Hampton Roads Regional Benchmarking Study

HAMPTON ROADS
PLANNING DISTRICT COMMISSION

E07-02

December 2007

HAMPTON ROADS PLANNING DISTRICT COMMISSION

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- REBECCA C.W. ADAMS
- AMAR DWARKANATH
- * CLIFTON E. HAYES, JR.
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- REGINA V.K. WILLIAMS
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- GORDON C. HELSEL, JR.

PORTSMOUTH
- KENNETH L. CHANDLER
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SOUTHAMPTON COUNTY
- ANITA T. FELTS
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- LINDA T. JOHNSON
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- * TYRONE W. FRANKLIN
- JUDY S. LYTTLE

VIRGINIA BEACH
- HARRY E. DIEZEL
- ROBERT M. DYER
- BARBARA M. HENLEY
- * LOUIS R. JONES
- MEYERA E. OBERNDORF
- JAMES K. SPORE
- JOHN E. UHRIN

WILLIAMSBURG
- * JACKSON C. TUTTLE, II
- JEANNE ZEIDLER

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

*EXECUTIVE COMMITTEE MEMBER

PROJECT STAFF

ARTHUR L. COLLINS	EXECUTIVE DIRECTOR/SECRETARY
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JAMES A. CLARY	ECONOMIST
KEITH 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 2007-2008 that was approved by the Commission at its Executive Committee Meeting on March 21, 2007.

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

December 2007

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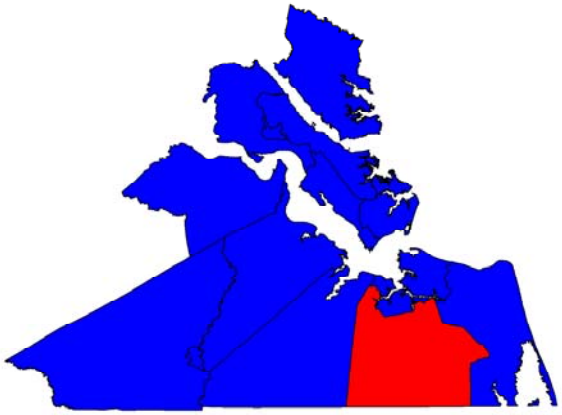
INTRODUCTION

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.

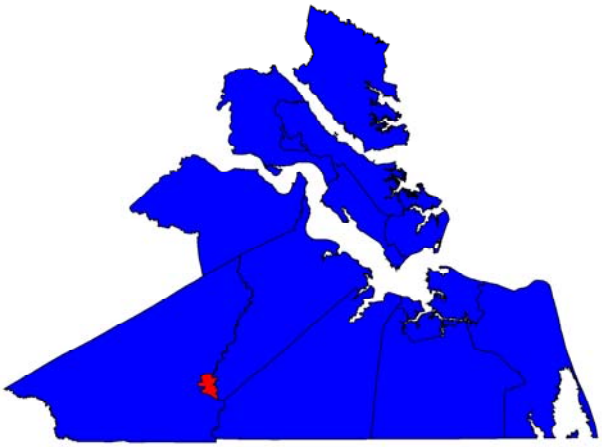


Chesapeake

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 - 2006	215,586
Land Area - 2006	340 Square Miles
Population Density - 2006	634 Persons-Per-Square-Mile
Total Employment - 2006	99,397
Labor Force - 2006	113,965
Unemployment Rate - 2006	3.2%
Per Capita Income - 2005	$33,302
Total Personal Income - 2005	$7,267,072,000
Largest Private Employer - 2007	Chesapeake General Hospital
Taxable Retail Sales - 2005	$3,153,832,462
Fair Market Value of Real Estate - 2005	$16,612,591,512

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

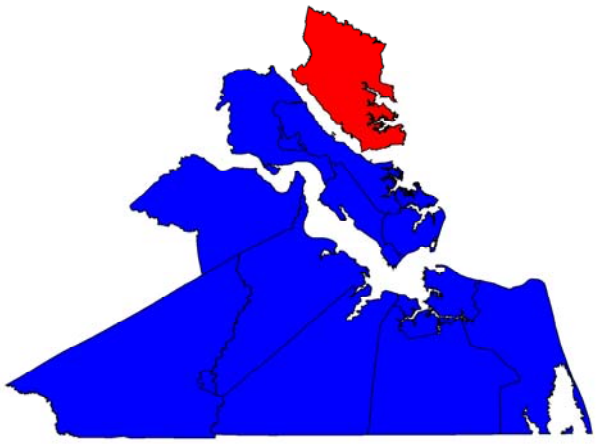


Franklin

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

Population - 2006	8,304
Land Area - 2006	8 Square Miles
Population Density - 2006	1038 Persons-Per-Square-Mile
Total Employment - 2006	3,961
Labor Force - 2006	3,765
Unemployment Rate - 2006	4.6%
Per Capita Income - 2005	$27,213
Total Personal Income - 2005	$225,992,459
Largest Private Employer - 2007	Southampton Memorial Hospital
Taxable Retail Sales - 2005	$132,294,260
Fair Market Value of Real Estate - 2005	$413,989,400

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

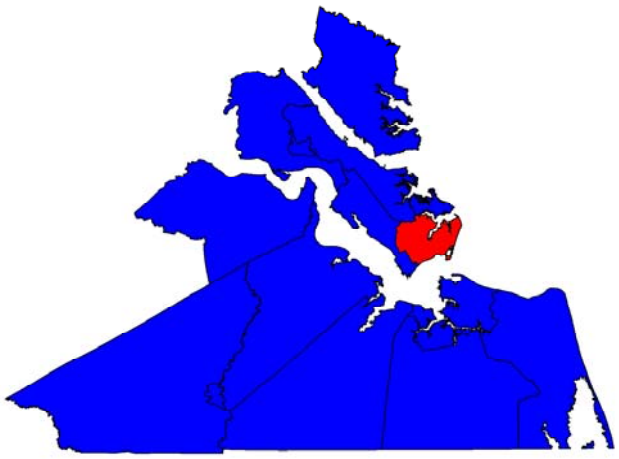


Gloucester

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

Population - 2006	35,931
Land Area - 2006	225 Square Miles
Population Density - 2006	160 Persons-Per-Square-Mile
Total Employment - 2006	10,175
Labor Force - 2006	20,189
Unemployment Rate - 2006	2.6%
Per Capita Income - 2005	$29,271
Total Personal Income - 2005	$1,104,967,000
Largest Private Employer - 2007	Virginia Institute of Marine Science
Taxable Retail Sales - 2005	$348,206,429
Fair Market Value of Real Estate - 2005	$2,136,039,700

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

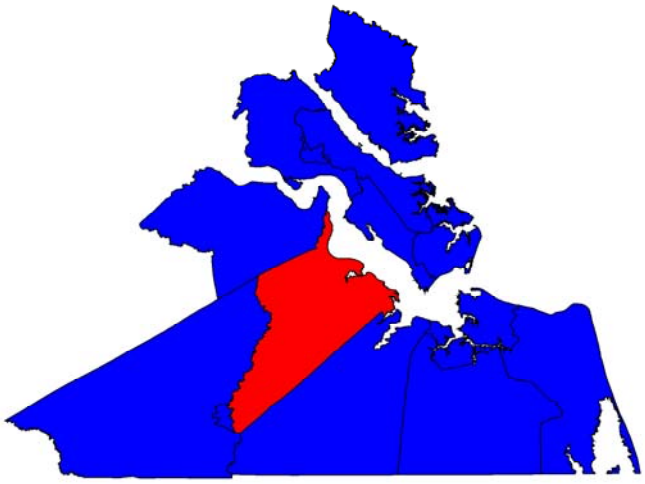


Hampton

City Council:
Mayor Mr. Ross Kearney II
Vice Mayor Mr. Randall Gilliland
Mr. Anderson W. Clary Jr.
Ms. Angela Leary
Mr. Charles Sapp
Mr. Joseph Spencer II
Mr. Paige Washington Jr.

Population - 2006	145,708
Land Area - 2006	52 Square Miles
Population Density - 2006	2802 Persons-Per-Square-Mile
Total Employment - 2006	58,542
Labor Force - 2006	67,785
Unemployment Rate - 2006	3.6%
Per Capita Income - 2005	$30,389
Total Personal Income - 2005	$4,411,069,000
Largest Private Employer - 2007	Sentara Healthcare
Taxable Retail Sales - 2005	$1,231,518,261
Fair Market Value of Real Estate - 2005	$8,352,092,200

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

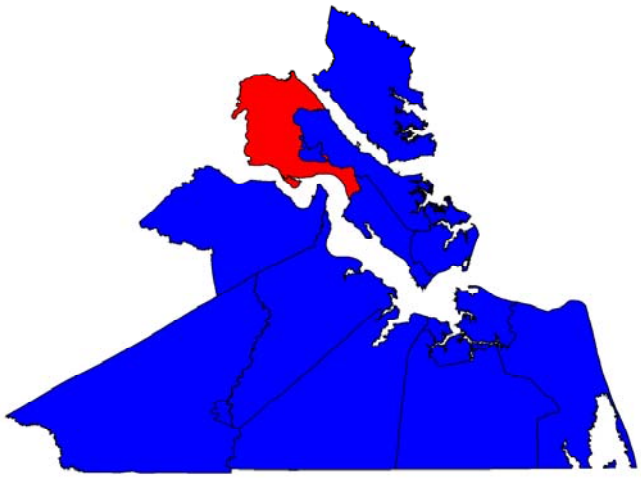


Isle of Wight

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

Population - 2006	33,065
Land Area - 2006	316 Square Miles
Population Density - 2006	105 Persons-Per-Square-Mile
Total Employment - 2006	11,761
Labor Force - 2006	17,685
Unemployment Rate - 2006	3.1%
Per Capita Income - 2005	$31,495
Total Personal Income - 2005	$1,051,880,000
Largest Private Employer - 2007	Gwaltney of Smithfield
Taxable Retail Sales - 2005	$194,589,282
Fair Market Value of Real Estate - 2005	$2,796,218,400

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

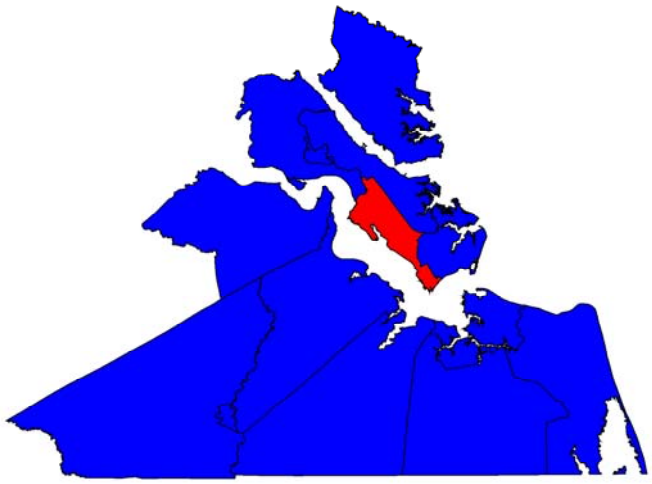


James City County

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

Population - 2006	59,183
Land Area - 2006	153 Square Miles
Population Density - 2006	387 Persons-Per-Square-Mile
Total Employment - 2006	24,781
Labor Force - 2006	29,348
Unemployment Rate - 2006	2.6%
Per Capita Income - 2005	$40,326
Total Personal Income - 2005	$2,386,584,381
Largest Private Employer - 2007	Busch Gardens
Taxable Retail Sales - 2005	$787,297,663
Fair Market Value of Real Estate - 2005	$8,288,244,900

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

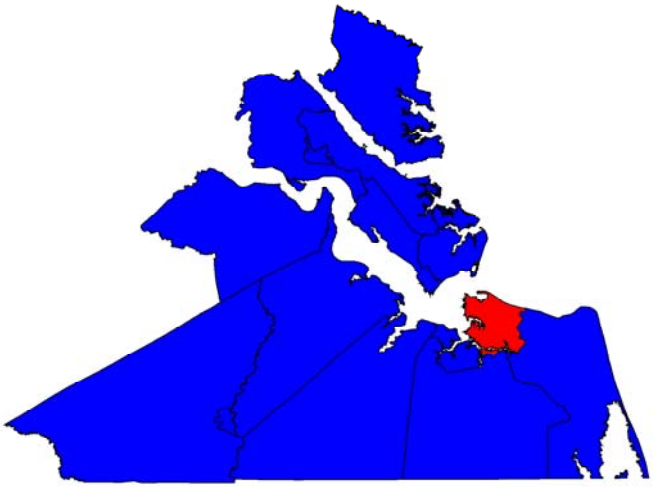


Newport News

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 - 2006	181,416
Land Area - 2006	68 Square Miles
Population Density - 2006	2668 Persons-Per-Square-Mile
Total Employment - 2006	97,853
Labor Force - 2006	87,490
Unemployment Rate - 2006	3.5%
Per Capita Income - 2005	$28,436
Total Personal Income - 2005	$5,086,295,000
Largest Private Employer - 2007	Newport News Shipbuilding
Taxable Retail Sales - 2005	$2,016,999,661
Fair Market Value of Real Estate - 2005	$10,221,104,649

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



Norfolk

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

Population - 2006	236,092
Land Area - 2006	54 Square Miles
Population Density - 2006	4372 Persons-Per-Square-Mile
Total Employment - 2006	142,425
Labor Force - 2006	97,533
Unemployment Rate - 2006	4.1%
Per Capita Income - 2005	$30,528
Total Personal Income - 2005	$7,044,989,000
Largest Private Employer - 2007	Sentara Healthcare
Taxable Retail Sales - 2005	$2,753,223,969
Fair Market Value of Real Estate - 2005	$11,976,038,230

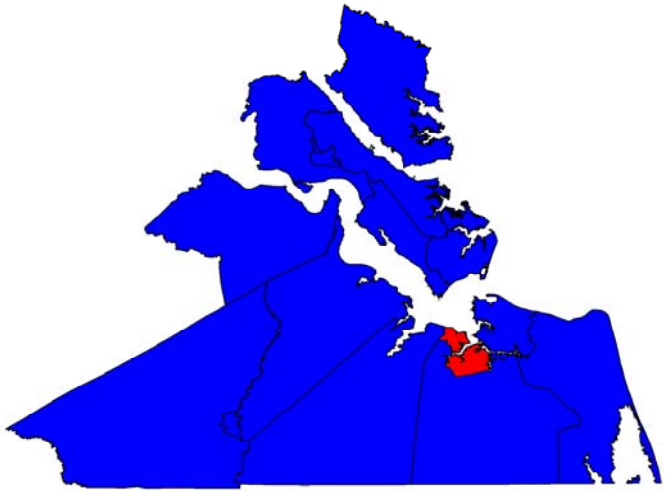
Official Website . . . . . http://www.norfolk.gov/

