Hampton Roads Regional Benchmarking Study

HAMPTON ROADS
PLANNING DISTRICT COMMISSION

E06-03

September 2006

HAMPTON ROADS PLANNING DISTRICT COMMISSION

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BARCLAY C. WINN

POQUOSON
* CHARLES W. BURGESS, JR.
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PORTSMOUTH
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SOUTHAMPTON COUNTY
ANITA T. FELTS
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* JAMES G. VACALIS

SURRY COUNTY
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VIRGINIA BEACH
HARRY E. DIEZEL
ROBERT M. DYER
BARBARA M. HENLEY
* LOUIS R. JONES
MEYERA E. OBERNDORF
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WILLIAMSBURG
* JACKSON C. TUTTLE, II
JEANNE ZEIDLER

YORK COUNTY
* JAMES O. McREYNOLDS
THOMAS G. SHEPPERD, JR.

*EXECUTIVE COMMITTEE MEMBER

PROJECT STAFF

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GREG GROOTENDORST	ECONOMIST
KEITH M. NICHOLS	SENIOR TRANSPORTATION ENGINEER
ROBERT C. JACOBS	DIRECTOR OF GRAPHIC & PRINTING SERVICES
MICHAEL R. LONG	GRAPHIC ARTIST/ILLUSTRATOR TECHNICIAN II
BRIAN MILLER	GRAPHIC TECHNICIAN II
RACHAEL V. PATCHETT	REPROGRAPHIC SUPERVISOR

Regional Benchmarking Study

Preparation of this report was included in the Hampton Roads Planning District Commission's Work Program for Fiscal Year 2005-2006 that was approved by the Commission at its Executive Committee Meeting on March 16, 2005.

This report was prepared by the staff of the Hampton Roads Planning District Commission

September 2006

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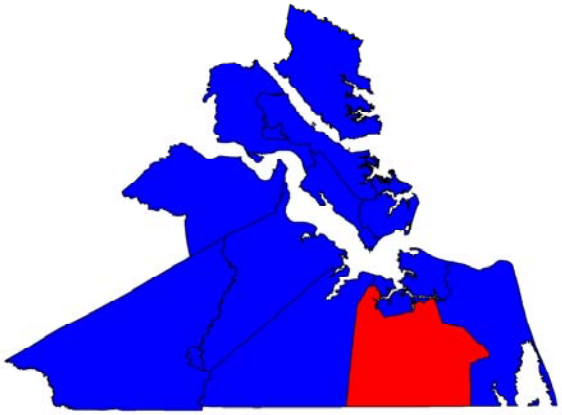
INTRODUCTION

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 if difficult to understand how changes to the financial environment might impact on Hampton Roads. Unfortunately there is no crystal ball that will allow us to peer inside our economy, however, we do have access to information that allows us 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 the Hampton Roads region. 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 towards achieving this goal was to develop a list of guidelines for selecting appropriate indicators. Information age technologies have enabled us 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, ensuring that it came from a reliable source, and was comparable from year to year.

Indicators that we 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.

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.

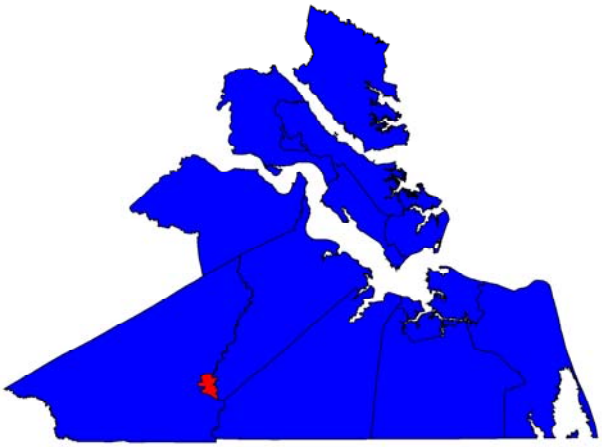


Chesapeake

City Council:
Mayor Mr. Dalton Edge
Vice Mayor Mr. Dwight Parker
Dr. Rebecca Adams
Mr. Bryan Collins
Dr. John deTriquet
Mr. Clifton Hayes Jr.
Dr. Alan Krasnoff
Dr. Ella Ward
Ms. Patricia Willis

Population - 2005	213,400
Land Area - 2005	340 Square Miles
Population Density - 2005	628 Persons-Per-Square-Mile
Total Employment - 2005	95,266
Labor Force - 2005	110,809
Unemployment Rate - 2005	3.5%
Per Capita Income - 2004	$32,507
Total Personal Income - 2004	$6,983,552,000
Largest Private Employer - 2005	MAC Services
Taxable Retail Sales - 2004	$2,856,390,151
Fair Market Value of Real Estate - 2004	$13,835,216,171

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

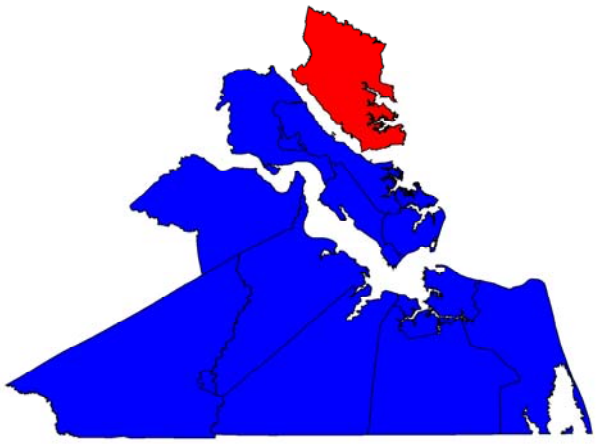


Franklin

City Council:
Mayor Mr. James P. Councill, III
Vice Mayor Ms. Raystine D. Johnson
Mr. Charles A. Wrenn
Ms. Rosa M. Lawrence
Mr. Joseph J. Scislowicz
Mrs. Mary E. Hilliard
Mr. Mark S. Fetherolf

Population - 2005	8,400
Land Area - 2005	8 Square Miles
Population Density - 2005	1050 Persons-Per-Square-Mile
Total Employment - 2005	3,930
Labor Force - 2005	3,707
Unemployment Rate - 2005	5.2%
Per Capita Income - 2004	$25,712
Total Personal Income - 2004	$210,841,616
Largest Private Employer - 2005	Southampton Memorial Hospital
Taxable Retail Sales - 2004	$126,907,596
Fair Market Value of Real Estate - 2004	$406,330,000

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

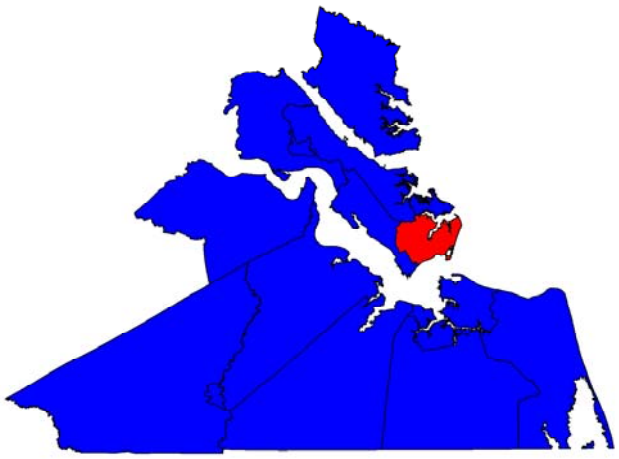


Gloucester

Board of Supervisors:
Chair Ms. Louise Theberge
Vice Chairman Mr. Burton Bland
Mr. John Adams Sr.
Mr. Charles Allen Jr.
Ms. Teresa Altemus
Ms. Michele Ressler
Mr. Christian Rilee

Population - 2005	35,700
Land Area - 2005	225 Square Miles
Population Density - 2005	159 Persons-Per-Square-Mile
Total Employment - 2005	9,871
Labor Force - 2005	19,754
Unemployment Rate - 2005	2.9%
Per Capita Income - 2004	$28,482
Total Personal Income - 2004	$1,057,181,000
Largest Private Employer - 2005	Riverside Regional Medical Center
Taxable Retail Sales - 2004	$330,892,000
Fair Market Value of Real Estate - 2004	$2,092,142,400

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

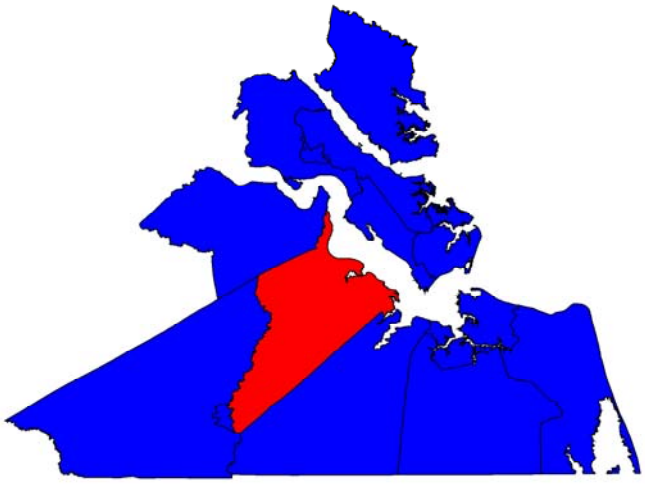


Hampton

City Council:
Mayor Mr. Ross Kearney II
Vice Mayor Mr. Randall Gilliland
Ms. Angela Leary
Mr. Charles Sapp
Mr. Joseph Spencer II
Mr. Turner Spencer
Mr. Rhet Tignor

Population - 2005	145,500
Land Area - 2005	52 Square Miles
Population Density - 2005	2798 Persons-Per-Square-Mile
Total Employment - 2005	59,199
Labor Force - 2005	68,042
Unemployment Rate - 2005	4.7%
Per Capita Income - 2004	$29,388
Total Personal Income - 2004	$4,261,351,000
Largest Private Employer - 2005	Sentara Healthcare
Taxable Retail Sales - 2004	$1,179,653,748
Fair Market Value of Real Estate - 2004	$6,925,001,600

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

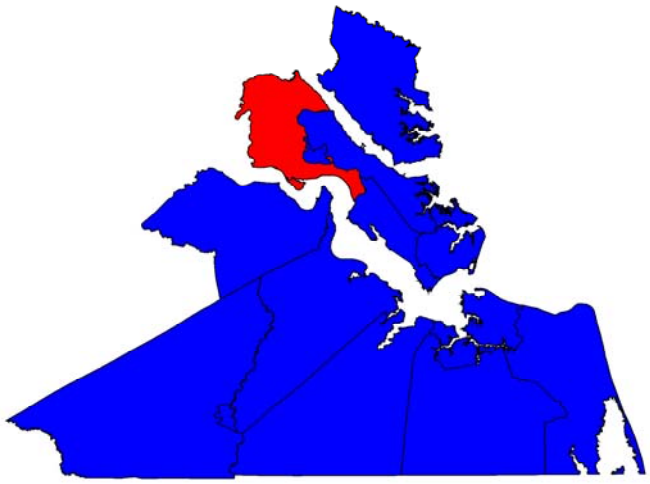


Isle of Wight

Board of Supervisors:
Chairman Mr. Thomas Wright III
Vice Chairman Mr. Stan Clark
Mr. Henry Bradby
Mr. Phillip Bradshaw
Mr. Thomas R. Ivy

Population - 2005	32,200
Land Area - 2005	316 Square Miles
Population Density - 2005	102 Persons-Per-Square-Mile
Total Employment - 2005	12,506
Labor Force - 2005	17,225
Unemployment Rate - 2005	3.5%
Per Capita Income - 2004	$30,692
Total Personal Income - 2004	$1,001,627,000
Largest Private Employer - 2005	Smithfield Packing Company
Taxable Retail Sales - 2004	$177,515,069
Fair Market Value of Real Estate - 2004	$2,685,959,800

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

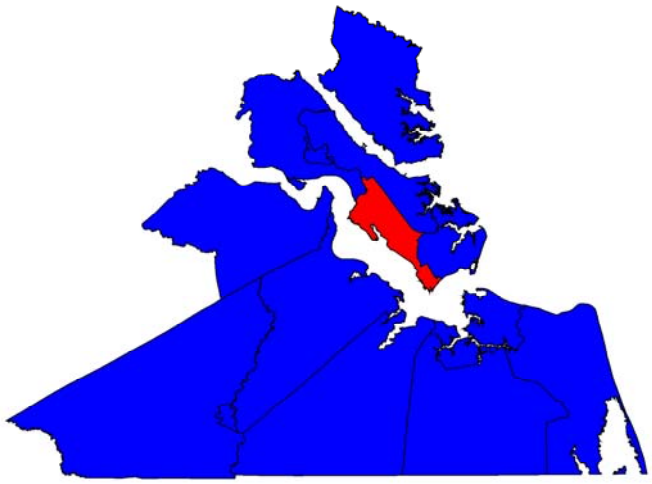


James City County

Board of Supervisors:
Chairman Mr. Bruce Goodson
Vice Chairman Mr. John McGlennon
Mr. M. Anderson Bradshaw
Mr. Jay Harrison Sr.
Mr. James Icenhour Jr.

Population - 2005	56,600
Land Area - 2005	153 Square Miles
Population Density - 2005	370 Persons-Per-Square-Mile
Total Employment - 2005	23,794
Labor Force - 2005	28,056
Unemployment Rate - 2005	2.9%
Per Capita Income - 2004	$42,735
Total Personal Income - 2004	$2,269,205,613
Largest Private Employer - 2005	Eastern State Hospital
Taxable Retail Sales - 2004	$677,791,569
Fair Market Value of Real Estate - 2004	$6,781,199,400

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

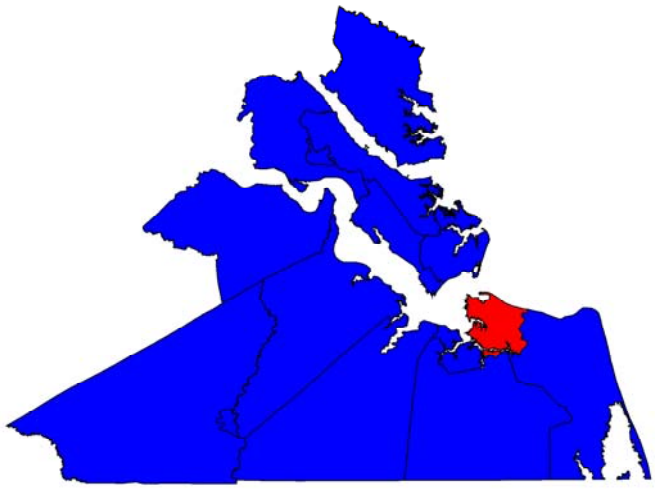


Newport News

City Council:
Mayor Mr. Joe Frank
Vice Mayor Mr. Charles Allen
Mr. Herbert Bateman Jr.
Mr. William Haskins Jr.
Ms. A. Madeline McMillan
Ms. Sharon Scott
Mr. Joseph Whitaker

Population - 2005	182,200
Land Area - 2005	68 Square Miles
Population Density - 2005	2679 Persons-Per-Square-Mile
Total Employment - 2005	97,453
Labor Force - 2005	88,652
Unemployment Rate - 2005	4.6%
Per Capita Income - 2004	$26,782
Total Personal Income - 2004	$4,872,092,000
Largest Private Employer - 2005	Newport News Shipbuilding
Taxable Retail Sales - 2004	$1,897,054,941
Fair Market Value of Real Estate - 2004	$8,947,448,015

Official Website . . . . . www.newport-news.va.us



Norfolk

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

Population - 2005	235,500
Land Area - 2005	54 Square Miles
Population Density - 2005	4361 Persons-Per-Square-Mile
Total Employment - 2005	144,489
Labor Force - 2005	100,614
Unemployment Rate - 2005	5.4%
Per Capita Income - 2004	$28,611
Total Personal Income - 2004	$6,790,660,000
Largest Private Employer - 2005	Sentara Healthcare
Taxable Retail Sales - 2004	$2,642,167,976
Fair Market Value of Real Estate - 2004	$10,255,685,100

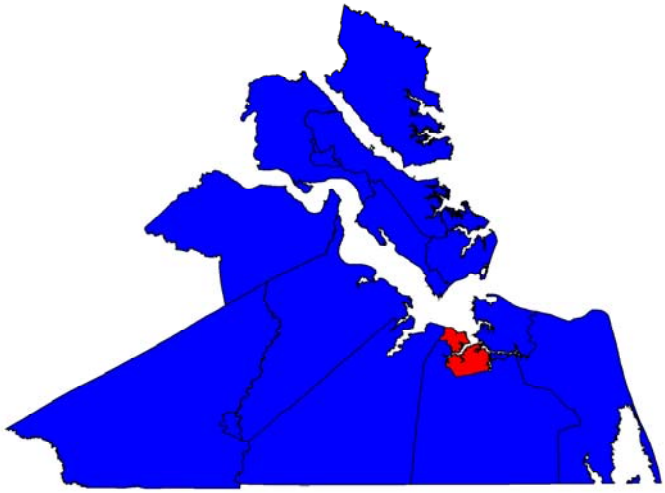
Official Website . . . . . http://www.norfolk.gov/

Poquoson

City Council:
Mayor Mr. Gordon Helsel Jr.
Vice Mayor Mr. Arthur Holloway Jr.
Ms. Debra Bunting
Mr. Carey Freeman
Mr. Herbert Green Jr.
Mr. W. Eugene Hunt Jr.
Mr. Frank Kreiger

Population - 2005	11,900
Land Area - 2005	16 Square Miles
Population Density - 2005	744 Persons-Per-Square-Mile
Total Employment - 2005	2,021
Labor Force - 2005	6,178
Unemployment Rate - 2005	2.8%
Per Capita Income - 2004	$39,049
Total Personal Income - 2004	$449,064,301
Largest Private Employer - 2005	Farm Fresh
Taxable Retail Sales - 2004	$38,977,131
Fair Market Value of Real Estate - 2004	$1,002,511,357

Official Website . . . . . http://www.ci.poquoson.va.us/

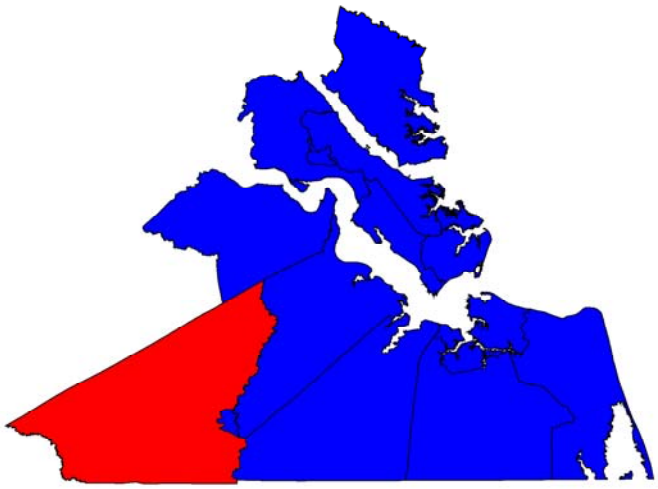


Portsmouth

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

Population - 2005	98,800
Land Area - 2005	33 Square Miles
Population Density - 2005	2994 Persons-Per-Square-Mile
Total Employment - 2005	42,486
Labor Force - 2005	45,108
Unemployment Rate - 2005	5.6%
Per Capita Income - 2004	$27,265
Total Personal Income - 2004	$2,710,236,000
Largest Private Employer - 2005	Maryview Hospital
Taxable Retail Sales - 2004	$484,309,974
Fair Market Value of Real Estate - 2004	$3,787,198,070

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

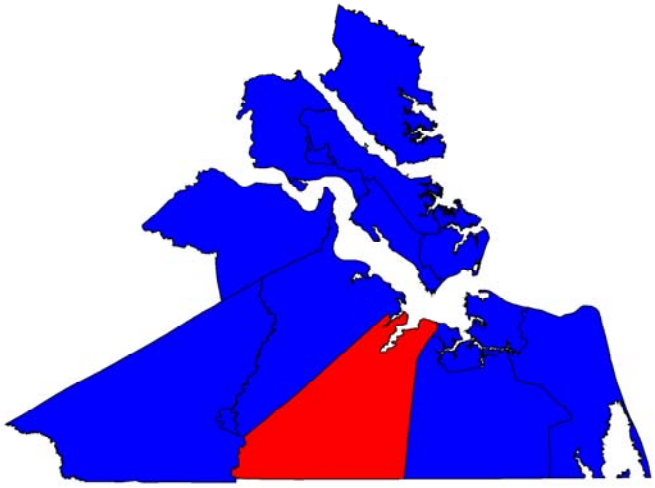


Southampton

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 - 2005	17,900
Land Area - 2005	600 Square Miles
Population Density - 2005	30 Persons-Per-Square-Mile
Total Employment - 2005	4,262
Labor Force - 2005	7,607
Unemployment Rate - 2005	4.2%
Per Capita Income - 2004	$25,690
Total Personal Income - 2004	$454,709,384
Largest Private Employer - 2005	J.B. Hunt Transport
Taxable Retail Sales - 2004	$37,184,663
Fair Market Value of Real Estate - 2004	$868,693,000

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

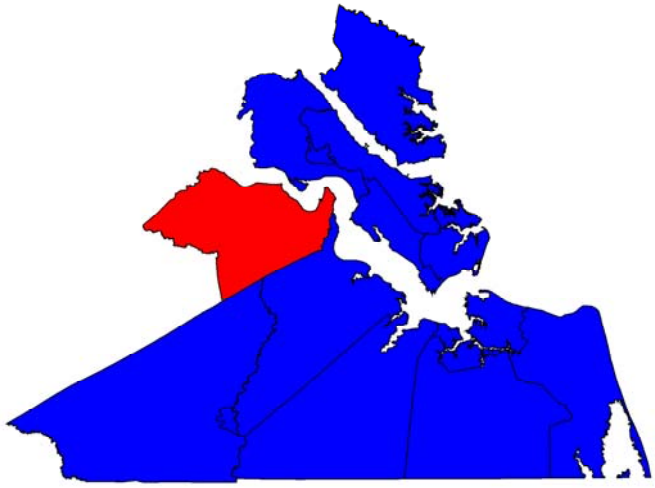


Suffolk

City Council:
Mayor Ms. Linda Johnson
Vice Mayor Curtis Milteer Sr.
Mr. Joseph Barlow
Mr. Leroy Bennett
Mr. Charles Brown
Mr. Jeffrey Gardy
Mr. Calvin Jones
Mr. Charles Parr Sr.

Population - 2005	77,100
Land Area - 2005	400 Square Miles
Population Density - 2005	193 Persons-Per-Square-Mile
Total Employment - 2005	23,607
Labor Force - 2005	36,984
Unemployment Rate - 2005	3.7%
Per Capita Income - 2004	$28,550
Total Personal Income - 2004	$2,184,938,000
Largest Private Employer - 2005	Louise Obici Memorial Hospital
Taxable Retail Sales - 2004	$539,290,760
Fair Market Value of Real Estate - 2004	$4,967,571,800

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

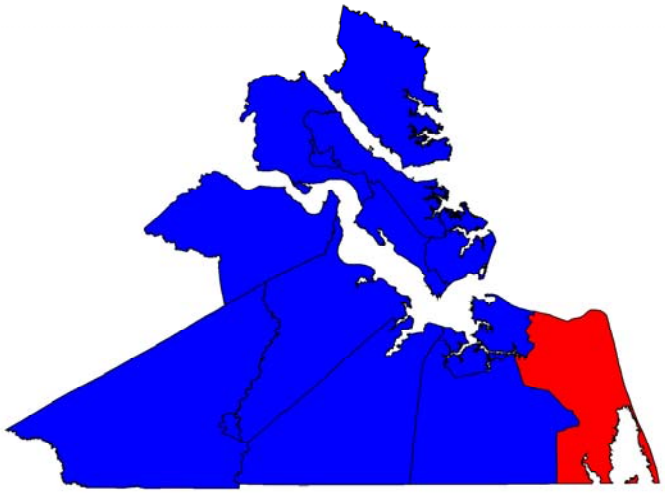


Surry

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

Population - 2005	6,900
Land Area - 2005	279 Square Miles
Population Density - 2005	25 Persons-Per-Square-Mile
Total Employment - 2005	1,947
Labor Force - 2005	3,659
Unemployment Rate - 2005	4.6%
Per Capita Income - 2004	$23,446
Total Personal Income - 2004	$163,889,000
Largest Private Employer - 2005	Virginia Electric & Power Inc.
Taxable Retail Sales - 2004	$19,978,193
Fair Market Value of Real Estate - 2004	$461,603,600

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

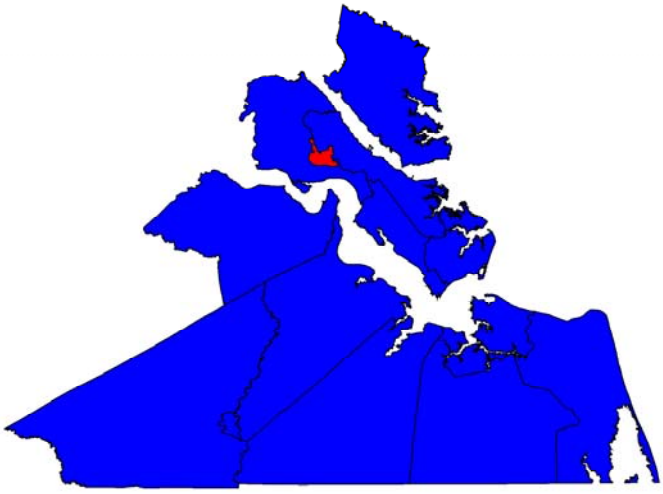


Virginia Beach

City Council:
Mayor Ms. Meyera Oberndorf
Vice Mayor Mr. Louis Jones
Mr. Bill DeSteph
Mr. Harry Diezel
Mr. Robert Dyer
Ms. Barbara Henley
Ms. Reba McClanan
Mr. John Uhrin
Mr. Ronald Villanueva
Ms. Rosemary Wilson
Mr. James Wood

Population - 2005	435,600
Land Area - 2005	248 Square Miles
Population Density - 2005	1756 Persons-Per-Square-Mile
Total Employment - 2005	176,044
Labor Force - 2005	224,127
Unemployment Rate - 2005	3.4%
Per Capita Income - 2004	$36,177
Total Personal Income - 2004	$15,889,829,000
Largest Private Employer - 2005	Sentara Healthcare
Taxable Retail Sales - 2004	$4,437,864,910
Fair Market Value of Real Estate - 2004	$31,235,630,222

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

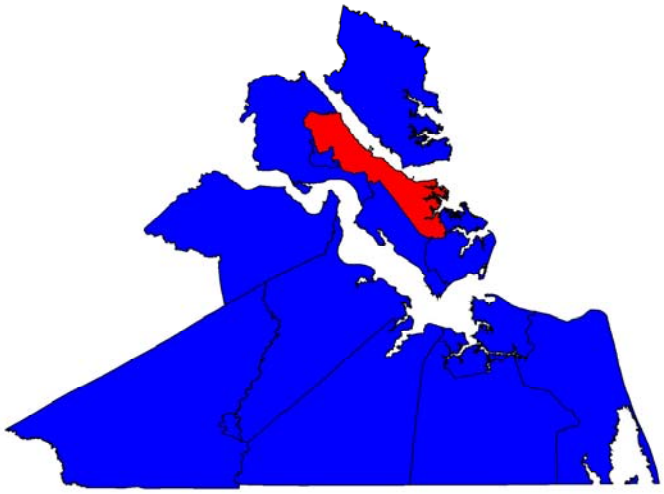


Williamsburg

City Council:
Mayor Ms. Jeanne Zeidler
Vice Mayor Mr. Clyde Haulman
Mr. Robert Braxton
Mr. Mickey Chohany
Mr. Paul Freiling

Population - 2005	13,400
Land Area - 2005	9 Square Miles
Population Density - 2005	1489 Persons-Per-Square-Mile
Total Employment - 2005	16,626
Labor Force - 2005	4,735
Unemployment Rate - 2005	7.6%
Per Capita Income - 2004	$33,875
Total Personal Income - 2004	$447,149,387
Largest Private Employer - 2005	Sentara Healthcare
Taxable Retail Sales - 2004	$354,054,369
Fair Market Value of Real Estate - 2004	$1,202,692,600

Official Website . . . . . http://www.ci.williamsburg.va.us/



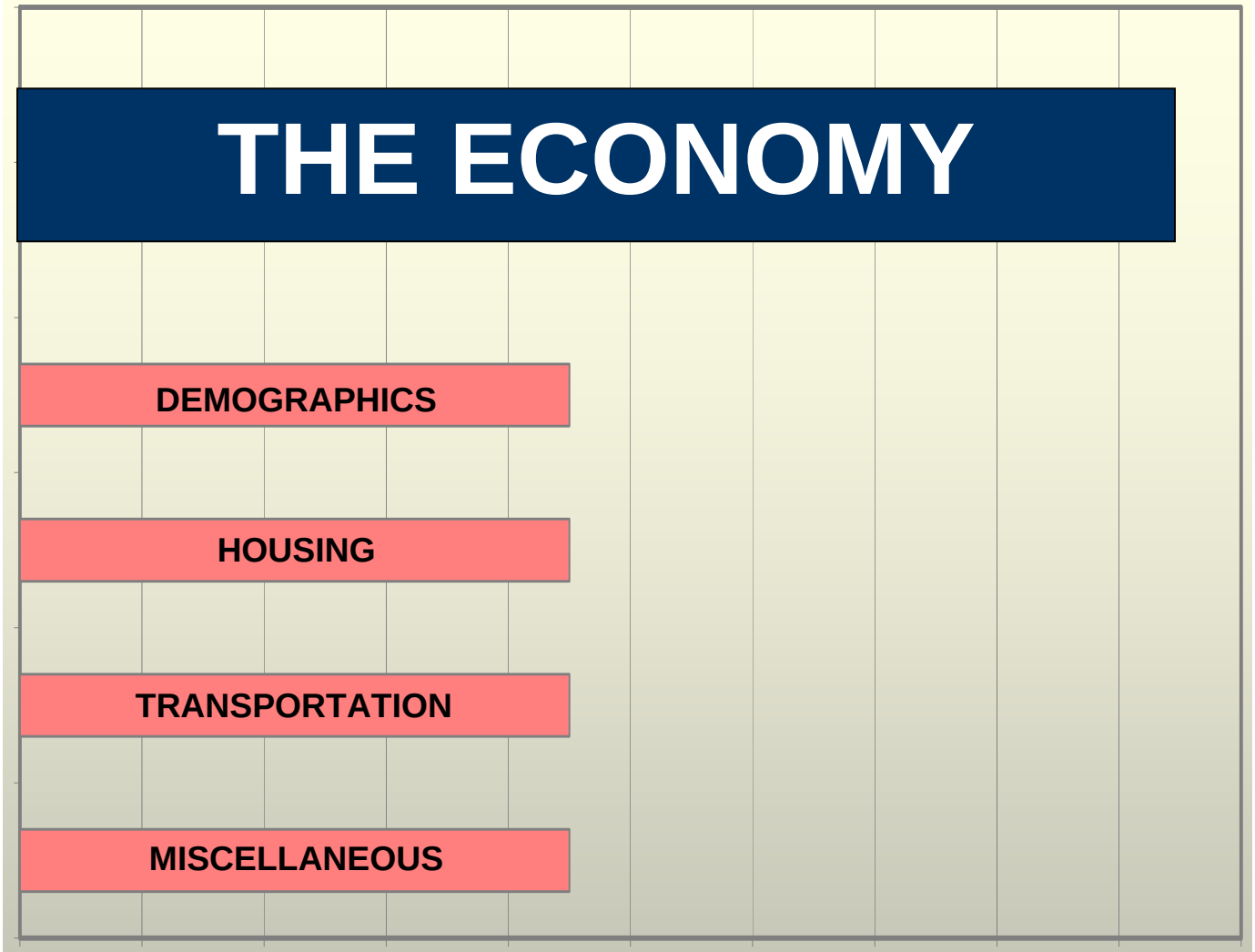
York County

Board of Supervisors:
Chairman Mr. Walter Zaremba
Vice Chairman Mr. Kenneth Bowman
Mr. James Burgett
Ms. Sheila Noll
Mr. Thomas Shepperd Jr.

Population - 2005	62,100
Land Area - 2005	106 Square Miles
Population Density - 2005	586 Persons-Per-Square-Mile
Total Employment - 2005	19,632
Labor Force - 2005	30,465
Unemployment Rate - 2005	2.9%
Per Capita Income - 2004	$35,961
Total Personal Income - 2004	$2,154,079,699
Largest Private Employer - 2005	Walmart
Taxable Retail Sales - 2004	$683,115,416
Fair Market Value of Real Estate - 2004	$5,196,058,300

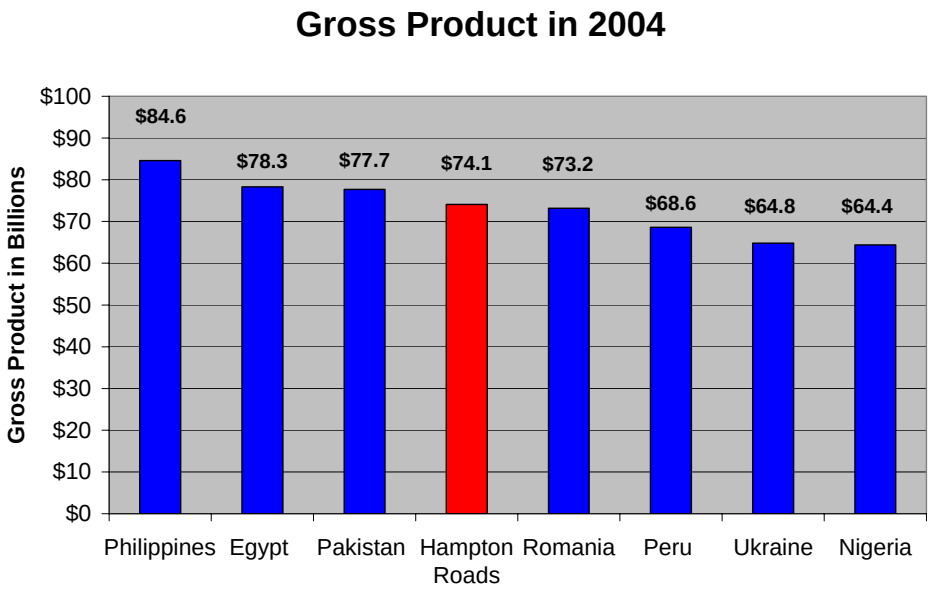
Official Website . . . . . http://www.yorkcounty.gov/

THE ECONOMY



This section on the Hampton Roads economy includes a short introduction followed by statistics on gross product, employment, labor force, income, and industry.

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



Source: Metro Economies Report, U.S. Conference of Mayors

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

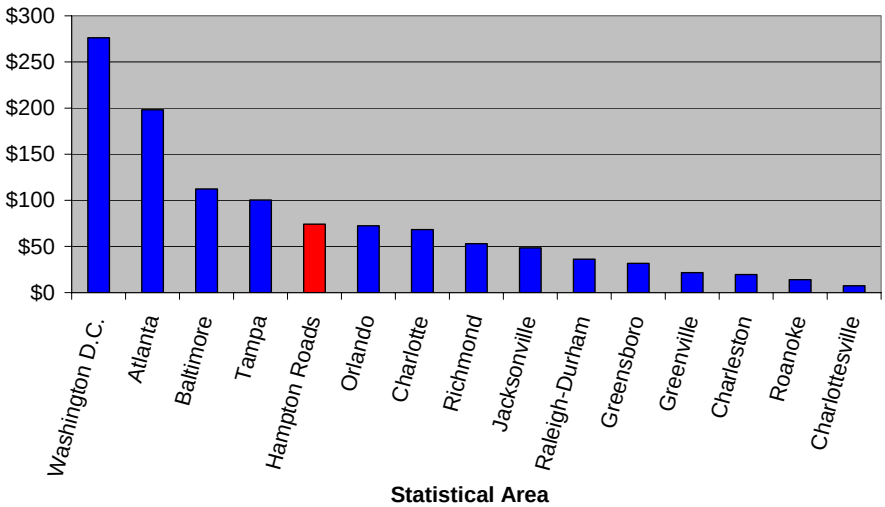
How are we doing:
The Hampton Roads economy ranks as the 28th largest metro economy in the United States. On an international scale, the local economy is comparable to developing countries that are 100 times larger, both in terms of land area and population.

