$ 2,045.16	$ 2,491.58
2000	$ 2,181.28	$ 2,590.77
2001	$ 2,267.44	$ 2,637.04
2002	$ 2,364.35	$ 2,727.43
2003	$ 2,464.62	$ 2,737.17
2004	$ 2,644.28	$ 2,865.02
2005	$ 2,762.23	$ 2,933.44
2006	$ 2,922.15	$ 2,989.24
2007	$ 3,166.41	$ 3,151.95
2008	$ 3,231.36	$ 3,210.03

Source: Auditor of Public Accounts

Figure 6.6 Distribution Of Education Financing For Hampton Roads Jurisdictions In FY 2008

Source	Percent of Total
Local	38.3%
Retail Sales & Use Tax	9.7%
State	43.0%
Federal	8.9%

Source: Virginia Department of Education

Figure 6.7 Real Per Pupil Expenditures in Hampton Roads And Virginia

Year	Hampton Roads	Virginia
2000	$ 8,085.51	$ 8,732.78
2001	$ 8,611.47	$ 9,296.91
2002	$ 8,681.96	$ 9,377.77
2003	$ 8,811.05	$ 9,578.88
2004	$ 9,033.18	$ 9,747.59
2005	$ 9,486.41	$ 10,144.47
2006	$ 9,724.30	$ 10,418.25
2007	$ 10,488.58	$ 10,990.30
2007	$ 10,583.01	$ 11,037.15

Source: Virginia Department of Education

Figure 6.8 Graduation Rates In Hampton Roads And Virginia

Year	Hampton Roads	Virginia
2000	68.5%	76.0%
2001	68.4%	77.6%
2002	65.5%	75.7%
2003	70.4%	78.7%
2004	67.7%	76.3%
2005	67.4%	76.7%
2006	68.2%	76.4%
2007	67.6%	76.8%
2008	66.3%	75.5%
2008**	78.5%	82.2%
2009**	80.4%	83.2%

**From the new Logitudinal Study

Source: Virginia Department of Education

Figure 6.9 Number of Enrolled Students at Regional Universities In Fall 2009

Institution	Enrollment
Old Dominion University	24,013
College of William and Mary	7,874
Norfolk State University	6,993
Hampton University	5,402
Christopher Newport University	4,952
Regent University	4,850
Virginia Wesleyan University	1,336
Eastern Virginia Medical School	827

Source: State Council for Higher Education

Figure 6.11 Poverty Rates For Hampton Roads And The United States

Year	Hampton Roads	United States
1998	12.1%	12.7%
1999	10.4%	11.9%
2000	10.2%	11.3%
2001	10.1%	11.7%
2002	11.1%	12.1%
2003	11.4%	12.5%
2004	10.8%	12.7%
2005	10.6%	13.3%
2006	9.9%	13.3%
2007	10.4%	13.0%
2008	10.6%	13.2%

Source: U.S. Census Bureau

Figure 6.12 Hampton Roads Air Quality In 2008

Pollutant	Percent of Primary Standard
Ozone	102.67%
Carbon Monoxide	21.11%
Sulphur Dioxide	18.87%
Nitrogen Dioxide	12.33%

Source: Virginia Department of Environmental Quality

Figure 6.13 Ozone Levels In Hampton Roads	
Year	Ozone Parts Per Billion- 3 Year Average
1997	87.3
1998	90.0
1999	94.7
2000	89.3
2001	87.7
2002	89.3
2003	90.0
2004	86.3
2005	78.3
2006	76.0
2007	76.0
2008	77.0

Source: Virginia Department of Environmental Quality

Figure 6.14 Gross Leasable Retail Space In Hampton Roads		
Year	Gross Leasable Area	Vacancy Rate
1999	41,638,421	10.0%
2000	44,066,000	11.2%
2001	43,914,485	13.1%
2002	44,666,973	12.8%
2003	45,726,776	11.6%
2004	46,430,427	11.2%
2005	45,954,173	9.4%
2006	47,189,668	7.5%
2007	49,302,916	6.8%
2008	50,219,239	7.6%
2009	50,377,040	7.7%

Source: Old Dominion University
Center for Real Estate and Economic Development

Figure 6.15 Hampton Roads Industrial Market Vacancy Rate	
Year	Industrial Market Vacancy Rate
1999	7.30%
2000	7.60%
2001	6.40%
2002	7.40%
2003	7.50%
2004	5.99%
2005	6.13%
2006	5.20%
2007	5.87%
2008	10.51%
2009	11.10%

Source: Old Dominion University
Center for Real Estate and Economic Development

Figure 6.16 Number Of Patents Issued In Hampton Roads	
Year	Number of Patents
1993	38
1994	35
1995	20
1996	35
1997	39
1998	50
1999	52
2000	52
2001	55
2002	50
2003	57
2004	56
2005	56
2006	34
2007	61
2008	21

Source: U.S. Patent and Trademark Office