Poquoson

City Council:
Mayor Mr. Gordon C. Helsel, Jr.
Vice Mayor Mr. Arthur Holloway Jr.
Mr. Carey Freeman
Mr. Herbert Green Jr.
Mr. W. Eugene Hunt Jr.
Mr. Frank Kreiger
Mr. E. Thomas Meree

Population - 2006	11,852
Land Area - 2006	16 Square Miles
Population Density - 2006	741 Persons-Per-Square-Mile
Total Employment - 2006	2,045
Labor Force - 2006	6,278
Unemployment Rate - 2006	2.3%
Per Capita Income - 2005	$40,624
Total Personal Income - 2005	$481,484,924
Largest Private Employer - 2007	Farm Fresh
Taxable Retail Sales - 2005	$39,160,584
Fair Market Value of Real Estate - 2005	$1,025,497,078

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

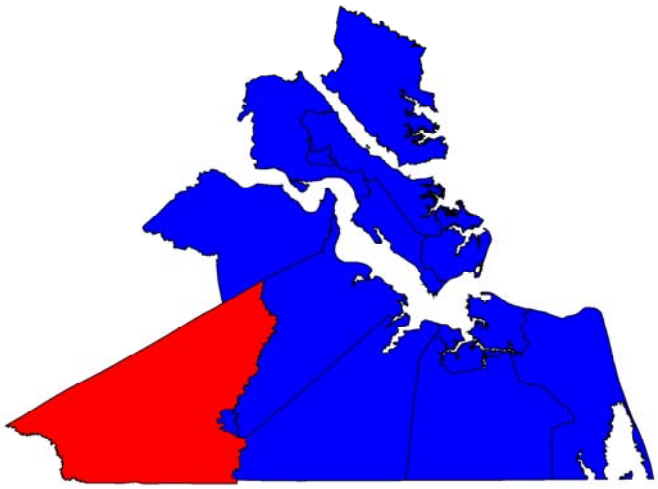


Portsmouth

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 - 2006	98,733
Land Area - 2006	33 Square Miles
Population Density - 2006	2992 Persons-Per-Square-Mile
Total Employment - 2006	43,073
Labor Force - 2006	45,435
Unemployment Rate - 2006	4.3%
Per Capita Income - 2005	$27,799
Total Personal Income - 2005	$2,773,554,000
Largest Private Employer - 2007	Maryview Hospital
Taxable Retail Sales - 2005	$529,330,720
Fair Market Value of Real Estate - 2005	$4,351,287,410

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

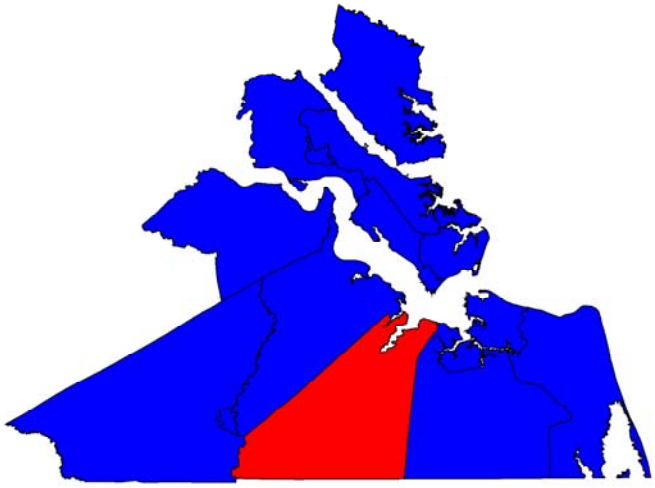


Southampton

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 - 2006	18,188
Land Area - 2006	600 Square Miles
Population Density - 2006	30 Persons-Per-Square-Mile
Total Employment - 2006	4,457
Labor Force - 2006	7,598
Unemployment Rate - 2006	3.6%
Per Capita Income - 2005	$26,074
Total Personal Income - 2005	$474,246,541
Largest Private Employer - 2007	Narricot Industries
Taxable Retail Sales - 2005	$39,510,929
Fair Market Value of Real Estate - 2005	$888,219,800

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

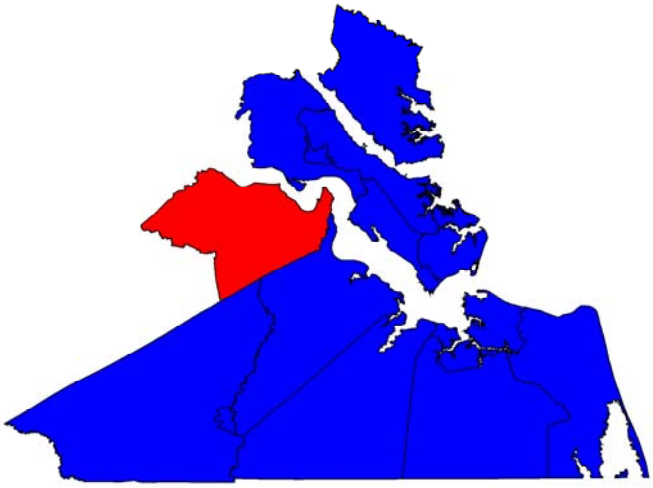


Suffolk

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

Population - 2006	79,524
Land Area - 2006	400 Square Miles
Population Density - 2006	199 Persons-Per-Square-Mile
Total Employment - 2006	24,322
Labor Force - 2006	38,524
Unemployment Rate - 2006	3.5%
Per Capita Income - 2005	$29,661
Total Personal Income - 2005	$2,336,867,000
Largest Private Employer - 2007	Sentara Healthcare
Taxable Retail Sales - 2005	$624,095,601
Fair Market Value of Real Estate - 2005	$6,197,008,900

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

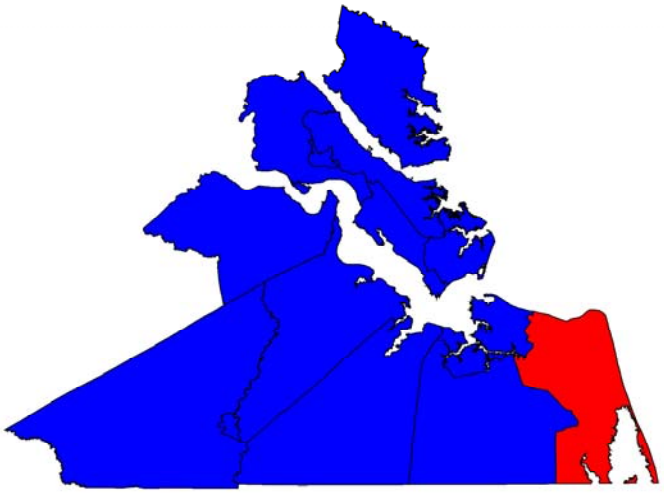


Surry

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

Population - 2006	6,854
Land Area - 2006	279 Square Miles
Population Density - 2006	25 Persons-Per-Square-Mile
Total Employment - 2006	2,117
Labor Force - 2006	3,672
Unemployment Rate - 2006	3.3%
Per Capita Income - 2005	$25,101
Total Personal Income - 2005	$175,378,000
Largest Private Employer - 2007	VA Electric & Power Comp. Inc.
Taxable Retail Sales - 2005	$20,574,943
Fair Market Value of Real Estate - 2005	$546,241,500

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

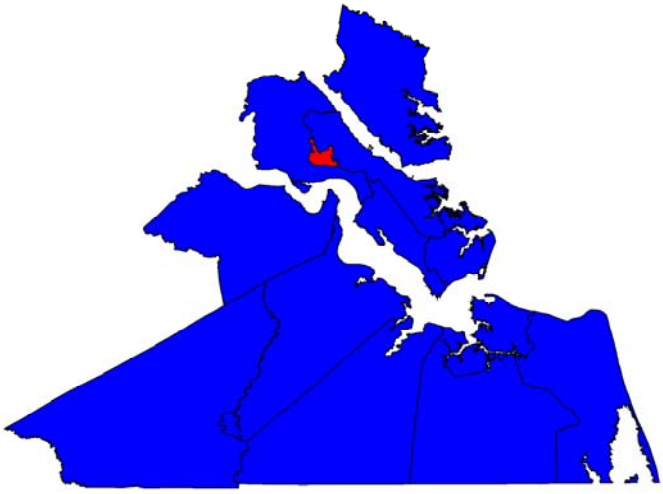


Virginia Beach

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 - 2006	433,549
Land Area - 2006	248 Square Miles
Population Density - 2006	1748 Persons-Per-Square-Mile
Total Employment - 2006	178,591
Labor Force - 2006	224,325
Unemployment Rate - 2006	2.9%
Per Capita Income - 2005	$37,839
Total Personal Income - 2005	$16,536,558,000
Largest Private Employer - 2007	Sentara Healthcare
Taxable Retail Sales - 2005	$4,684,496,304
Fair Market Value of Real Estate - 2005	$38,200,939,378

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

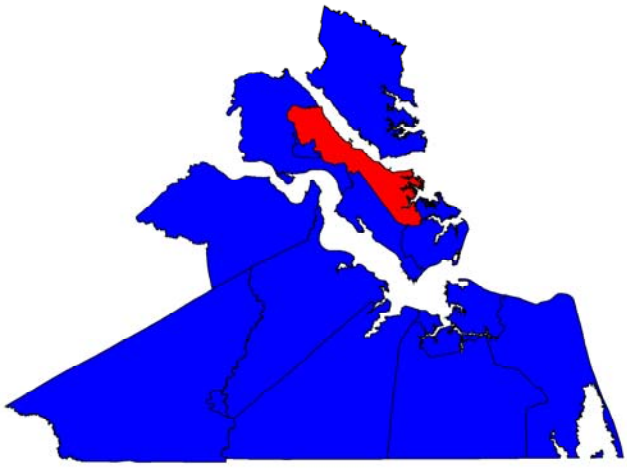


Williamsburg

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

Population - 2006	13,330
Land Area - 2006	9 Square Miles
Population Density - 2006	1481 Persons-Per-Square-Mile
Total Employment - 2006	16,633
Labor Force - 2006	4,816
Unemployment Rate - 2006	5.8%
Per Capita Income - 2005	$35,546
Total Personal Income - 2005	$473,824,619
Largest Private Employer - 2007	Colonial Williamsburg Foundation
Taxable Retail Sales - 2005	$370,368,647
Fair Market Value of Real Estate - 2005	$1,338,705,000

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



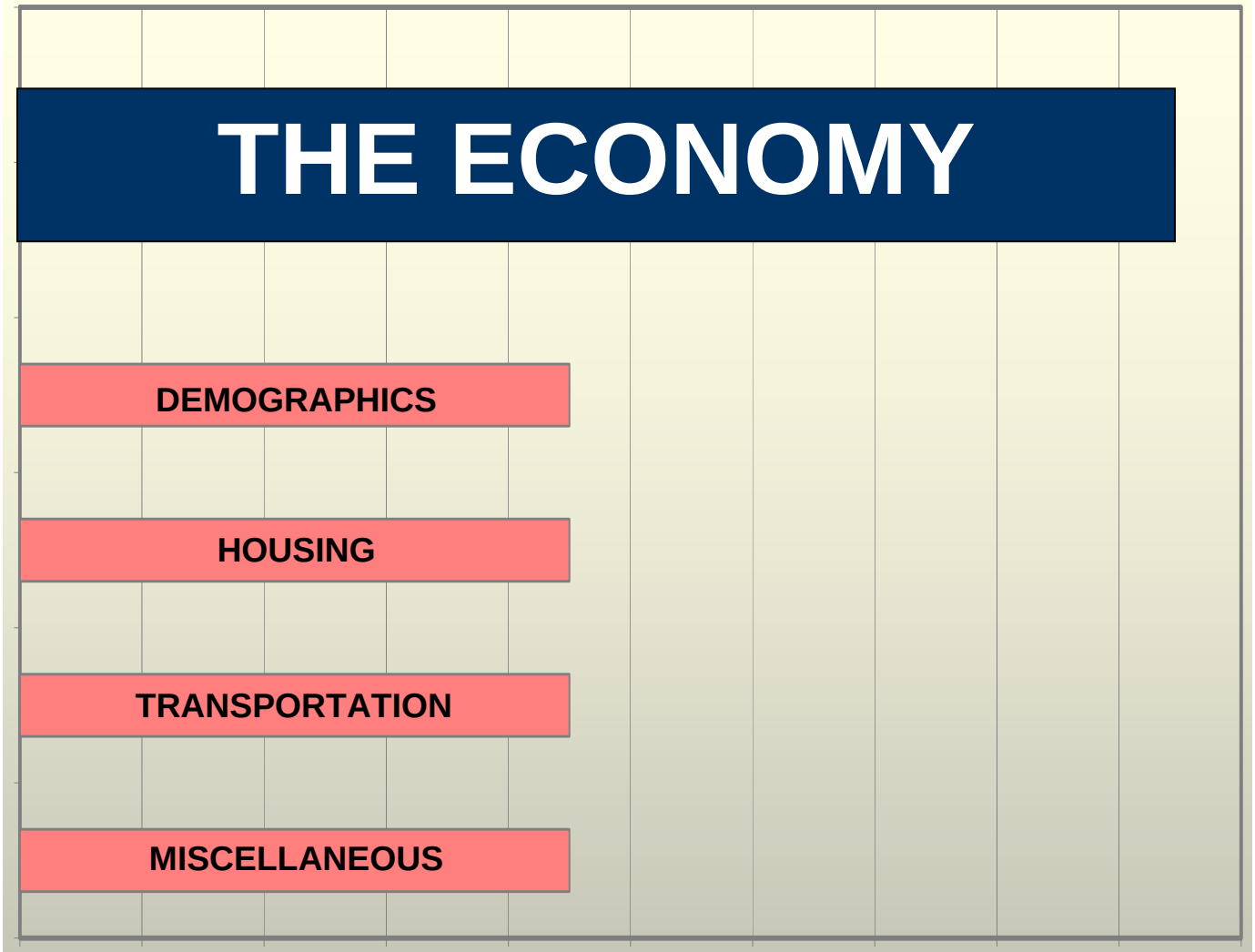
York County

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

Population - 2006	63,139
Land Area - 2006	106 Square Miles
Population Density - 2006	596 Persons-Per-Square-Mile
Total Employment - 2006	20,787
Labor Force - 2006	15,878
Unemployment Rate - 2006	3.7%
Per Capita Income - 2005	$35,389
Total Personal Income - 2005	$2,234,423,076
Largest Private Employer - 2007	Water Country U.S.A.
Taxable Retail Sales - 2005	$784,945,776
Fair Market Value of Real Estate - 2005	$5,357,866,100

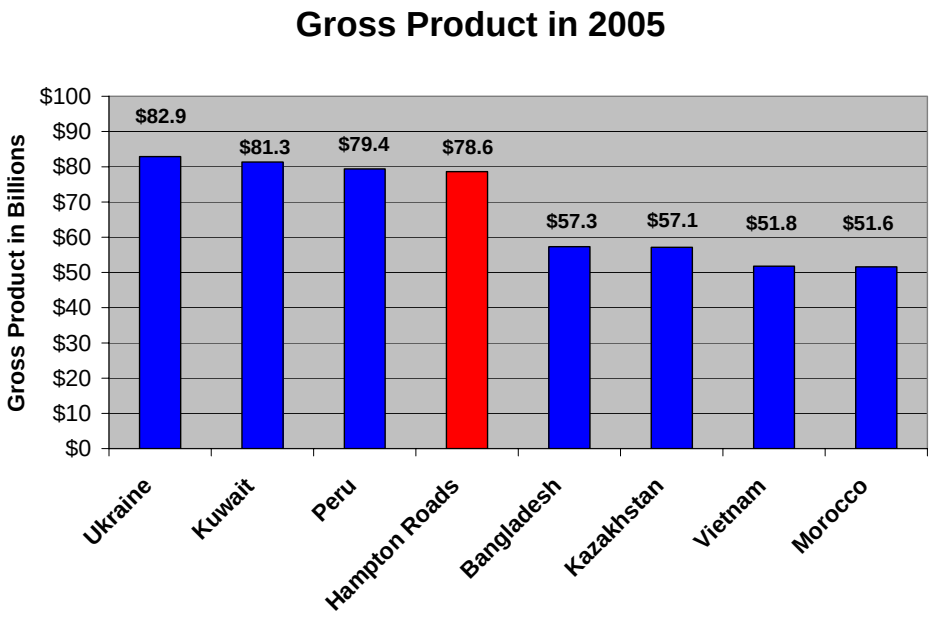
Official Website . . . . . http://www.yorkcounty.gov/

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



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.