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:
Though Hampton Roads gross metro product pales in comparison to Washington D.C., the local economy compares favorably to competing metro areas of similar size.

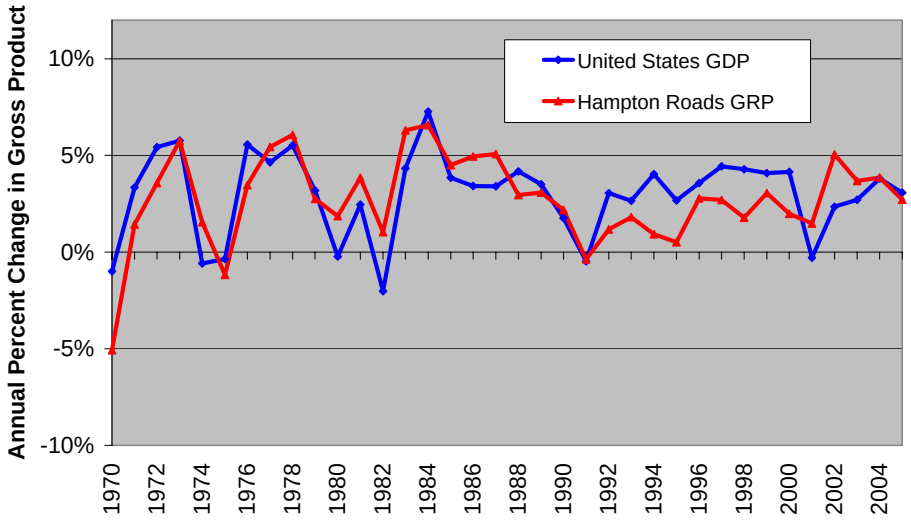
Figure 1.2 Gross Metro Product in 2004



Source: Metro Economies Report, U.S. Conference of Mayors

1.3 NATIONAL AND REGIONAL GROSS PRODUCT

Annual Percent Change in Gross Product



Source: Regional Economic Modeling, Inc.

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

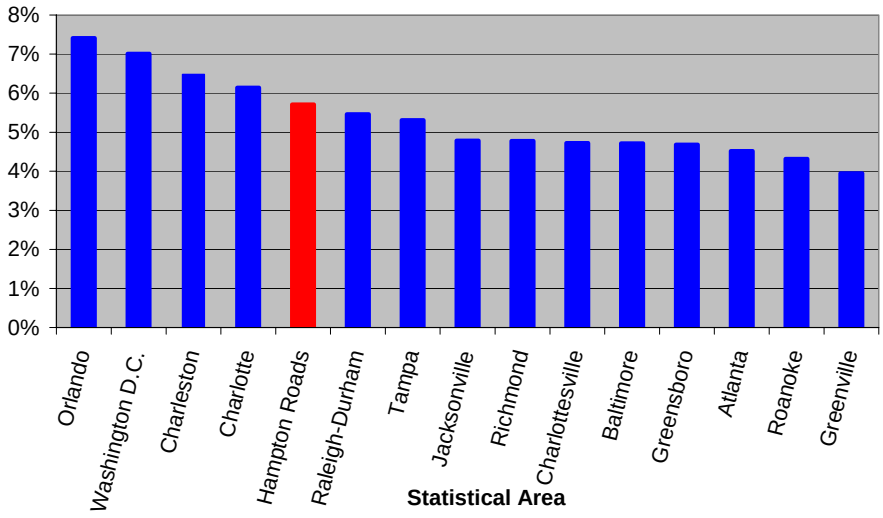
How are we doing:
Over the past decade HR has seen an economic growth of approximately 3.2%, in spite of a national economic downturn. In recent years it appears that the local economy has begun to move in a slightly more independent manner.

1.4 GROSS REGIONAL PRODUCT COMPARISON FOR HAMPTON ROADS AND COMPETING METROPOLITAN AREAS FROM 2000 TO 2003

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 regions 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 above average. Increases in defense spending have contributed to this growth.

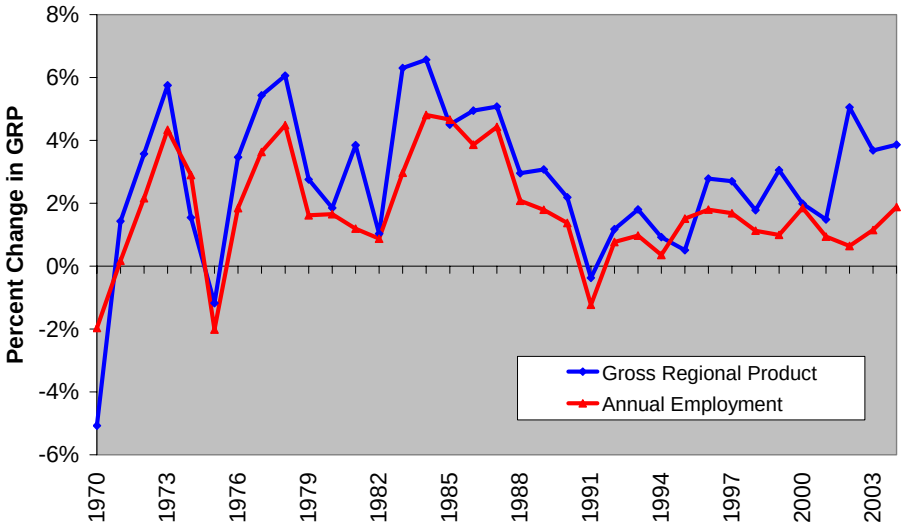
3-Year Annualized Growth Rates in GP



Source: Metro Economies Report, U.S. Conference of Mayors

1.5 EMPLOYMENT AND GROSS PRODUCT IN HAMPTON ROADS

Employment and Gross Regional Product



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

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.

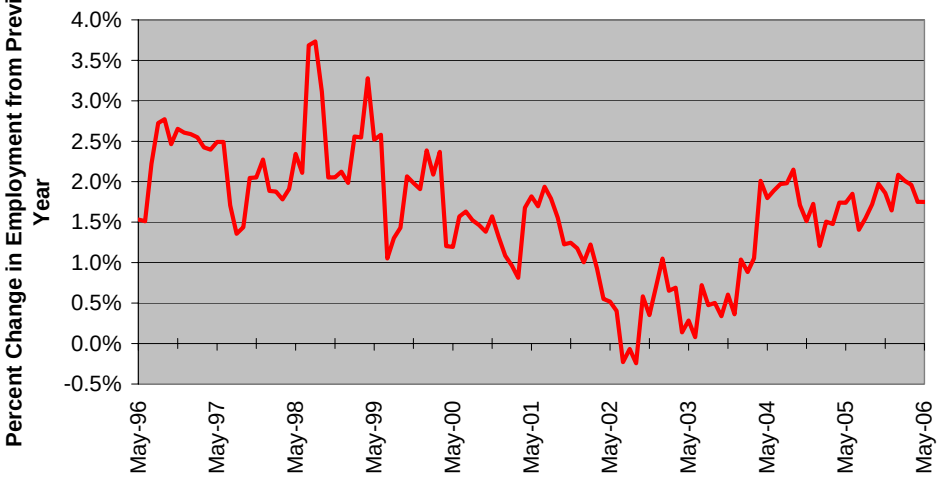
How are we doing:
Historically, changes in HR's employment have closely tracked gross product, suggesting that local employment is closely tied to economic prosperity.

1.6 YEAR OVER YEAR CHANGE IN HAMPTON ROADS' MONTHLY EMPLOYMENT

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

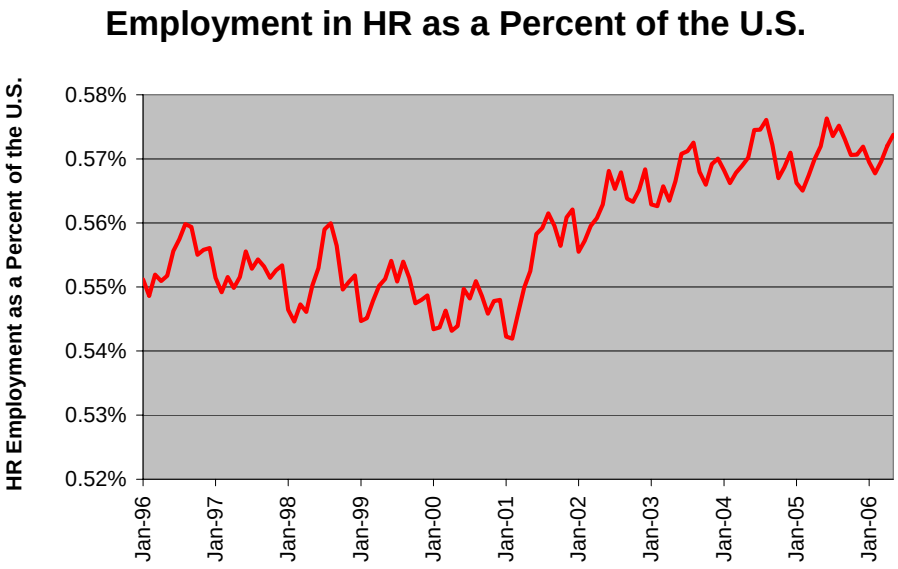
How are we doing:
HR experienced strong employment growth from the latter half of the nineties through the beginning of the current decade. Employment growth slowed through 2003 and now appears to be accelerating once again.

Year-Over-Year Non-Farm Employment in Hampton Roads



Source: Bureau of Labor Statistics

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



Source: Bureau of Labor Statistics

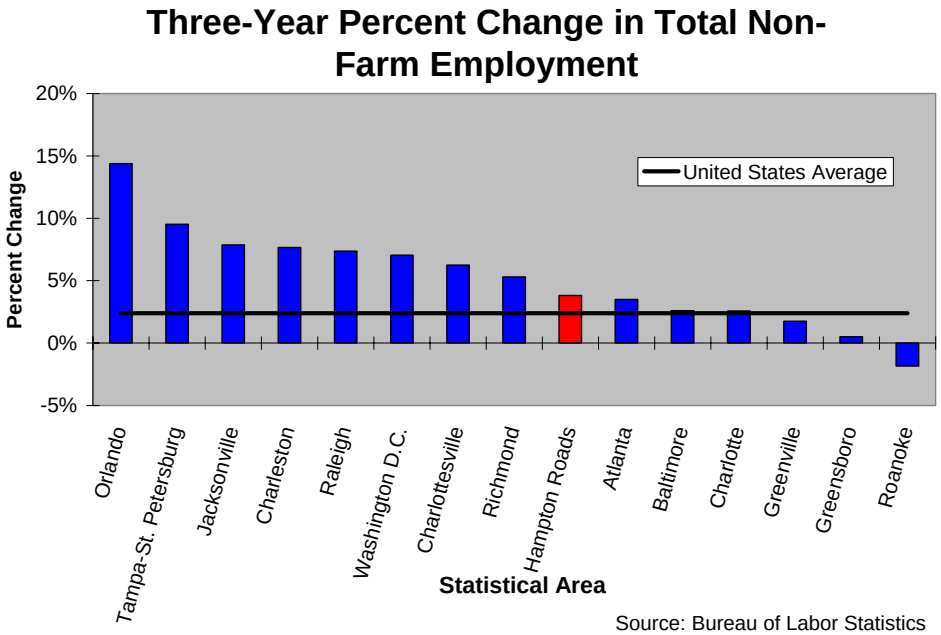
Why is it important:
The local business cycle influences relative growth rates. Comparing local employment figures to national employment figures reveals relative growth.

How are we doing:
Local employment growth has out-paced growth in national employment since mid 2001. Increased military spending helped to insulate HR from the national economic slowdown in 2001 by injecting "new money" into the economy.

1.8 RECENT EMPLOYMENT GROWTH IN HAMPTON ROADS AND COMPETING METROPOLITAN AREAS

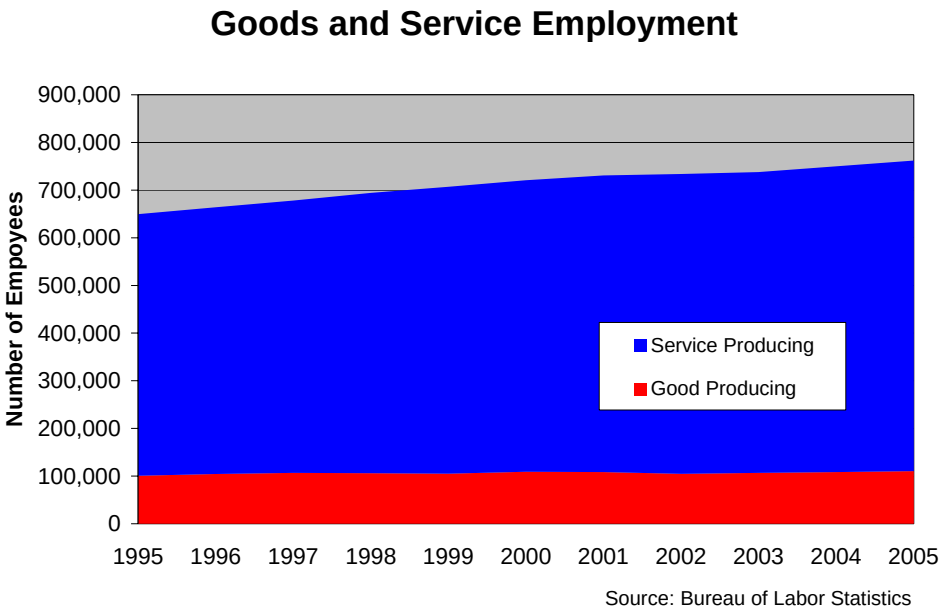
Why is it important:
This graph illustrates Hampton Roads' ability to compete with similar markets.

How are we doing:
Hampton Roads has achieved better than average employment growth over the past three years. Because of its countercyclical nature, local defense spending typically stabilizers the regional market, moderating rapid growth and helping to avoid sharp declines. Recent increases in defense spending have helped to sustain growth in employment.



Source: Bureau of Labor Statistics

1.9 COMPARISON OF GOODS AND SERVICE EMPLOYMENT IN HAMPTON ROADS



Source: Bureau of Labor Statistics

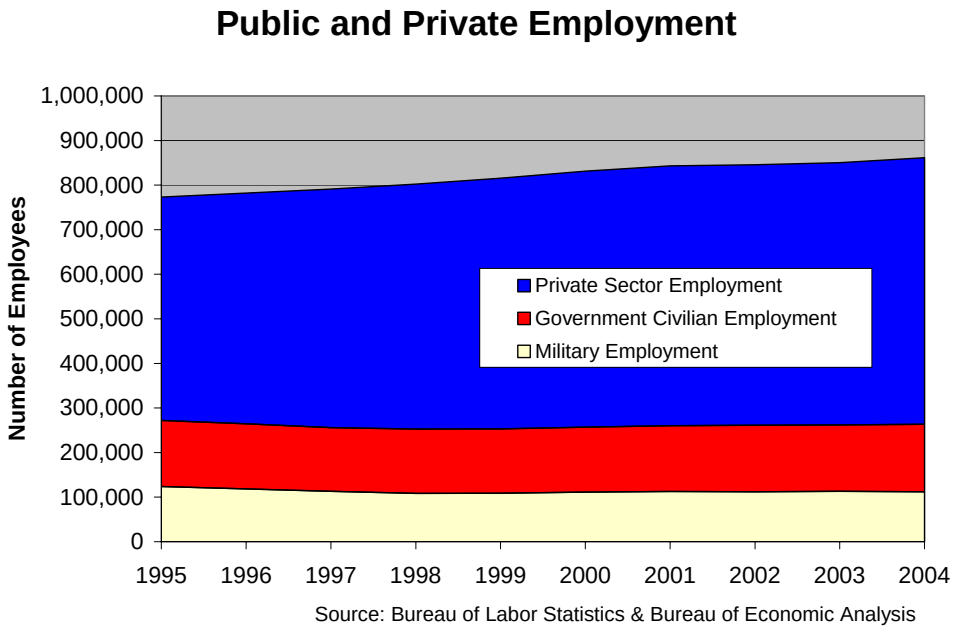
Why is it important:
Historically, the goods sector has been large, playing a dominant role in the region's economy. In recent years, the service sector has grown more important. Services are now part of an export industry, bringing in money from outside of the region.

How are we doing:
Hampton Roads is participating in the national trend since the service sector has been capturing an increasing share of employment. It is important to maintain a strong base in the goods sector to ensure a diversified and flexible economy.

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

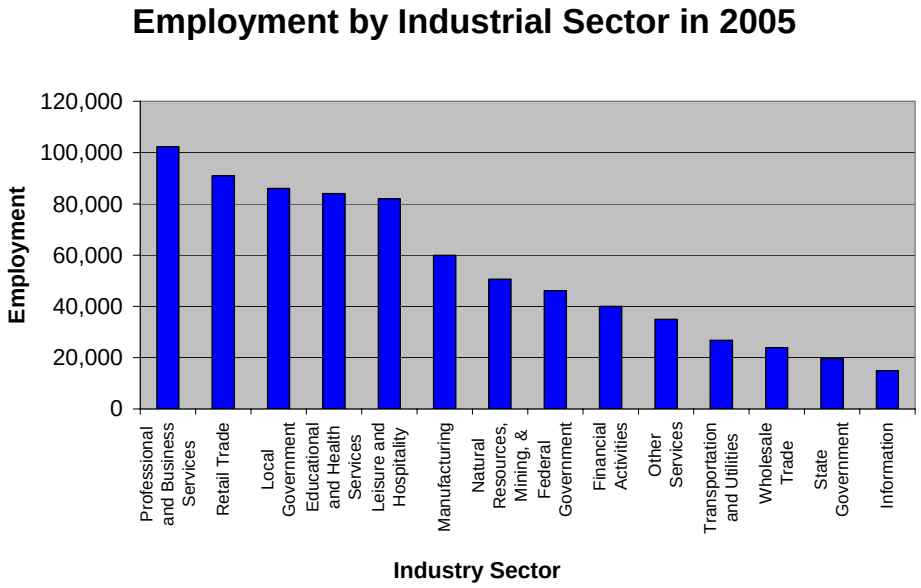
Why is it important:
Stable government employment can insulate an economy from volatile markets. Conversely, changes in government employment can exacerbate or counter market forces.

How are we doing:
Hampton Roads has historically had a relatively large government presence due to its numerous military installations. Over the past decade, government employment has remained stable, helping to shield the region from the national economic downturn in 2001.



Source: Bureau of Labor Statistics & Bureau of Economic Analysis

FIGURE 1.11 DISTRIBUTION OF EMPLOYMENT IN HAMPTON ROADS BY INDUSTRY SECTOR



Source: Bureau of Labor Statistics

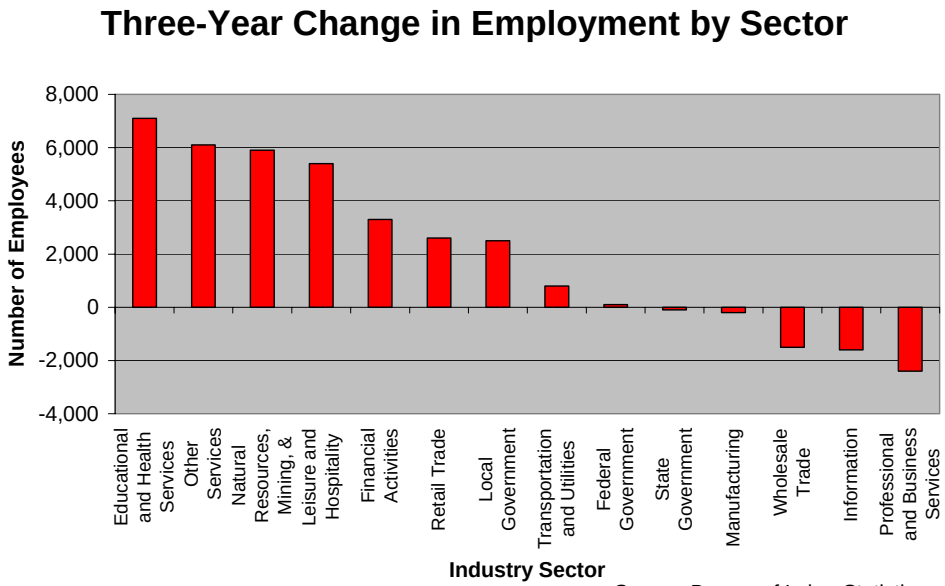
Why is it important:
Regional economic behavior is heavily influenced by its sector composition. The current industrial make-up of a region will influence future economic growth.

How are we doing:
Professional and business services, retail trade, and government employment are the three largest employment sectors in Hampton Roads. This diverse grouping has helped to limit the volatility of the local market.

FIGURE 1.12 CHANGE IN HAMPTON ROADS EMPLOYMENT BY INDUSTRIAL SECTOR FROM 2002 TO 2005

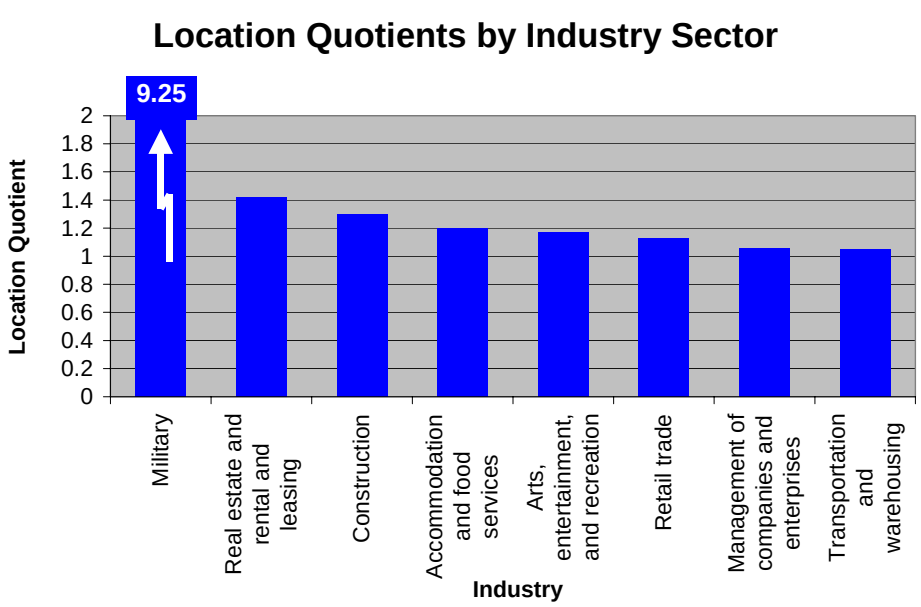
Why is it important:
Industrial employment is influenced by the business cycle. One can observe local trends by tracking changes in regional industrial employment.

How are we doing:
Employment in Hampton Roads' largest industry sector, professional and business services, decreased by 2,400 persons. Fortunately this was more than offset by large increases in other sectors such as educational and health services.



Source: Bureau of Labor Statistics

FIGURE 1.13 HAMPTON ROADS INDUSTRIAL LOCATION QUOTIENTS IN 2005



Source: Bureau of Labor Statistics & Bureau of Economic Analysis

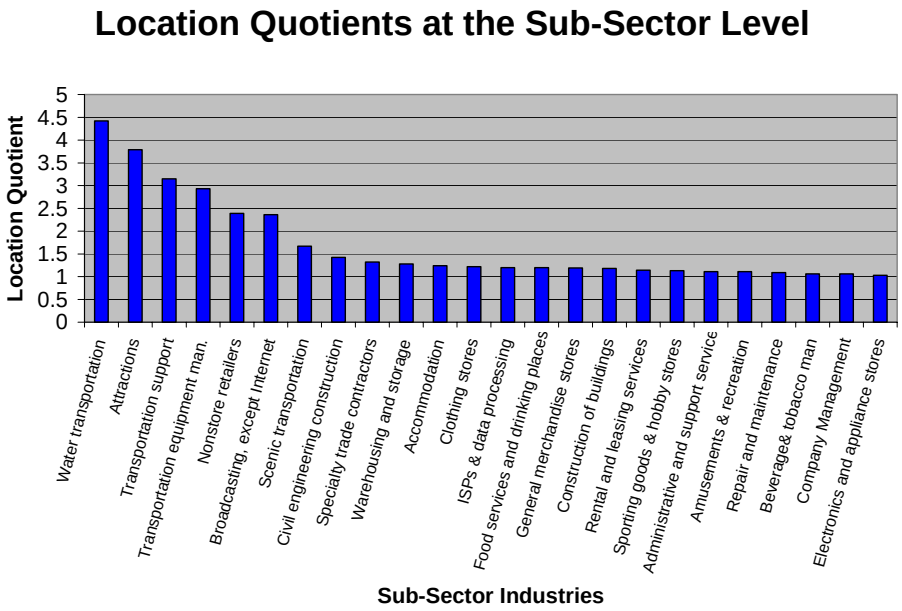
Why is it important:
Location quotients (LQ) identify competitive advantages by comparing regional employment distributions to national employment distributions. LQs greater than one suggest a comparative advantage.

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 2005

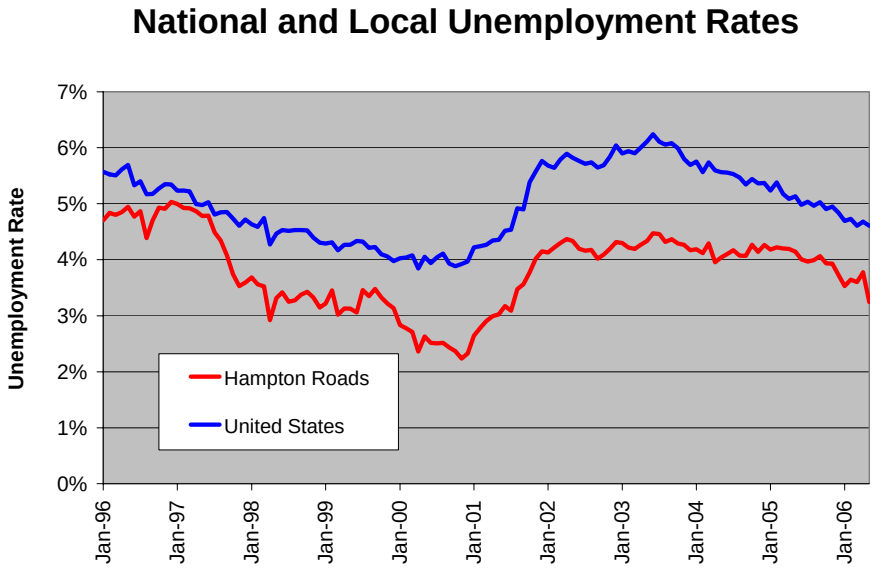
Why is it important:
Sub-sector location quotients reveal specific industries that have a high regional concentration. The industries listed in Figure 1.14 all have a location quotient above 1. These sub-sector industries represent the backbone of the private sector economy in Hampton Roads

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



Source: Bureau of Labor Statistics

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



Source: Bureau of Labor Statistics

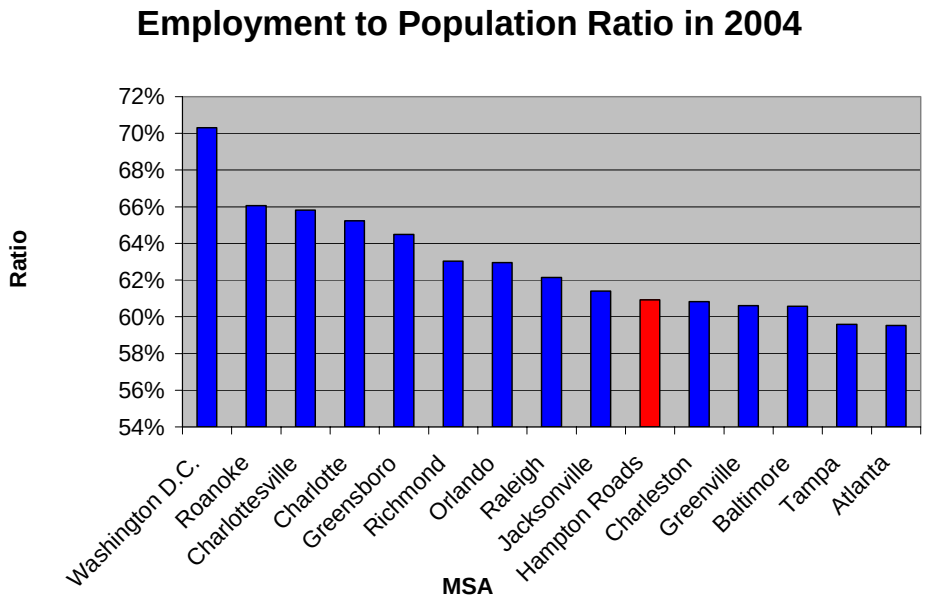
Why is it important:
Unemployment rates reflect both the general well-being of the labor force and the ability of the labor force to meet the needs of employers. Comparing the regional unemployment rate to the national rate enables one to assess the condition of the labor market over time.

How are we doing:
Hampton Roads and Virginia have historically had low unemployment rates. These low unemployment figures reflect, in part, the region's tourist industry.

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

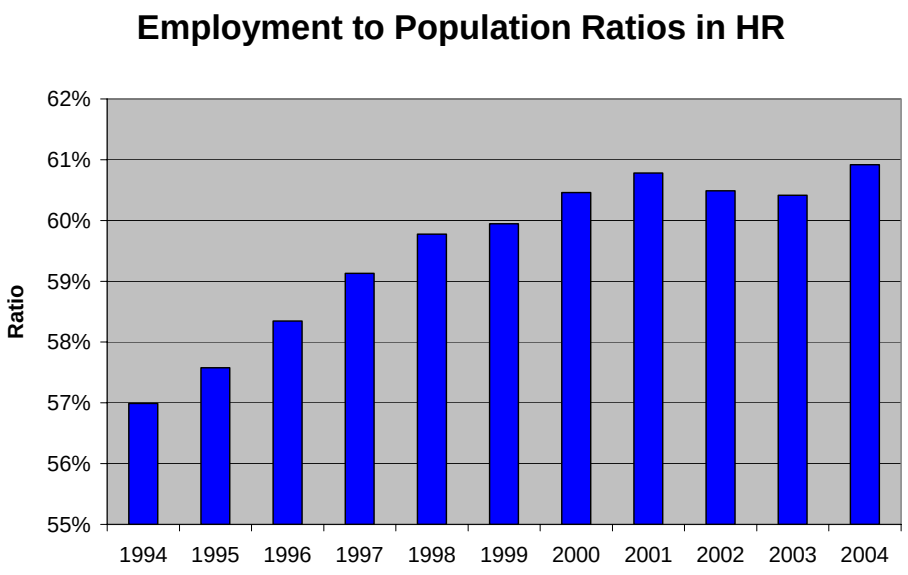
Why is it important:
Hampton Roads competes with other metro areas at a number of levels. When comparing employment and income statistics, it is important to consider the employment to population ratios. A small increase or decrease in this ratio can drastically alter other benchmarking indicators.

How are we doing:
At 60.9%, Hampton Roads' employment to population ratio is slightly below the average of reference metro areas. Washington D.C. ranks the highest with a rate of 70.3 % and Greenville the lowest with a rate of 59.5%.



Source: Bureau of Economic Analysis

FIGURE 1.17 HISTORIC EMPLOYMENT TO POPULATION RATIOS IN HAMPTON ROADS



Source: Bureau of Economic Analysis

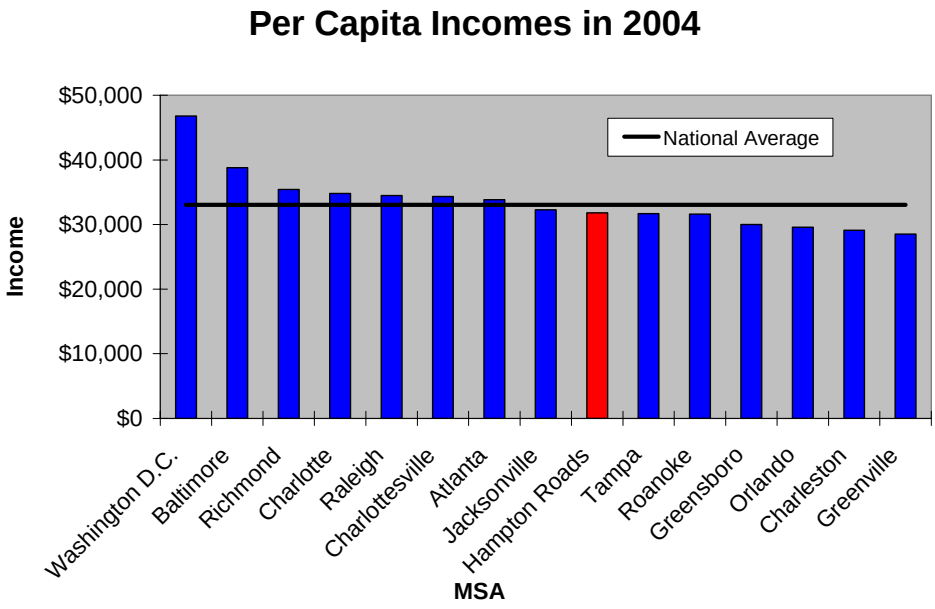
Why is it important:
Changing employment to population ratios can be the result of either economic or demographic changes. Considering changes in the employment to population ratio in combination with demographic and economic changes will result in a better understanding of the market.

How are we doing:
After increasing substantially through the late nineties, Hampton Roads' employment to population ratio has leveled off. As a greater share of our labor force continues to retire, there will be increased downward pressure on the employment to population ratio.

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

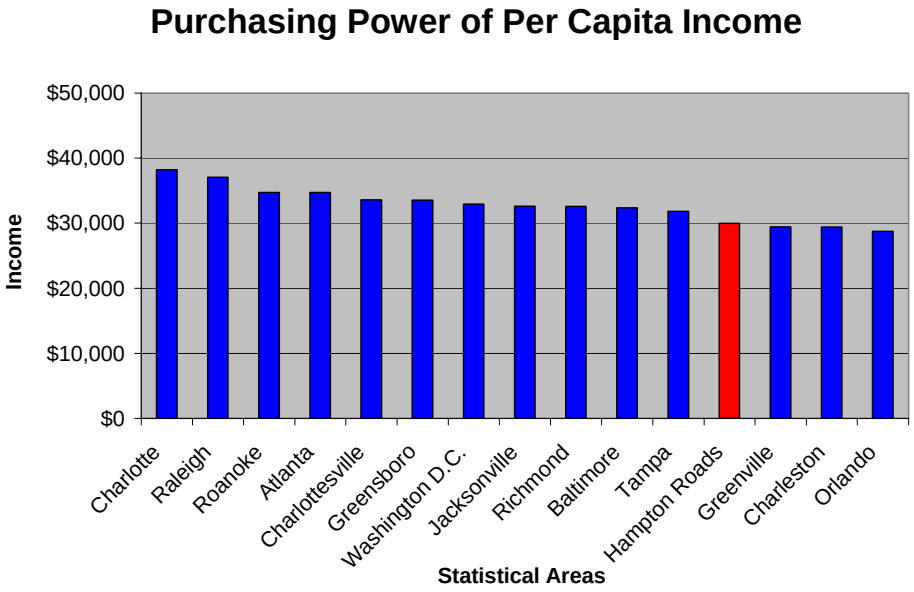
Why is it important:
Per capita income is the most widely available statistic on economic well-being.

How are we doing:
Hampton Roads does not compare favorably with competing metro areas or the United States with respect to per capita incomes. Low wages (a component of income) can make it difficult for employers to attract talented employees, however low incomes can also make it easier for economic developers to attract businesses.