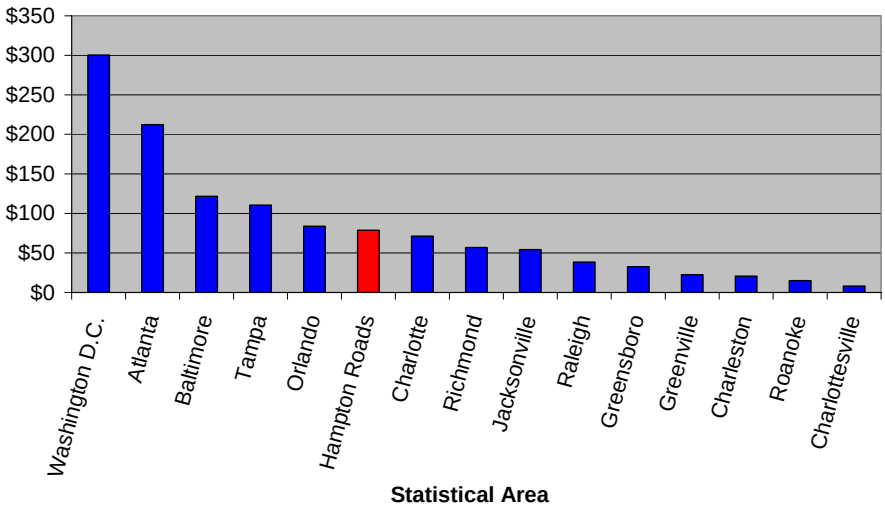
How are we doing:
The Hampton Roads economy ranks as the 30th largest metro economy in the United States. On an international scale, the local economy is comparable to developing countries that are up to 100 times larger, both in terms of land area and population.

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

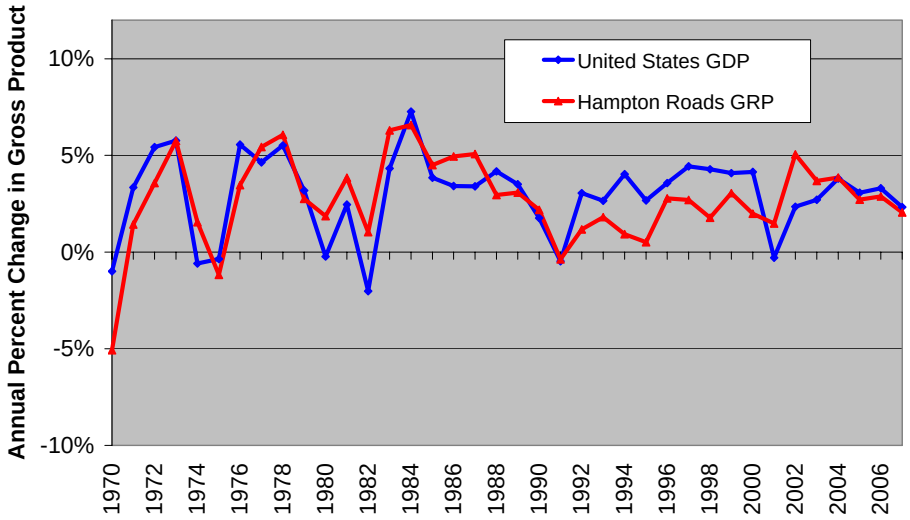
How are we doing:
Hampton Roads' gross metro product pales in comparison to the Washington D.C. economy. The size of the local economy much more comparable to those of Charlotte and Orlando.

Figure 1.2 Gross Metro Product in 2005



1.3 NATIONAL AND REGIONAL GROSS PRODUCT

Annual Percent Change in Gross Product



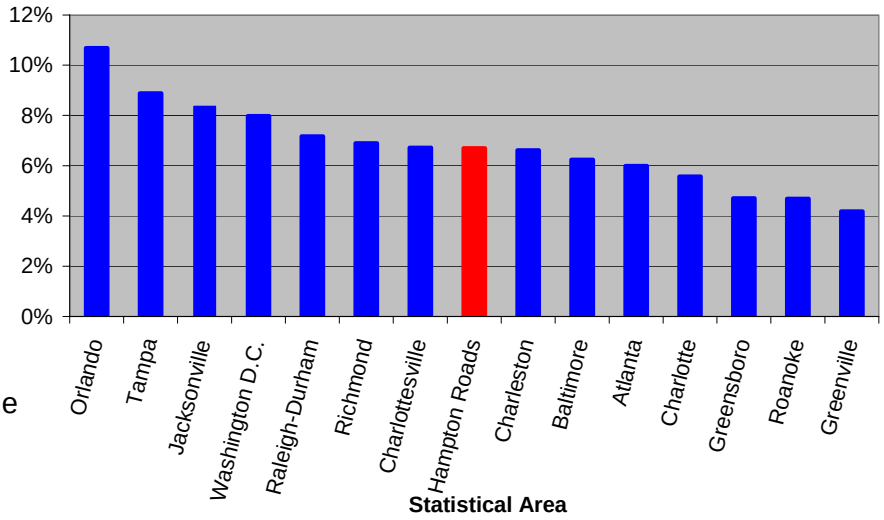
Why is it important:
There are a multitude of variables that influence the direction of an economy. Comparing the local gross product (GP) to the national GDP provides perspective from which to view the local economy.

How are we doing:
Over the past decade HR has seen real annual economic growth of almost 2%, in spite of a national economic downturn. The direction of the local economy tends to track the National economy.

1.4 GROSS REGIONAL PRODUCT COMPARISON FOR HAMPTON ROADS AND COMPETING METROPOLITAN AREAS FROM 2002 TO 2005

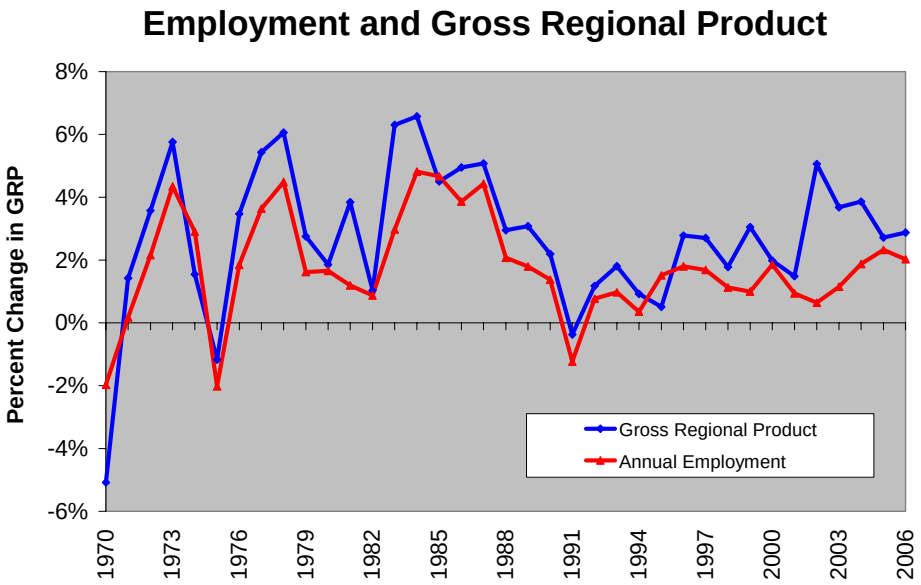
Why is it important:
Competing statistical areas are subject to many of the same pressures that influence economic conditions in HR. Benchmarking local economic growth against growth in competing regions allows one to assess a region's performance irrespective of market conditions.

3-Year Annualized Growth Rates in GP



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

1.5 EMPLOYMENT AND GROSS PRODUCT IN HAMPTON ROADS



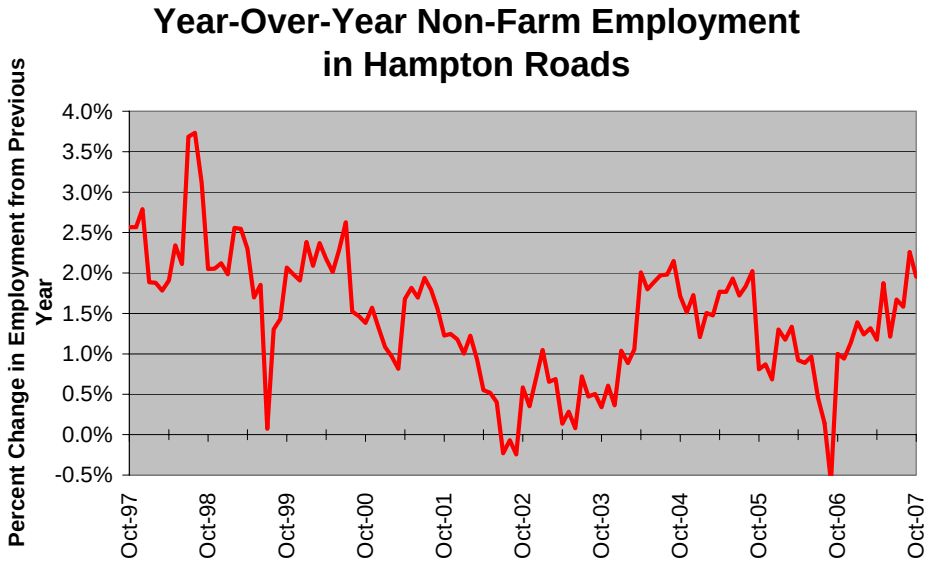
Why is it important:
Employment figures typically track gross product statistics, however, employment statistics are more readily available from a host of reliable sources. It is common practice to use employment information as a general indicator of economic well-being.

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

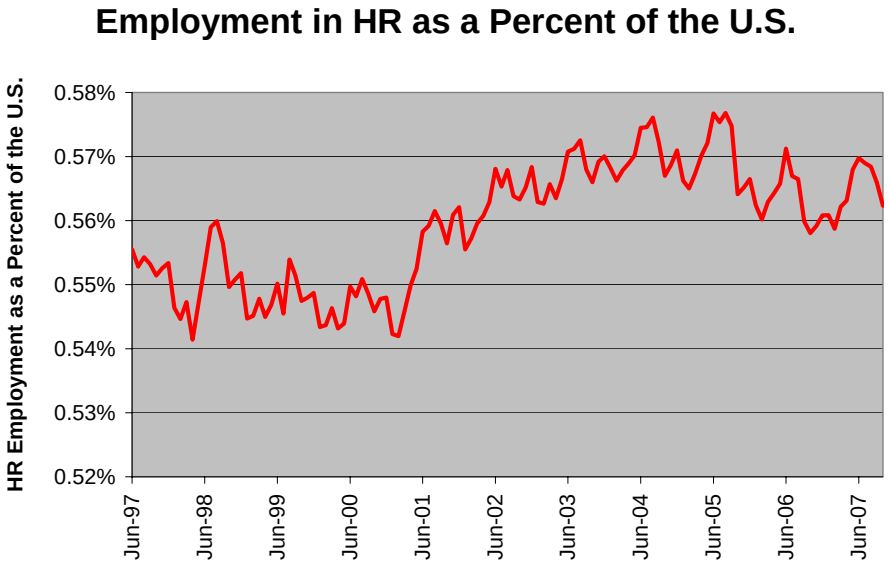
1.6 YEAR OVER YEAR CHANGE IN HAMPTON ROADS' MONTHLY EMPLOYMENT

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 dipped in 2003 and in 2006 and now appears to be accelerating once again.



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



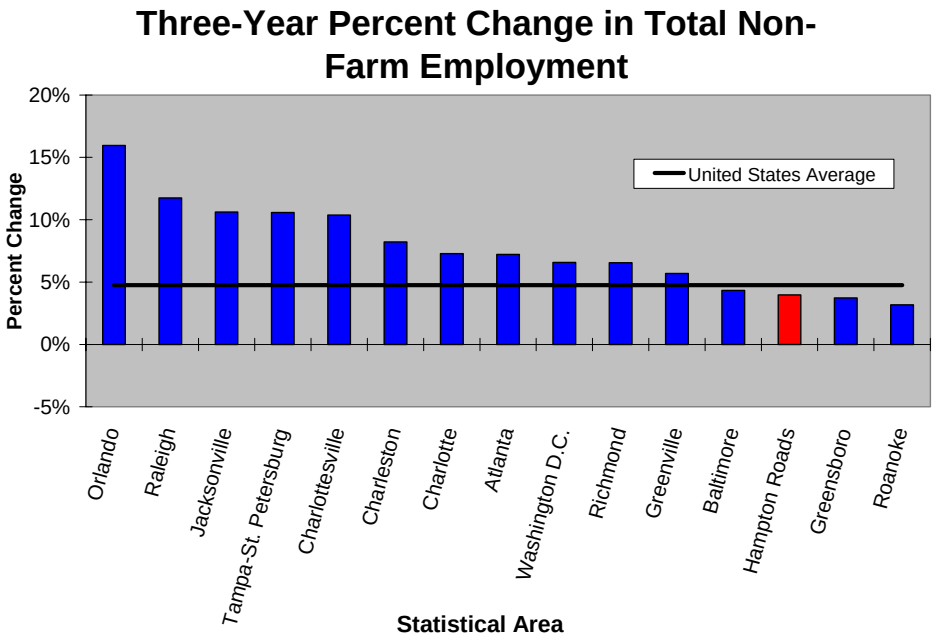
Why is it important:
The local business cycle influences relative growth rates. Comparing local employment figures to national employment figures reveals relative growth.

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

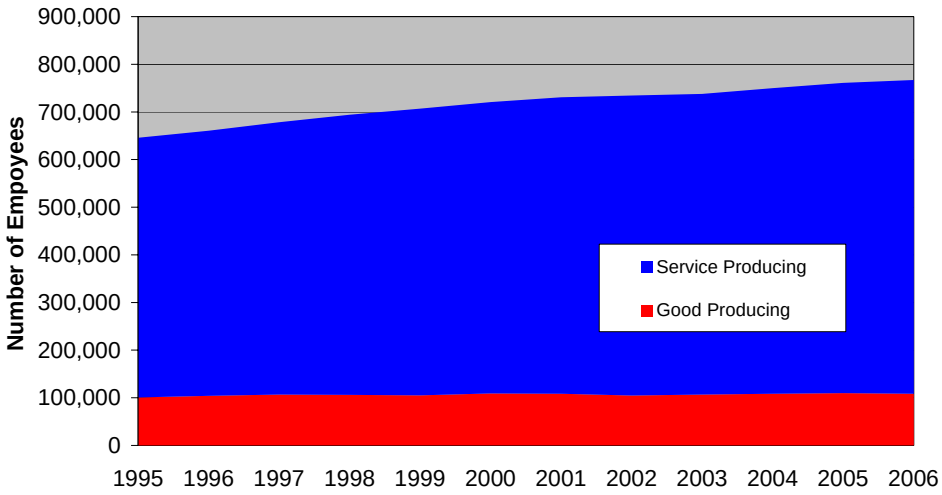
Why is it important:
This graph illustrates Hampton Roads' ability to compete with similar markets.

How are we doing:
Hampton Roads has experienced below average employment growth over the past three years. Because of its countercyclical nature, local defense spending typically stabilizes the regional market, moderating rapid growth and helping to avoid sharp declines.



1.9 COMPARISON OF GOODS AND SERVICE EMPLOYMENT IN HAMPTON ROADS

Goods and Service Employment



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.

Public and Private Employment

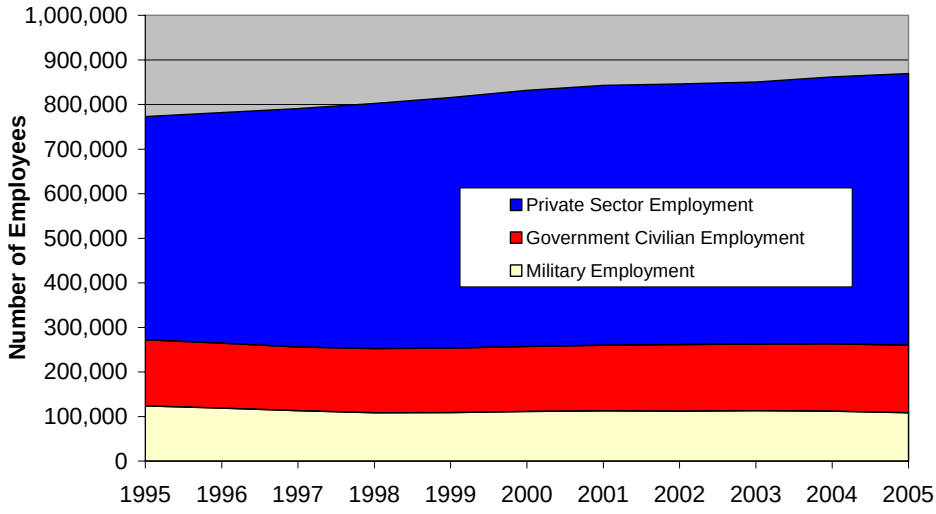
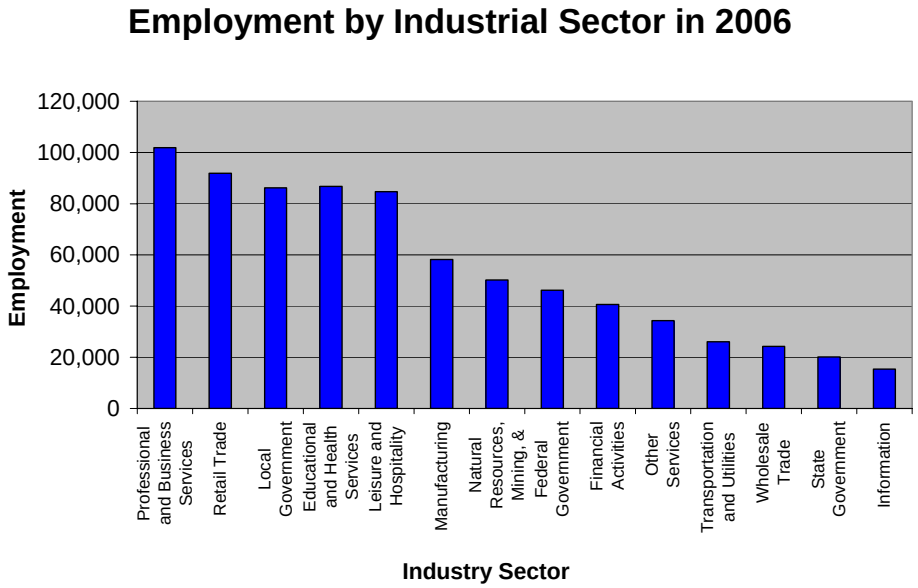


FIGURE 1.11 DISTRIBUTION OF EMPLOYMENT IN HAMPTON ROADS BY INDUSTRY SECTOR



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

How are we doing:
Professional and business services, retail trade, and 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 2003 TO 2006

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 2,500 jobs. Fortunately this was more than offset by large increases in other sectors such as educational and health services.

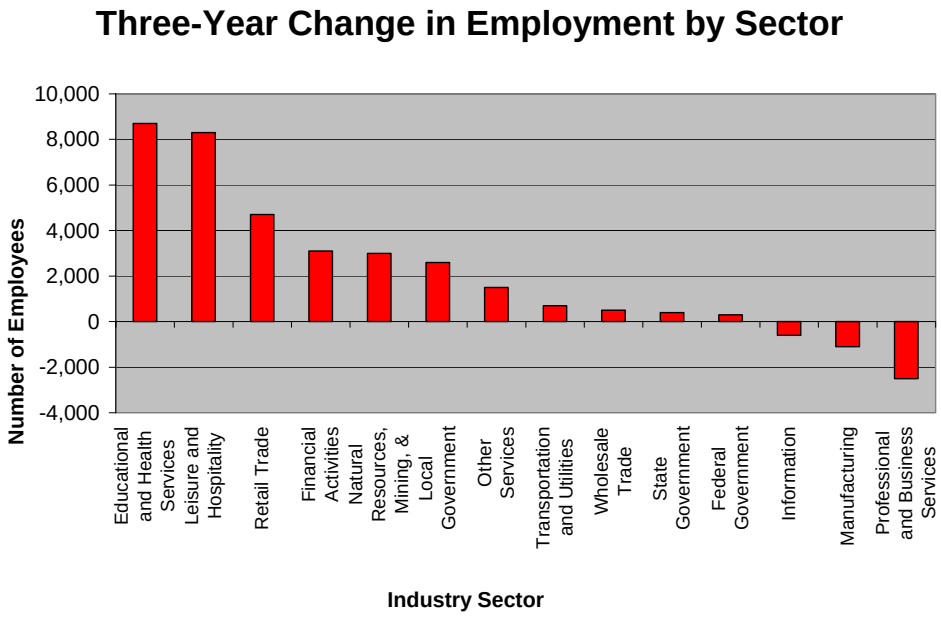
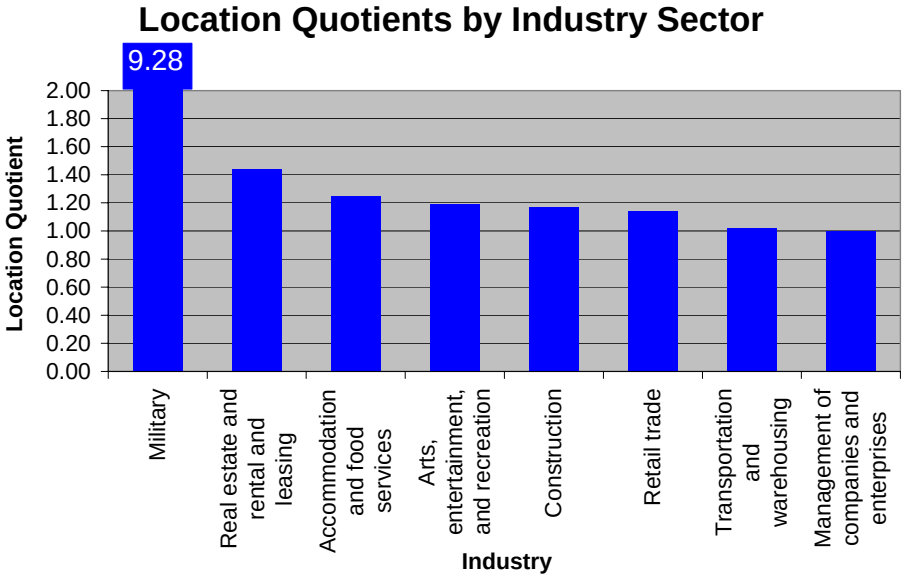


FIGURE 1.13 HAMPTON ROADS INDUSTRIAL LOCATION QUOTIENTS IN 2006



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 2006

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

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

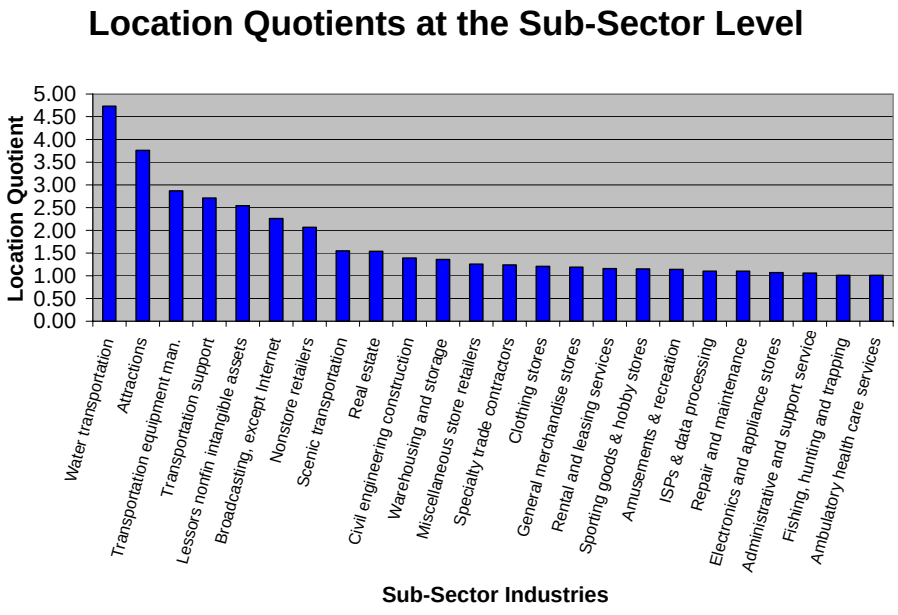
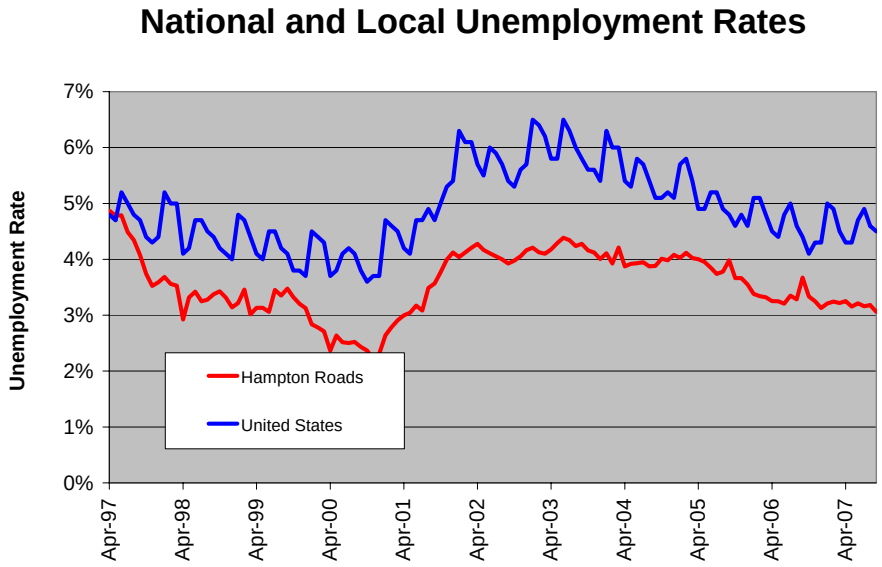


FIGURE 1.15 DESEASONALIZED UNEMPLOYMENT RATES IN HAMPTON ROADS AND THE UNITED STATES



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

How are we doing:
Hampton Roads and Virginia have historically had low unemployment rates. These low unemployment figures are a result of the region's unique industrial mix.

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 62.2%, 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 71.2 % and Atlanta the lowest with a rate of 59.7%.