Source: Bureau of Economic Analysis

FIGURE 1.19 PURCHASING POWER OF PER CAPITA INCOME IN HAMPTON ROADS AND COMPETING METRO AREAS IN 2004



Source: Bureau of Economic Analysis and ACCRA

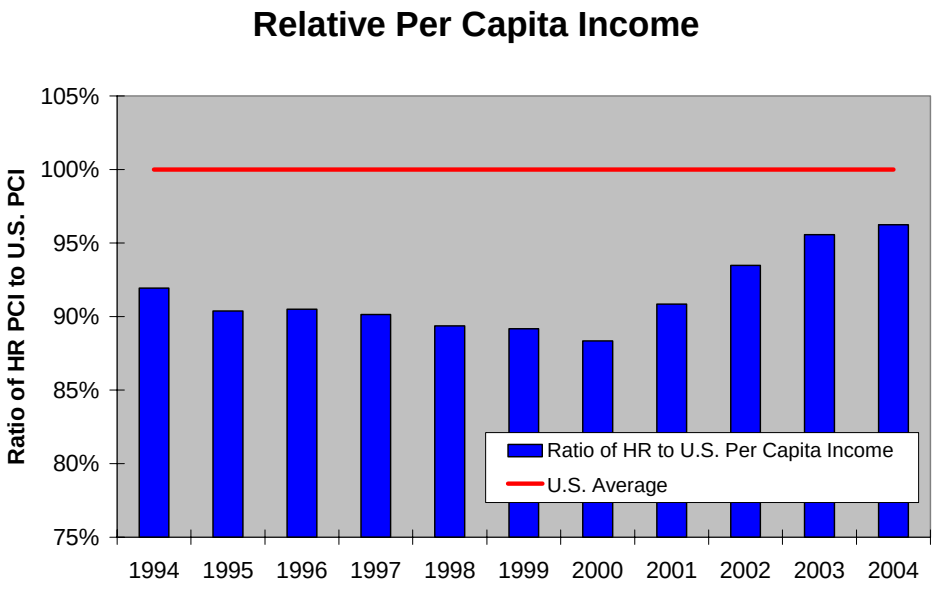
Why is it important:
The cost of living can vary substantially from region to region. Understanding incomes within the context of the cost of living provides a clearer picture as to real purchasing power comparisons.

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

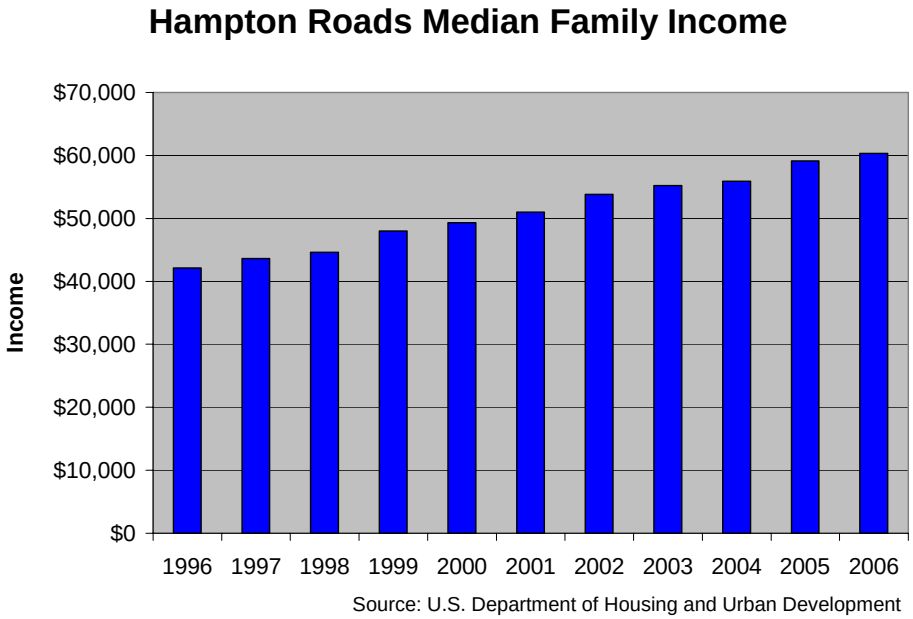
Why is it important:
Fluctuations in relative incomes reflect fluctuations in standards of living.

How are we doing:
Hampton Roads' per capita income (PCI) has historically been below the national average. Local PCI compared to the National PCI was on a downward trend from 1986 through 2000. Only recently has Hampton Roads PCI begun to rise with respect to the United States due, in part, to increases in defense spending and an increasing employment to population ratio.



Source: Bureau of Economic Analysis

FIGURE 1.21 MEDIAN FAMILY INCOME



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

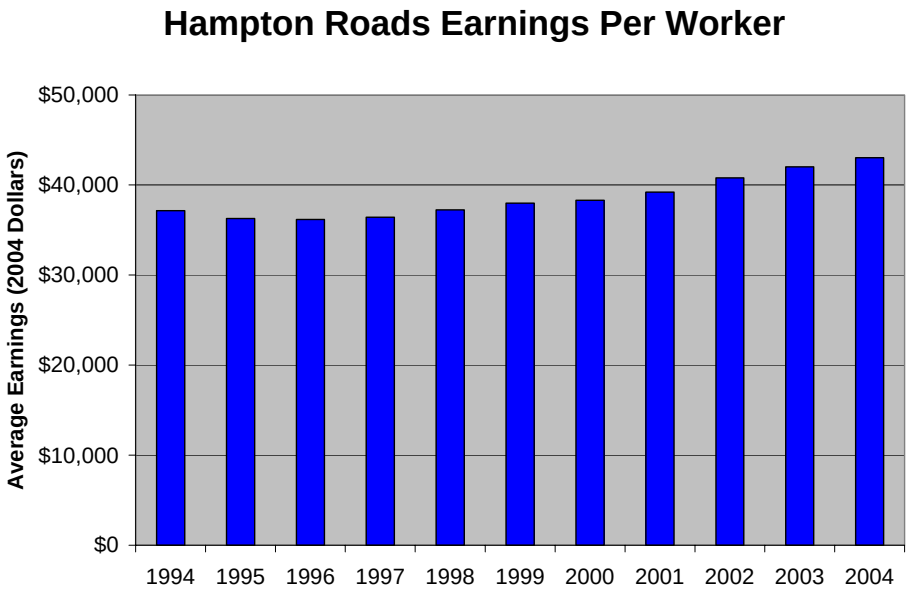
Why is it important:
The median family income represents the general financial wellbeing of regional households. Households are the fundamental purchasing unit for many products and services.

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

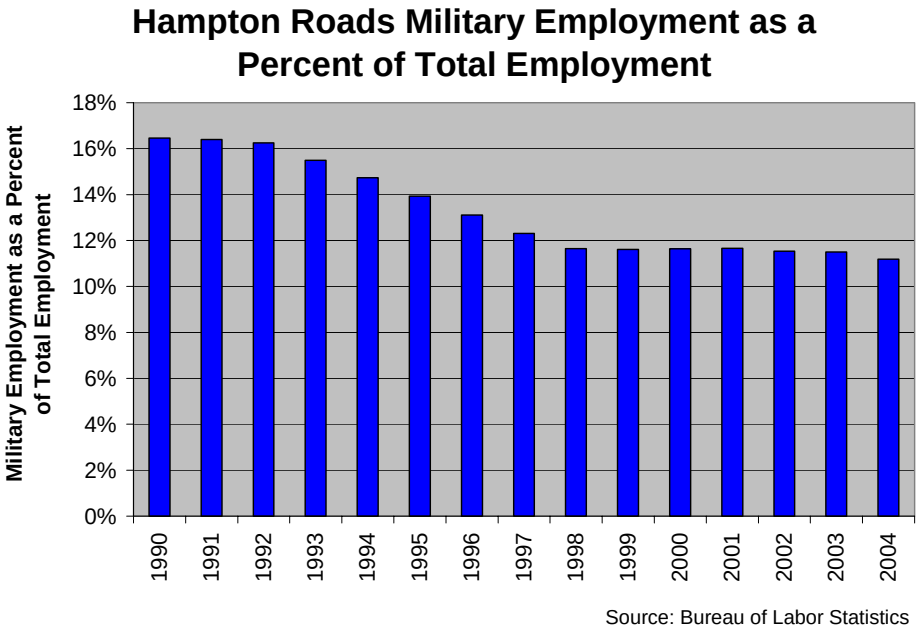
Why is it important:
One indicator of productivity is earnings-per-worker. Employment shifts from low to high paying jobs along with increased salaries both suggest increased productivity. Stable employment and slow growth in earnings are a sign of limited productivity.

How are we doing:
Inflation adjusted earnings-per-worker in Hampton Roads fell through the mid nineties. Since 1998, regional earnings-per-worker have been rising, possibly due to increases in worker productivity.



Source: Bureau of Economic Analysis

FIGURE 1.23 CONCENTRATION OF MILITARY EMPLOYMENT



Source: Bureau of Labor Statistics

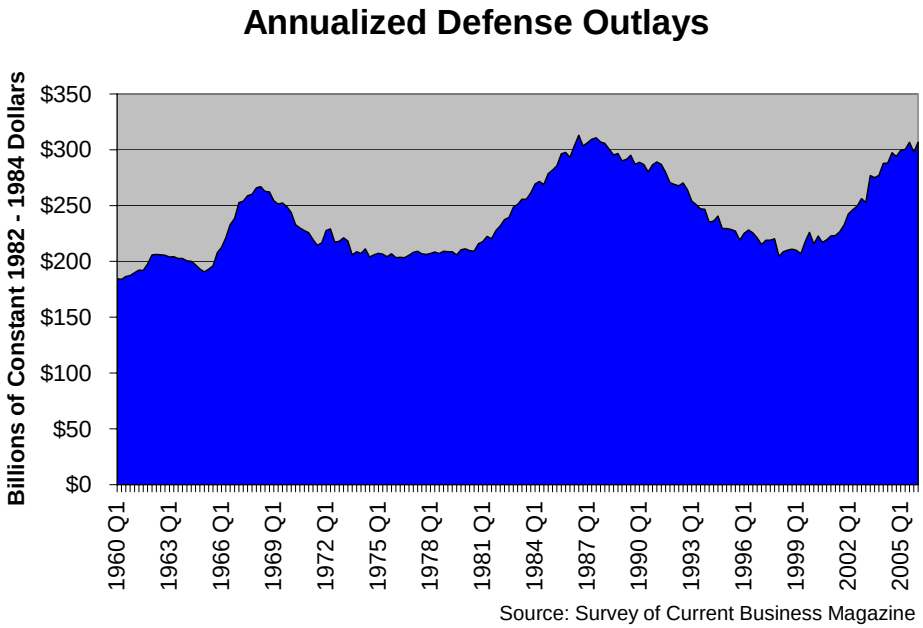
Why is it important:
The Hampton Roads metro area houses one of the largest assemblies of military personnel in the world. The Department of Defense is the single largest employer in Hampton Roads. As a result, military employment plays a critical role in the regional economy.

How are we doing:
Decreasing military employment coupled with increased employment in the private sector reduced the concentration of military in Hampton Roads from 1992 to 1998. Recent increases in military employment have kept pace with growth in overall employment.

FIGURE 1.24 CYCLE OF NATIONAL DEFENSE SPENDING

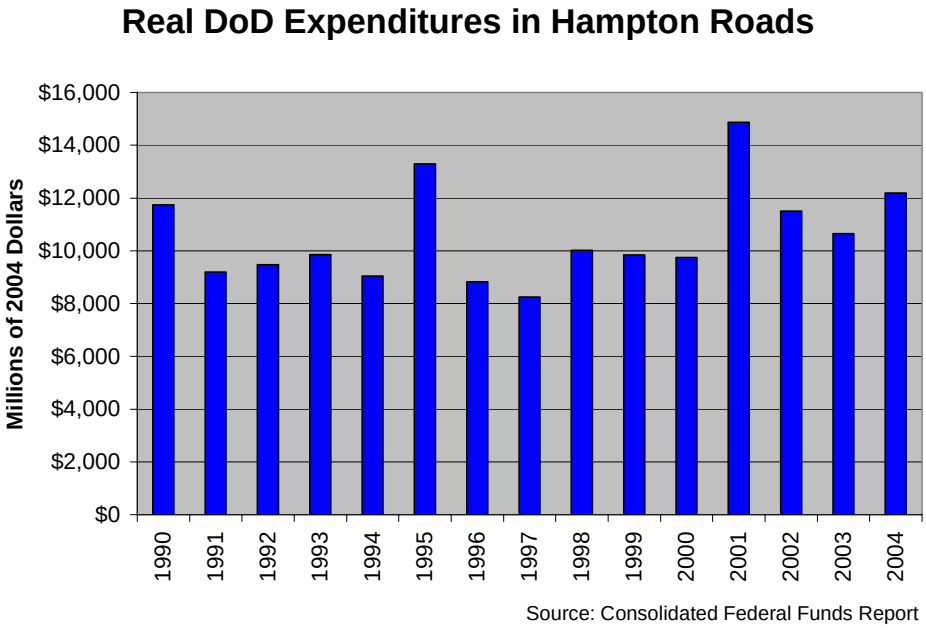
Why is it important:
Defense expenditures in Hampton Roads are closely tied to federal defense outlays. National defense spending has a direct impact on the regional economy

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



Source: Survey of Current Business Magazine

FIGURE 1.25 INFLATION-ADJUSTED DEPARTMENT OF DEFENSE SPENDING IN HAMPTON ROADS



Source: Consolidated Federal Funds Report

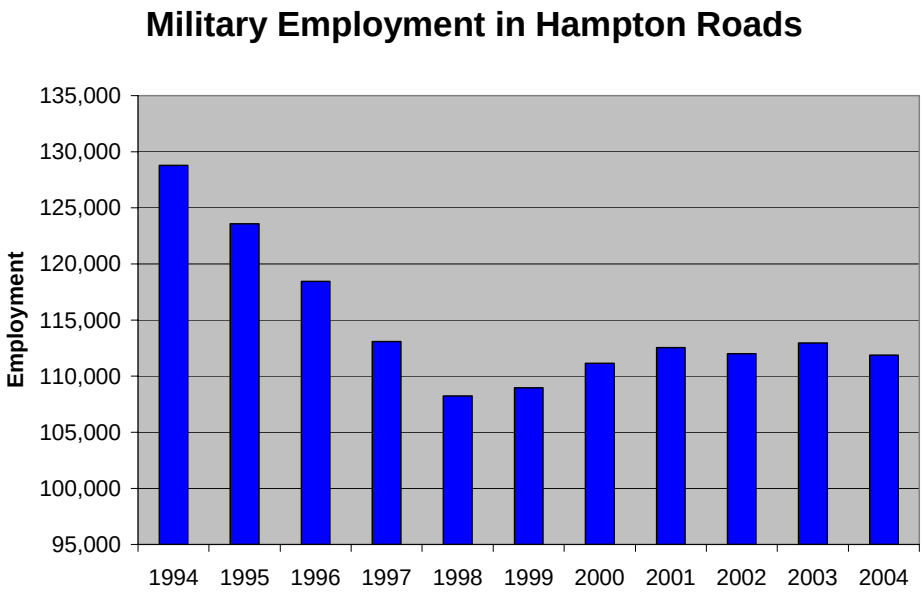
Why is it important:
Department of Defense spending in Hampton Roads is one of the region's primary expenditure streams. Changes in defense spending influence the regional business cycle. Figure 1.25 illustrates annual defense expenditures

How are we doing:
Defense expenditures in Hampton Roads have stabilized the regional economy. Contracts for aircraft carriers in 1995 and 2001 brought a significant amount of new money into the area.

FIGURE 1.26 TOTAL MILITARY EMPLOYMENT IN HAMPTON ROADS

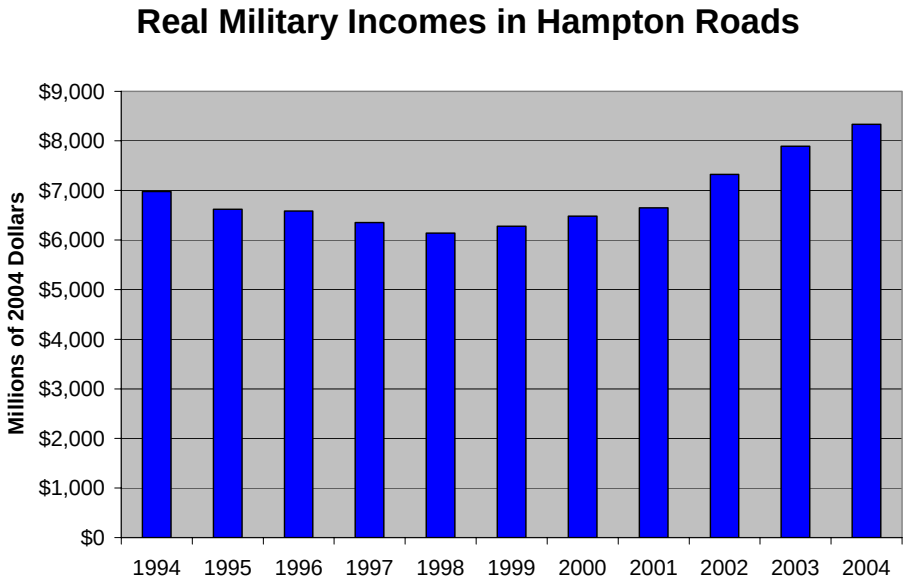
Why is it important:
The largest employment sector in Hampton Roads is the military. Trends in military employment are used in forecasting regional economic growth and in interpreting historical economic changes.

How are we doing:
After losing a significant number of military personnel in the nineties, military employment in Hampton Roads has seen a modest increase.



Source: Bureau of Economic Analysis

FIGURE 1.27 INFLATION ADJUSTED MILITARY INCOMES



Source: Bureau of Economic Analysis

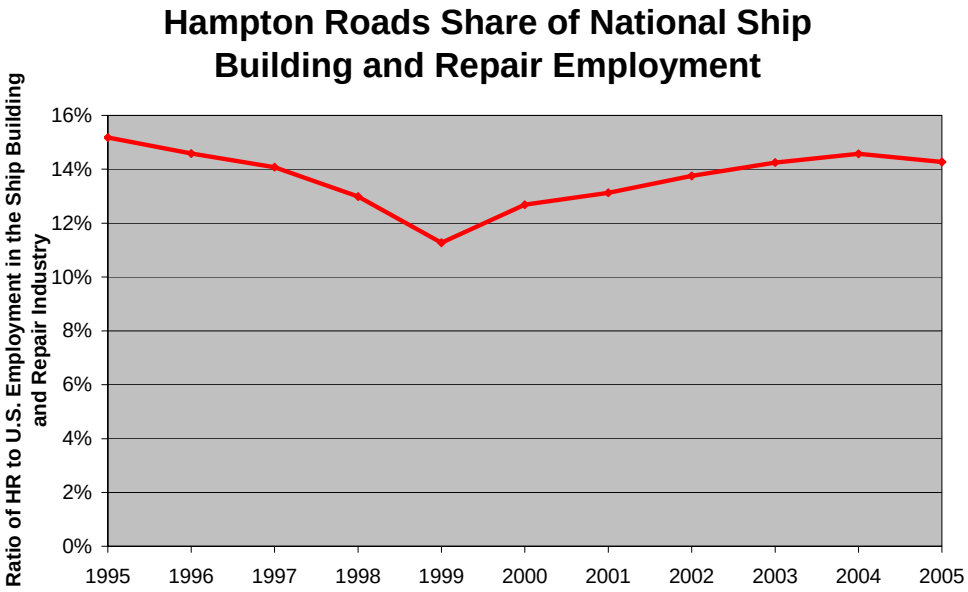
Why is it important:
The economic benefit of military employment in Hampton Roads is directly related to military incomes and the resulting expenditures by military personnel. As incomes increase, so do contributions to the local economy.

How are we doing:
Military incomes have risen substantially from 1998 through 2002 due, impart, to increases in military employment and pay.

FIGURE 1.28 CONCENTRATION OF SHIP BUILDING AND REPAIR EMPLOYMENT IN HAMPTON ROADS

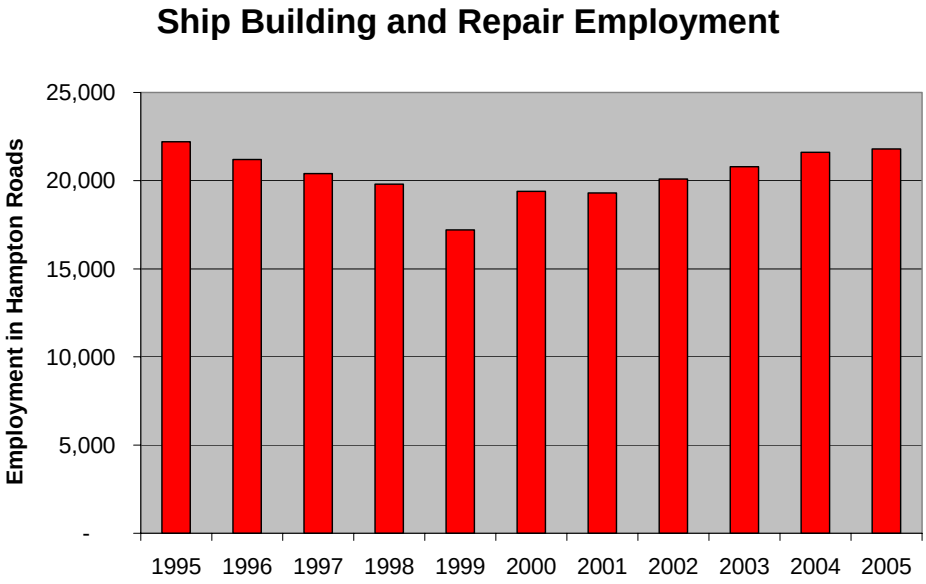
Why is it important:
The shipbuilding and repair industry in Hampton Roads was a direct result of the region's disposition as a natural harbor. Over the years there has been a decline in the national shipbuilding and repair industry, as foreign markets have become more competitive. Today Hampton Roads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

How are we doing:
Shipbuilding and repair in Hampton Roads is closely tied to DoD contracts. Decreasing naval demands have slightly eroded the Hampton Roads market share.



Source: Bureau of Labor Statistics

FIGURE 1.29 TOTAL SHIP BUILDING AND REPAIR EMPLOYMENT IN HAMPTON ROADS



Source: Bureau of Labor Statistics

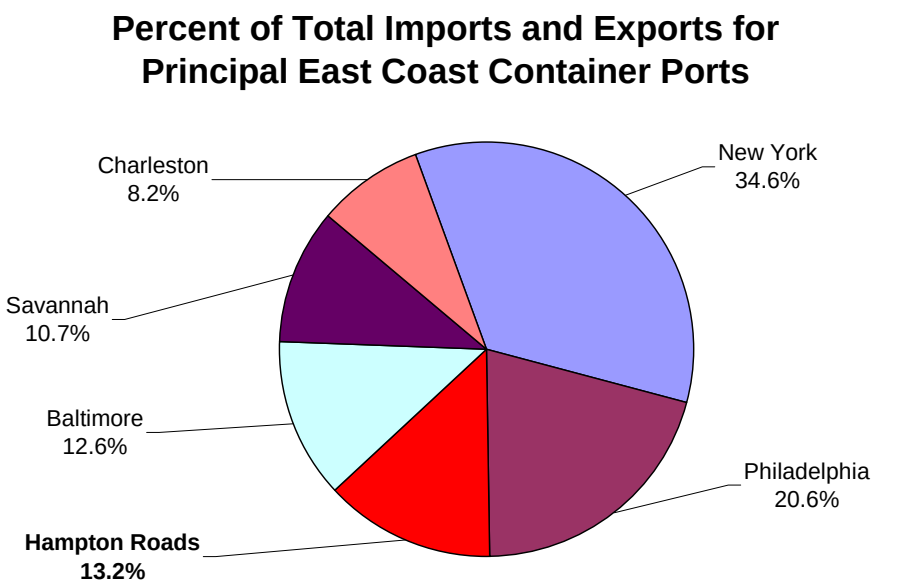
Why is it important:
As a major industry in Hampton Roads, trends in the ship-building and repair industry play an important role in the economic strength of the region.

How are we doing:
Ship repair in Hampton Roads has declined over the latter half of the nineties before leveling out over the past five years. The ship-building and repair industry is closely tied to military contracts, which have been stagnate for over a decade.

FIGURE 1.30 DISTRIBUTION OF MARKET SHARE FOR PRINCIPAL EAST COAST PORTS

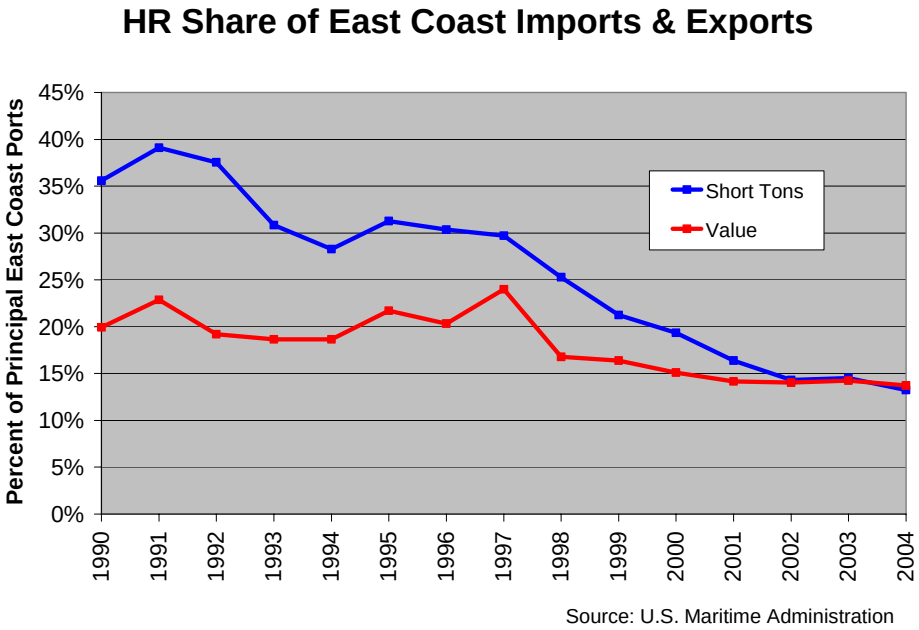
Why is it important:
The Port of Hampton Roads is a vital part of the region's economic engine. There is constant competition for port traffic on the east coast. Figure 1.30 identifies the major east coast ports and their market share.

How are we doing:
Over thirty-three million short tons flowed through the port in 2004, representing 13.2% of the traffic moving through east coast ports.



Source: U.S. Maritime Administration

FIGURE 1.31 HAMPTON ROADS MARKET SHARE OF IMPORTS & EXPORTS AT PRINCIPAL EAST COAST PORTS



Source: U.S. Maritime Administration

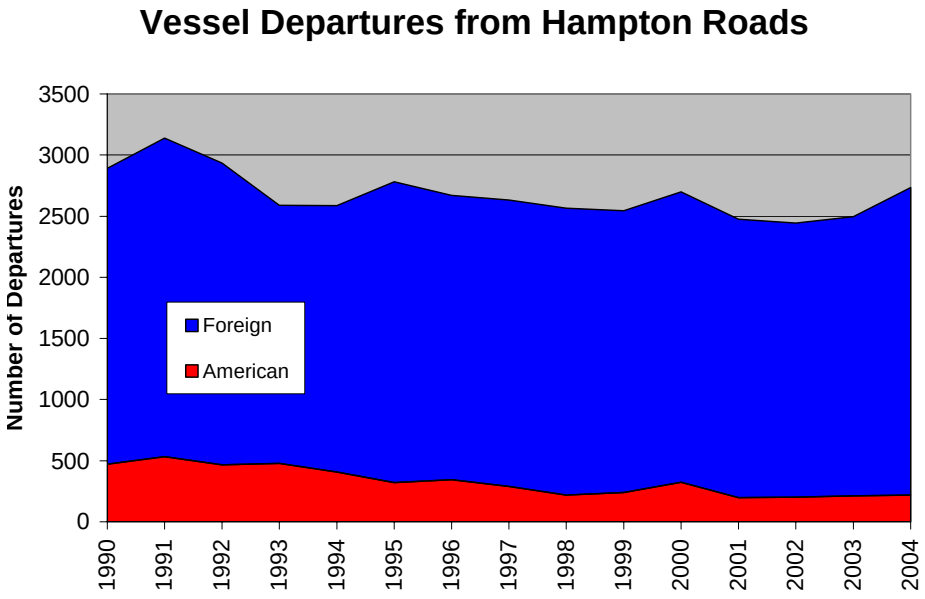
Why is it important:
In order to remain a viable industry in Hampton Roads, the Port of Virginia must be competitive with other east coast ports

How are we doing:
Hampton Roads' market share has been decreasing over the past decade. There are many factors that have contributed to the decline including changes in foreign and domestic demand and strong competition from other ports.

FIGURE 1.32 FOREIGN AND DOMESTIC VESSEL DEPARTURES

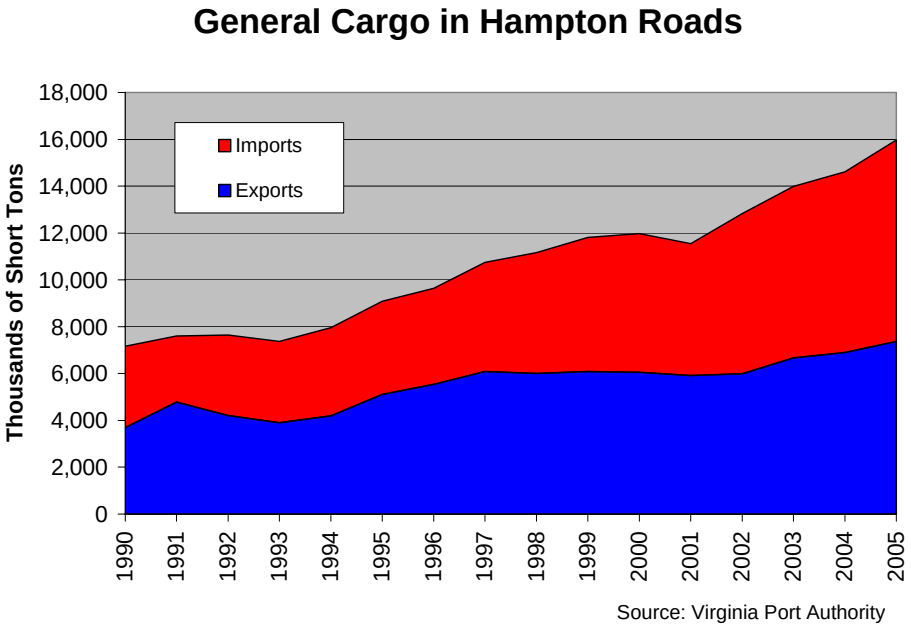
Why is it important:
In order to better understand trends in the demand for port services it is important to recognize the source and destination of port traffic.

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. Over the past decade vessel departures have fluctuated significantly. Changes in demand and larger container ships have contributed to the decline in the number of vessels.



Source: Port of Hampton Roads

FIGURE 1.33 GENERAL CARGO IMPORTS & EXPORTS



Source: Virginia Port Authority

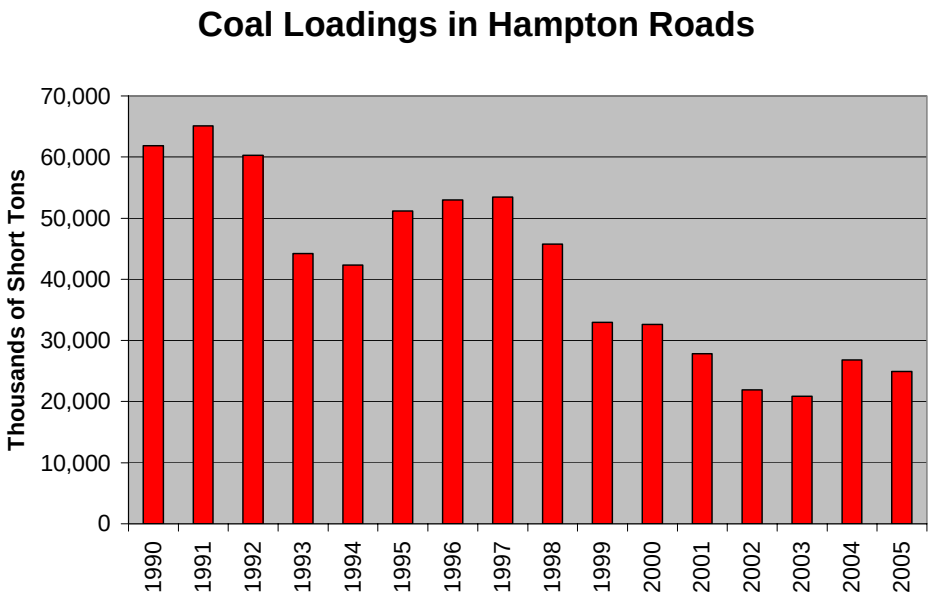
Why is it important:
General cargo, which includes both containerized and break-bulk cargo, is the fastest growing segment of the shipping industry. The ability to attract and manage general cargo it vital to the port's future.

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 1.34 COAL LOADINGS

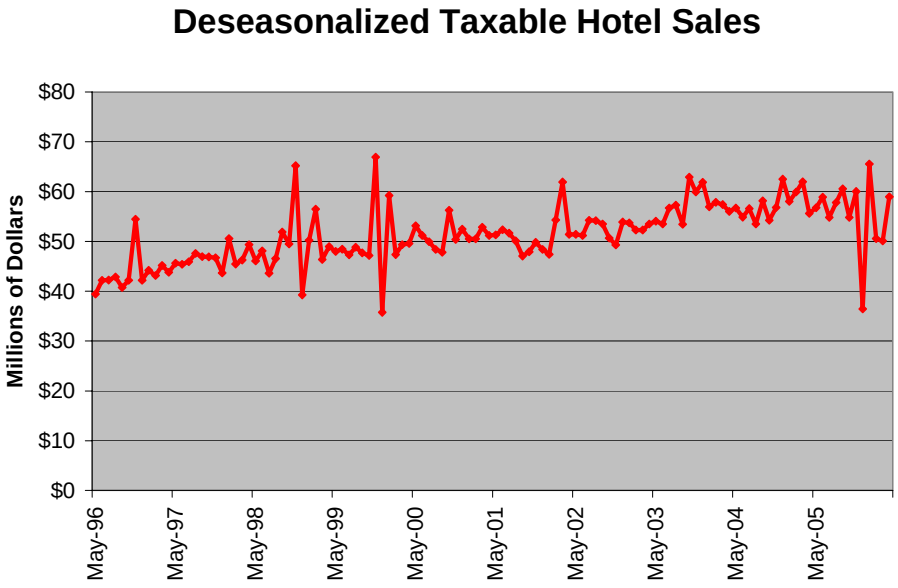
Why is it important:
Coal loadings have remained a major source of Hampton Roads' port traffic, especially during the early nineties.

How are we doing:
The drop in world-wide demand for U.S. coal is evident in the decline in the amount of coal loadings in Hampton Roads. Since 1991 coal loadings in Hampton Roads have decreased by over 60%.



Source: Virginia Port Authority

FIGURE 1.35 HAMPTON ROADS DESEASONALIZED TAXABLE HOTEL SALES



Source: Virginia Department of Taxation

Why is it important:
In 2001 tourists contributed $2.5 billion to the Hampton Roads economy. 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 has been growing steadily in Hampton Roads since the early nineties. Recent reports on traffic congestion could threaten the region's reputation as a "drive to" resort destination.