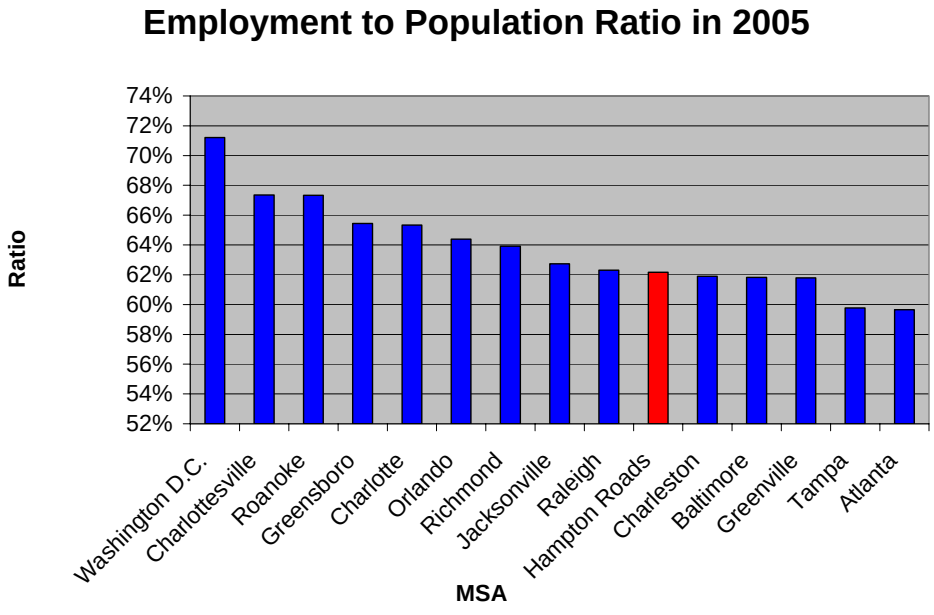
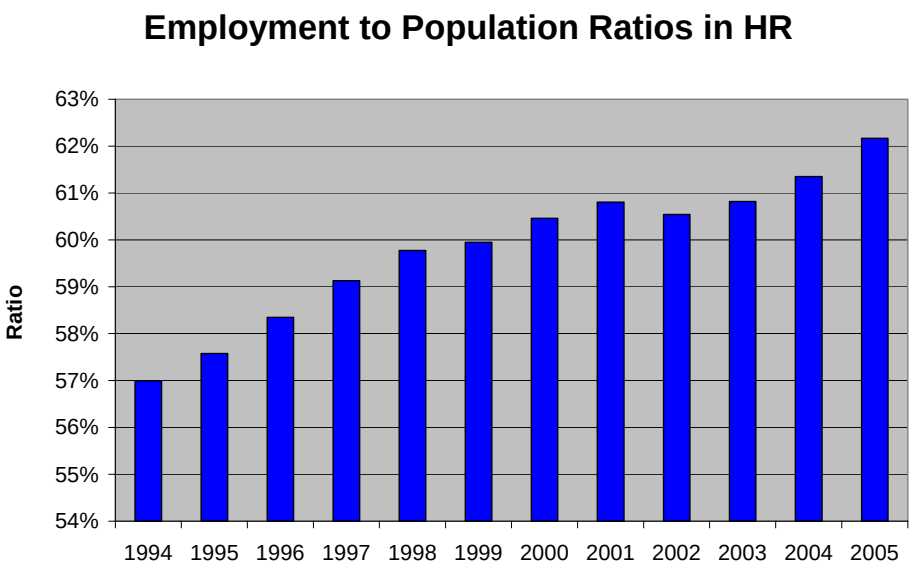


FIGURE 1.17 HISTORIC EMPLOYMENT TO POPULATION RATIOS IN HAMPTON ROADS



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

How are we doing:
After increasing substantially through the late nineties, Hampton Roads' employment to population ratio had leveled off in 2001. Although recent increases have added to the region's productivity, a decline is imminent as the baby boom generation begins to retire.

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.

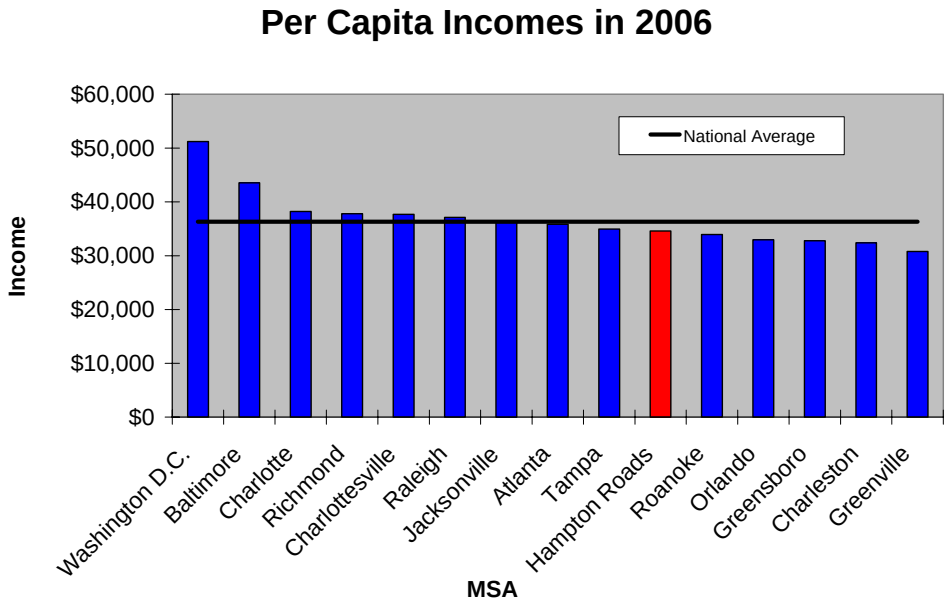
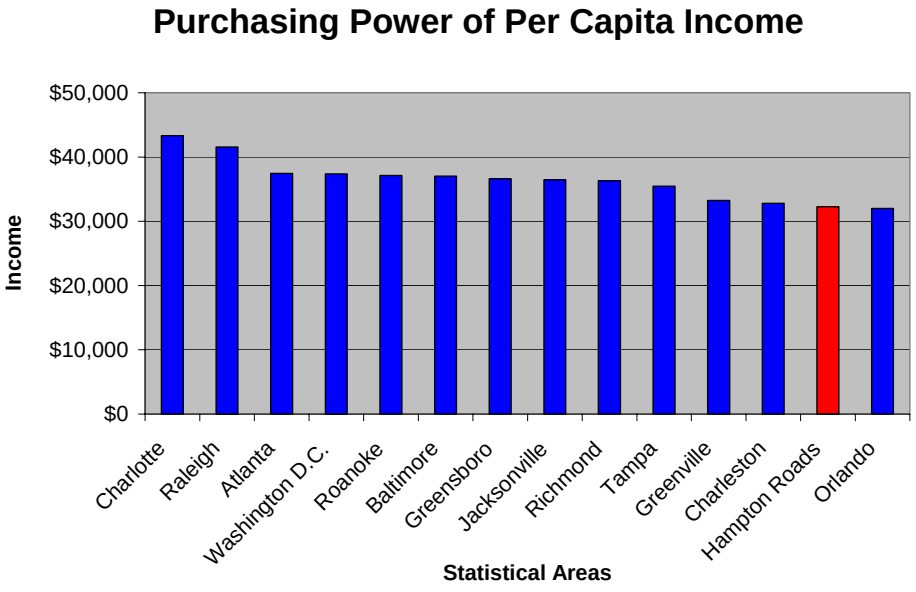


FIGURE 1.19 PURCHASING POWER OF PER CAPITA INCOME IN HAMPTON ROADS AND COMPETING METRO AREAS IN 2006



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. Military pay increases and increases in defense spending helped to build PCI from a low point of 88.3% in 2000. Recently, growth in relative PCI has leveled off.

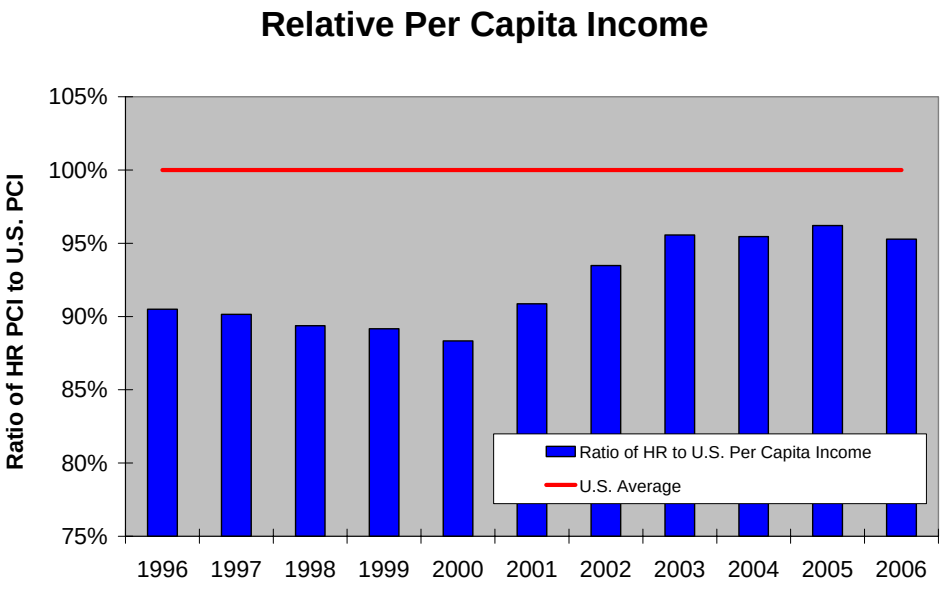
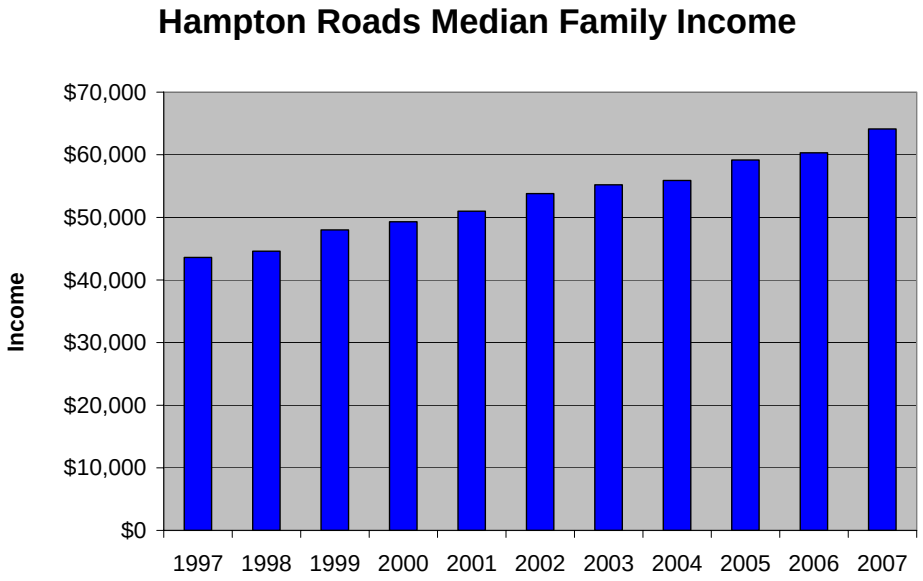


FIGURE 1.21 MEDIAN FAMILY INCOME



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 slowly rising, possibly due to increases in worker productivity.

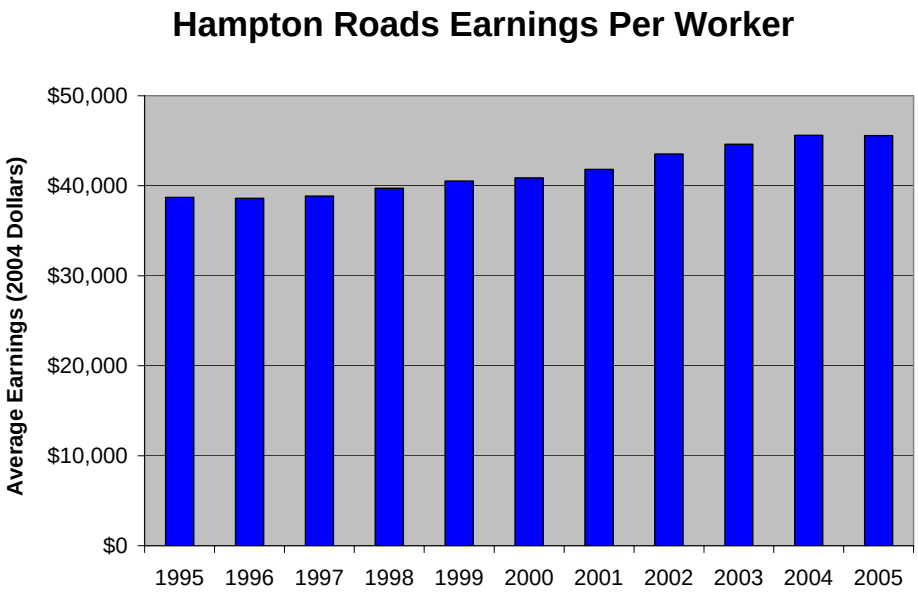
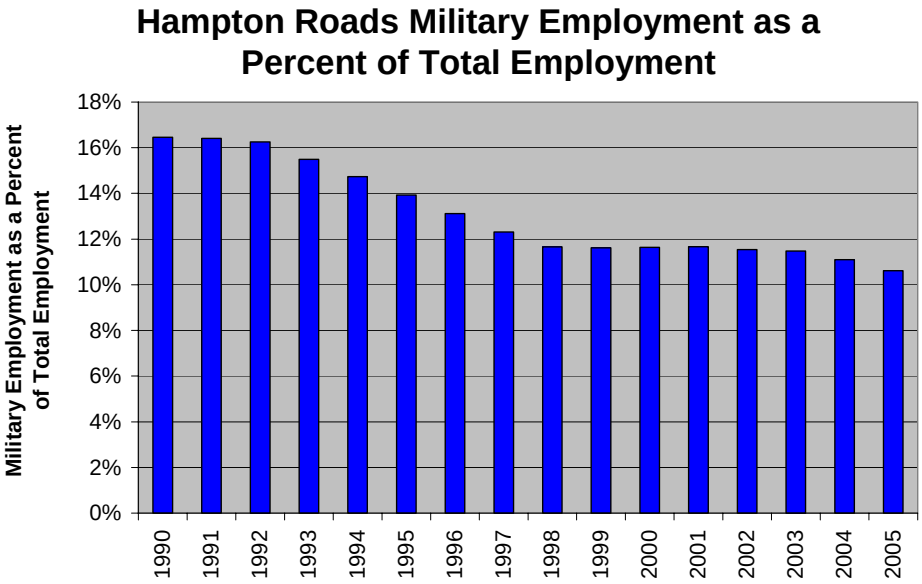


FIGURE 1.23 CONCENTRATION OF MILITARY EMPLOYMENT



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

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.