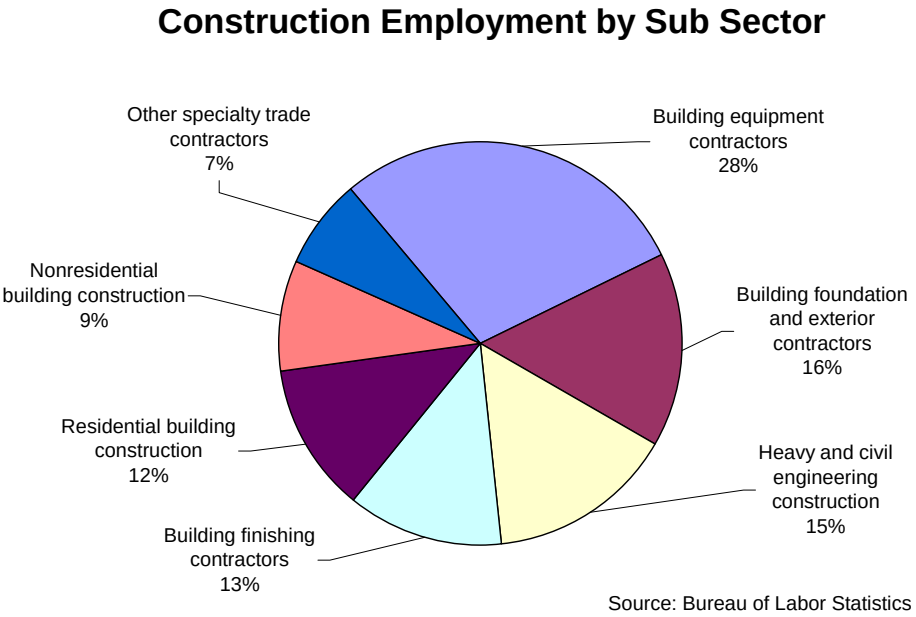
FIGURE 1.36 EMPLOYMENT IN THE HAMPTON ROADS LEISURE AND HOSPITALITY INDUSTRY

Why is it important:
Increases in tourist activity are reflected in the demand for 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.

Source: Bureau of Labor Statistics

FIGURE 1.37 DISTRIBUTION OF HAMPTON ROADS CONSTRUCTION EMPLOYMENT



Source: Bureau of Labor Statistics

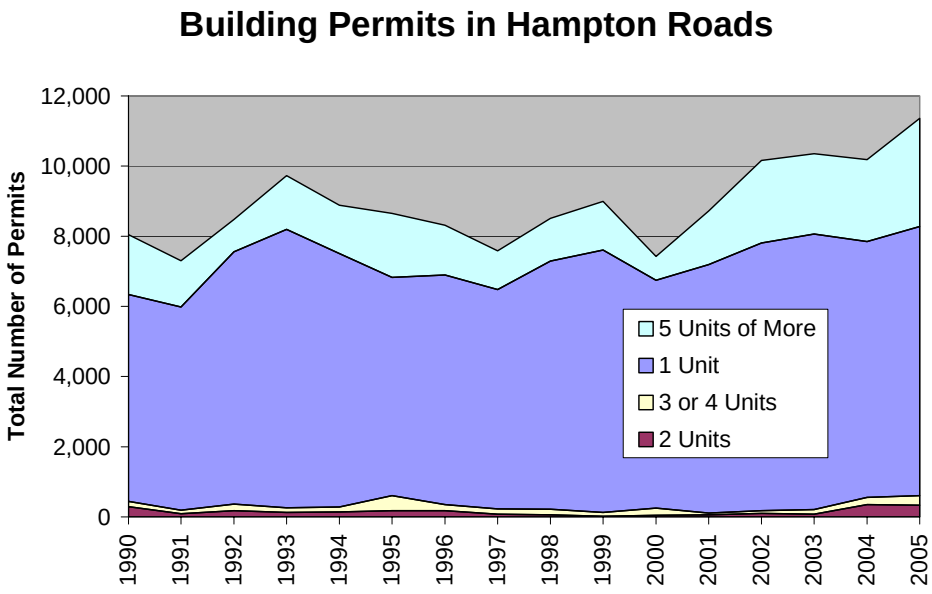
Why is it important:
The value of construction and construction employment are often used as economic growth indicators. The distribution of construction employment indicates the concentration of various types of construction in Hampton Roads by sub sector.

How are we doing:
The majority of construction employment in Hampton Roads is through building equipment contractors. Non-residential and residential contractors have a roughly equal distribution in Hampton Roads.

FIGURE 1.38 NEW BUILDING PERMITS ISSUED IN HAMPTON ROADS

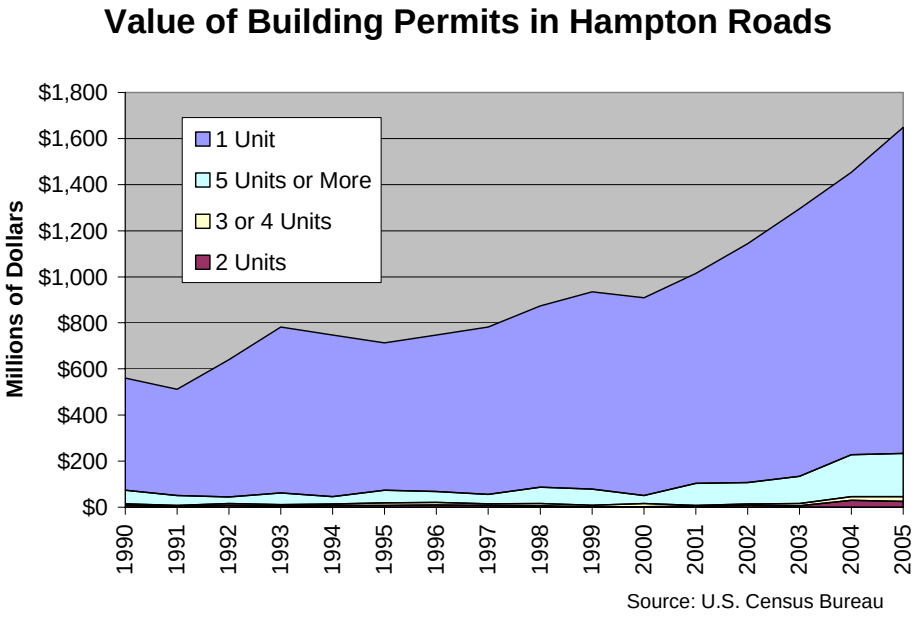
Why is it important:
Building permit information reflects on the general wellbeing of the residential construction industry. Large increases or decreases in the number of building permits have both social and economic implications.

How are we doing:
The number of building permits in Hampton Roads remained relatively constant through the nineties. Recently the number of building permits has increased, especially for buildings with 5 units of more.



Source: U.S. Census Bureau

FIGURE 1.39 VALUE OF NEW BUILDING PERMITS ISSUED IN HAMPTON ROADS



Source: U.S. Census Bureau

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 residential building permits has increased substantially over the past five years, reflective of both the demand for high-end housing and the increase in housing prices.

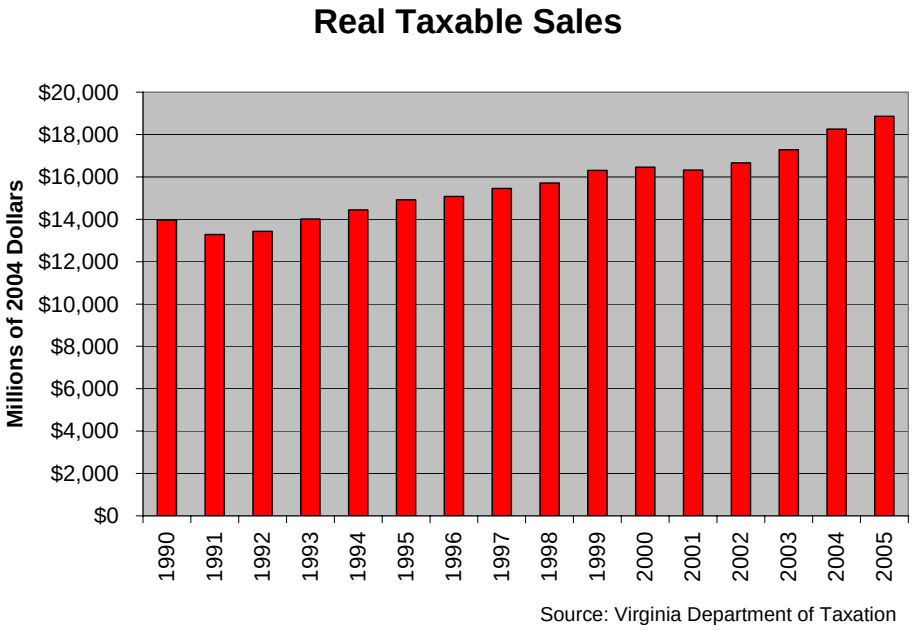
FIGURE 1.40 CONSTRUCTION EMPLOYMENT IN HAMPTON ROADS

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:
Over the past five years, Hampton Roads has seen strong growth in construction employment. Both the residential and commercial markets have been stimulated by low interest rates, rising incomes, and creative financing.

Source: Bureau of Labor Statistics

FIGURE 1.41 INFLATION ADJUSTED TAXABLE SALES IN HAMPTON ROADS



Source: Virginia Department of Taxation

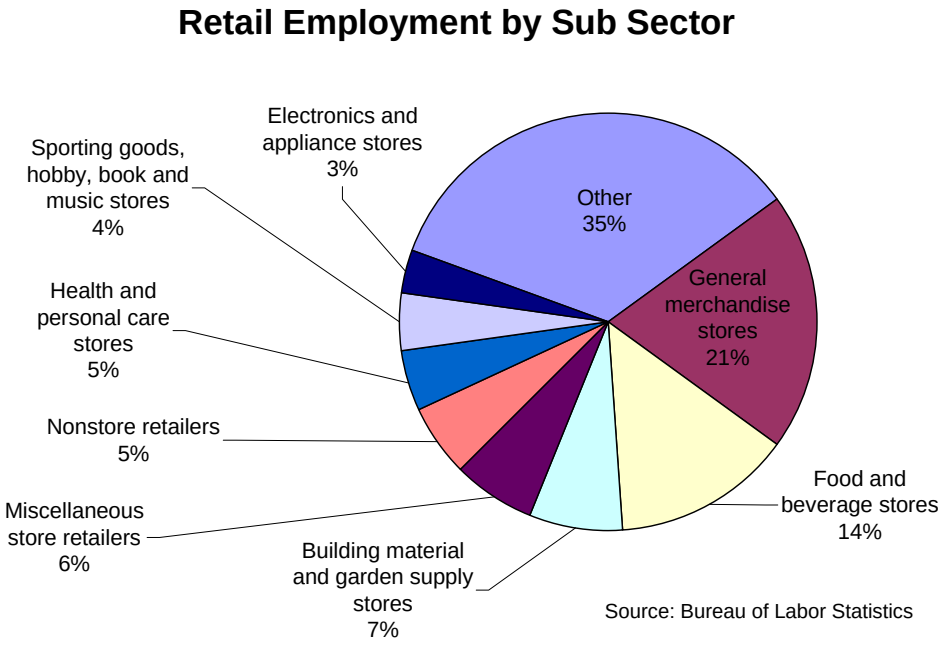
Why is it important:
Retail trade is Hampton Roads' second largest industry. Trends in taxable sales exhibit the interaction between consumer expenditures and the retail trade industry. Strong retail sales imply that consumer confidence is high and that there is a healthy market for retail trade.

How are we doing:
Taxable sales slowed in 2000 and 2001 as result of the sluggish economy. Increases in military pay and a growing economy have helped to increase taxable sales over the last couple of years.

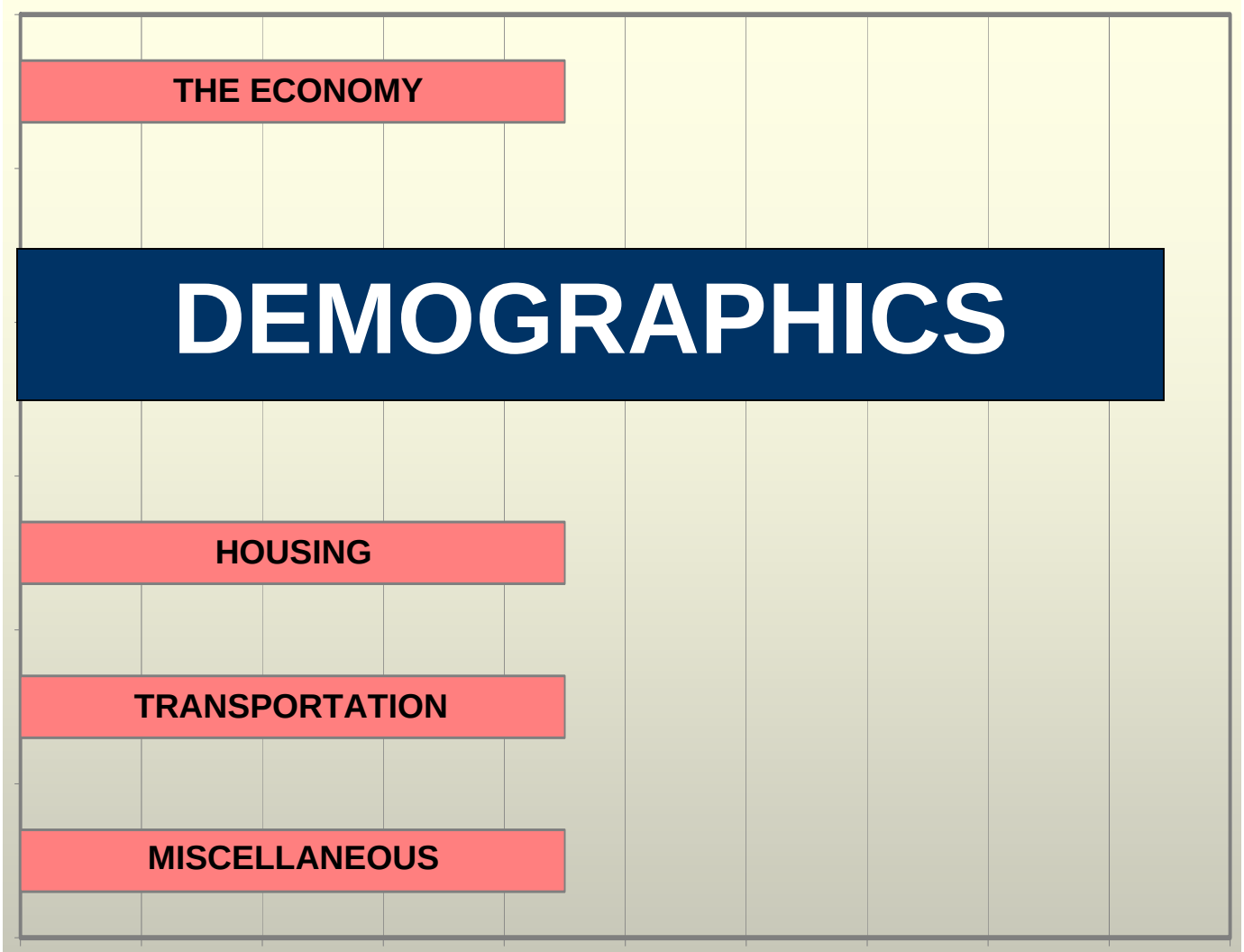
FIGURE 1.42 DISTRIBUTION OF HAMPTON ROADS RETAIL EMPLOYMENT

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 industrv.

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

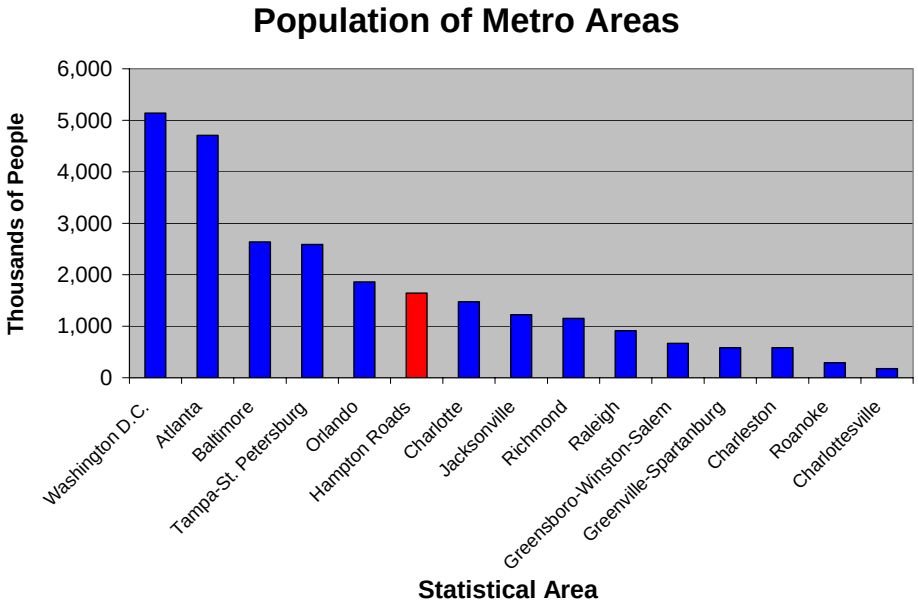


Source: Bureau of Labor Statistics



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

FIGURE 2.1 POPULATION OF HAMPTON ROADS AND COMPETING METRO AREAS IN 2004



Source: U.S. Census Bureau

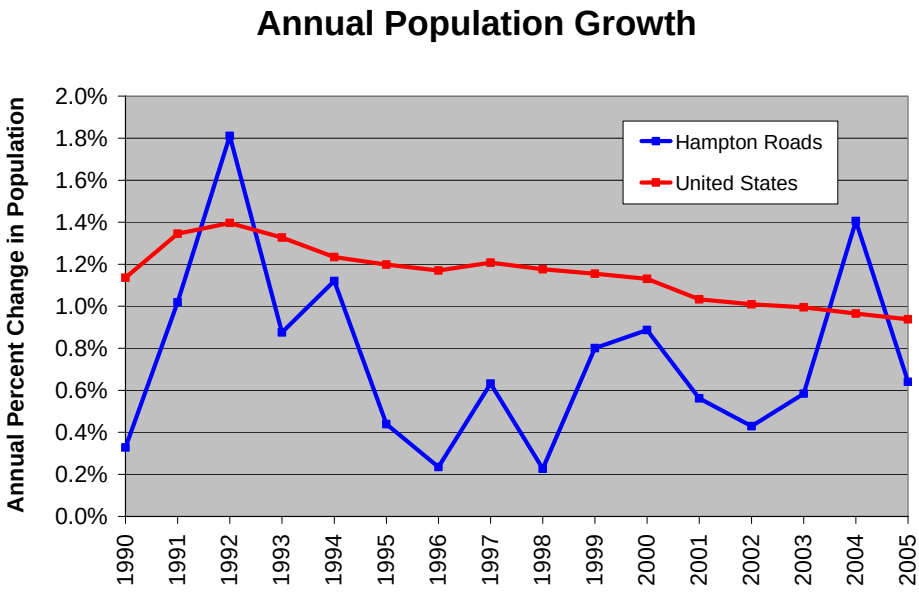
Why is it important:
Population provides a context for understanding many economic and social indicators.

How are we doing:
In 2004 Hampton Roads was the 32nd most populated metropolitan statistical area in the United States. There is a significant range of populations among Hampton Roads' competitors. Hampton Roads' population is average in relation to competing metro areas.

FIGURE 2.2 POPULATION GROWTH RATES IN HAMPTON ROADS AND THE UNITED STATES

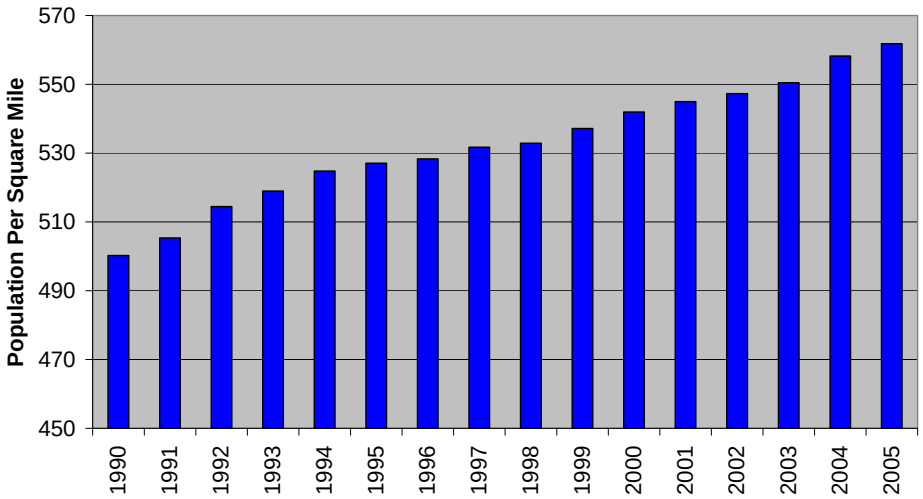
Why is it important:
Population growth tracks closely with other expressions of economic growth. Changes in population can have very significant impacts on employment and income statistics.

How are we doing:
Because of its limited geographical diversity, regional population growth is a great deal more volatile than national growth. Historically, Hampton Roads has had slow growth rates. This slow growth is evident in Figure 2.2.



Source: Weldon Cooper Center & U.S. Census Bureau

FIGURE 2.3 HAMPTON ROADS POPULATION DENSITY



Source: Weldon Cooper Center

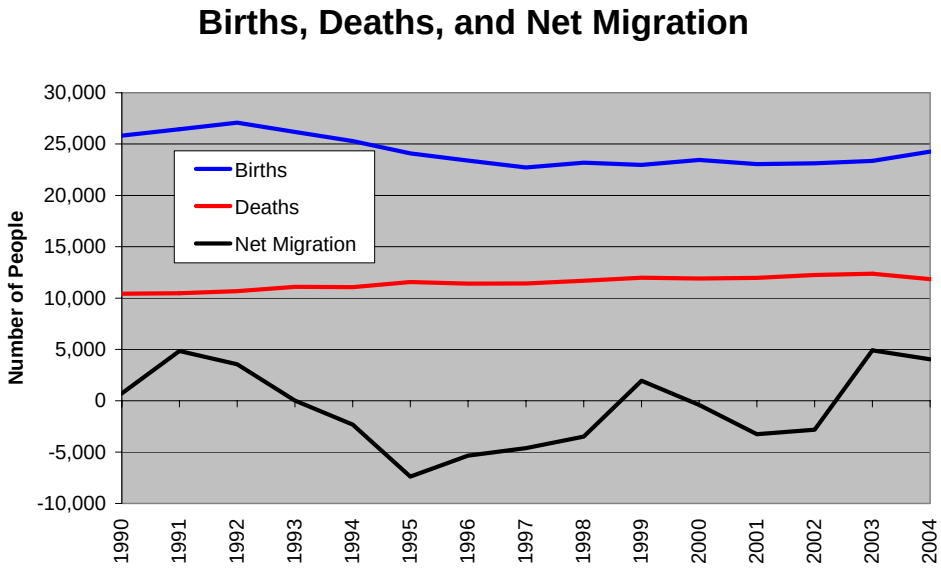
Why is it important:
Population density is both a measure of population concentration and geographic sprawl.

How are we doing:
According to the U.S. Census Bureau, Hampton Roads ranked 52nd in terms of population density for all metro areas. Population density has increased along with the total population as land area in Hampton Roads has remained relatively fixed.

FIGURE 2.4 COMPONENTS OF POPULATION CHANGE IN HAMPTON ROADS

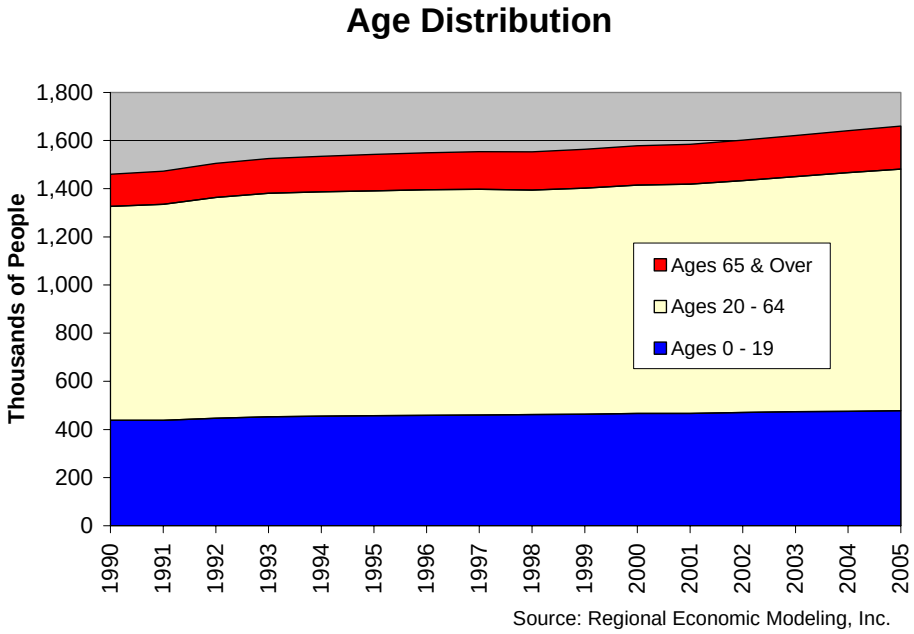
Why is it important:
Changes in regional population are due to births, deaths, and migration. Reviewing the components of population provides a clearer picture as to changes in a region's demographics.

How are we doing:
Over the past decade, Hampton Roads has realized a net out-migration of over 26,000 persons. The number of births and deaths is quite stable.



Source: Virginia Department of Health & The Weldon Cooper Center

FIGURE 2.5 AGE DISTRIBUTION OF THE HAMPTON ROADS POPULATION



Source: Regional Economic Modeling, Inc.

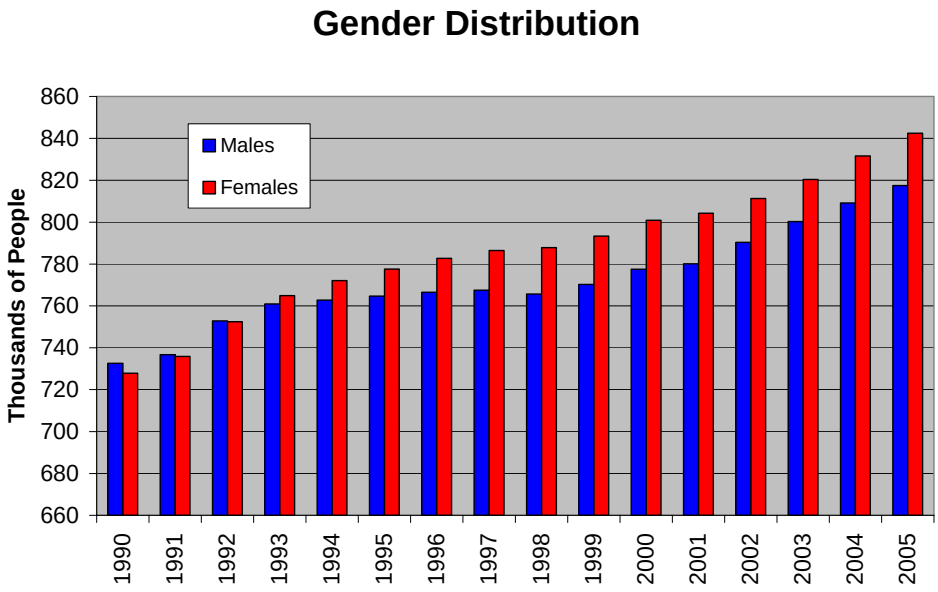
Why is it important:
The age distribution of a region has both social and economic implications. The age distribution provides some insight into the need for family and senior services as well as the availability of labor.

How are we doing:
The age distribution in Hampton Roads has remained relatively constant for the past decade. As the baby boomers begin to retire, the number of seniors is likely to rise and the "working cohort" will begin to shrink.

FIGURE 2.6 GENDER DISTRIBUTION FOR THE HAMPTON ROADS POPULATION

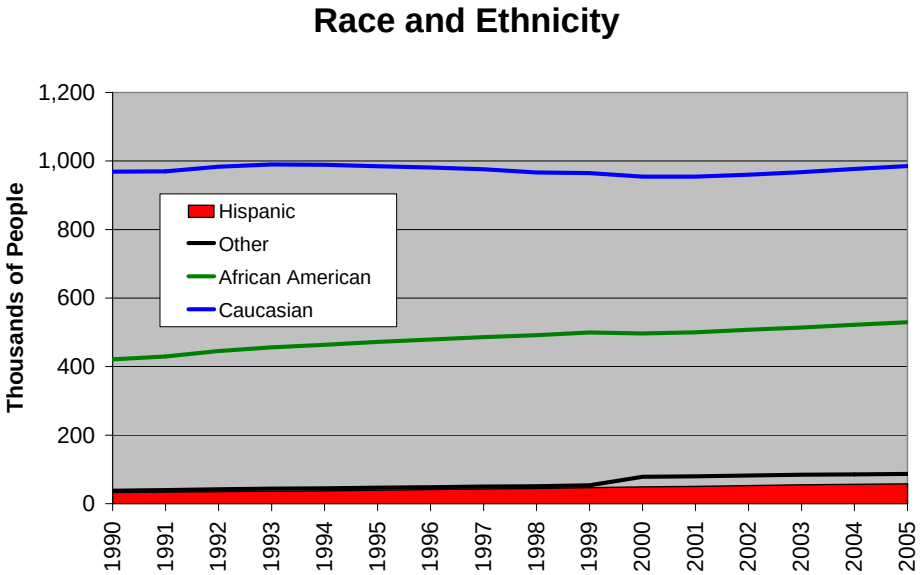
Why is it important:
Men and women require distinctive services, tend to pursue different occupations, and impact on the social and economic landscape in a unique manner.

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.



Source: Regional Economic Modeling, Inc.

FIGURE 2.7 RACE AND ETHNICITY IN HAMPTON ROADS



Source: Regional Economic Modeling, Inc.

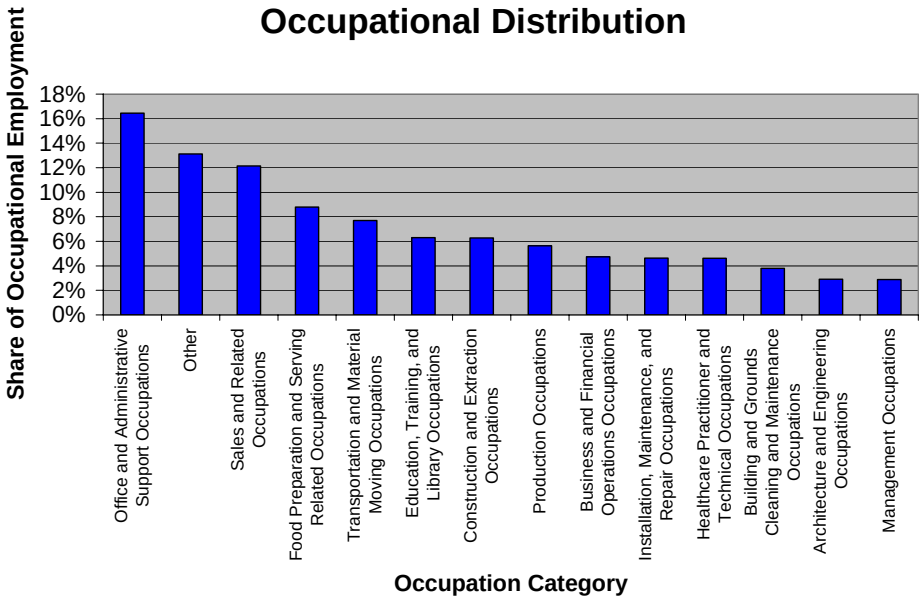
Why is it important:
Understanding racial and ethnic diversity is important in order to ensure equal opportunities for all persons. One should employ localized diversity statistics when evaluating regional employment trends.

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

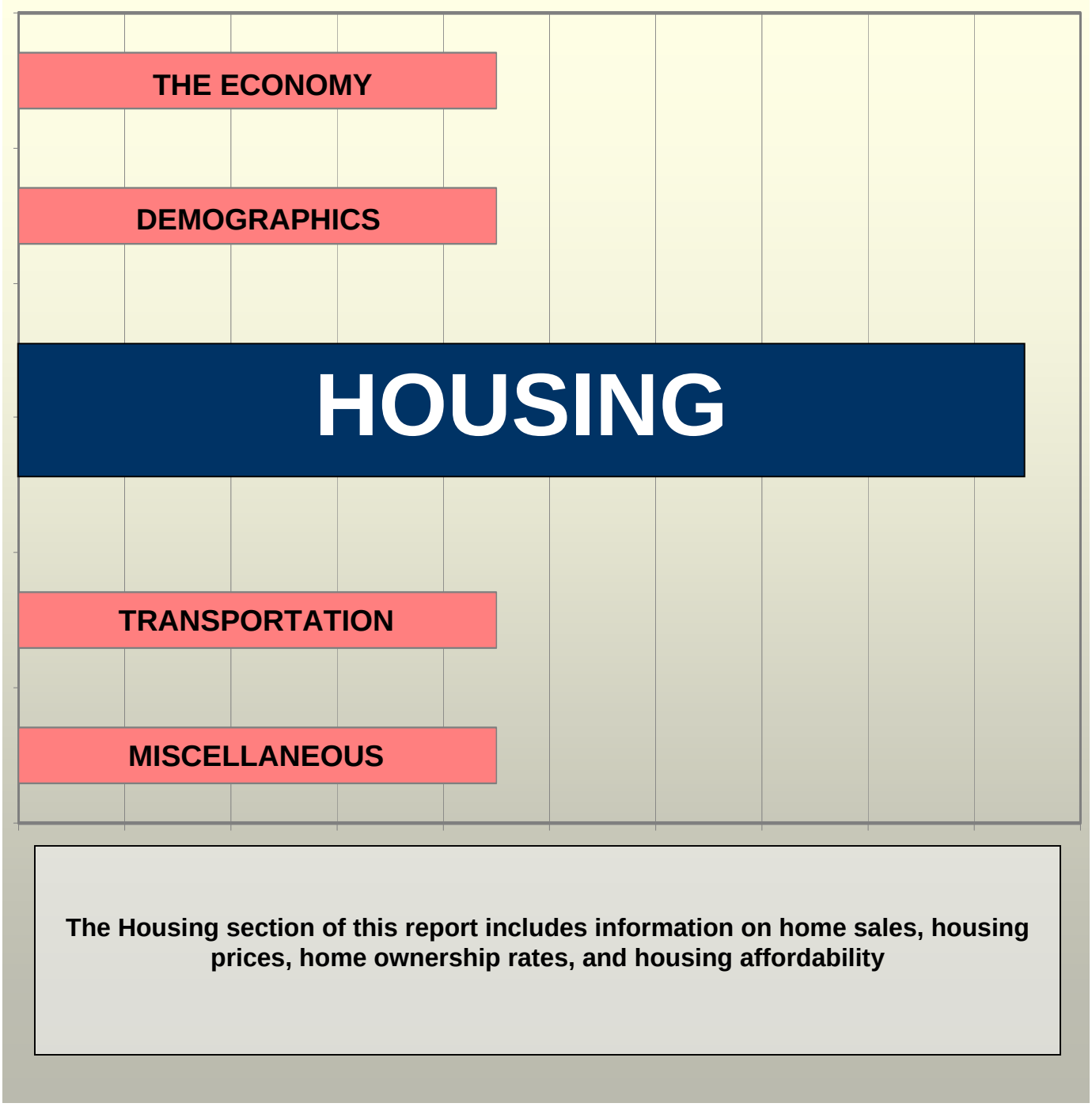
FIGURE 2.8 DISTRIBUTION OF OCCUPATIONS IN HAMPTON ROADS

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 living in Hampton Roads.

How are we doing:
Roughly 16.5% 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.

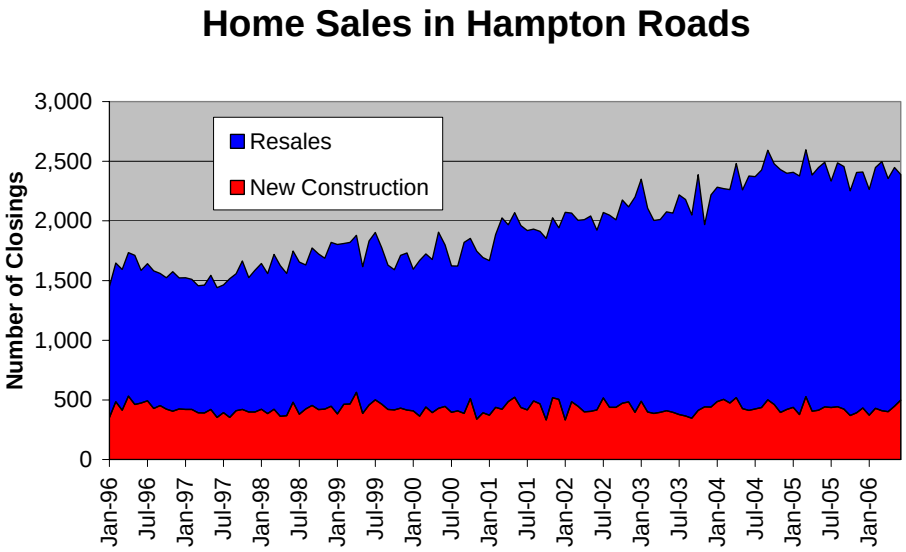


Source: Bureau of Labor Statistics



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

FIGURE 3.1 PRE-OWNED AND NEW CONSTRUCTION HOME SALES IN HAMPTON ROADS



Source: Rose and Wamble Realty

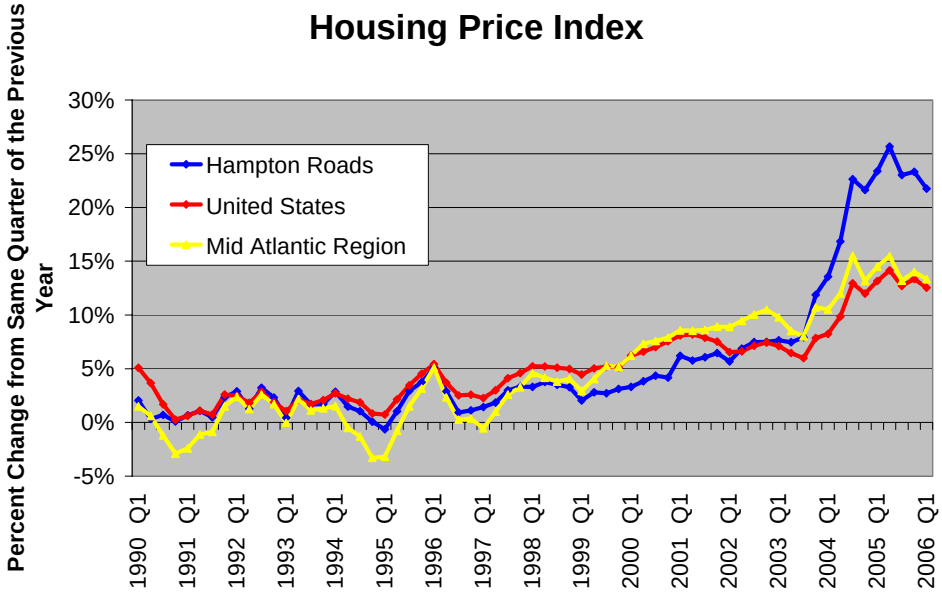
Why is it important:
Regional home sales react to both local and national market pressures. Large increases in new construction often indicate a growing population whereas a high number of housing resales is typically the result of several factors, including good weather, low interest rates, and economic growth.

How are we doing:
Housing construction has remained relatively constant over the past decade. Housing resales have increased substantially due in part to a stable local economy and low mortgage interest rates. As a result, many residents have either up-graded their homes or become homeowners.

FIGURE 3.2 HOUSING PRICE INDICES FOR HAMPTON ROADS, THE MID-ATLANTIC REGION, AND THE UNITED STATES

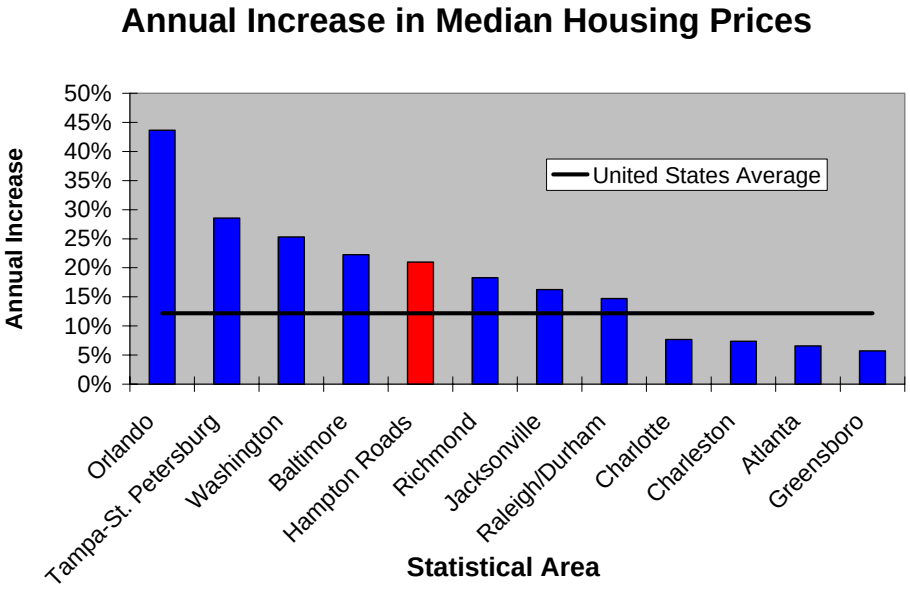
Why is it important:
Housing costs represent the single largest expense for the majority of American households. As a result, increases in the price of housing are directly correlated with increases in the cost of living.

How are we doing:
Housing prices in the Mid Atlantic and throughout the U.S. have been steadily increasing since 1997. Hampton Road started to outpace both the Mid Atlantic and the U.S. in mid 2003 as local housing prices began to soar.



Source: Office of Federal Housing Enterprise Oversight

FIGURE 3.3 HOUSING PRICE INCREASES IN HAMPTON ROADS AND COMPETING METRO AREAS FROM 2004 TO 2005



Source: National Association of Realtors

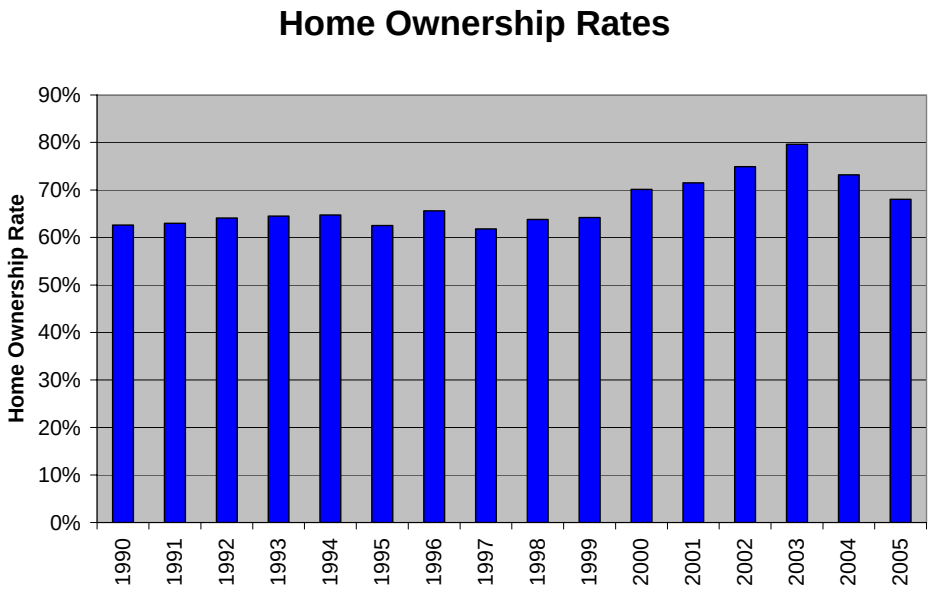
Why is it important:
Housing is a major component in the cost of living, affecting how the Hampton Roads region can compete for employment with other metro areas.

How are we doing:
Hampton Roads has experienced above average inflation in home prices over the past year. The increase in housing prices has enhanced the wealth of homeowners while reducing the affordability of those attempting to enter the housing market. Many residents took advantage of the market by using their increased equity to purchase big-ticket items or upgrade their homes.

FIGURE 3.4 HOME OWNERSHIP RATES IN HAMPTON ROADS

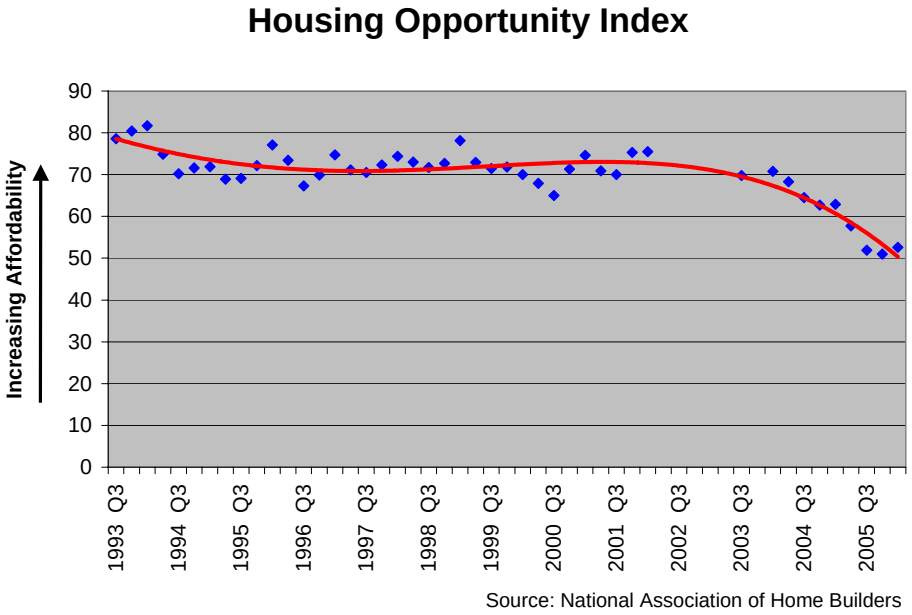
Why is it important:
As is so often stated by the Department of Housing and Urban Development, homeownership is part of the American Dream. Increased home ownership builds wealth and creates stable communities. The federal government encourages home ownership because of the countless positive attributes associated with homeownership.

How are we doing:
Due in part to a stable economy and low mortgage interest rates, homeownership rates in Hampton Roads rose from the late nineties through 2003. The increased cost of housing has since reduced affordability, forcing some familys to rent



Source: U.S. Census

FIGURE 3.5 HAMPTON ROADS HOUSING OPPORTUNITY INDEX



Source: National Association of Home Builders

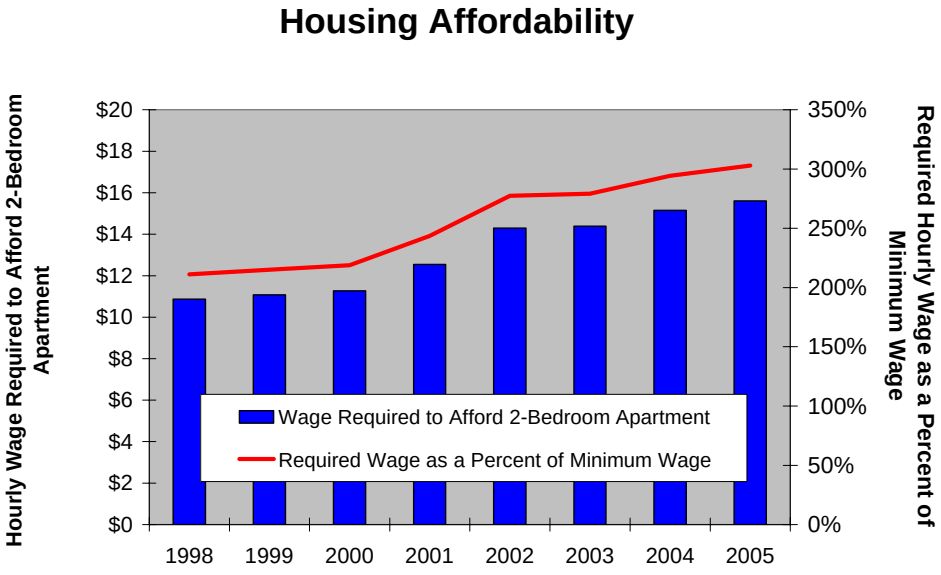
Why is it important:
The ability to purchase housing improves the quality of life by offering individuals the opportunity to take advantage of the benefits associated with homeownership.

How are we doing:
As housing prices increase, housing opportunity decreases. From the mid to latter nineties housing opportunity remained relatively constant in Hampton Roads. The recent inflation in housing costs has diminished the opportunity for many to become homeowners.

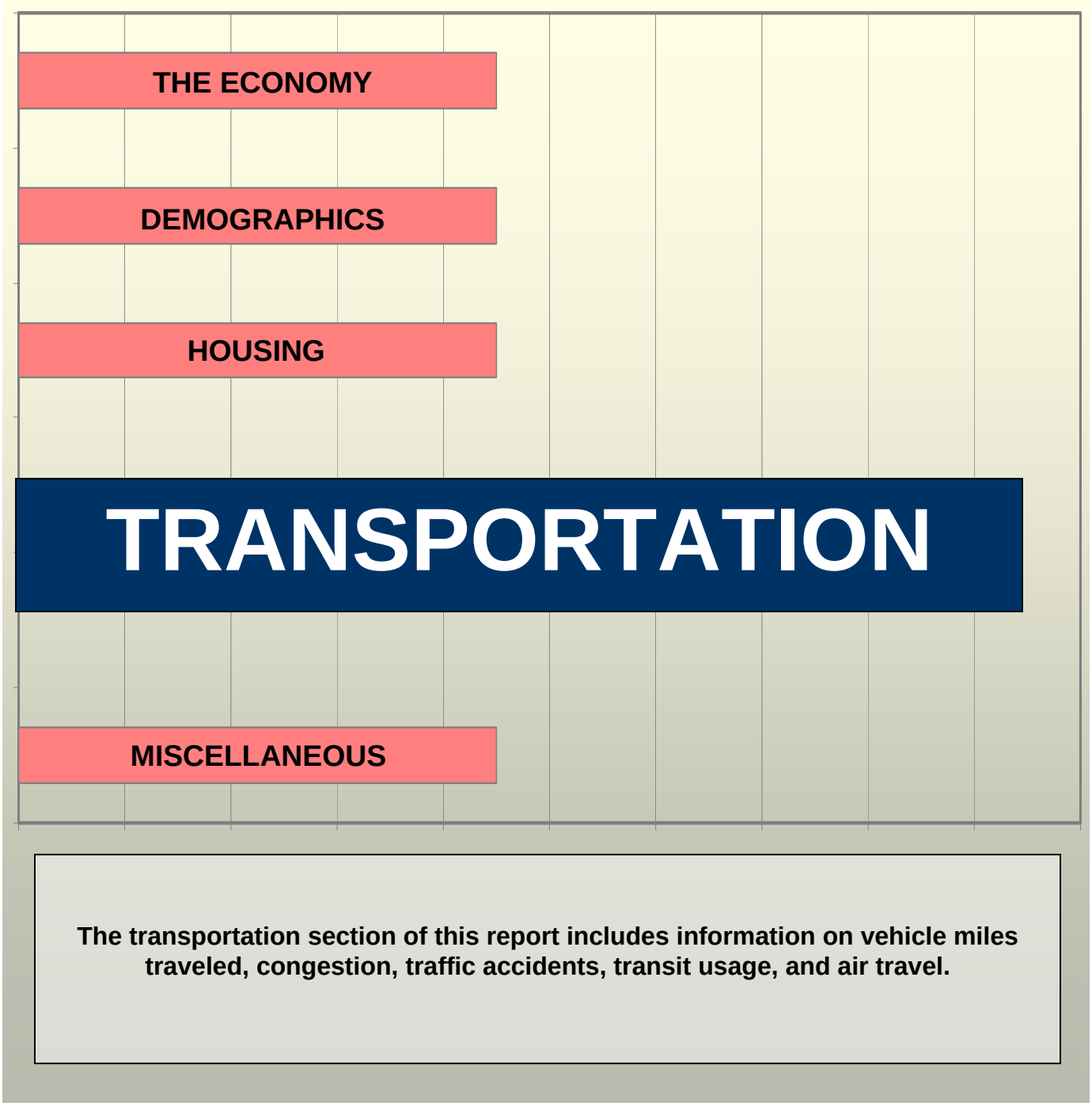
FIGURE 3.6 HOUSING AFFORDABILITY IN HAMPTON ROADS

Why is it important:
The availability of affordable housing ensures housing opportunity for persons of all income levels. Access to affordable housing is one of the best ways to prevent individuals and families from becoming homeless. The affordability of a 2-bedroom apartment rental is the housing industry standard in determining affordability.

How are we doing:
As housing values continue to increase in Hampton Roads, affordable housing has become scarce. At present an individual would require 3 full-time minimum wage jobs to afford an average 2-bedroom apartment.

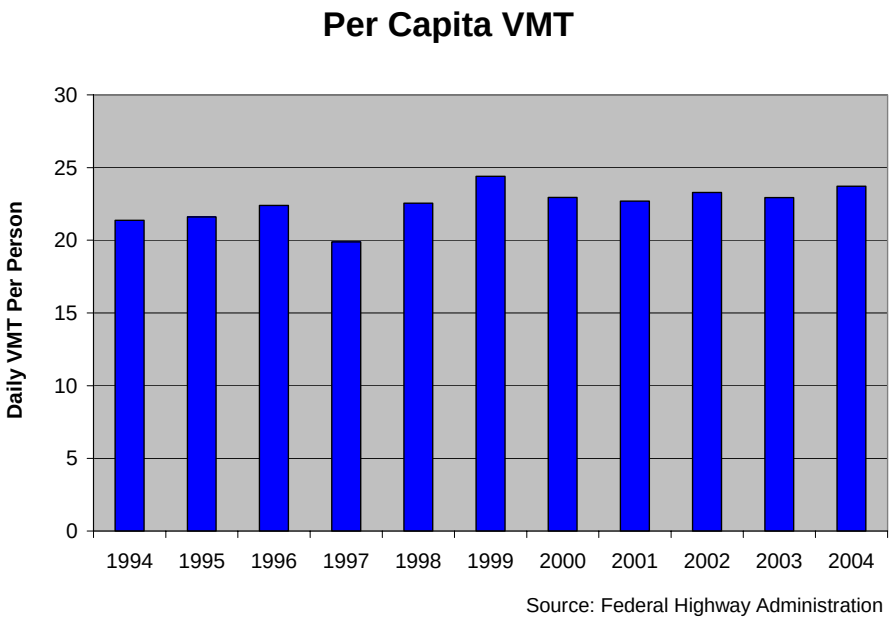


Source: National Low Income Housing Coalition



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

FIGURE 4.1 PER CAPITA DAILY VEHICLE MILES TRAVELED IN HAMPTON ROADS



Source: Federal Highway Administration

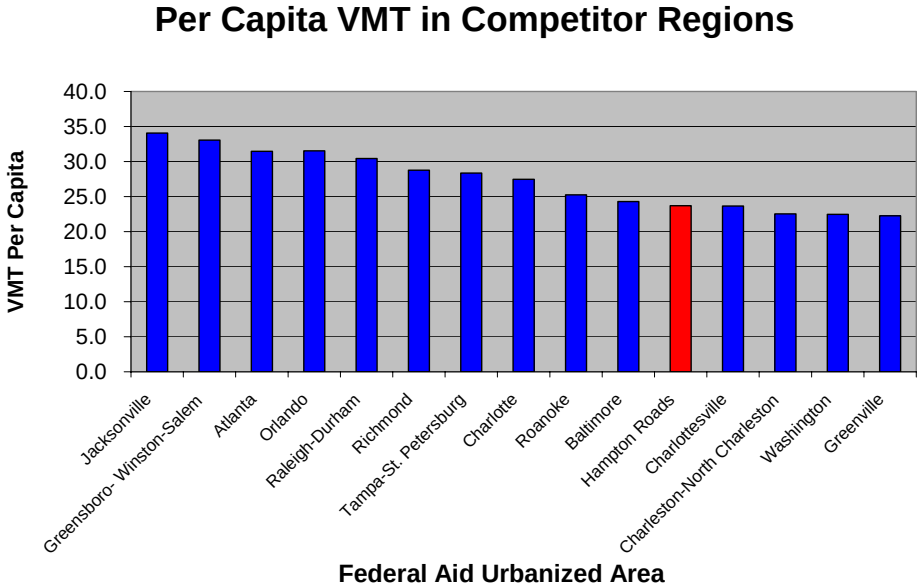
Why is it important:
Per capita vehicle miles traveled (VMT) is the industry standard in determining the amount of traffic generated per person. Increased sprawl, higher employment to population ratios, and low transit usage can put upward pressure on a region's per capita VMT.

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

FIGURE 4.2 PER CAPITA DAILY VEHICLE MILES TRAVELED IN HAMPTON ROADS AND COMPETING METRO AREAS

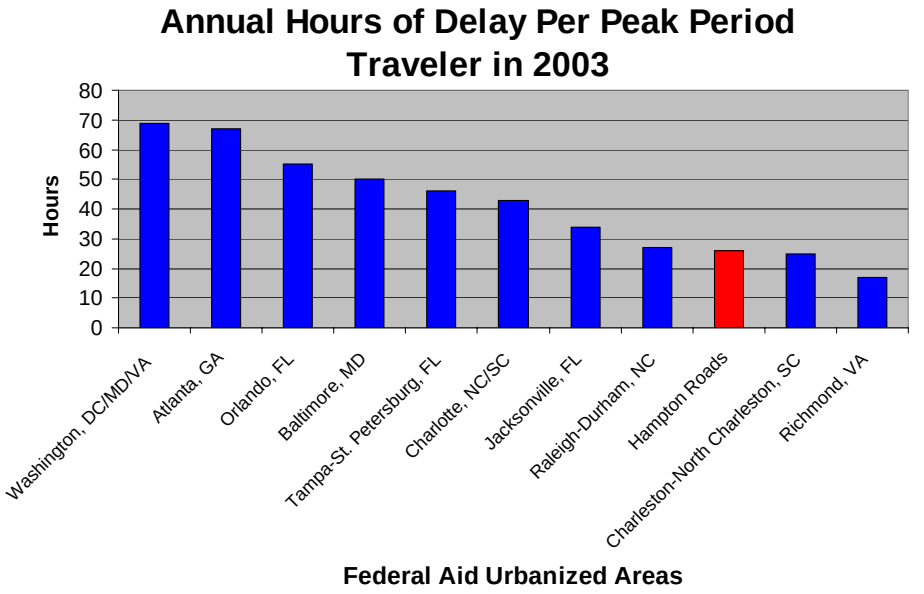
Why is it important:
Traffic patterns and congestion have a bearing on regional competitiveness and quality of life. Per capita VMT is a reflection of a region's commuting distances, density, and transit usage.

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



Source: Federal Highway Administration

FIGURE 4.3 DELAY PER PEAK PERIOD TRAVELER FOR HAMPTON ROADS AND COMPETING REGIONS IN 2003



Source: Texas Transportation Institute

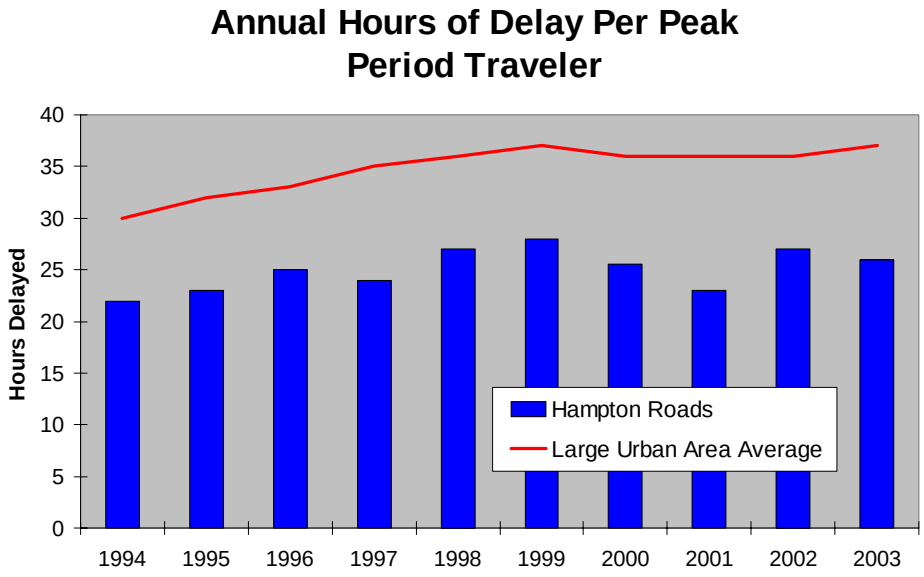
Why is it important:
While VMT refers to the distance traveled, annual hours of delay reflects the degree of congestion. Figure 4.3 illustrates how local congestion compares with congestion in competing metro areas.

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 capacity reduction that occurs at the bridges, tunnels, and bottlenecks that are unique to this region.

FIGURE 4.4 DELAY PER PEAK PERIOD TRAVELER IN HAMPTON ROADS

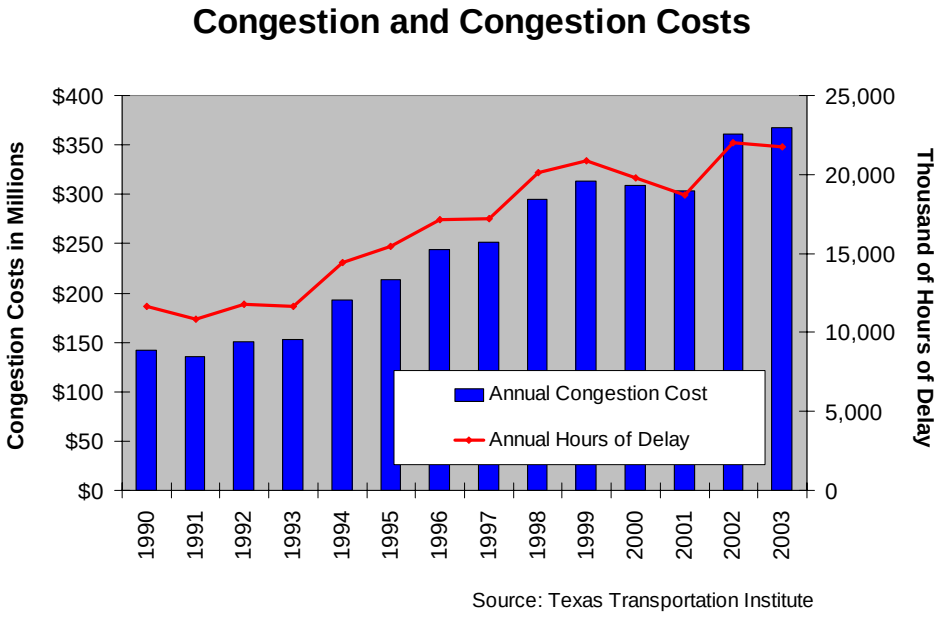
Why is it important:
Congestion trends are very important because of the large impact that congestion has on both the cost of business and quality of life. Residents and businesses base their estimates of congestion on prior commuting experiences when planning for the future.

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



Source: Texas Transportation Institute

FIGURE 4.5 HAMPTON ROADS CONGESTION AND CONGESTION COSTS



Source: Texas Transportation Institute

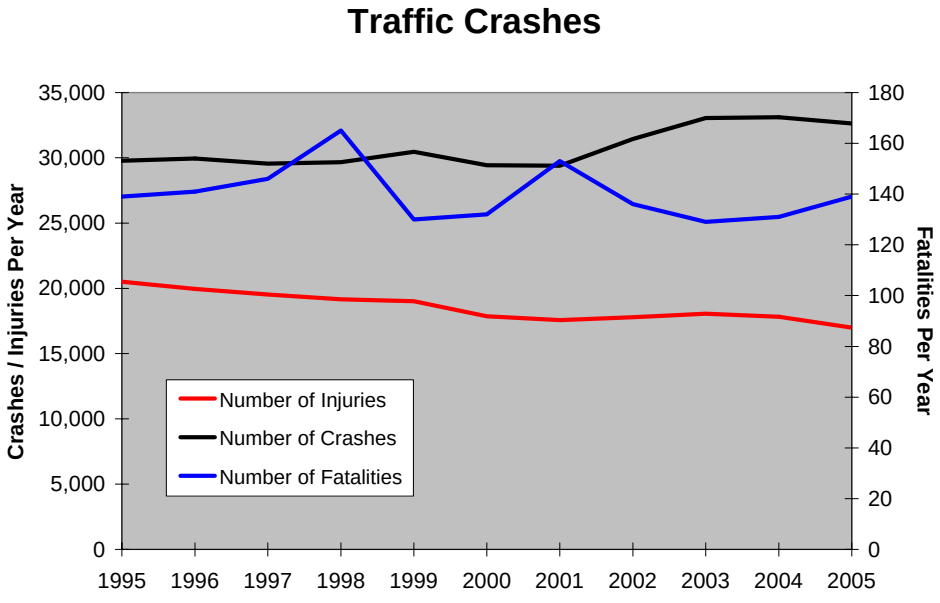
Why is it important:
Time spent in traffic comes at a cost for both residents and businesses. Increased congestion adds to the cost of doing business and decreases the quality of life.

How are we doing:
Congestion costs rose substantially through the nineties. In 2003 congestion costs in Hampton Roads reached $367 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 4.6 HAMPTON ROADS TRAFFIC ACCIDENTS

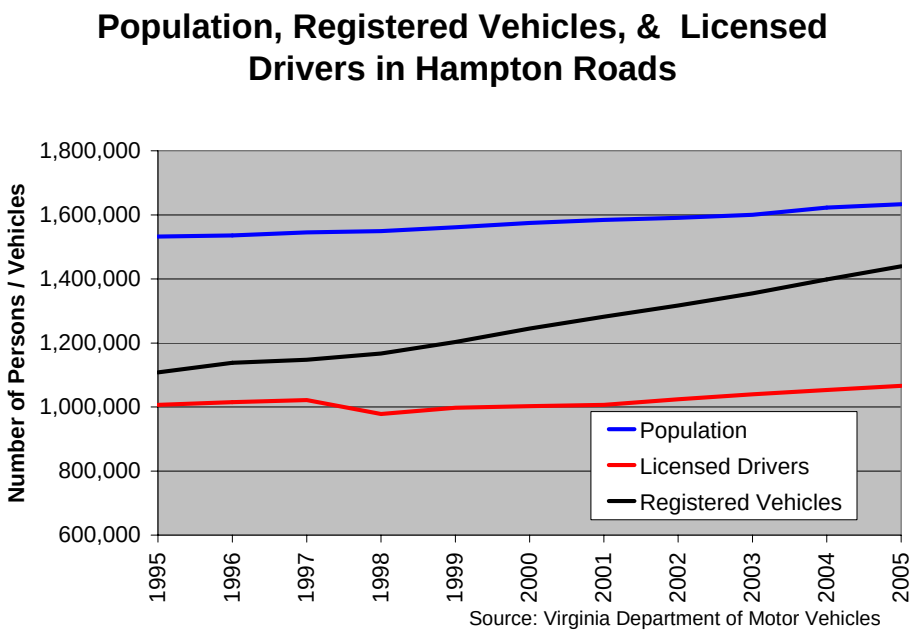
Why is it important:
Today's society is very dependant on automotive transportation. As automobile use increases, so do traffic safety concerns.

How are we doing:
Traffic crash fatalities in Hampton Roads have averaged 140 per year over the past decade, roughly 8.5 deaths per 100,000 residents. The number of crashes has increased while the number of injuries has decreased. This apparent discrepancy is the result of improved safety standards for both roadways and automobiles, as well as reduced alcohol related crashes.



Source: Virginia Department of Motor Vehicles

FIGURE 4.7 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 4.8 TRANSIT PASSENGER MILES IN HAMPTON ROADS

Why is it important:
Public transit provides persons with an alternate source of transportation. Transit can also help to alleviate roadway congestion. Transit ridership is typically a function of availability, necessity and opportunity.

How are we doing:
Transit passenger miles increased through the latter half of the nineties before falling in 2001 and 2002. Growth in regional transit has outpaced average transit growth nationwide.

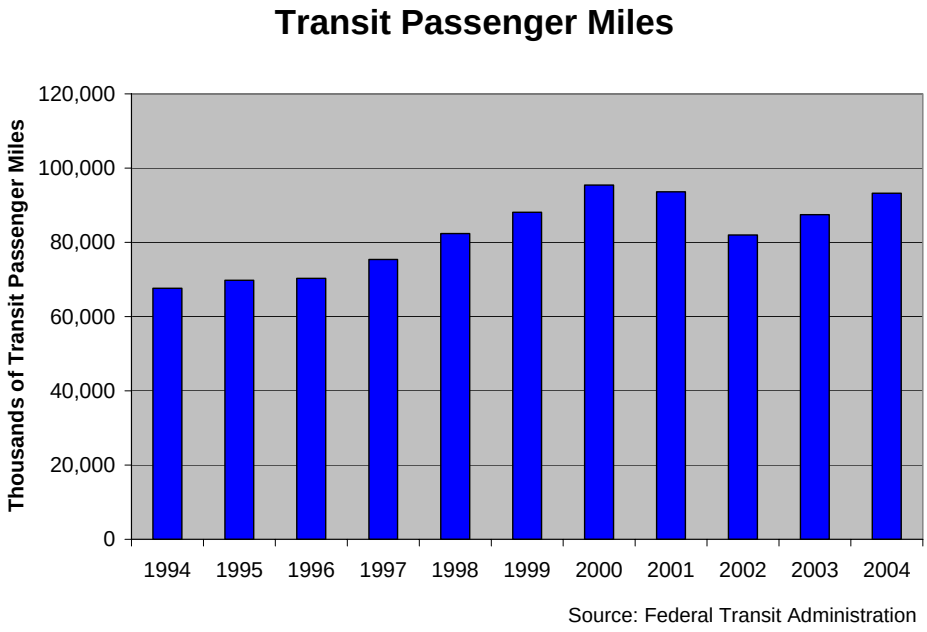
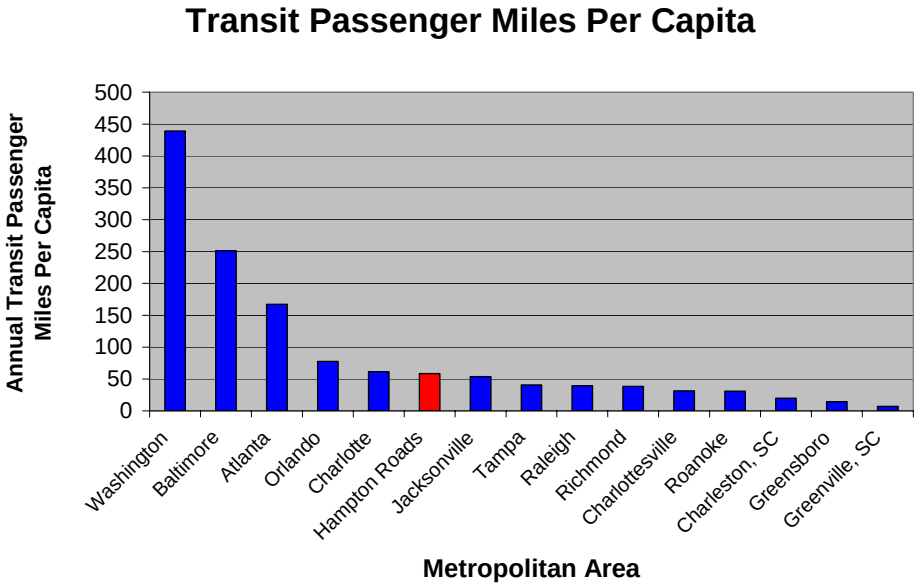


FIGURE 4.9 TRANSIT PASSENGER MILES IN HAMPTON ROADS AND COMPETING METRO AREAS



Source: Federal Transit Administration & U.S. Census Bureau

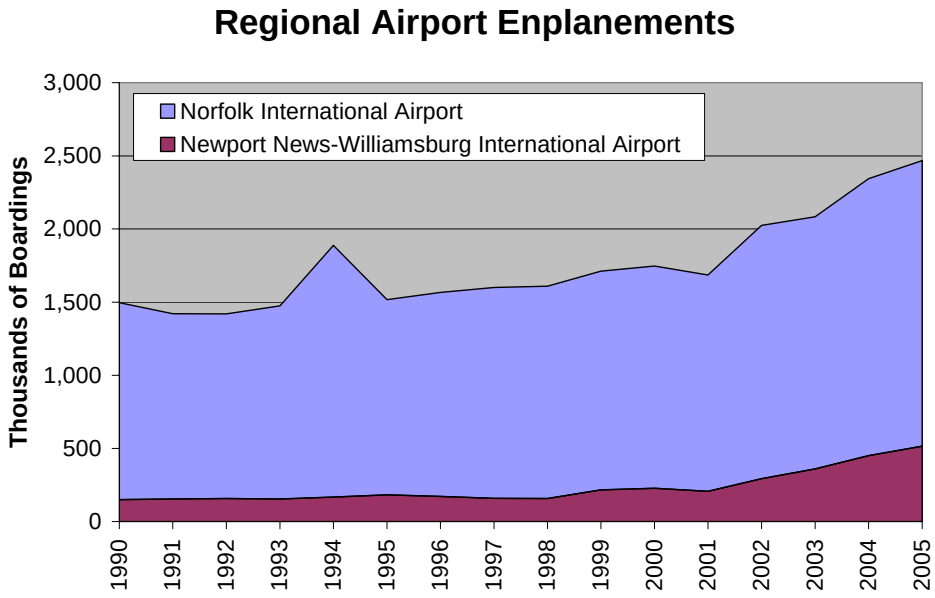
Why is it important:
Transit passenger miles tend to increase along with the size and density of a metro area. Figure 4.9 illustrates transit usage in Hampton Roads compared to other metro areas.