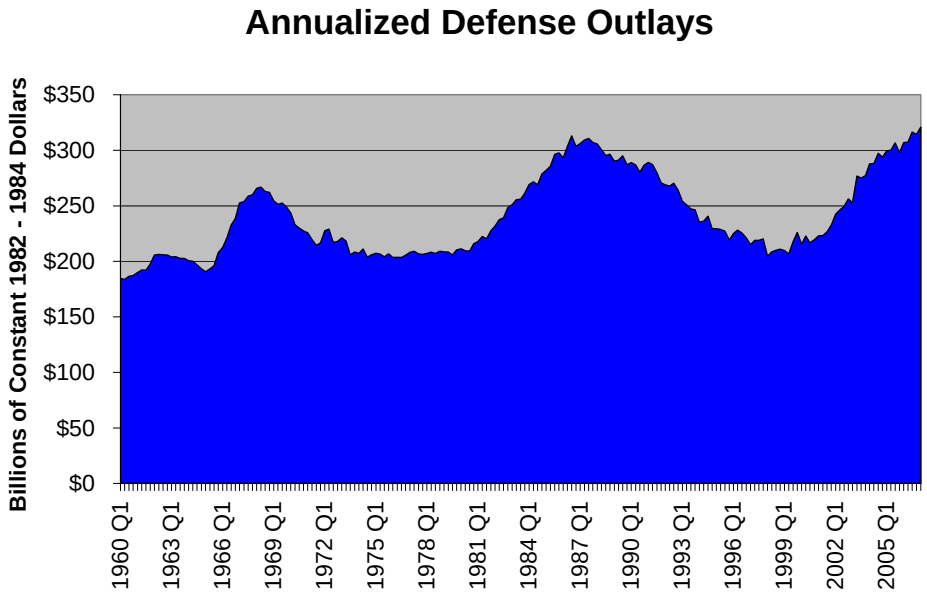
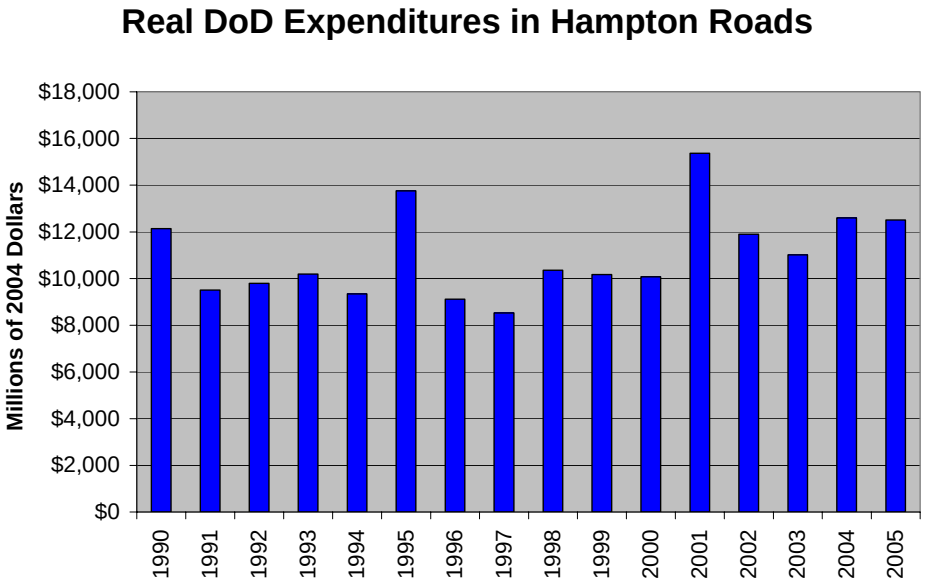


FIGURE 1.25 INFLATION-ADJUSTED DEPARTMENT OF DEFENSE SPENDING IN HAMPTON ROADS



Why is it important:
Department of Defense spending in Hampton Roads is one of the region's primary expenditure streams. 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 had seen a modest increase. Recent employment figures have since returned to 1998 levels.

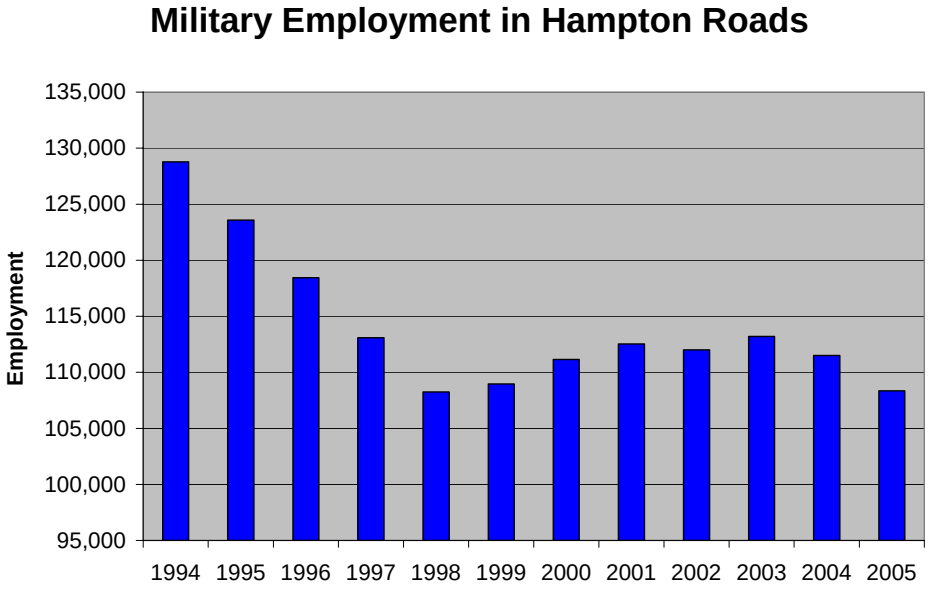
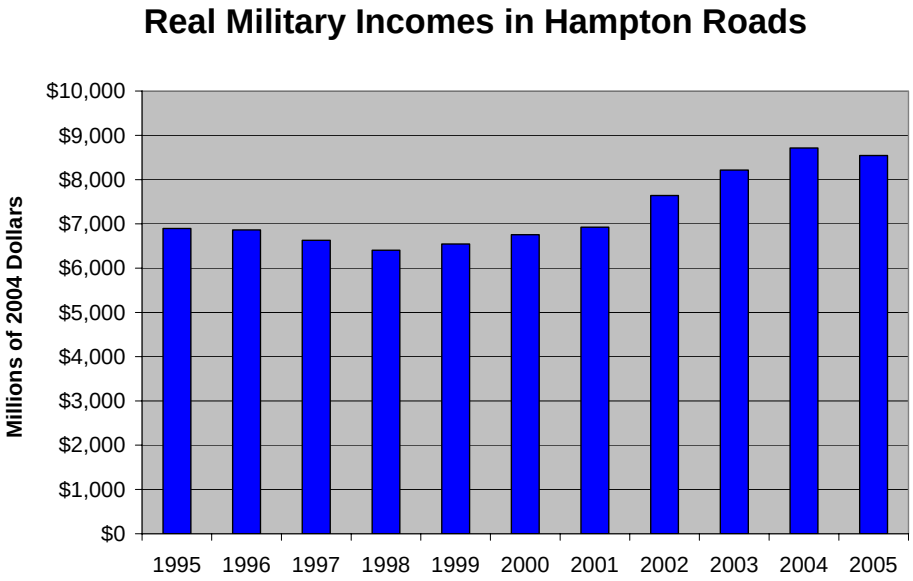


FIGURE 1.27 INFLATION ADJUSTED MILITARY INCOMES



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 2004 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.

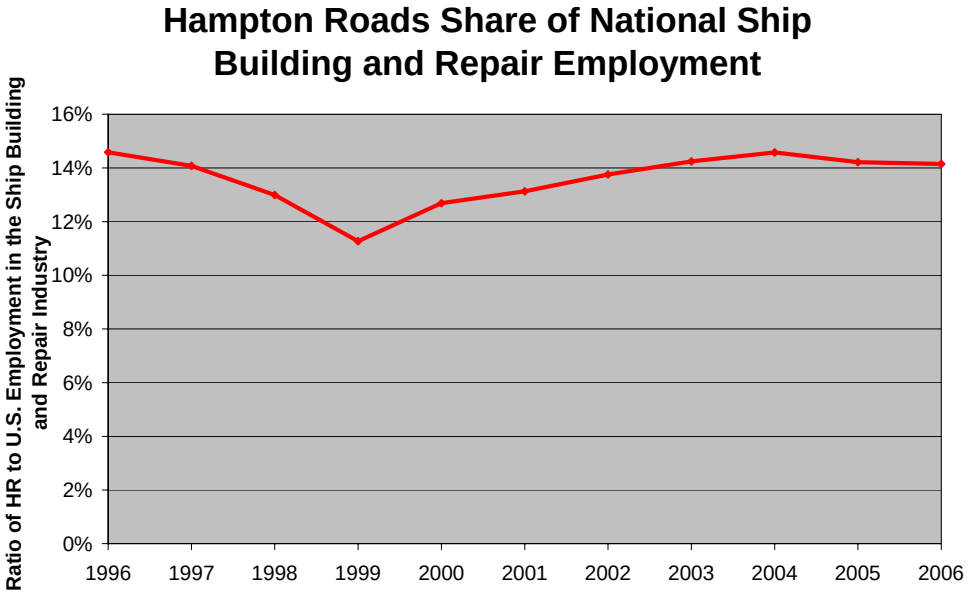
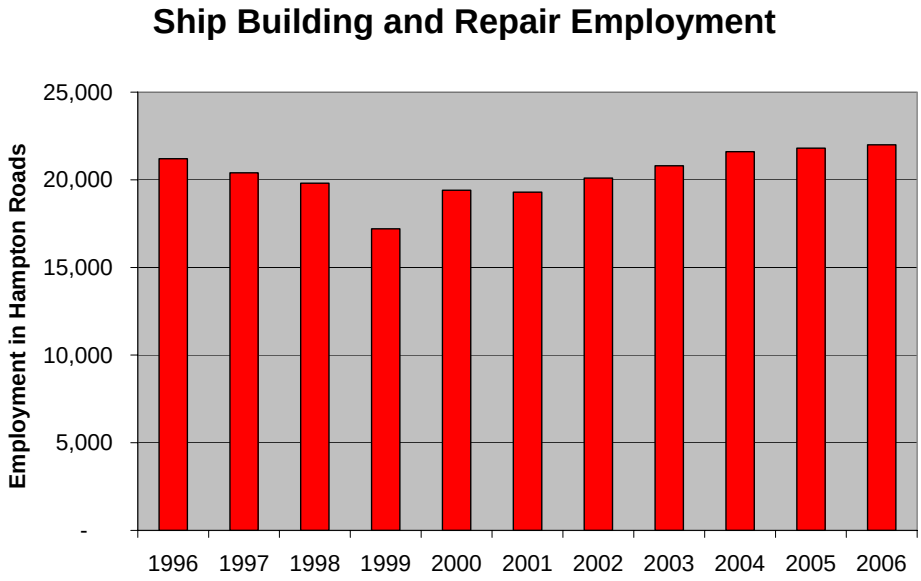


FIGURE 1.29 TOTAL SHIP BUILDING AND REPAIR EMPLOYMENT IN HAMPTON ROADS



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

How are we doing:
Ship repair in Hampton Roads 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-four million short tons flowed through the port in 2005, representing 15.1% of the traffic moving through east coast ports.

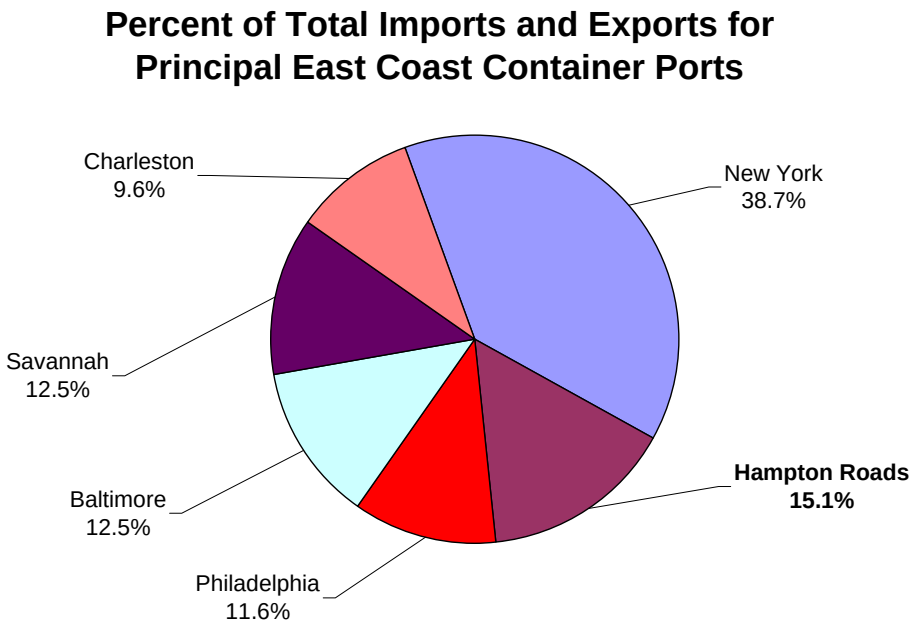
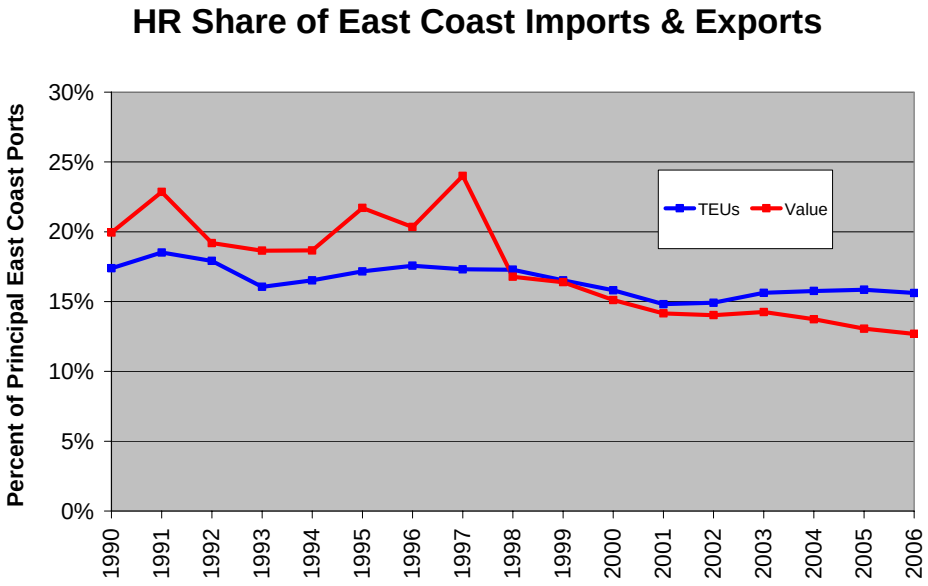


FIGURE 1.31 HAMPTON ROADS MARKET SHARE OF IMPORTS & EXPORTS AT PRINCIPAL EAST COAST PORTS



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

How are we doing:
Hampton Roads' market share has been decreasing over the past decade with respect to short tons. Changes in foreign and domestic demand and strong competition from other ports have contributed to a slight decline in TEUs.