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 4.10 AIRPORT ENPLANEMENTS AT HAMPTON ROADS MAJOR AIRPORTS

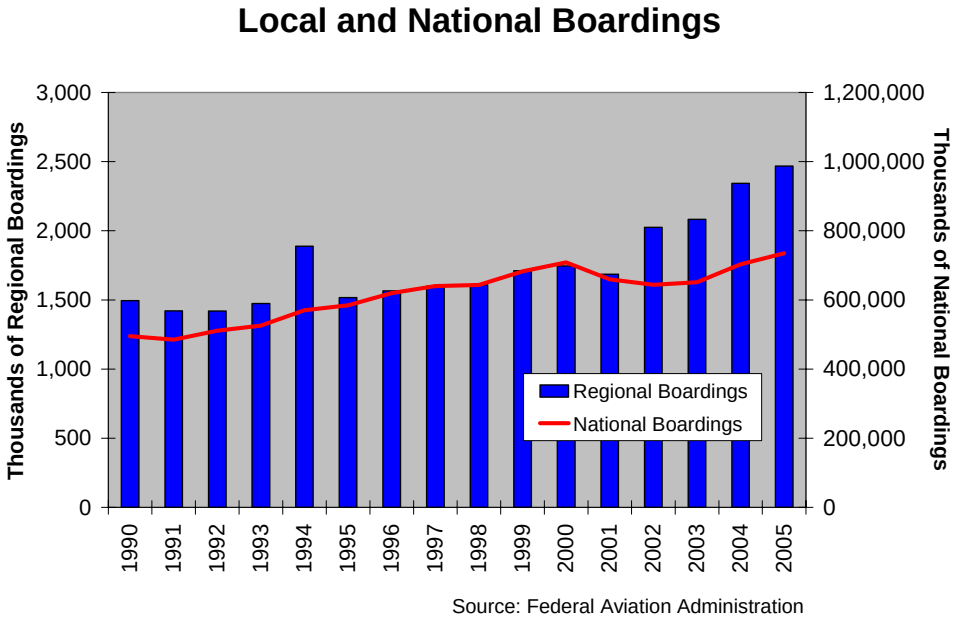
Why is it important:
As the world inches ever closer to a global economy, access to airports and air travel becomes increasingly important.

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.



Source: Federal Aviation Administration

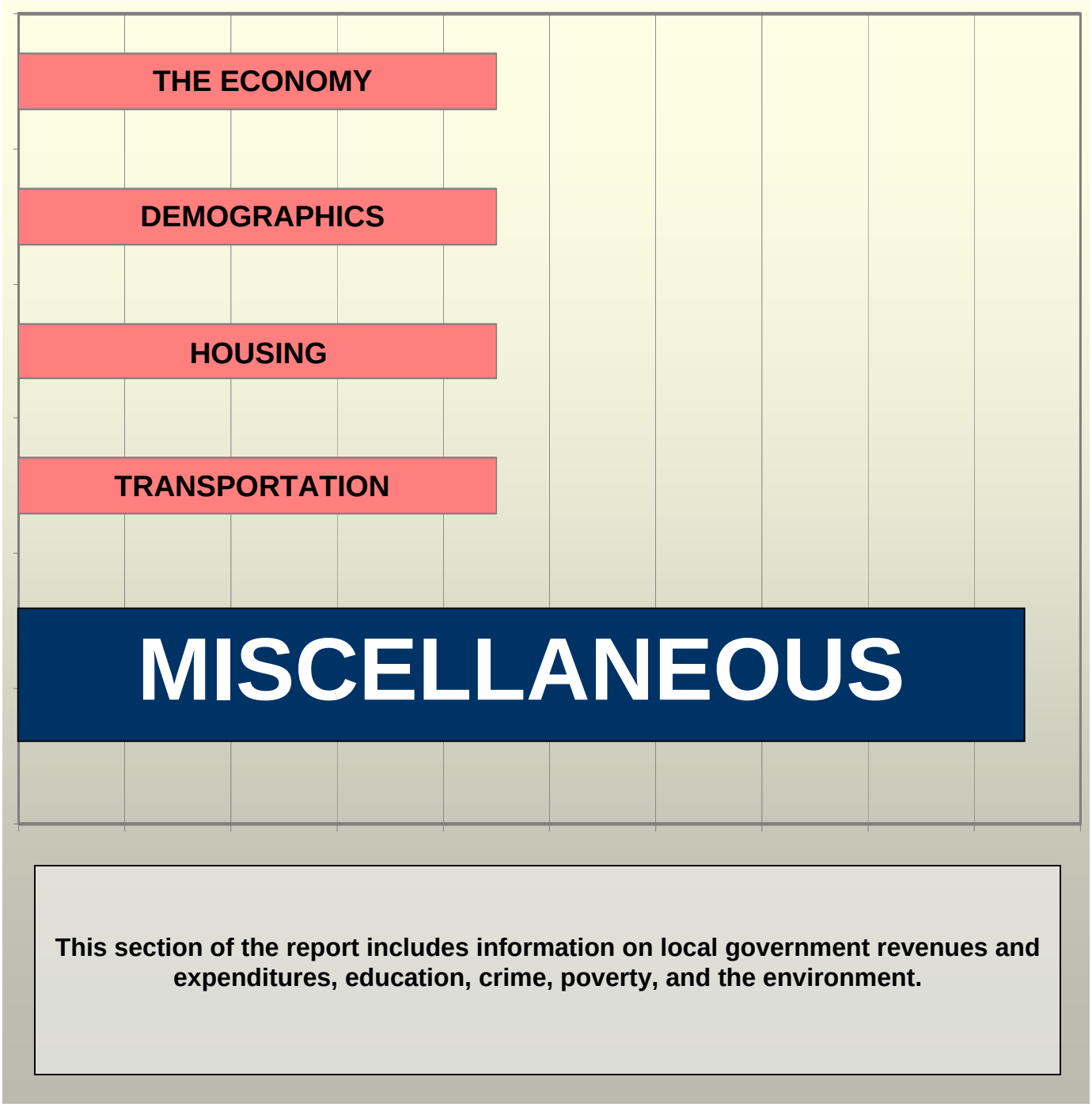
FIGURE 4.11 ENPLANEMENT TREND IN HAMPTON ROADS COMPARED TO THE NATIONAL ENPLANEMENT TREND



Source: Federal Aviation Administration

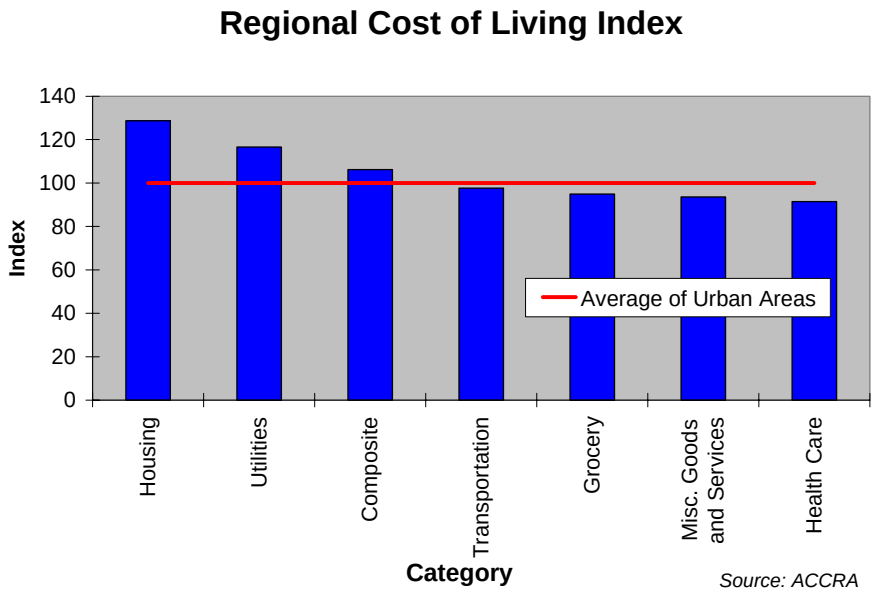
Why is it important:
The market for air travel is influenced by several factors including price and consumer confidence. Referencing national air travel trends provides a context with which to better understand regional travel.

How are we doing:
Following the events of September 11, the demand for air travel fell. The increased service of value-priced airlines has since boosted local air travel, as Hampton Roads residents are offered more travel options and lower fares.



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

FIGURE 5.1 HAMPTON ROADS COST OF LIVING INDEX

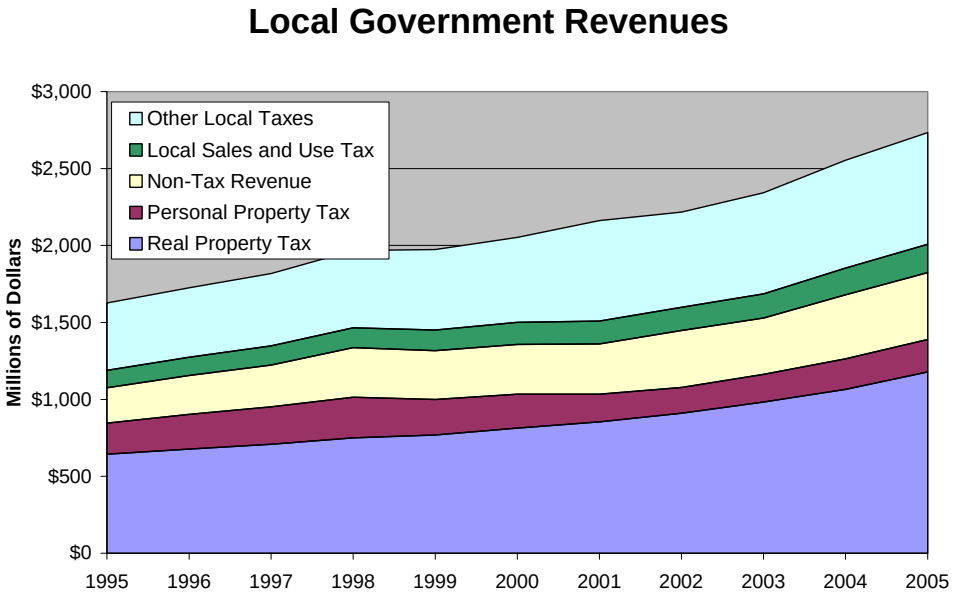


Source: ACCRA

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 ACCRA survey, the composite cost of living in Hampton Roads was above the ACCRA survey average. Regional grocery, transportation, and health care costs are below the index average while housing, and utility costs are above average.

FIGURE 5.2 REVENUE SOURCES FOR LOCAL GOVERNMENTS IN HAMPTON ROADS

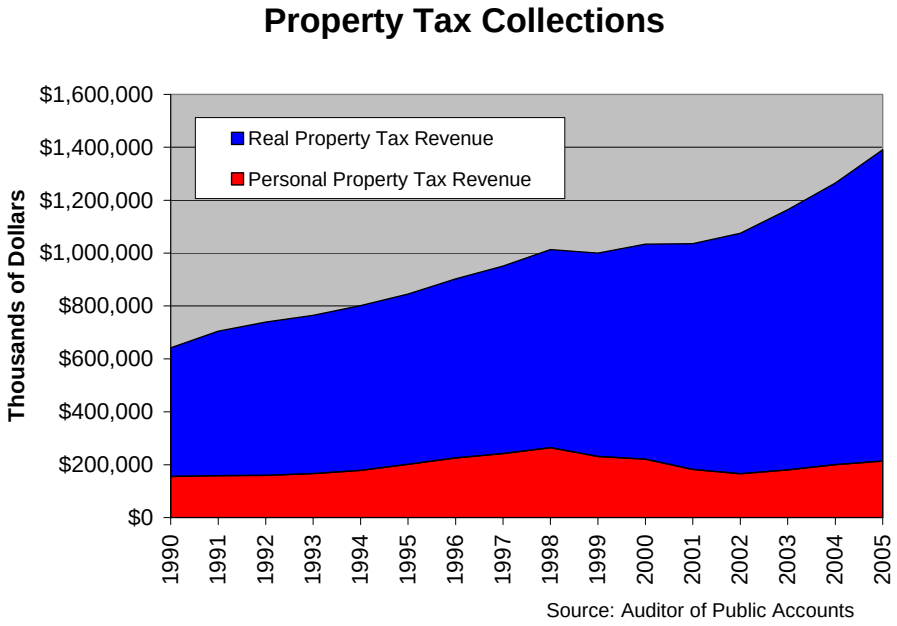


Source: Auditor of Public Accounts

Why is it important:
Local governments generate revenues from a host of different sources. Virginia state law restricts the ability of local governments to tax, compelling localities to concentrate their efforts.

How are we doing:
The majority of Hampton Roads local government revenues are generated from real & personal taxes. Other local taxes, such as the BPOL tax and the utility tax, contribute significantly as well. The combined mix of revenue sources has lead to a surge in local government revenue over the last two years.

FIGURE 5.3 PROPERTY TAX COLLECTIONS IN HAMPTON ROADS



Source: Auditor of Public Accounts

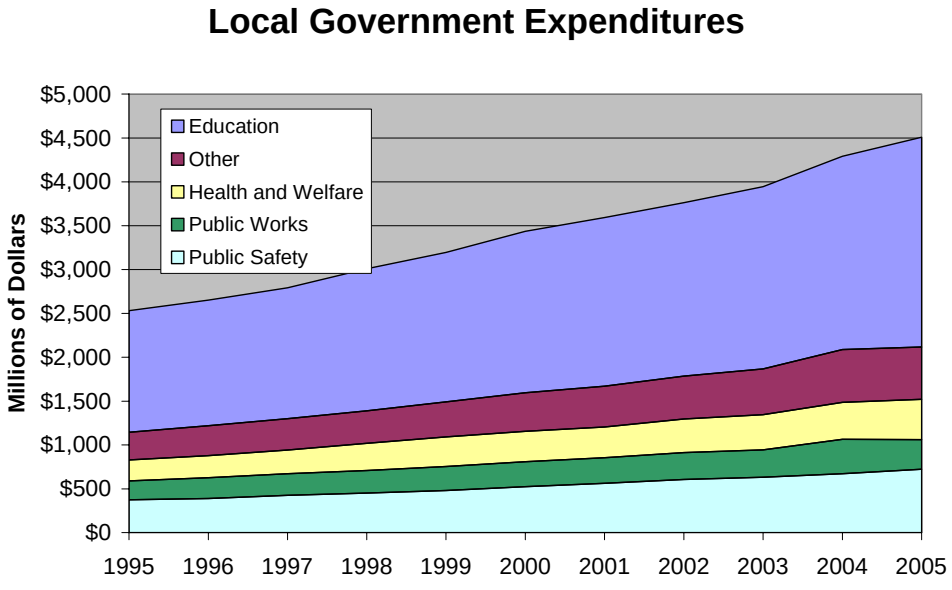
Why is it important:
The majority of local government revenues are generated from real and personal property tax collections. As a result local government expenditures are sensitive to variability in either category

How are we doing:
Property tax collections increased steadily through the nineties until the Personal Property Tax Relief Act cut personal property taxes. Property tax collections began increasing again when housing prices surged, driving up real estate taxes.

FIGURE 5.4 EXPENDITURE CATEGORIES FOR LOCAL GOVERNMENTS IN HAMPTON ROADS

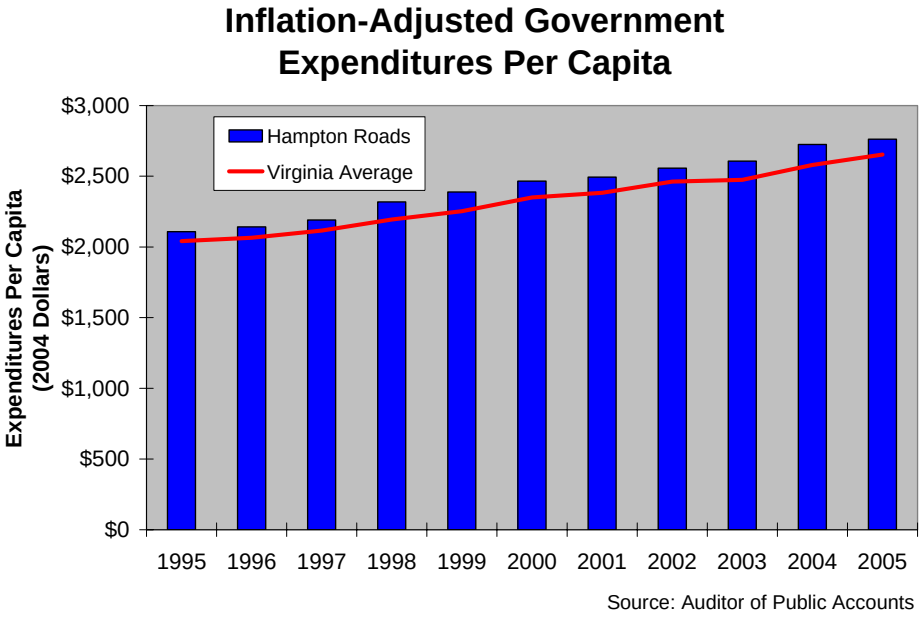
Why is it important:
Local government provides a variety of services to their citizenry. The provision of services is based on state mandates and the demands from residents and businesses. Services are constrained by limited government revenues

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



Source: Auditor of Public Accounts

FIGURE 5.5 PER CAPITA LOCAL GOVERNMENT EXPENDITURES IN HAMPTON ROADS AND VIRGINIA



Source: Auditor of Public Accounts

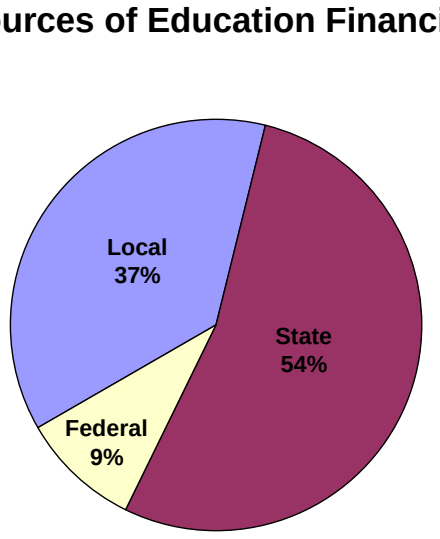
Why is it important:
Figure 5.5 illustrates the per-person cost of local government in Hampton Roads and across Virginia. As costs and requests for services increase, so do expenditures.

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 service costs.

FIGURE 5.6 DISTRIBUTION OF EDUCATION FINANCING FOR HAMPTON ROADS JURISDICTIONS IN 2005

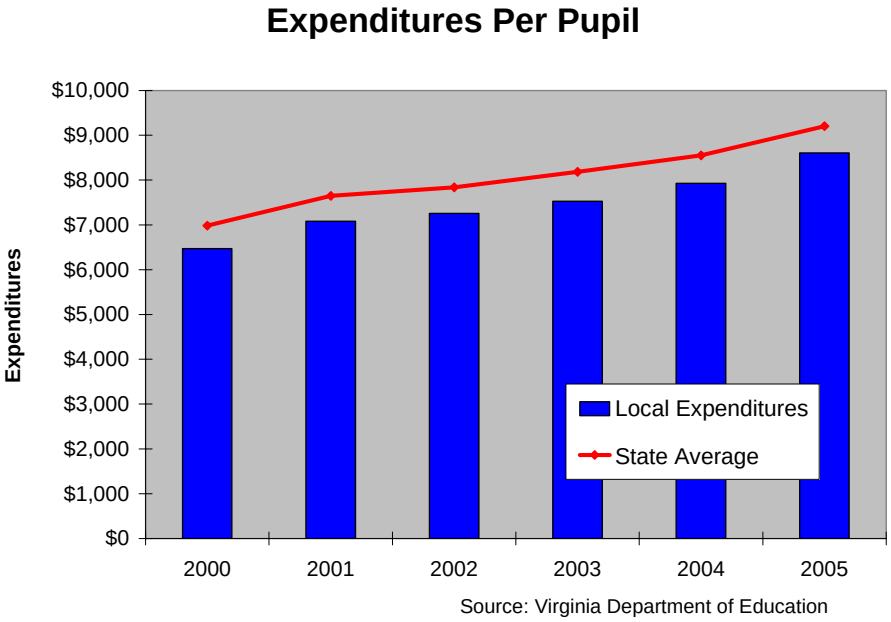
Why is it important:
The local, state, and federal governments share the financial burden of funding education. All three governments utilize unique revenue streams to raise the substantial capital required to pay for education.

How are we doing:
The distribution of education funding has remained constant over the past couple of years. All three governments have contributed to the increasing costs of education.



Source: Virginia Department of Education

FIGURE 5.7 EXPENDITURES PER PUPIL IN HAMPTON ROADS AND VIRGINIA



Source: Virginia Department of Education

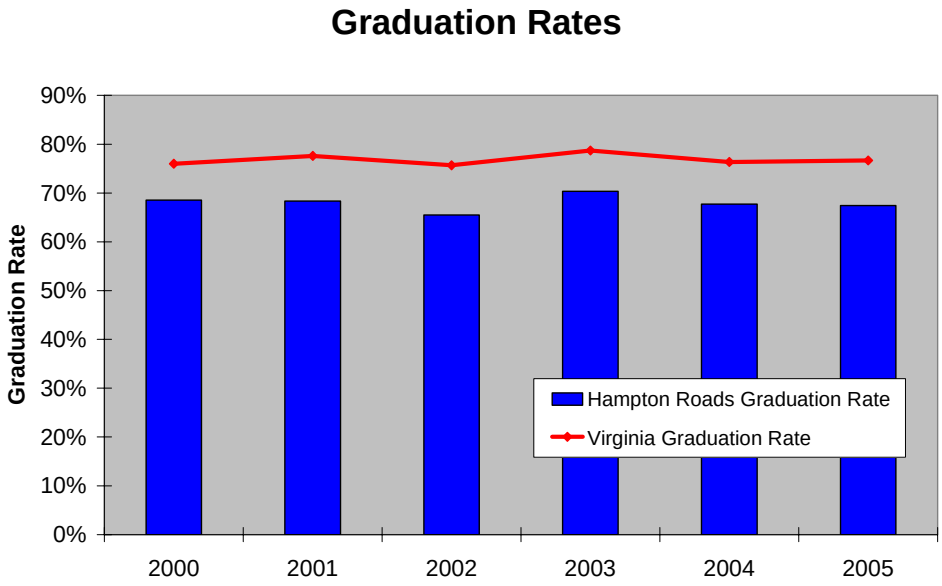
Why is it important:
Education expenditures reflect on the cost and priorities of the service area. Figure 5.7 illustrates how local expenditures compare to the state average.

How are we doing:
In 2005, per pupil education expenditures in Hampton Roads were 6.5% lower than the state average. Consistent increases in per pupil expenditures have been realized both at the local and state level.

FIGURE 5.8 GRADUATION RATES IN HAMPTON ROADS AND VIRGINIA

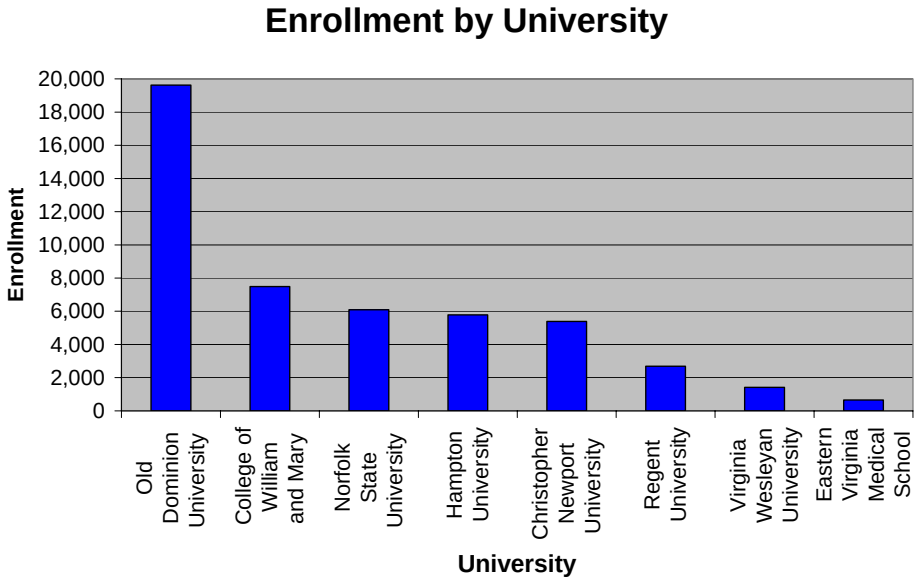
Why is it important:
Graduation rates are a reflection of a school system's ability to retain and educate students. High graduation rates contribute to a more educated workforce and an increased quality of life.

How are we doing:
Graduation rates in Hampton Roads have consistently lagged behind the state average.



Source: Virginia Department of Education

FIGURE 5.9 NUMBER OF GRADUATING STUDENTS FROM REGIONAL UNIVERSITIES IN 2005



Source: Council for Higher Education

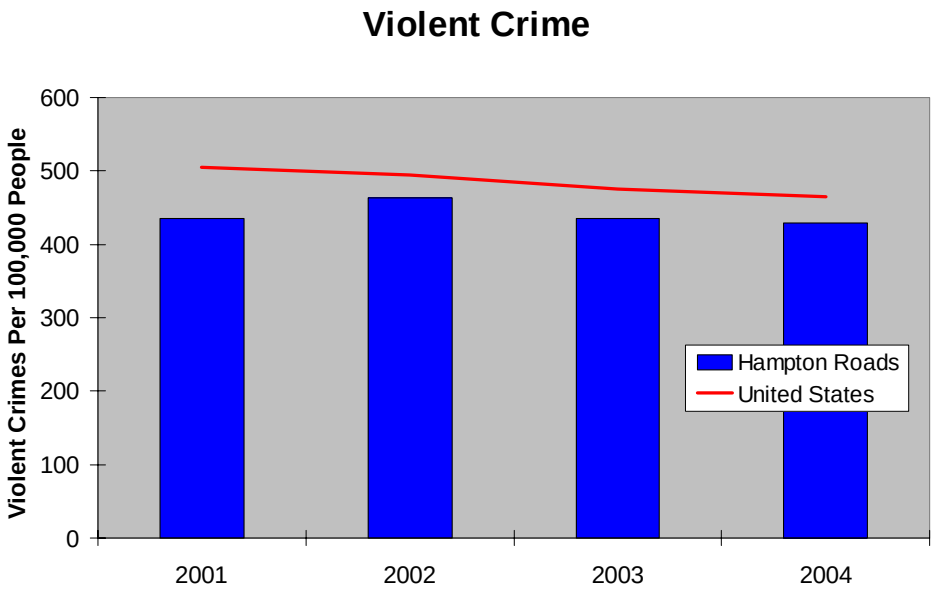
Why is it important:
Institutions of higher learning provide the education and skills that are necessary for today's advanced workforce. Colleges and universities also tend to contribute to the business and entertainment community of their local environs, boosting the quality of life.

How are we doing:
Hampton Roads is host to numerous institutions of higher education. In 2005 there were 79,788 students enrolled in regional public and private colleges and universities.

FIGURE 5.10 VIOLENT CRIME IN HAMPTON ROADS

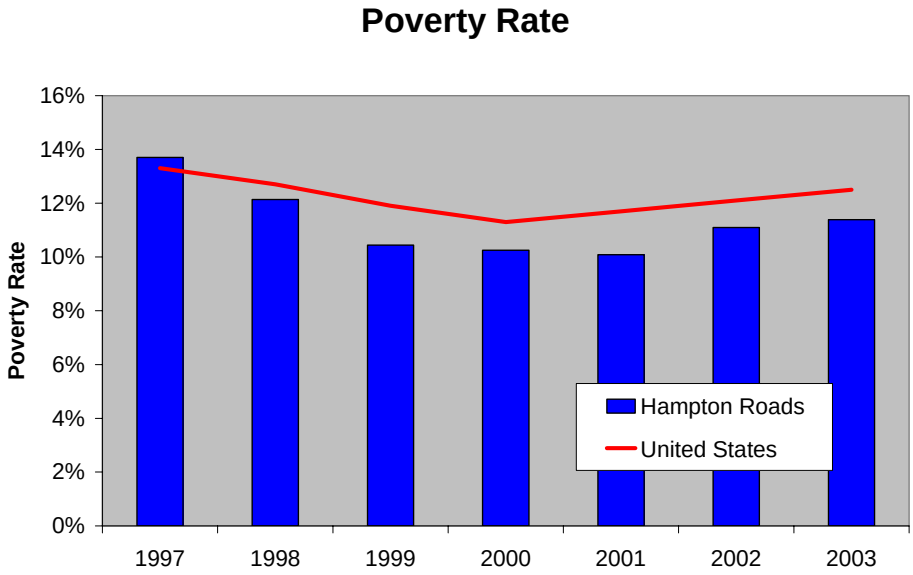
Why is it important:
Crime statistics are a reflection of social conditions and quality of life. Crime tends to increase during periods of social or economic turmoil.

How are we doing:
The rate of violent crime in Hampton Roads tends to be below the national average. In 2004, there were 429 violent crimes per 100,000 persons reported in Hampton Roads as opposed to the national average of 466.



Source: Federal Bureau of Investigation

FIGURE 5.11 POVERTY RATES FOR HAMPTON ROADS AND THE UNITED STATES



Source: U.S. Census Bureau

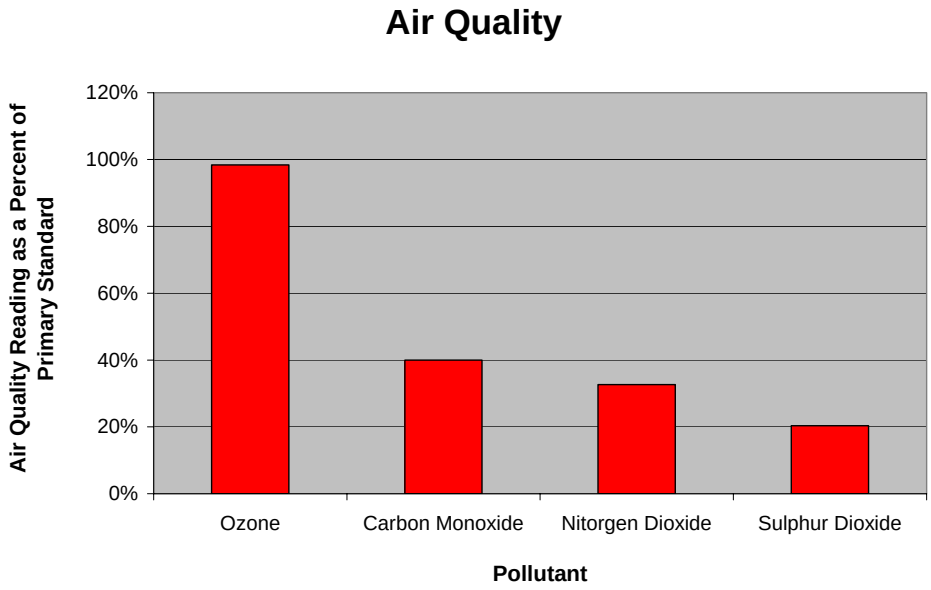
Why is it important:
Impoverished persons lack the means to acquire adequate food, clothing, and shelter. Poverty rates are indicative of a region's ability to combat the social and economic conditions that result in poverty.

How are we doing:
Poverty rates in Hampton Roads tend to follow the national trend. The region's poverty rate has been below the national average since 1997

FIGURE 5.12 HAMPTON ROADS AIR QUALITY IN 2005

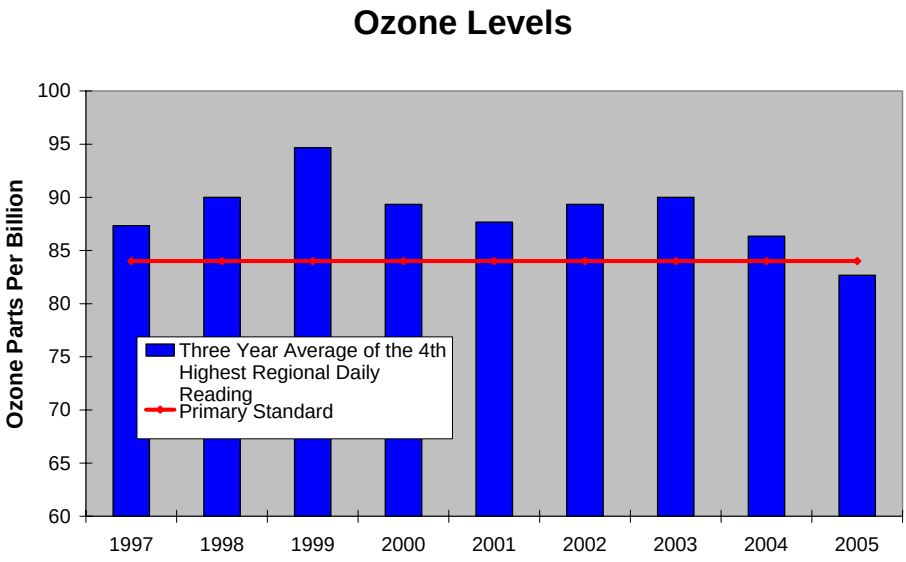
Why is it important:
The Environmental Protection Agency and the Virginia Department of Environmental Quality (DEQ) monitor air quality to protect the health and welfare of the public.

How are we doing:
Of the four pollutants monitored by Virginia's DEQ, only ozone comes close to the primary standard as set by the United States government.



Source: Virginia Department of Environmental Quality

FIGURE 5.13 OZONE LEVELS IN HAMPTON ROADS COMPARED TO THE PRIMARY STANDARD

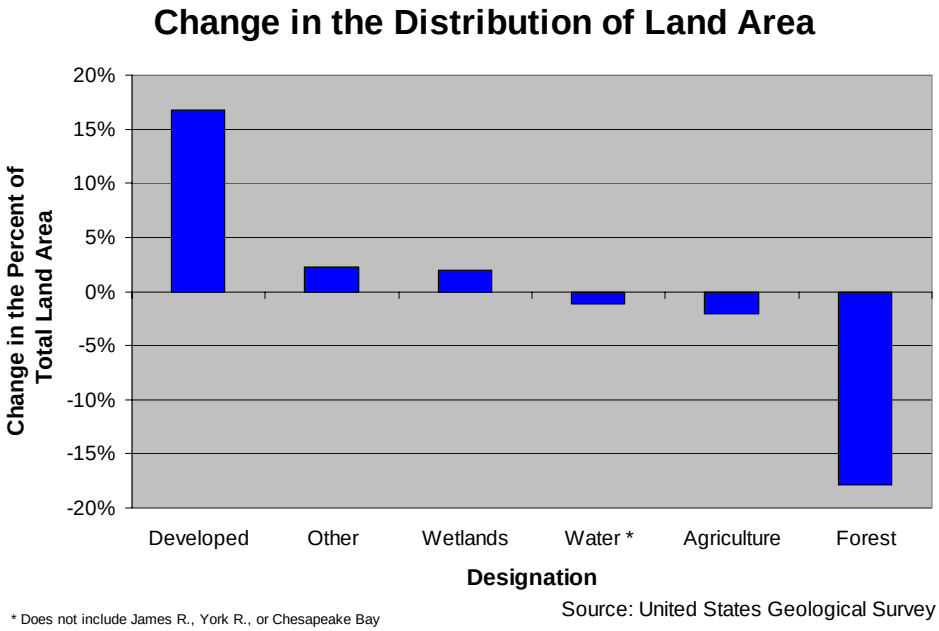


Source: Virginia Department of Environmental Quality

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:
Hampton Roads exceeded the primary ozone standard for eight years before coming into compliance in 2005. Steps to reduce both point and non-point source pollutants have been effective in curbing ozone pollution.

FIGURE 5.14 LAND USE CHANGE IN HAMPTON ROADS FROM 1992 TO 2001



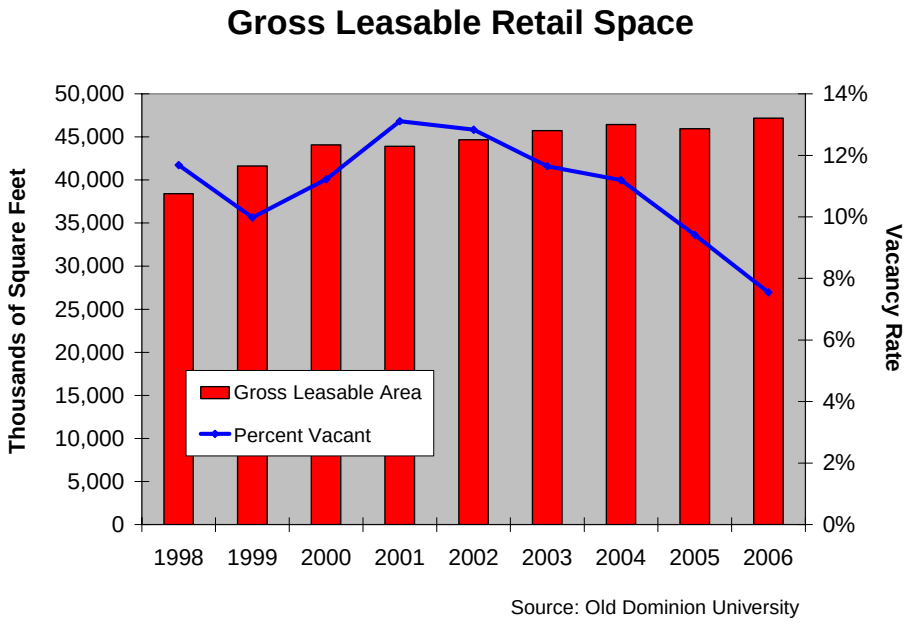
* Does not include James R., York R., or Chesapeake Bay

Source: United States Geological Survey

Why is it important:
Land use decisions impact on health, traffic, and quality of life. The majority of urban centers continuously develop greenspace in order to meet the ever-increasing demands for real estate.

How are we doing:
Jurisdictions throughout Hampton Roads followed the national trend of converting undeveloped land. Since 1992, the distribution of forests in Hampton Roads has been reduced by 18%. Conversely, the distribution of developed land has increased by 17%.

FIGURE 5.15 GROSS LEASABLE RETAIL SPACE IN HAMPTON ROADS



Source: Old Dominion University

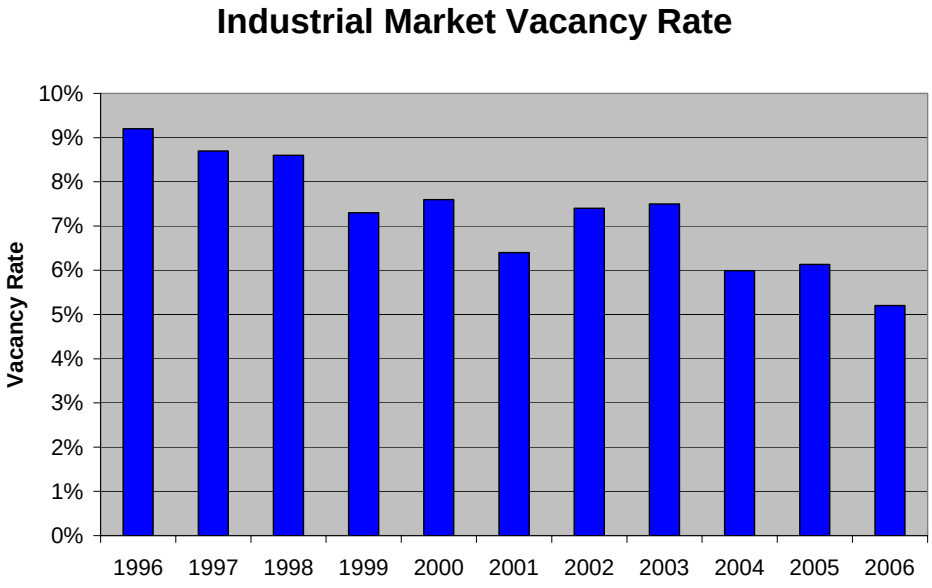
Why is it important:
The availability of retail space reflects market conditions, speculation, and access to real estate.

How are we doing:
Regional gross leasable retail space has remained relatively constant since 2000. New and expanding retail establishments have decreased the vacancy rate from 13.1% in 2001 to 7.5% in 2006.

FIGURE 5.16 HAMPTON ROADS INDUSTRIAL MARKET VACANCY RATE

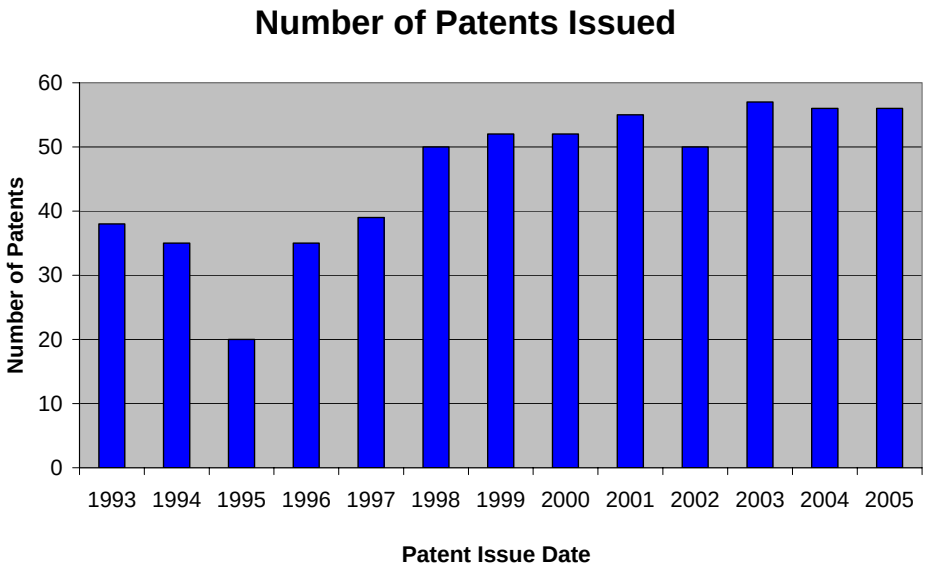
Why is it important:
The industrial market vacancy rate signals the availability of industrial space for area employers. Sudden large changes in the vacancy rate can indicate the arrival or departure of a major employer. Continuous marginal changes are indicative of trends in the industrial market.

How are we doing:
Industrial vacancy rates decreased over the latter half of the nineties when the market absorbed the available stock of industrial space. At present the industrial market is in a healthy and stable condition.



Source: Old Dominion University

FIGURE 5.17 NUMBER OF PATENTS ISSUED IN HAMPTON ROADS



Source: United States Patent and Trademark Office

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 might 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
198				8,377
198				8,855
198				9,420
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
199				3,806
199				5,477
199				9,694
199				8,230
1995	216,829,693	238,253,806	1,385,513,099	109,624,716
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

DATA TABLES

Figure 1.1 Comparable Gross Product in 2004	
Country / Region	Billions of U.S. Dollars
Philippines	$ 84.6
Egypt	$ 78.3
Pakistan	$ 77.7
Hampton Roads	$ 74.1
Romania	$ 73.2
Peru	$ 68.6
Ukraine	$ 64.8
Nigeria	$ 64.4

Source: Metro Economy Report, U.S. Conference of Mayors

Figure 1.2 Gross Metro Product in 2004	
MSAs	2004
Washington D.C.	276.2
Atlanta	198.1
Baltimore	112.4
Tampa	100.3
Hampton Roads	74.1
Orlando	72.6
Charlotte	68.3
Richmond	53
Jacksonville	48.6
Raleigh-Durham	36.1
Greensboro	31.7
Greenville	21.6
Charleston	19.6
Roanoke	14
Charlottesville	7.3

Source: Metro Economy Report, U.S. Conference of Mayors

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	-0.47%	-0.37%
1992	3.05%	1.18%
1993	2.66%	1.81%
1994	4.03%	0.92%
1995	2.67%	0.51%
1996	3.57%	2.78%
1997	4.43%	2.70%
1998	4.28%	1.78%
1999	4.09%	3.05%
2000	4.15%	1.98%
2001	-0.29%	1.49%
2002	2.35%	5.06%
2003	2.71%	3.68%
2004	3.80%	3.86%
2005	3.07%	2.71%

Source: Regional Economic Modeling, Inc.

Figure 1.4 Gross Regional Product Comparison For Hampton Roads And Competing Metropolitan	
Statistical Area	Anualized Growth Rate
Orlando	7.04%
Washington D.C.	6.87%
Charleston	6.78%
Charlotte	6.59%
Hampton Roads	6.53%
Raleigh-Durham	6.48%
Tampa	6.47%
Jacksonville	6.09%
Richmond	5.84%
Charlottesville	5.60%
Baltimore	5.25%
Greensboro	5.11%
Atlanta	4.42%
Roanoke	3.57%
Greenville	3.12%

Source: Metro Economy Report, U.S. Conference of Mayors

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	-0.37%	-1.23%
1992	1.18%	0.77%
1993	1.81%	0.97%
1994	0.92%	0.35%
1995	0.51%	1.51%
1996	2.78%	1.80%
1997	2.70%	1.68%
1998	1.78%	1.13%
1999	3.05%	1.00%
2000	1.98%	1.86%
2001	1.49%	0.94%
2002	5.06%	0.64%
2003	3.68%	1.15%
2004	3.86%	1.88%

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

Figure 1.6 Year-Over-Year Change in Hampton Roads Monthly Employment					
Date	Percent Chage	Date	Percent Chage	Date	Percent Chage
May-96	1.53%	Sep-99	1.43%	Jan-03	1.05%
Jun-96	1.51%	Oct-99	2.07%	Feb-03	0.65%
Jul-96	2.22%	Nov-99	1.98%	Mar-03	0.69%
Aug-96	2.72%	Dec-99	1.91%	Apr-03	0.14%
Sep-96	2.77%	Jan-00	2.39%	May-03	0.28%
Oct-96	2.46%	Feb-00	2.09%	Jun-03	0.08%
Nov-96	2.65%	Mar-00	2.37%	Jul-03	0.72%
Dec-96	2.61%	Apr-00	1.20%	Aug-03	0.47%
Jan-97	2.59%	May-00	1.19%	Sep-03	0.50%
Feb-97	2.55%	Jun-00	1.57%	Oct-03	0.34%
Mar-97	2.42%	Jul-00	1.63%	Nov-03	0.61%
Apr-97	2.40%	Aug-00	1.52%	Dec-03	0.36%
May-97	2.49%	Sep-00	1.47%	Jan-04	1.04%
Jun-97	2.49%	Oct-00	1.38%	Feb-04	0.88%
Jul-97	1.71%	Nov-00	1.57%	Mar-04	1.05%
Aug-97	1.36%	Dec-00	1.32%	Apr-04	2.01%
Sep-97	1.44%	Jan-01	1.09%	May-04	1.80%
Oct-97	2.05%	Feb-01	0.97%	Jun-04	1.89%
Nov-97	2.05%	Mar-01	0.81%	Jul-04	1.97%
Dec-97	2.27%	Apr-01	1.68%	Aug-04	1.98%
Jan-98	1.89%	May-01	1.82%	Sep-04	2.15%
Feb-98	1.88%	Jun-01	1.70%	Oct-04	1.71%
Mar-98	1.78%	Jul-01	1.94%	Nov-04	1.51%
Apr-98	1.91%	Aug-01	1.79%	Dec-04	1.73%
May-98	2.34%	Sep-01	1.56%	Jan-05	1.21%
Jun-98	2.11%	Oct-01	1.23%	Feb-05	1.51%
Jul-98	3.69%	Nov-01	1.25%	Mar-05	1.48%
Aug-98	3.73%	Dec-01	1.18%	Apr-05	1.74%
Sep-98	3.11%	Jan-02	1.00%	May-05	1.74%
Oct-98	2.05%	Feb-02	1.22%	Jun-05	1.85%
Nov-98	2.05%	Mar-02	0.93%	Jul-05	1.40%
Dec-98	2.12%	Apr-02	0.55%	Aug-05	1.55%
Jan-99	1.98%	May-02	0.52%	Sep-05	1.72%
Feb-99	2.56%	Jun-02	0.40%	Oct-05	1.98%
Mar-99	2.55%	Jul-02	-0.23%	Nov-05	1.86%
Apr-99	3.28%	Aug-02	-0.07%	Dec-05	1.65%
May-99	2.52%	Sep-02	-0.24%	Jan-06	2.09%
Jun-99	2.58%	Oct-02	0.59%	Feb-06	2.01%
Jul-99	1.05%	Nov-02	0.35%	Mar-06	1.96%
Aug-99	1.30%	Dec-02	0.69%	Apr-06	1.75%
				May-06	1.75%

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-96	0.549%	Aug-98	0.553%	Mar-01	0.544%	Oct-03	0.563%
Feb-96	0.548%	Sep-98	0.551%	Apr-01	0.550%	Nov-03	0.563%
Mar-96	0.550%	Oct-98	0.553%	May-01	0.548%	Dec-03	0.566%
Apr-96	0.550%	Nov-98	0.553%	Jun-01	0.551%	Jan-04	0.563%
May-96	0.555%	Dec-98	0.546%	Jul-01	0.549%	Feb-04	0.566%
Jun-96	0.559%	Jan-99	0.545%	Aug-01	0.546%	Mar-04	0.571%
Jul-96	0.558%	Feb-99	0.547%	Sep-01	0.548%	Apr-04	0.571%
Aug-96	0.557%	Mar-99	0.546%	Oct-01	0.548%	May-04	0.573%
Sep-96	0.556%	Apr-99	0.550%	Nov-01	0.542%	Jun-04	0.568%
Oct-96	0.554%	May-99	0.553%	Dec-01	0.542%	Jul-04	0.566%
Nov-96	0.554%	Jun-99	0.559%	Jan-02	0.546%	Aug-04	0.569%
Dec-96	0.555%	Jul-99	0.560%	Feb-02	0.550%	Sep-04	0.570%
Jan-97	0.551%	Aug-99	0.556%	Mar-02	0.552%	Oct-04	0.568%
Feb-97	0.549%	Sep-99	0.550%	Apr-02	0.558%	Nov-04	0.566%
Mar-97	0.552%	Oct-99	0.551%	May-02	0.559%	Dec-04	0.568%
Apr-97	0.551%	Nov-99	0.552%	Jun-02	0.561%	Jan-05	0.568%
May-97	0.552%	Dec-99	0.545%	Jul-02	0.560%	Feb-05	0.569%
Jun-97	0.556%	Jan-00	0.545%	Aug-02	0.556%	Mar-05	0.574%
Jul-97	0.557%	Feb-00	0.548%	Sep-02	0.561%	Apr-05	0.574%
Aug-97	0.560%	Mar-00	0.550%	Oct-02	0.562%	May-05	0.576%
Sep-97	0.559%	Apr-00	0.551%	Nov-02	0.556%	Jun-05	0.572%
Oct-97	0.555%	May-00	0.554%	Dec-02	0.557%	Jul-05	0.569%
Nov-97	0.556%	Jun-00	0.551%	Jan-03	0.560%	Aug-05	0.569%
Dec-97	0.556%	Jul-00	0.554%	Feb-03	0.561%	Sep-05	0.569%
Jan-98	0.551%	Aug-00	0.551%	Mar-03	0.563%	Oct-05	0.568%
Feb-98	0.549%	Sep-00	0.547%	Apr-03	0.568%	Nov-05	0.565%
Mar-98	0.552%	Oct-00	0.548%	May-03	0.565%	Dec-05	0.565%
Apr-98	0.550%	Nov-00	0.549%	Jun-03	0.568%	Jan-06	0.565%
May-98	0.552%	Dec-00	0.543%	Jul-03	0.564%	Feb-06	0.566%
Jun-98	0.556%	Jan-01	0.544%	Aug-03	0.563%	Mar-06	0.570%
Jul-98	0.553%	Feb-01	0.546%	Sep-03	0.565%	Apr-06	0.571%
						May-06	0.572%

Source: Bureau of Labor Statistics

Figure 1.8 Recent Employment Growth In Hampton Roads And Competing Statistical Areas	
Statistical Area	Percent Change
Orlando	14.38%
Tampa-St. Petersburg	9.52%
Jacksonville	7.87%
Charleston	7.66%
Raleigh	7.37%
Washington D.C.	7.05%
Charlottesville	6.24%
Richmond	5.30%
Hampton Roads	3.81%
Atlanta	3.49%
Baltimore	2.60%
Charlotte	2.58%
Greenville	1.76%
Greensboro	0.50%
Roanoke	-1.85%

Source: Bureau of Labor Statistics

Figure 1.9 Comparison Of Goods And Service Employment In Hampton Roads		
Year	Goods Employment	Service Employment
1995	100900	548500
1996	104200	559500
1997	106500	571500
1998	106300	587900
1999	105000	601700
2000	109100	611300
2001	108500	622100
2002	104700	629300
2003	106500	631200
2004	108500	641300
2005	110500	651600

Source: Bureau of Labor Statistics

Figure 1.10 Comparison Of Public Sector And Private Sector Employment In Hampton Roads			
Year	Private	Government Civilian	Military
1995	500,900	148,500	123,577
1996	517,600	146,100	118,433
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	112,957
2004	598,500	151,300	111,867

Sources: Bureau of Economic Analysis
Bureau of Labor Statistics

Figure 1.11 Distribution of Employment in Hampton Roads by Industry Sector	
Industry	Employment
Professional and Business Services	102,300
Retail Trade	90,900
Local Government	86,000
Educational and Health Services	84,000
Leisure and Hospitality	81,900
Manufacturing	59,900
Natural Resources, Mining, & Construction	50,600
Federal Government	46,100
Financial Activities	40,000
Other Services	35,000
Transportation and Utilities	26,800
Wholesale Trade	23,900
State Government	19,700
Information	14,900

Source: Bureau of Labor Statistics

Figure 1.12 Change In Hampton Roads Employment By Industrial Sector From 2002 To 2005	
Industry	Change in Employment
Educational and Health Services	7,100
Other Services	6,100
Natural Resources, Mining, & Construction	5,900
Leisure and Hospitality	5,400
Financial Activities	3,300
Retail Trade	2,600
Local Government	2,500
Transportation and Utilities	800
Federal Government	100
State Government	(100)
Manufacturing	(200)
Wholesale Trade	(1,500)
Information	(1,600)
Professional and Business Services	(2,400)

Source: Bureau of Labor Statistics

Figure 1.13 Hampton Roads Industrial Location Quotients In 2005	
Industry	LQ
Military	9.25
Real estate and rental and leasing	1.42
Construction	1.30
Accommodation and food services	1.20
Arts, entertainment, and recreation	1.17
Retail trade	1.13
Management of companies and enterprises	1.06
Transportation and warehousing	1.05

Sources: Bureau of Economic Analysis
Bureau of Labor Statistics

Figure 1.14 Hampton Roads Sub-Sector Location Quotients In 2005	
Sub-Sector Industry	LQ
Water transportation	4.42
Attractions	3.79
Transportation support	3.15
Transportation equipment man.	2.93
Nonstore retailers	2.39
Broadcasting, except Internet	2.36
Scenic transportation	1.67
Civil engineering construction	1.42
Specialty trade contractors	1.32
Warehousing and storage	1.28
Accommodation	1.24
Clothing stores	1.22
ISPs & data processing	1.20
Food services and drinking places	1.20
General merchandise stores	1.19
Construction of buildings	1.18
Rental and leasing services	1.14
Sporting goods & hobby stores	1.13
Administrative and support services	1.11
Amusements & recreation	1.11
Repair and maintenance	1.09
Beverage& tobacco man	1.06
Company Management	1.06
Electronics and appliance stores	1.03

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-96	4.70%	5.6%	Jul-99	3.46%	4.3%	Jan-03	4.30%	5.9%
Feb-96	4.84%	5.5%	Aug-99	3.35%	4.2%	Feb-03	4.22%	5.9%
Mar-96	4.80%	5.5%	Sep-99	3.48%	4.2%	Mar-03	4.19%	5.9%
Apr-96	4.85%	5.6%	Oct-99	3.33%	4.1%	Apr-03	4.27%	6.0%
May-96	4.95%	5.7%	Nov-99	3.22%	4.1%	May-03	4.34%	6.1%
Jun-96	4.77%	5.3%	Dec-99	3.14%	4.0%	Jun-03	4.47%	6.2%
Jul-96	4.87%	5.4%	Jan-00	2.83%	4.0%	Jul-03	4.46%	6.1%
Aug-96	4.38%	5.2%	Feb-00	2.78%	4.0%	Aug-03	4.32%	6.1%
Sep-96	4.70%	5.2%	Mar-00	2.71%	4.1%	Sep-03	4.36%	6.1%
Oct-96	4.93%	5.3%	Apr-00	2.36%	3.8%	Oct-03	4.29%	6.0%
Nov-96	4.91%	5.3%	May-00	2.63%	4.1%	Nov-03	4.27%	5.8%
Dec-96	5.03%	5.3%	Jun-00	2.52%	3.9%	Dec-03	4.17%	5.7%
Jan-97	5.00%	5.2%	Jul-00	2.51%	4.0%	Jan-04	4.19%	5.8%
Feb-97	4.92%	5.2%	Aug-00	2.52%	4.1%	Feb-04	4.12%	5.6%
Mar-97	4.92%	5.2%	Sep-00	2.44%	3.9%	Mar-04	4.30%	5.7%
Apr-97	4.87%	5.0%	Oct-00	2.37%	3.9%	Apr-04	3.96%	5.6%
May-97	4.78%	5.0%	Nov-00	2.24%	3.9%	May-04	4.04%	5.6%
Jun-97	4.78%	5.0%	Dec-00	2.33%	4.0%	Jun-04	4.10%	5.6%
Jul-97	4.49%	4.8%	Jan-01	2.64%	4.2%	Jul-04	4.17%	5.5%
Aug-97	4.35%	4.8%	Feb-01	2.78%	4.2%	Aug-04	4.07%	5.5%
Sep-97	4.08%	4.9%	Mar-01	2.90%	4.3%	Sep-04	4.07%	5.3%
Oct-97	3.74%	4.7%	Apr-01	2.99%	4.3%	Oct-04	4.27%	5.4%
Nov-97	3.53%	4.6%	May-01	3.03%	4.4%	Nov-04	4.14%	5.4%
Dec-97	3.59%	4.7%	Jun-01	3.17%	4.5%	Dec-04	4.26%	5.4%
Jan-98	3.68%	4.6%	Jul-01	3.09%	4.5%	Jan-05	4.18%	5.2%
Feb-98	3.56%	4.6%	Aug-01	3.47%	4.9%	Feb-05	4.22%	5.4%
Mar-98	3.52%	4.7%	Sep-01	3.56%	4.9%	Mar-05	4.20%	5.2%
Apr-98	2.92%	4.3%	Oct-01	3.77%	5.4%	Apr-05	4.19%	5.1%
May-98	3.31%	4.5%	Nov-01	4.02%	5.6%	May-05	4.15%	5.1%
Jun-98	3.42%	4.5%	Dec-01	4.15%	5.8%	Jun-05	4.01%	5.0%
Jul-98	3.25%	4.5%	Jan-02	4.13%	5.7%	Jul-05	3.97%	5.0%
Aug-98	3.28%	4.5%	Feb-02	4.22%	5.6%	Aug-05	3.99%	5.0%
Sep-98	3.38%	4.5%	Mar-02	4.30%	5.8%	Sep-05	4.07%	5.0%
Oct-98	3.43%	4.5%	Apr-02	4.37%	5.9%	Oct-05	3.94%	4.9%
Nov-98	3.33%	4.4%	May-02	4.33%	5.8%	Nov-05	3.93%	5.0%
Dec-98	3.15%	4.3%	Jun-02	4.20%	5.8%	Dec-05	3.73%	4.8%
Jan-99	3.22%	4.3%	Jul-02	4.16%	5.7%	Jan-06	3.53%	4.7%
Feb-99	3.46%	4.3%	Aug-02	4.18%	5.7%	Feb-06	3.65%	4.7%
Mar-99	3.02%	4.2%	Sep-02	4.02%	5.6%	Mar-06	3.60%	4.6%
Apr-99	3.13%	4.3%	Oct-02	4.09%	5.7%	Apr-06	3.77%	4.7%
May-99	3.13%	4.3%	Nov-02	4.20%	5.8%	May-06	3.24%	4.6%
Jun-99	3.06%	4.3%	Dec-02	4.32%	6.0%			

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 D.C.	0.703
Roanoke	0.661
Charlottesville	0.658
Charlotte	0.652
Greensboro	0.645
Richmond	0.630
Orlando	0.630
Raleigh	0.621
Jacksonville	0.614
Hampton Roads	0.609
Charleston	0.608
Greenville	0.606
Baltimore	0.606
Tampa	0.596
Atlanta	0.595

Source: Bureau of Economic Analysis

Figure 1.17 Historic Employment To Population Ratios In Hampton Roads	
Year	Employment to Population Ratio
1994	0.570
1995	0.576
1996	0.583
1997	0.591
1998	0.598
1999	0.599
2000	0.605
2001	0.608
2002	0.605
2003	0.604
2004	0.609

Source: Bureau of Labor Statistics

Figure 1.18 Per Capita Income In Hampton Roads And Competing Metro Areas	
Region	Per Capita Income
Washington D.C.	$ 44,056
Baltimore	$ 36,733
Atlanta	$ 33,308
Charlotte	$ 33,251
Richmond	$ 32,879
Raleigh-Durham	$ 32,208
Charlottesville	$ 32,179
Jacksonville	$ 30,525
Tampa-St. Petersburg	$ 29,881
Roanoke	$ 29,795
Hampton Roads	$ 29,337
Greensboro-Winston-Salem	$ 28,513
Orlando	$ 28,114
Charleston	$ 27,797
Greenville-Spartanburg	$ 26,527
United States	$ 31,472

Source: Bureau of Labor Statistics

Figure 1.19 Purchasing Power Of Per Capita Income In Hampton Roads And Competing Metro Areas In 2004	
Metro Area	Purchasing Power of PCI
Charlotte	$38,217
Raleigh	$37,055
Roanoke	$34,724
Atlanta	$34,706
Charlottesville	$33,561
Greensboro	$33,518
Washington D.C.	$32,922
Jacksonville	$32,609
Richmond	$32,557
Baltimore	$32,344
Tampa	$31,836
Hampton Roads	$29,954
Greenville	$29,444
Charleston	$29,414
Orlando	$28,742

Sources: Bureau of Economic Analysis
ACCRA

Figure 1.20 Hampton Roads Per Capita Income In Relation To The National Average	
Year	Ratio of HR to U.S. PCI
1994	91.9%
1995	90.4%
1996	90.5%
1997	90.1%
1998	89.4%
1999	89.2%
2000	88.3%
2001	90.9%
2002	93.5%
2003	95.6%
2004	96.3%

Source: Bureau of Economic Analysis

Figure 1.21 Median Family Income	
Year	HR Income
1996	$42,100
1997	$43,600
1998	$44,600
1999	$48,000
2000	$49,300
2001	$51,000
2002	$53,800
2003	$55,200
2004	$55,900
2005	$59,150
2006	$60,300

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

Figure 1.22 Earnings Per Worker	
Year	HR Earnings Per Worker
1994	$37,134
1995	$36,267
1996	$36,174
1997	$36,416
1998	$37,234
1999	$37,965
2000	$38,299
2001	$39,213
2002	$40,791
2003	$42,031
2004	$43,037

Source Bureau of Economic Analysis

Figure 1.23 Concentration Of Military Employment	
Year	HR Military Employment as a Percent of Total Employment
1990	16.5%
1991	16.4%
1992	16.3%
1993	15.5%
1994	14.7%
1995	13.9%
1996	13.1%
1997	12.3%
1998	11.7%
1999	11.6%
2000	11.6%
2001	11.7%
2002	11.5%
2003	11.5%
2004	11.2%

Source: Bureau of Labor Statistics

Figure 1.24 Cycle Of National Defense Spending									
Quarter	Billions	Quarter	Billions	Quarter	Billions	Quarter	Billions	Quarter	Billions
1960 Q1	$ 184.4	1969 Q2	$ 251.4	1978 Q3	$ 207.1	1987 Q4	$ 307.1	1997 Q1	$ 215.1
1960 Q2	$ 183.7	1969 Q3	$ 252.4	1978 Q4	$ 209.1	1988 Q1	$ 305.7	1997 Q2	$ 219.0
1960 Q3	$ 186.5	1969 Q4	$ 249.1	1979 Q1	$ 208.7	1988 Q2	$ 300.6	1997 Q3	$ 219.0
1960 Q4	$ 187.2	1970 Q1	$ 243.7	1979 Q2	$ 208.5	1988 Q3	$ 295.4	1997 Q4	$ 220.2
1961 Q1	$ 189.9	1970 Q2	$ 232.9	1979 Q3	$ 205.8	1988 Q4	$ 296.5	1998 Q1	$ 204.7
1961 Q2	$ 192.3	1970 Q3	$ 229.9	1979 Q4	$ 210.4	1989 Q1	$ 290.1	1998 Q2	$ 208.6
1961 Q3	$ 192.0	1970 Q4	$ 227.5	1980 Q1	$ 211.3	1989 Q2	$ 291.3	1998 Q3	$ 210.1
1961 Q4	$ 197.7	1971 Q1	$ 225.8	1980 Q2	$ 209.5	1989 Q3	$ 295.0	1998 Q4	$ 211.0
1962 Q1	$ 205.6	1971 Q2	$ 219.6	1980 Q3	$ 209.1	1989 Q4	$ 287.0	1999 Q1	$ 209.8
1962 Q2	$ 206.3	1971 Q3	$ 214.2	1980 Q4	$ 215.9	1990 Q1	$ 288.8	1999 Q2	$ 206.7
1962 Q3	$ 205.9	1971 Q4	$ 216.6	1981 Q1	$ 217.8	1990 Q2	$ 286.8	1999 Q3	$ 217.7
1962 Q4	$ 205.6	1972 Q1	$ 227.6	1981 Q2	$ 222.4	1990 Q3	$ 280.3	1999 Q4	$ 226.1
1963 Q1	$ 203.9	1972 Q2	$ 229.1	1981 Q3	$ 220.3	1990 Q4	$ 286.5	2000 Q1	$ 215.5
1963 Q2	$ 204.3	1972 Q3	$ 217.1	1981 Q4	$ 227.6	1991 Q1	$ 289.1	2000 Q2	$ 222.7
1963 Q3	$ 202.6	1972 Q4	$ 217.9	1982 Q1	$ 231.7	1991 Q2	$ 287.1	2000 Q3	$ 216.9
1963 Q4	$ 202.6	1973 Q1	$ 221.2	1982 Q2	$ 237.5	1991 Q3	$ 279.7	2000 Q4	$ 219.4
1964 Q1	$ 200.6	1973 Q2	$ 218.2	1982 Q3	$ 239.2	1991 Q4	$ 270.7	2001 Q1	$ 223.0
1964 Q2	$ 200.0	1973 Q3	$ 205.8	1982 Q4	$ 248.5	1992 Q1	$ 269.0	2001 Q2	$ 223.2
1964 Q3	$ 196.8	1973 Q4	$ 208.5	1983 Q1	$ 251.1	1992 Q2	$ 267.8	2001 Q3	$ 226.5
1964 Q4	$ 193.3	1974 Q1	$ 207.0	1983 Q2	$ 255.6	1992 Q3	$ 270.3	2001 Q4	$ 232.6
1965 Q1	$ 190.7	1974 Q2	$ 211.2	1983 Q3	$ 255.8	1992 Q4	$ 264.3	2002 Q1	$ 242.5
1965 Q2	$ 193.0	1974 Q3	$ 203.8	1983 Q4	$ 261.4	1993 Q1	$ 254.1	2002 Q2	$ 246.3
1965 Q3	$ 196.2	1974 Q4	$ 206.0	1984 Q1	$ 269.3	1993 Q2	$ 250.8	2002 Q3	$ 249.6
1965 Q4	$ 207.9	1975 Q1	$ 207.3	1984 Q2	$ 271.6	1993 Q3	$ 247.2	2002 Q4	$ 256.2
1966 Q1	$ 212.5	1975 Q2	$ 206.6	1984 Q3	$ 269.0	1993 Q4	$ 246.5	2003 Q1	$ 252.8
1966 Q2	$ 221.1	1975 Q3	$ 204.0	1984 Q4	$ 278.6	1994 Q1	$ 235.1	2003 Q2	$ 276.8
1966 Q3	$ 232.8	1975 Q4	$ 206.9	1985 Q1	$ 281.9	1994 Q2	$ 236.3	2003 Q3	$ 274.9
1966 Q4	$ 238.6	1976 Q1	$ 203.4	1985 Q2	$ 285.6	1994 Q3	$ 240.6	2003 Q4	$ 277.1
1967 Q1	$ 252.6	1976 Q2	$ 203.5	1985 Q3	$ 296.3	1994 Q4	$ 229.5	2004 Q1	$ 287.8
1967 Q2	$ 253.9	1976 Q3	$ 203.5	1985 Q4	$ 297.6	1995 Q1	$ 229.5	2004 Q2	$ 285.8
1967 Q3	$ 258.8	1976 Q4	$ 205.5	1986 Q1	$ 293.2	1995 Q2	$ 228.7	2004 Q3	$ 297.4
1967 Q4	$ 260.1	1977 Q1	$ 208.1	1986 Q2	$ 303.3	1995 Q3	$ 227.1	2004 Q4	$ 293.9
1968 Q1	$ 265.8	1977 Q2	$ 209.1	1986 Q3	$ 313.0	1995 Q4	$ 219.1	2005 Q1	$ 299.6
1968 Q2	$ 267.0	1977 Q3	$ 206.7	1986 Q4	$ 303.4	1996 Q1	$ 224.9	2005 Q2	$ 299.0
1968 Q3	$ 262.9	1977 Q4	$ 206.3	1987 Q1	$ 306.2	1996 Q2	$ 228.2		
1968 Q4	$ 262.1	1978 Q1	$ 207.0	1987 Q2	$ 309.4	1996 Q3	$ 225.6		
1969 Q1	$ 254.5	1978 Q2	$ 208.4	1987 Q3	$ 310.8	1996 Q4	$ 221.1		

Source: Survey of Current Business

Figure 1.25 Inflation-Adjusted Department Of Defense Spending In Hampton Roads	
Year	Millions of Dollars
1990	$ 11,425
1991	$ 8,949
1992	$ 9,218
1993	$ 9,593
1994	$ 8,794
1995	$ 12,942
1996	$ 8,584
1997	$ 8,027
1998	$ 9,750
1999	$ 9,578
2000	$ 9,490
2001	$ 14,459
2002	$ 11,199
2003	$ 10,376
2004	$ 12,188

Source: Consolidated Federal Funds Report

Figure 1.26 Total Military Employment In Hampton Roads	
Year	Employment
1994	128,777
1995	123,577
1996	118,433
1997	113,082
1998	108,249
1999	108,955
2000	111,141
2001	112,527
2002	111,995
2003	112,957
2004	111,867