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.

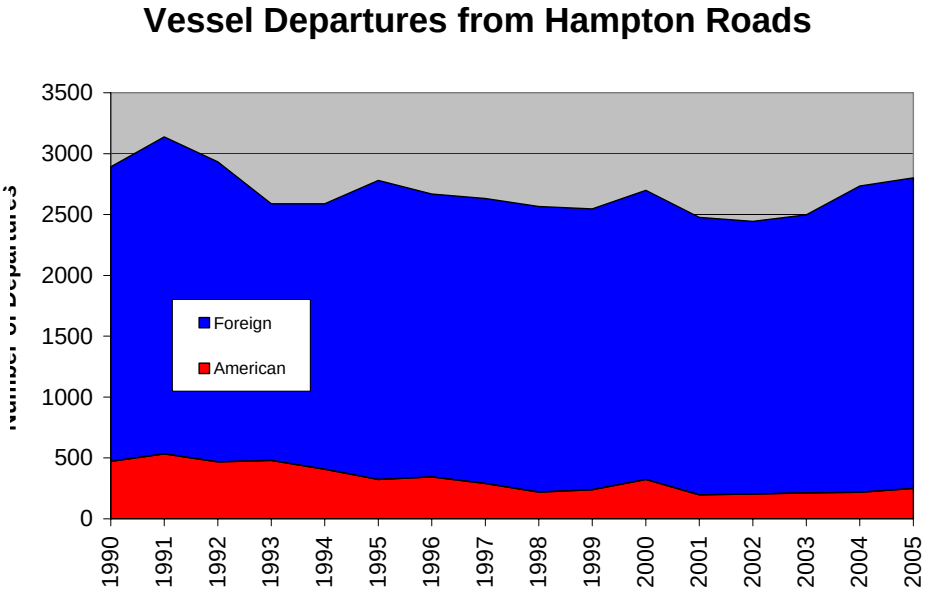
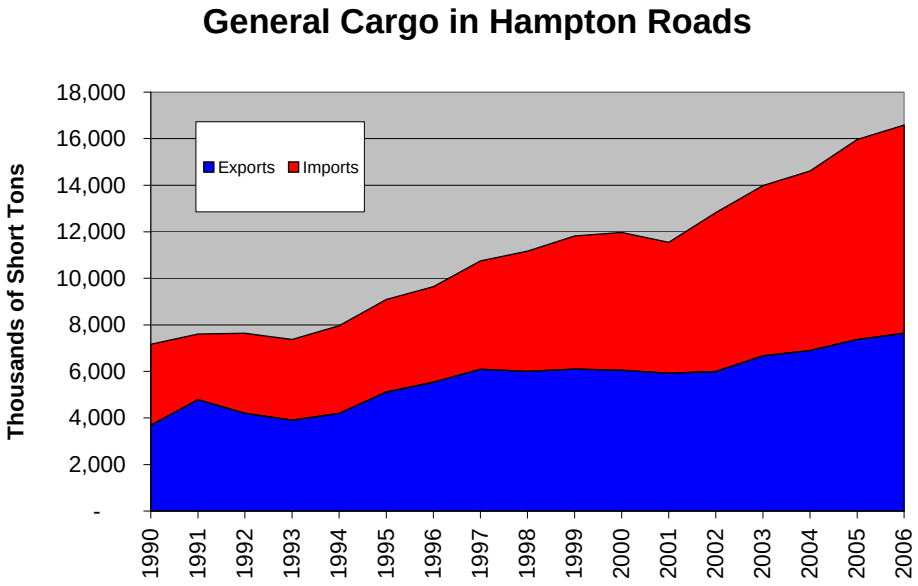


FIGURE 1.33 GENERAL CARGO IMPORTS & EXPORTS



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 66%.

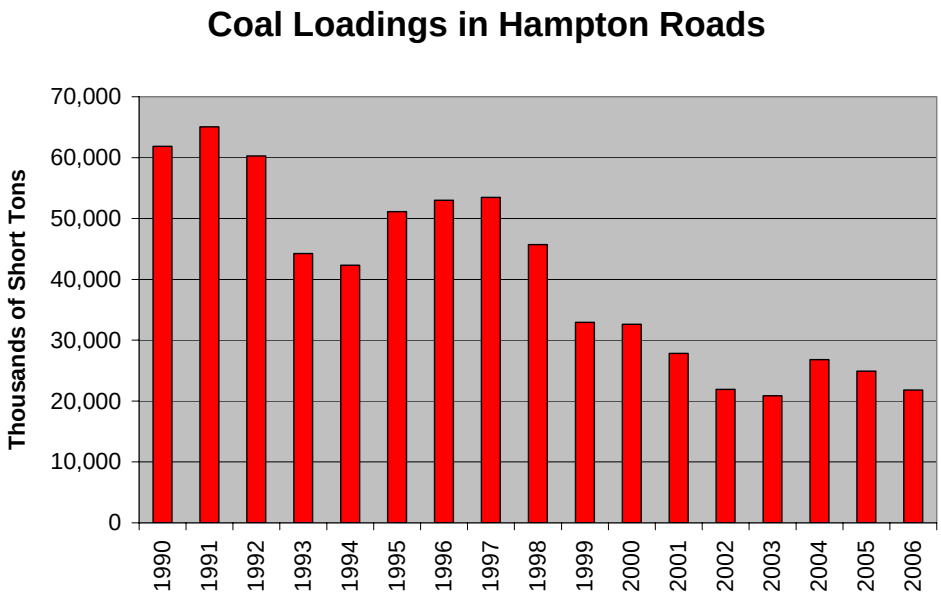
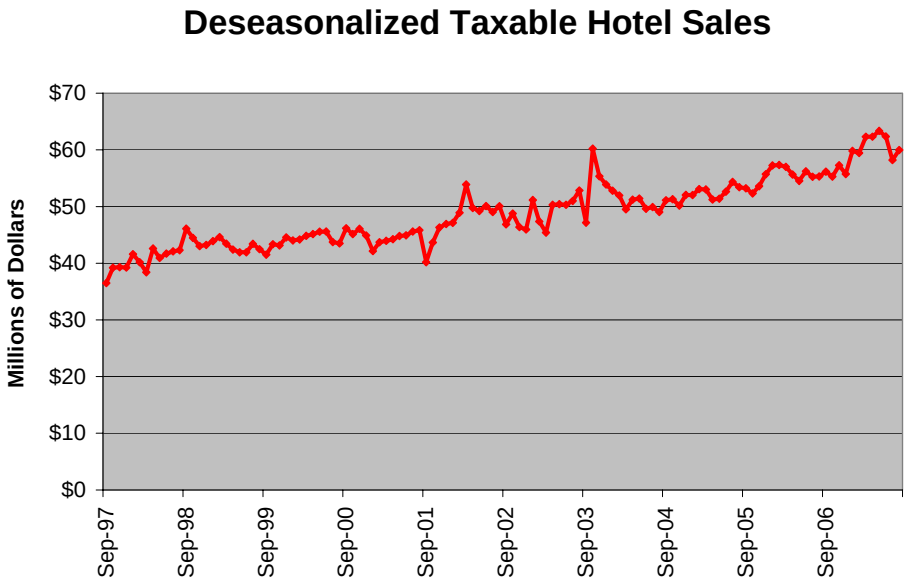


FIGURE 1.35 HAMPTON ROADS DESEASONALIZED TAXABLE HOTEL SALES



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.

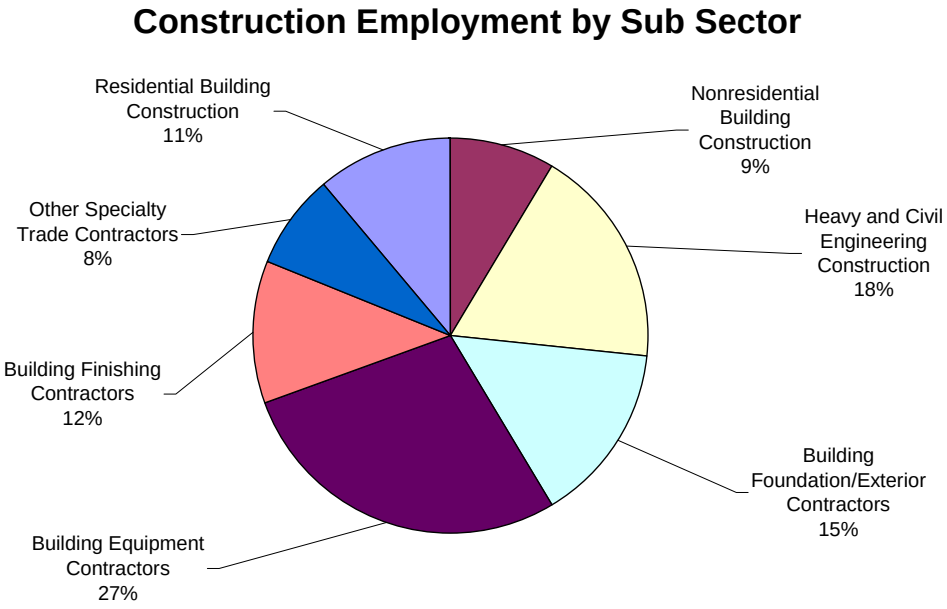
How are we doing:
The tourism industry has been growing steadily in Hampton Roads since the early nineties. Recent reports on traffic congestion could threaten the region's reputation as a "drive to" resort destination.

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.

FIGURE 1.37 DISTRIBUTION OF HAMPTON ROADS CONSTRUCTION EMPLOYMENT



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

How are we doing:
The majority of construction employment in Hampton Roads is 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. Building permits increased through 2005, but dropped dramatically following the end of the housing boom.

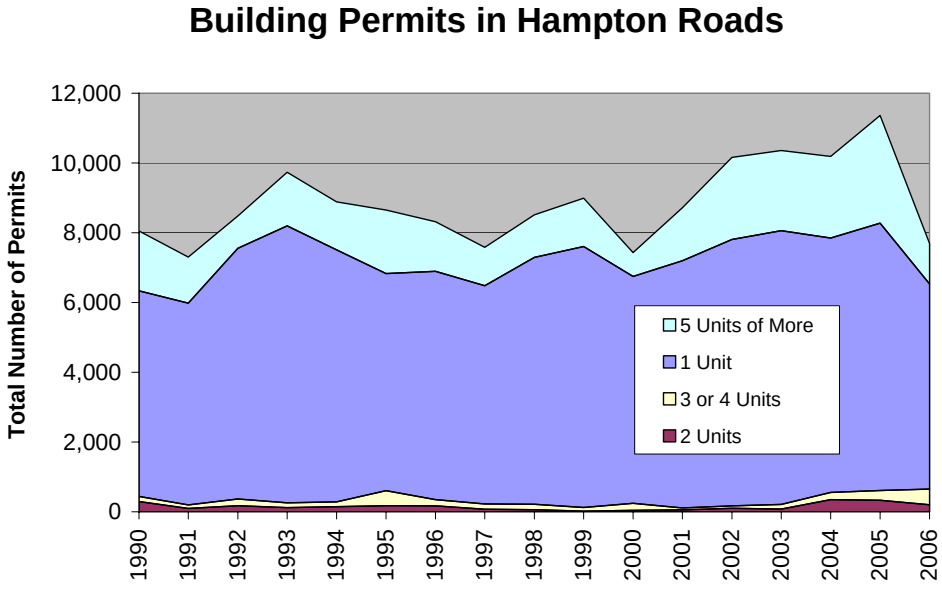
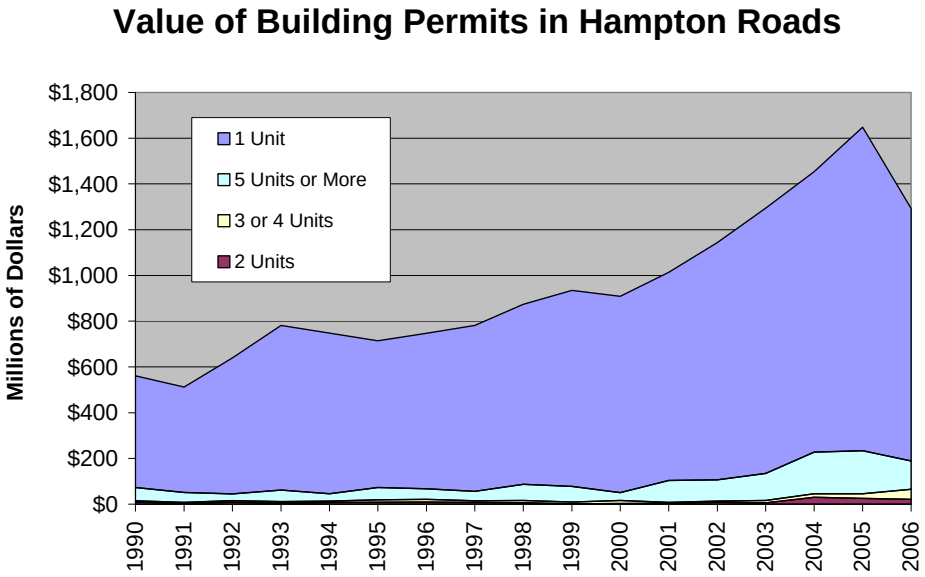


FIGURE 1.39 VALUE OF NEW BUILDING PERMITS ISSUED IN HAMPTON ROADS



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

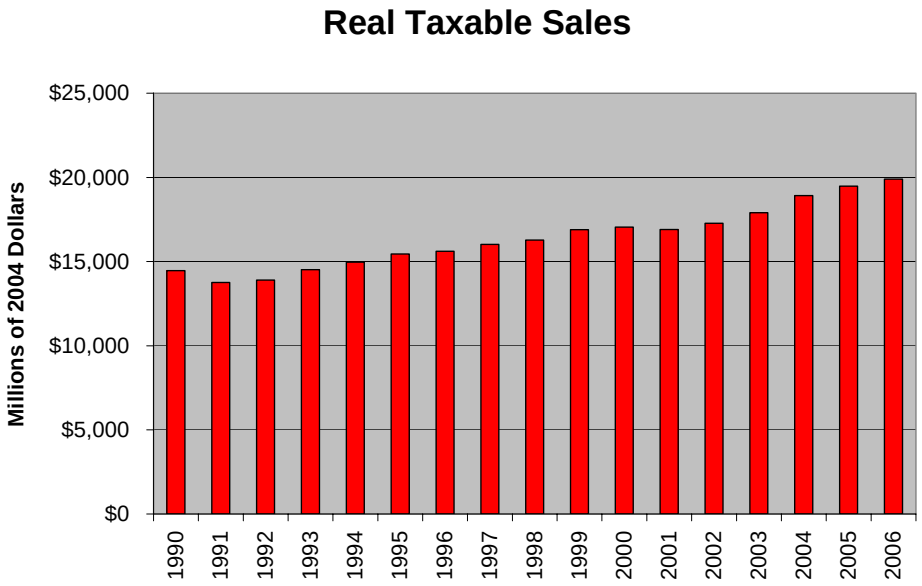
How are we doing:
The value of residential building permits had increased substantially from 2000 through 2005, reflective of both the demand for high-end housing and the increase in housing prices. Since 2005 the value of permits has realized a dramatic decrease.