Source: Bureau of Economic Analysis

Figure 1.27 Inflation Adjusted Military Incomes	
Year	Thousand of Dollars
1994	$ 6,977,242
1995	$ 6,619,158
1996	$ 6,585,375
1997	$ 6,355,712
1998	$ 6,139,307
1999	$ 6,279,084
2000	$ 6,481,868
2001	$ 6,648,677
2002	$ 7,324,739
2003	$ 7,893,263
2004	$ 8,337,503

Source: Bureau of Economic Analysis

Figure 1.28 Concentration Of Ship Building And Repair Employment In Hampton Roads	
Year	HR Share of National Employment
1995	15.2%
1996	14.6%
1997	14.1%
1998	13.0%
1999	11.3%
2000	12.7%
2001	13.1%
2002	13.8%
2003	14.2%
2004	14.6%
2005	14.3%

Source: Bureau of Labor Statistics

Figure 1.29 Total Ship Building And Repair Employment In Hampton Roads	
Year	Employment
1995	22,200
1996	21,200
1997	20,400
1998	19,800
1999	17,200
2000	19,400
2001	19,300
2002	20,100
2003	20,800
2004	21,600
2005	21,800

Source: Bureau of Labor Statistics

Figure 1.30 Distribution of Market Share For Principal East Coast Container Ports	
Port	Market Share
New York	34.6%
Philadelphia	20.6%
Hampton Roads	13.2%
Baltimore	12.6%
Savannah	10.7%
Charleston	8.2%

Source: U.S. Maritime Administration

Figure 1.31 Hampton Roads Market Share Of Imports & Exports At Principal East Coast Ports		
Year	Short Tons	Total Value
1990	35.6%	19.9%
1991	39.1%	22.9%
1992	37.5%	19.2%
1993	30.9%	18.7%
1994	28.3%	18.7%
1995	31.3%	21.7%
1996	30.3%	20.3%
1997	29.7%	24.0%
1998	25.3%	16.8%
1999	21.2%	16.4%
2000	19.4%	15.1%
2001	16.4%	14.2%
2002	14.3%	14.0%
2003	14.5%	14.3%
2004	13.2%	13.7%

Source: U.S. Maritime Administration

Figure 1.32 Foreign And Domestic Vessel Departures		
Year	American	Foreign
1990	471	2421
1991	533	2605
1992	467	2466
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	203	2241
2003	212	2285
2004	218	2517

Source: Port of Hampton Roads

Figure 1.33 General Cargo Imports & Exports		
Year	Exports	Imports
1990	3,687,037	3,474,298
1991	4,787,095	2,822,407
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

Source: Virginia Port Authority

Figure 1.34 Coal Loadings	
Year	Thousands of Short Tons
1990	61,863,413
1991	65,078,914
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

Source: Virginia Port Authority

Figure 1.35 Hampton Roads Deseasonalized Taxable Hotel Sales

Month	Sales	Month	Sales	Month	Sales	Month	Sales
May-96	$ 39,417,283	Nov-98	$ 65,196,470	May-01	$ 51,330,331	Nov-03	$ 59,916,931
Jun-96	$ 42,160,730	Dec-98	$ 39,253,255	Jun-01	$ 52,335,322	Dec-03	$ 61,882,196
Jul-96	$ 42,210,186	Jan-99	$ 50,206,300	Jul-01	$ 51,642,038	Jan-04	$ 56,935,112
Aug-96	$ 42,895,795	Feb-99	$ 56,490,042	Aug-01	$ 50,081,819	Feb-04	$ 57,870,862
Sep-96	$ 40,739,699	Mar-99	$ 46,361,517	Sep-01	$ 47,064,249	Mar-04	$ 57,400,487
Oct-96	$ 42,158,214	Apr-99	$ 48,978,956	Oct-01	$ 47,943,088	Apr-04	$ 56,015,360
Nov-96	$ 54,452,681	May-99	$ 47,955,234	Nov-01	$ 49,821,800	May-04	$ 56,692,382
Dec-96	$ 42,209,445	Jun-99	$ 48,428,162	Dec-01	$ 48,367,905	Jun-04	$ 54,878,750
Jan-97	$ 44,178,992	Jul-99	$ 47,279,293	Jan-02	$ 47,390,743	Jul-04	$ 56,584,131
Feb-97	$ 43,160,461	Aug-99	$ 48,835,212	Feb-02	$ 54,274,628	Aug-04	$ 53,465,865
Mar-97	$ 45,150,540	Sep-99	$ 47,695,416	Mar-02	$ 61,918,597	Sep-04	$ 58,159,486
Apr-97	$ 43,793,317	Oct-99	$ 47,147,734	Apr-02	$ 51,416,863	Oct-04	$ 54,238,148
May-97	$ 45,604,671	Nov-99	$ 66,887,664	May-02	$ 51,428,866	Nov-04	$ 56,821,220
Jun-97	$ 45,406,371	Dec-99	$ 35,756,299	Jun-02	$ 51,189,630	Dec-04	$ 62,500,621
Jul-97	$ 45,928,712	Jan-00	$ 59,220,943	Jul-02	$ 54,210,453	Jan-05	$ 58,000,180
Aug-97	$ 47,568,350	Feb-00	$ 47,352,515	Aug-02	$ 54,147,093	Feb-05	$ 59,891,060
Sep-97	$ 46,954,691	Mar-00	$ 49,358,970	Sep-02	$ 53,502,058	Mar-05	$ 61,984,625
Oct-97	$ 46,876,863	Apr-00	$ 49,589,337	Oct-02	$ 50,647,659	Apr-05	$ 55,592,265
Nov-97	$ 46,715,952	May-00	$ 53,153,565	Nov-02	$ 49,297,427	May-05	$ 56,761,663
Dec-97	$ 43,685,776	Jun-00	$ 51,215,897	Dec-02	$ 53,900,144	Jun-05	$ 58,859,507
Jan-98	$ 50,549,308	Jul-00	$ 49,953,745	Jan-03	$ 53,708,060	Jul-05	$ 54,813,050
Feb-98	$ 45,471,736	Aug-00	$ 48,403,570	Feb-03	$ 52,284,068	Aug-05	$ 57,767,461
Mar-98	$ 46,257,124	Sep-00	$ 47,790,457	Mar-03	$ 52,269,005	Sep-05	$ 60,532,767
Apr-98	$ 49,333,477	Oct-00	$ 56,244,380	Apr-03	$ 53,490,145	Oct-05	$ 54,823,115
May-98	$ 46,057,013	Nov-00	$ 50,404,721	May-03	$ 54,044,650	Nov-05	$ 60,001,764
Jun-98	$ 48,089,392	Dec-00	$ 52,432,408	Jun-03	$ 53,508,956	Dec-05	$ 36,416,398
Jul-98	$ 43,638,681	Jan-01	$ 50,500,093	Jul-03	$ 56,703,439	Jan-06	$ 65,523,444
Aug-98	$ 46,570,809	Feb-01	$ 50,514,545	Aug-03	$ 57,268,657	Feb-06	$ 50,535,611
Sep-98	$ 51,896,150	Mar-01	$ 52,876,951	Sep-03	$ 53,447,162	Mar-06	$ 50,072,011
Oct-98	$ 49,457,896	Apr-01	$ 51,196,229	Oct-03	$ 62,901,430	Apr-06	$ 58,916,613

Virginia Department of Taxation

Figure 1.36 Employment In The Hampton Roads Leisure And Hospitality Industry	
Year	Employment
1990	59,600
1991	60,100
1992	62,000
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	81,900

Source: Bureua of Labor Statistics

Figure 1.37 Distribution Of Hampton Roads Construction Employment	
Sub Sector	Percent of Total
Specialty trade contractors	64.7%
Heavy and civil engineering construction	14.1%
Residential building construction	11.4%
Nonresidential building construction	9.8%

Source:Bureau of Labor Statistics

Figure 1.38 New Building Permits Issued In Hampton Roads					
Year	Total	1 Unit	2 Units	3 & 4 Units	5 Units and More
1990	8,049	5,899	294	144	1,712
1991	7,302	5,788	94	100	1,320
1992	8,479	7,192	176	188	923
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	3,085

Source: U.S. Census Bureau

Figure 1.39 Value Of New Building Permits Issued In Hampton Roads (Thousands of Dollars)					
Year	Total	1 Unit	2 Units	3 & 4 Units	5 Units and More
1990	$ 560,875	$ 487,845	$ 8,869	$ 6,069	$ 58,092
1991	$ 511,929	$ 460,596	$ 4,295	$ 3,575	$ 43,463
1992	$ 639,881	$ 594,745	$ 8,159	$ 7,601	$ 29,376
1993	$ 781,596	$ 719,726	$ 5,195	$ 6,322	$ 50,353
1994	$ 747,697	$ 701,621	$ 7,381	$ 5,884	$ 32,811
1995	$ 713,826	$ 641,085	$ 7,966	$ 10,950	$ 53,825
1996	$ 746,927	$ 679,062	$ 9,353	$ 11,354	$ 47,158
1997	$ 781,349	$ 725,358	$ 7,331	$ 7,447	$ 41,213
1998	$ 873,972	$ 787,331	$ 6,701	$ 9,729	$ 70,211
1999	$ 934,776	$ 856,762	$ 1,492	$ 7,819	$ 68,703
2000	$ 909,011	$ 858,618	$ 2,978	$ 13,626	$ 33,789
2001	$ 1,013,828	$ 910,645	$ 4,825	$ 2,846	$ 95,512
2002	$ 1,143,399	$ 1,036,990	$ 8,360	$ 4,803	$ 93,246
2003	$ 1,294,756	$ 1,160,639	$ 6,173	$ 9,957	$ 117,987
2004	$ 1,453,281	$ 1,226,070	$ 29,824	$ 16,103	$ 181,284
2005	$ 1,648,265	$ 1,414,344	$ 25,293	$ 20,584	$ 188,044

Source: U.S. Census Bureau

Figure 1.40 Construction Employment In Hampton Roads	
Year	Employment
1997	40,559
1998	40,653
1999	40,859
2000	42,370
2001	42,748
2002	43,126
2003	44,081
2004	47,420
2005	48,890

Source: Bureau of Labor Statistics

Figure 1.41 Inflation Adjusted Taxable Sales In Hampton Roads	
Year	Taxable Sales
1990	$ 13,961,432,278
1991	$ 13,282,598,169
1992	$ 13,424,991,565
1993	$ 14,006,355,605
1994	$ 14,437,434,533
1995	$ 14,914,995,183
1996	$ 15,073,905,887
1997	$ 15,462,407,858
1998	$ 15,711,592,475
1999	$ 16,305,141,062
2000	$ 16,450,831,039
2001	$ 16,327,310,290
2002	$ 16,666,153,977
2003	$ 17,278,423,163
2004	$ 18,262,250,907
2005	$ 18,864,014,900

Source: Virginia Department of Taxation

Figure 1.42 Distribution Of Hampton Roads Retail Employment	
Sector	Percent of Retail Employment
Other	34.4%
General merchandise stores	20.0%
Food and beverage stores	13.9%
Building material and garden supply stores	7.1%
Miscellaneous store retailers	6.5%
Nonstore retailers	5.5%
Health and personal care stores	4.9%
Sporting goods, hobby, book and music stores	4.3%
Electronics and appliance stores	3.4%

Source: Virginia Department of Taxation

Figure 2.1 Population Of Hampton Roads And Competing Metro Areas In 2003	
Metro Area	Population
Washington D.C.	5,139,549
Atlanta	4,708,297
Baltimore	2,639,213
Tampa-St. Petersburg	2,587,967
Orlando	1,861,707
Hampton Roads	1,644,250
Charlotte	1,474,734
Jacksonville	1,225,381
Richmond	1,154,317
Raleigh	914,680
Greensboro-Winston-Salem	667,542
Greenville-Spartanburg	583,867
Charleston	583,434
Roanoke	291,135
Charlottesville	180,901

Source: U.S. Census Bureau

Figure 2.2 Population Growth Rates In Hampton Roads And The United States		
Year	Hampton Roads	United States
1990	0.33%	1.14%
1991	1.02%	1.35%
1992	1.81%	1.40%
1993	0.88%	1.33%
1994	1.12%	1.23%
1995	0.44%	1.20%
1996	0.23%	1.17%
1997	0.63%	1.21%
1998	0.23%	1.18%
1999	0.80%	1.15%
2000	0.89%	1.13%
2001	0.56%	1.03%
2002	0.43%	1.01%
2003	0.58%	0.99%
2004	1.41%	0.97%
2005	0.64%	0.94%

Sources: Weldon Cooper Center
U.S. Census Bureau

Figure 2.3 Hampton Roads Population Density	
Year	Persons Per Square Mile
1990	500.2
1991	505.3
1992	514.5
1993	519.0
1994	524.8
1995	527.1
1996	528.3
1997	531.7
1998	532.9
1999	537.2
2000	541.9
2001	545.0
2002	547.3
2003	550.5
2004	558.2
2005	561.8

Source: Weldon Cooper Center

Figure 2.4 Components Of Population Change In Hampton Roads			
Year	Births	Deaths	Net Migration
1990	25,814	10,431	718
1991	26,453	10,468	4,841
1992	27,084	10,673	3,553
1993	26,176	11,089	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	11,846	4,032

Sources: Virginia Department of Health
Weldon Cooper Center

Figure 2.5 Age Distribution Of The Hampton Roads Population			
Year	Ages 0-19	Ages 20-64	Ages 65+
1990	438,339	888,082	133,986
1991	438,354	896,429	137,754
1992	446,964	916,812	141,529
1993	452,664	928,184	144,988
1994	455,422	931,247	148,144
1995	457,240	933,910	151,095
1996	458,873	936,152	154,150
1997	460,009	937,483	156,500
1998	461,594	932,958	158,957
1999	463,151	939,588	160,853
2000	466,799	948,202	163,359
2001	466,332	952,246	165,839
2002	470,472	963,084	168,162
2003	473,421	976,544	170,722
2004	475,406	990,770	174,580
2005	478,011	1,003,093	178,806

Source: Regional Economic Modeling, Inc.

Figure 2.6 Gender Distribution For The Hampton Roads Population		
Year	Males	Females
1990	732,568	727,839
1991	736,718	735,819
1992	752,862	752,443
1993	760,905	764,929
1994	762,711	772,100
1995	764,667	777,576
1996	766,477	782,698
1997	767,512	786,480
1998	765,672	787,835
1999	770,253	793,339
2000	777,490	800,872
2001	780,129	804,289
2002	790,419	811,299
2003	800,305	820,382
2004	809,110	831,648
2005	817,450	842,461

Source: Regional Economic Modeling, Inc.

Figure 2.7 Race And Ethnicity In Hampton Roads				
Year	Caucasian	African American	Other	Hispanic
1990	968,696	420,974	38,031	32,706
1991	969,883	429,511	39,548	33,595
1992	983,276	445,070	41,969	34,990
1993	989,604	456,022	43,793	36,417
1994	988,570	463,851	44,959	37,433
1995	984,789	471,877	46,542	39,036
1996	980,843	479,252	48,163	40,917
1997	975,446	485,909	49,832	42,805
1998	966,305	491,630	51,200	44,372
1999	964,522	499,352	53,291	46,427
2000	954,316	496,358	78,530	49,157
2001	953,974	500,238	79,786	50,419
2002	959,681	507,439	82,040	52,558
2003	967,310	514,317	84,186	54,874
2004	976,616	522,049	85,578	56,515
2005	985,203	529,674	86,922	58,111

Source: Regional Economic Modeling, Inc

Figure 2.8 Distribution Of Occupations In Hampton Roads	
Occupation	Percent of Total
Office and Administrative Support Occupations	16.5%
Other	13.1%
Sales and Related Occupations	12.1%
Food Preparation and Serving Related Occupations	8.8%
Transportation and Material Moving Occupations	7.7%
Education, Training, and Library Occupations	6.3%
Construction and Extraction Occupations	6.3%
Production Occupations	5.6%
Business and Financial Operations Occupations	4.7%
Installation, Maintenance, and Repair Occupations	4.6%
Healthcare Practitioner and Technical Occupations	4.6%
Building and Grounds Cleaning and Maintenance Occupations	3.8%
Architecture and Engineering Occupations	2.9%
Management Occupations	2.9%

Source: Bureau of Labor Statistics

Figure 3.1 Pre-Owned And New Construction Home Sales In Hampton Roads								
Month	New Construction	Resales	Month	New Construction	Resales	Month	New Construction	Resales
Jan-96	352	1097	Jul-99	502	1401	Jan-03	488	1862
Feb-96	484	1162	Aug-99	464	1312	Feb-03	398	1708
Mar-96	414	1180	Sep-99	420	1210	Mar-03	387	1616
Apr-96	531	1203	Oct-99	417	1173	Apr-03	397	1615
May-96	461	1251	Nov-99	431	1280	May-03	409	1667
Jun-96	474	1112	Dec-99	416	1315	Jun-03	397	1668
Jul-96	493	1148	Jan-00	407	1188	Jul-03	377	1841
Aug-96	429	1152	Feb-00	364	1304	Aug-03	365	1815
Sep-96	452	1107	Mar-00	439	1284	Sep-03	346	1703
Oct-96	422	1102	Apr-00	394	1282	Oct-03	412	1976
Nov-96	405	1171	May-00	429	1477	Nov-03	440	1529
Dec-96	425	1098	Jun-00	446	1353	Dec-03	440	1778
Jan-97	420	1103	Jul-00	397	1225	Jan-04	485	1797
Feb-97	419	1092	Aug-00	408	1213	Feb-04	504	1767
Mar-97	392	1064	Sep-00	386	1435	Mar-04	474	1788
Apr-97	391	1071	Oct-00	511	1342	Apr-04	520	1962
May-97	420	1124	Nov-00	338	1408	May-04	426	1833
Jun-97	353	1087	Dec-00	392	1301	Jun-04	413	1964
Jul-97	394	1070	Jan-01	372	1296	Jul-04	423	1948
Aug-97	354	1161	Feb-01	438	1449	Aug-04	437	1988
Sep-97	409	1147	Mar-01	420	1604	Sep-04	501	2091
Oct-97	420	1244	Apr-01	486	1481	Oct-04	462	2018
Nov-97	398	1128	May-01	522	1547	Nov-04	395	2035
Dec-97	398	1188	Jun-01	436	1525	Dec-04	420	1979
Jan-98	421	1221	Jul-01	417	1501	Jan-05	439	1968
Feb-98	385	1174	Aug-01	492	1441	Feb-05	376	2001
Mar-98	421	1299	Sep-01	467	1446	Mar-05	526	2069
Apr-98	363	1263	Oct-01	333	1521	Apr-05	405	1978
May-98	368	1191	Nov-01	518	1508	May-05	413	2034
Jun-98	481	1266	Dec-01	504	1438	Jun-05	442	2051
Jul-98	379	1277	Jan-02	333	1739	Jul-05	436	1897
Aug-98	425	1207	Feb-02	485	1580	Aug-05	443	2043
Sep-98	454	1320	Mar-02	447	1558	Sep-05	423	2033
Oct-98	418	1306	Apr-02	400	1611	Oct-05	369	1883
Nov-98	422	1264	May-02	404	1636	Nov-05	393	2013
Dec-98	447	1373	Jun-02	417	1505	Dec-05	433	1977
Jan-99	383	1420	Jul-02	518	1553	Jan-06	373	1891
Feb-99	462	1348	Aug-02	438	1610	Feb-06	429	2018
Mar-99	466	1354	Sep-02	438	1571	Mar-06	410	2088
Apr-99	564	1315	Oct-02	473	1702	Apr-06	401	1954
May-99	387	1229	Nov-02	482	1635	May-06	447	2000
Jun-99	458	1374	Dec-02	397	1803	Jun-06	498	1891

Source: Rose and Wamble Realty

Figure 3.2 Housing Price Indices For Hampton Roads, The Mid-Atlantic Region, And The United States							
Quarter	Hampton Roads	United States	Mid-Atlantic Region	Quarter	Hampton Roads	United States	Mid-Atlantic Region
1990 Q1	2.43	5.06	1.52	1998 Q2	3.88	5.21	4.18
1990 Q2	0.68	3.61	0.55	1998 Q3	3.69	5.1	3.82
1990 Q3	0.46	1.65	-1.2	1998 Q4	3.24	4.97	4.03
1990 Q4	-0.11	0.23	-2.88	1999 Q1	2.14	4.47	3.02
1991 Q1	0.54	0.59	-2.46	1999 Q2	2.85	5.05	4.08
1991 Q2	0.94	1.06	-1.12	1999 Q3	2.71	5.24	5.31
1991 Q3	0.77	0.72	-0.85	1999 Q4	3.06	5.18	5.27
1991 Q4	2.51	2.56	1.48	2000 Q1	3.29	6.27	6.23
1992 Q1	3.01	2.47	2.42	2000 Q2	3.85	6.63	7.39
1992 Q2	1.37	1.8	1.26	2000 Q3	4.32	7.04	7.62
1992 Q3	3.19	2.83	2.59	2000 Q4	4.23	7.57	7.92
1992 Q4	2.24	1.88	1.72	2001 Q1	6.18	8.1	8.61
1993 Q1	0.47	1.04	-0.03	2001 Q2	5.65	8.2	8.57
1993 Q2	2.89	2.12	2.16	2001 Q3	6.09	7.89	8.65
1993 Q3	1.65	1.7	1.1	2001 Q4	6.47	7.52	8.92
1993 Q4	1.77	2.06	1.29	2002 Q1	5.64	6.55	8.93
1994 Q1	2.8	2.7	1.53	2002 Q2	6.87	6.64	9.53
1994 Q2	1.46	2.19	-0.51	2002 Q3	7.51	7.16	10.06
1994 Q3	0.84	1.84	-1.33	2002 Q4	7.58	7.47	10.55
1994 Q4	0.04	0.83	-3.3	2003 Q1	7.69	7.13	9.81
1995 Q1	-0.63	0.71	-3.25	2003 Q2	7.47	6.46	8.51
1995 Q2	0.95	2.14	-0.81	2003 Q3	7.78	5.96	7.99
1995 Q3	3.1	3.45	1.52	2003 Q4	11.8	7.98	10.88
1995 Q4	3.63	4.52	3.14	2004 Q1	13.61	8.36	10.63
1996 Q1	4.97	5.41	5.08	2004 Q2	16.7	10.01	12.11
1996 Q2	3.02	3.7	2.35	2004 Q3	23.21	13.34	16.03
1996 Q3	0.96	2.52	0.27	2004 Q4	21.75	12.01	13.23
1996 Q4	1.3	2.6	0.41	2005 Q1	22.92	12.97	14.34
1997 Q1	1.44	2.28	-0.5	2005 Q2	24.6	13.43	14.84
1997 Q2	1.72	3.01	0.99	2005 Q3	23.21	13.34	16.03
1997 Q3	2.88	4.13	2.6	2005 Q4	21.75	12.01	13.23
1997 Q4	3.29	4.59	3.27	2006 Q1	22.92	12.97	14.34
1998 Q1	3.31	5.23	4.58				

Source:Office of Federal Housing Enterprise Oversight

Figure 3.3 Housing Price Increases In Hampton Roads And Competing Metro Areas From 2004 To 2005	
Metro Area	Increase in Price
Orlando	43.6%
Tampa-St. Petersburg	28.6%
Washington	25.3%
Baltimore	22.3%
Hampton Roads	21.0%
Richmond	18.3%
Jacksonville	16.3%
Raleigh/Durham	14.7%
U.S.	12.2%
Charlotte	7.7%
Charleston	7.4%
Atlanta	6.6%
Greensboro	5.7%

Source: National Association of Realtors

Figure 3.4 Home Ownership Rates In Hampton Roads	
Year	Homeownership Rate
1990	62.6%
1991	63.0%
1992	64.1%
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%

Source: U.S. Census Bureau

Figure 3.5 Hampton Roads Housing Opportunity Index			
Quarter	Index	Quarter	Index
1993 Q3	78.6	2000 Q1	70.0
1993 Q4	80.4	2000 Q2	67.9
1994 Q1	81.7	2000 Q3	65.0
1994 Q2	74.9	2000 Q4	71.3
1994 Q3	70.2	2001 Q1	74.6
1994 Q4	71.6	2001 Q2	70.9
1995 Q1	71.9	2001 Q3	70.0
1995 Q2	68.9	2001 Q4	75.3
1995 Q3	69.1	2002 Q1	75.5
1995 Q4	72.2	2002 Q2	No Data
1996 Q1	77.1	2002 Q3	No Data
1996 Q2	73.4	2002 Q4	No Data
1996 Q3	67.3	2003 Q1	No Data
1996 Q4	69.9	2003 Q2	No Data
1997 Q1	74.7	2003 Q3	69.8
1997 Q2	71.1	2003 Q4	No Data
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	51.0
1999 Q3	71.5	2006 Q1	52.6
1999 Q4	71.8		

Source: National Association of Home Builders

Figure 3.6 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	15.60	303%

Source: National Low Income Housing Coalition

Figure 4.1 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

Source: Federal Highway Administration

Figure 4.2 Per Capita Daily Vehicle Miles Traveled In Hampton Roads And Competing Metro Areas	
Metro Area	Daily VMT/Capita
Jacksonville	34.1
Greensboro- Winston-Salem	33.1
Atlanta	31.5
Orlando	31.5
Raleigh-Durham	30.4
Richmond	28.7
Tampa-St. Petersburg	28.4
Charlotte	27.5
Roanoke	25.3
Baltimore	24.3
Hampton Roads	23.7
Charlottesville	23.7
Charleston-North Charleston	22.5
Washington	22.5
Greenville	22.3

Source: Federal Highway Administration

Figure 4.3 Delay Per Peak Period Traveler For Hampton Roads And Competing Regions In 2003	
Urban Area	Annual Delay Per Traveler, 2003
Washington, DC/MD/VA	69
Atlanta, GA	67
Orlando, FL	55
Baltimore, MD	50
Tampa-St. Petersburg, FL	46
Charlotte, NC/SC	43
Jacksonville, FL	34
Raleigh-Durham, NC	27
Hampton Roads	26
Charleston-North Charleston, SC	25
Richmond, VA	17

Source: Texas Transportation Institute

Figure 4.4 Delay Per Peak Period Traveler In Hampton Roads		
Year	Hampton Roads	Large Urban Area Average
1994	22.0	30.0
1995	23.0	32.0
1996	25.0	33.0
1997	24.0	35.0
1998	27.0	36.0
1999	28.0	37.0
2000	25.5	36.0
2001	23.0	36.0
2002	27.0	36.0
2003	26.0	37.0

Source: Texas Transportation Institute

Figure 4.5 Hampton Roads Congestion And Congestion Costs		
Year	Millions of Dollars	Annual Hours of Delay
1990	$ 142	11,684
1991	$ 136	10,831
1992	$ 151	11,773
1993	$ 153	11,662
1994	$ 193	14,428
1995	$ 214	15,470
1996	$ 244	17,125
1997	$ 251	17,186
1998	$ 295	20,092
1999	$ 313	20,890
2000	$ 309	19,808
2001	$ 304	18,725
2002	$ 361	22,001
2003	$ 367	21,746

Source: Texas Transportation Institute

Figure 4.6 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

Source: Virginia Department of Motor Vehicles

Figure 4.7 Hampton Roads Vehicle Registrations			
Year	Population	Licensed Drivers	PDC
1993	1,508,700	999,351	1,054,301
1994	1,525,600	1,003,585	1,087,907
1995	1,532,300	1,006,359	1,107,876
1996	1,535,900	1,015,005	1,137,807
1997	1,545,600	1,021,590	1,147,227
1998	1,549,100	978,401	1,167,361
1999	1,561,500	997,468	1,202,672
2000	1,574,801	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	1,633,200	1,066,382	1,439,344

Source: Virginia Department of Motor Vehicles

Figure 4.8 Transit Passenger Miles In Hampton Roads	
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

Source: Federal Transit Administration

Figure 4.9 Transit Passenger Miles In Hampton Roads And Competing Metro Areas	
Metro Area	Transit Passenger Miles Per Capita
Washington	439.1
Baltimore	251.1
Atlanta	167.3
Orlando	77.5
Charlotte	61.1
Hampton Roads	58.3
Jacksonville	53.7
Tampa	40.9
Raleigh	39.4
Richmond	38.4
Charlottesville	31.5
Roanoke	30.9
Charleston	19.8
Greensboro	14.2
Greenville	7.1

Sources: Federal Transit Adminitration
U.S. Census Bureau

Figure 4.10 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

Source: Federal Aviation Administration

Figure 4.11 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

Source: Federal Aviation Administration

Figure 5.1 Hampton Roads Cost Of Living Index	
Category	Index
Housing	128.7
Utilities	116.6
Composite	106.2
Transportation	97.6
Grocery	94.9
Misc. Goods and Services	93.6
Health Care	91.5

Source: ACCRA

Figure 5.2 Revenue Sources For Local Governments In Hampton Roads					
Year	Real Property Tax	Personal Property Tax	Non-Tax Revenue	Local Sales and Use Tax	Other Local Taxes
1995	$ 643,638,338	$ 201,580,609	$ 229,995,464	$ 113,598,933	$ 437,369,734
1996	$ 676,806,688	$ 225,807,926	$ 252,113,882	$ 118,881,553	$ 451,141,634
1997	$ 708,031,114	$ 242,632,274	$ 272,146,821	$ 124,788,153	$ 470,548,825
1998	$ 749,005,711	$ 264,239,542	$ 323,456,703	$ 129,197,740	$ 501,173,544
1999	$ 768,236,808	$ 231,643,714	$ 315,644,161	$ 135,694,490	$ 522,301,230
2000	$ 812,536,581	$ 221,179,882	$ 323,081,858	$ 143,779,815	$ 551,730,951
2001	$ 853,090,524	$ 180,689,798	$ 326,538,358	$ 148,085,353	$ 652,542,888
2002	$ 910,042,739	$ 166,497,041	$ 370,256,204	$ 151,582,369	$ 617,989,846
2003	$ 983,059,931	$ 179,681,362	$ 365,701,921	$ 156,994,666	$ 657,142,666
2004	$ 1,064,598,249	$ 199,208,903	$ 415,815,442	$ 173,104,188	$ 700,707,492
2005	$ 1,177,312,014	$ 212,309,518	$ 433,885,036	$ 184,344,695	$ 726,084,342

Source: Auditor of Public Accounts

Figure 5.3 Property Tax Collections In Hampton Roads (Thousands of Dollars)		
Year	Real Property Tax	Personal Property Tax
1990	$ 486,779	$ 155,518
1991	$ 545,522	$ 158,780
1992	$ 579,548	$ 160,044
1993	$ 598,234	$ 166,378
1994	$ 622,679	$ 178,363
1995	$ 643,638	$ 201,579
1996	$ 676,807	$ 225,808
1997	$ 708,031	$ 242,633
1998	$ 749,006	$ 264,240
1999	$ 768,237	$ 231,644
2000	$ 812,537	$ 221,180
2001	$ 853,091	$ 182,404
2002	$ 909,014	$ 165,851
2003	$ 983,060	$ 180,755
2004	$ 1,064,598	$ 200,250
2005	$ 1,177,312	$ 213,377

Source: Auditor of Public Accounts

Figure 5.4 Expenditure Categories For Local Governments In Hampton Roads (Thousands of Dollars)					
Year	Education	Public Safety	Public Works	Health and Welfare	Other
1995	$ 1,385,513,099	$ 373,846,819	$ 216,829,693	$ 238,253,806	$ 315,794,711
1996	$ 1,433,417,675	$ 389,641,070	$ 236,497,524	$ 253,401,050	$ 339,602,270
1997	$ 1,491,100,796	$ 426,218,377	$ 246,153,474	$ 269,392,077	$ 358,424,318
1998	$ 1,618,736,342	$ 450,948,855	$ 257,575,365	$ 308,697,047	$ 372,850,439
1999	$ 1,704,225,527	$ 480,459,420	$ 273,207,893	$ 338,072,319	$ 398,368,214
2000	$ 1,842,139,436	$ 524,662,880	$ 285,444,796	$ 344,074,839	$ 439,953,912
2001	$ 1,922,083,355	$ 561,728,452	$ 293,191,912	$ 350,358,117	$ 464,709,014
2002	$ 1,976,431,813	$ 605,501,235	$ 306,075,163	$ 383,944,022	$ 489,731,055
2003	$ 2,076,834,110	$ 633,065,853	$ 310,376,475	$ 402,767,256	$ 521,083,213
2004	$ 2,204,360,674	$ 671,204,802	$ 392,887,823	$ 420,490,533	$ 602,200,649
2005	$ 2,393,302,330	$ 724,498,848	$ 334,391,128	$ 461,344,351	$ 596,109,074

Source: Auditor of Public Accounts

Figure 5.5 Per Capita Local Government Expenditures In Hampton Roads And Virginia		
Year	Hampton Roads	Virginia
1995	$ 1,650.94	$ 2,040.79
1996	$ 1,726.81	$ 2,064.66
1997	$ 1,805.61	$ 2,115.21
1998	$ 1,941.79	$ 2,193.18
1999	$ 2,045.16	$ 2,252.00
2000	$ 2,181.28	$ 2,350.02
2001	$ 2,267.44	$ 2,381.98
2002	$ 2,364.35	$ 2,461.44
2003	$ 2,464.62	$ 2,473.54
2004	$ 2,644.28	$ 2,580.31
2005	$ 2,761.23	$ 2,653.60

Source: Auditor of Public Accounts

Figure 5.6 Distribution Of Education Financing For Hampton Roads Jurisdictions In 2005	
Source	Percent of Total
Local	37.2%
State	53.4%
Federal	9.3%

Source: Virginia Department of Education

Figure 5.7 Expenditures Per Pupil In Hampton Roads And Virginia		
Year	Hampton Roads	Virginia
2000	$ 6,466.81	$ 6,984.50
2001	$ 7,083.46	$ 7,647.28
2002	$ 7,254.36	$ 7,835.76
2003	$ 7,530.01	$ 8,186.21
2004	$ 7,925.43	$ 8,552.23
2005	$ 8,605.06	$ 9,201.99

Source: Virginia Department of Education

Figure 5.8 Graduation Rates In Hampton Roads		
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%

Source: Virginia Department of Education

Figure 5.9 Number Of Graduating Students From Regional Universities In 2006	
Institution	Enrollment
Old Dominion University	19,627
College of William and Mary	7,489
Norfolk State University	6,095
Hampton University	5,787
Christopher Newport University	5,388
Regent University	2,689
Virginia Wesleyan University	1,412
Eastern Virginia Medical School	645

Source: State Council for Higher Education

Figure 5.10 Violent Crime In Hampton Roads (Per 100,000 Persons)		
Year	Hampton Roads	United States
2001	434.8	504.5
2002	463.1	494.4
2003	434.9	475.0
2004	429.3	465.5

Source: Federal Bureau of Investigation

Figure 5.11 Poverty Rates For Hampton Roads And The United States		
Year	Hampton Roads	United States
1997	13.7%	13.3%
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%

Source: U.S. Census Bureau

Figure 5.12 Hampton Roads Air Quality In 2005	
Pollutant	Percent of Primary Standard
Ozone	98.41%
Carbon Monoxide	40.00%
Nitorgen Dioxide	32.60%
Sulphur Dioxide	20.33%

Source: Virginia Department of Environmental Quality

Figure 5.13 Ozone Levels In Hampton Roads Compared To The Primary Standard	
Year	Ozone Parts Per Billion
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	82.7

Source: Virginia Department of Environmental Quality

Figure 5.14 Land Use Change In Hampton Roads From 1992 To 2001	
Category	Change in Distribution
Developed	16.79%
Other	2.31%
Wetlands	1.97%
Water	-1.18%
Agriculture	-2.04%
Forest	-17.86%

Source: National Land Cover Dataset

Figure 5.15 Gross Leasable Retail Space In Hampton Roads		
Year	Gross Leasable Area	Vacancy Rate
1998	38,416,433	11.7%
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%

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

Figure 5.16 Hampton Roads Industrial Market Vacancy Rate	
Year	Industrial Market Vacancy Rate
1996	9.20%
1997	8.70%
1998	8.60%
1999	7.30%
2000	7.60%
2001	6.40%
2002	7.40%
2003	7.50%
2004	5.99%
2005	6.13%
2006	5.20%

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

Figure 5.17 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

Source: U.S. Patent and Trademark Office