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:
Both the residential and commercial markets had been stimulated by low interest rates, rising incomes, and creative financing. The recent decline in construction employment is symptomatic of the weakening in the housing market.

FIGURE 1.41 INFLATION ADJUSTED TAXABLE SALES IN HAMPTON ROADS



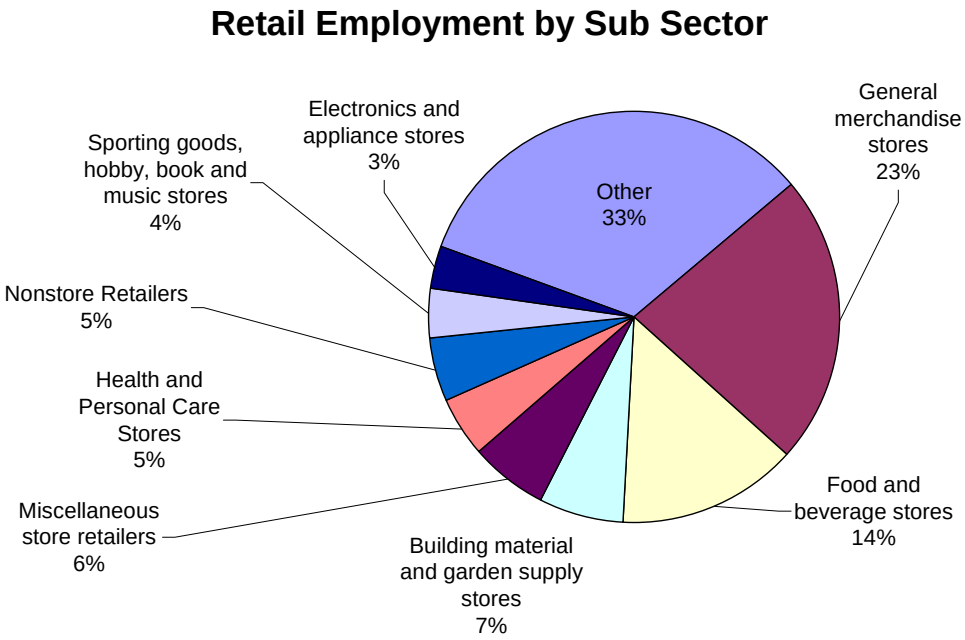
Why is it important:
Retail trade is Hampton Roads' second largest industry. Trends in taxable sales exhibit the interaction between consumer expenditures and the retail trade industry. Strong retail sales imply that consumer confidence is high and that there is a healthy market for retail trade.

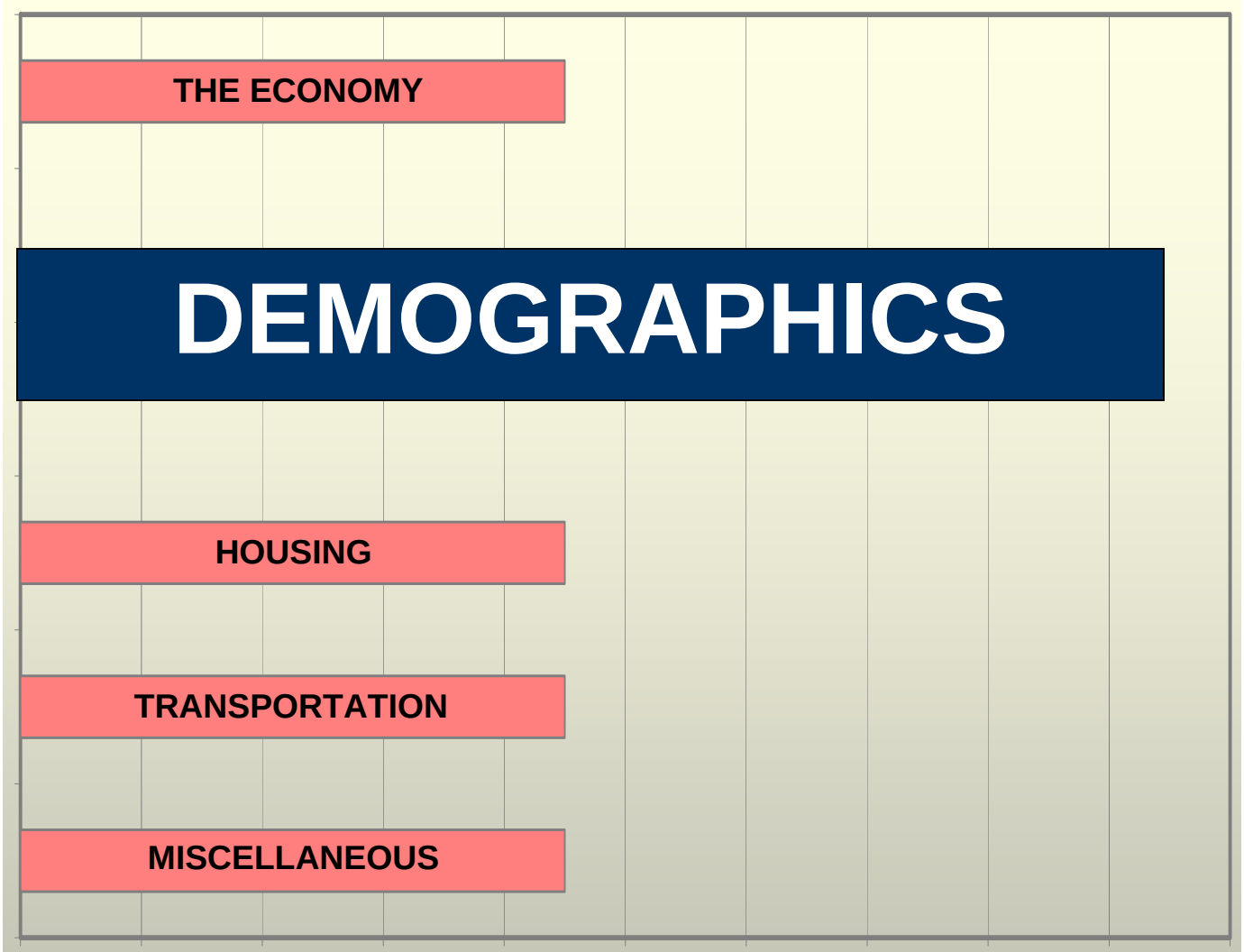
How are we doing:
Taxable sales slowed in 2000 and 2001 as result of the sluggish economy. Increases in military pay and a burgeoning housing market helped to increase taxable sales over the last couple of years.

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.

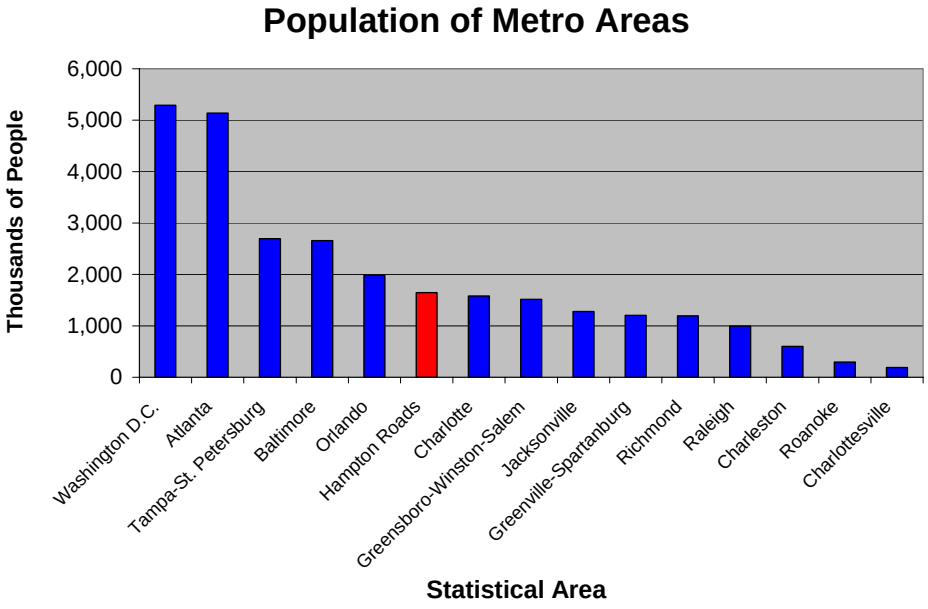
How are we doing:
General merchandise and clothing account for the majority of the retail industry in Hampton Roads. The remainder is comprised of a diverse grouping of smaller sub sectors.





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 2006



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

How are we doing:
In 2006 Hampton Roads was the 34nd 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.

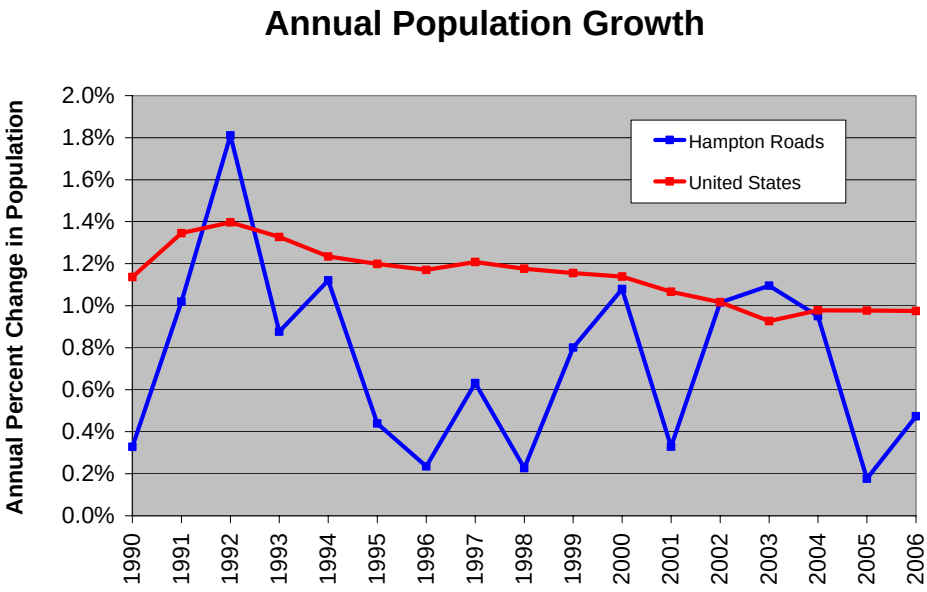
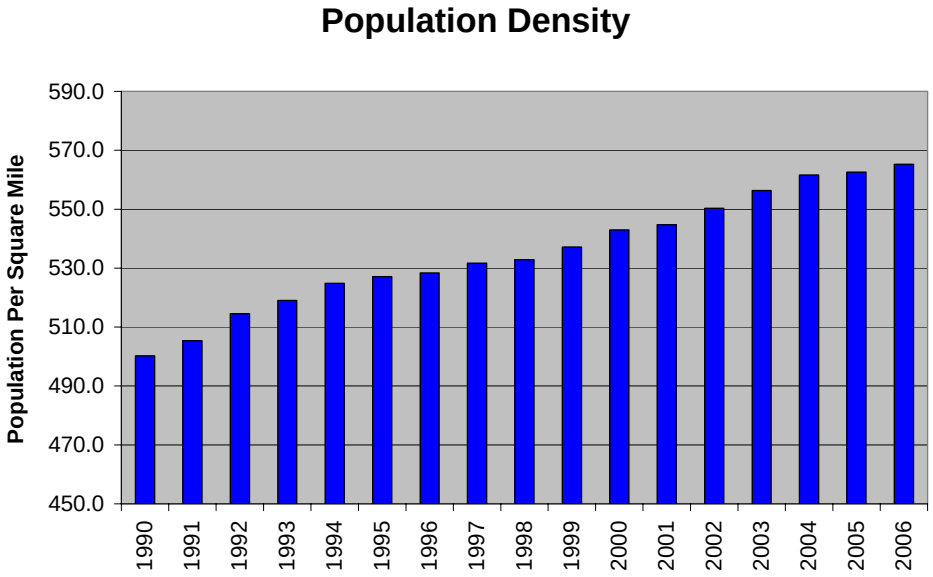


FIGURE 2.3 HAMPTON ROADS POPULATION DENSITY



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 19,000 persons. The number of births and deaths is quite stable.

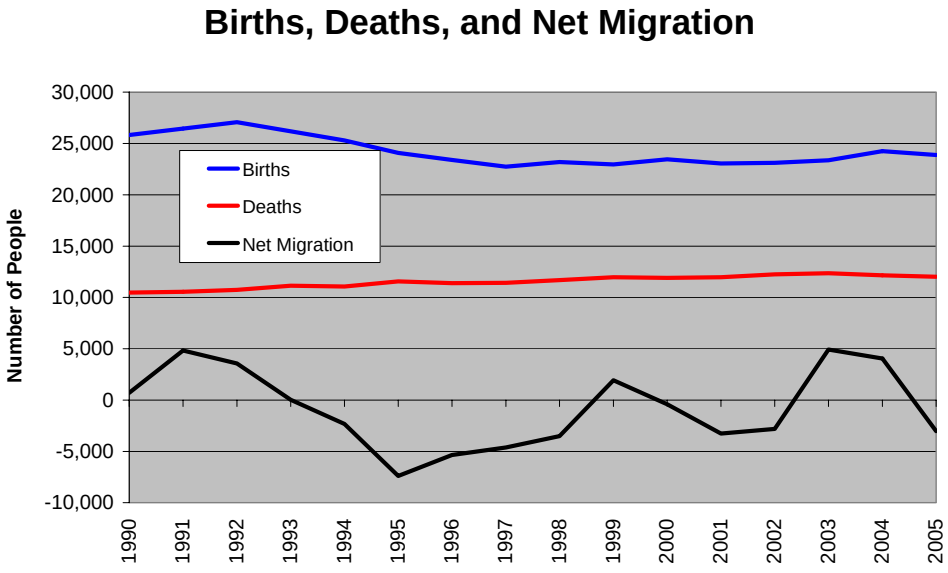
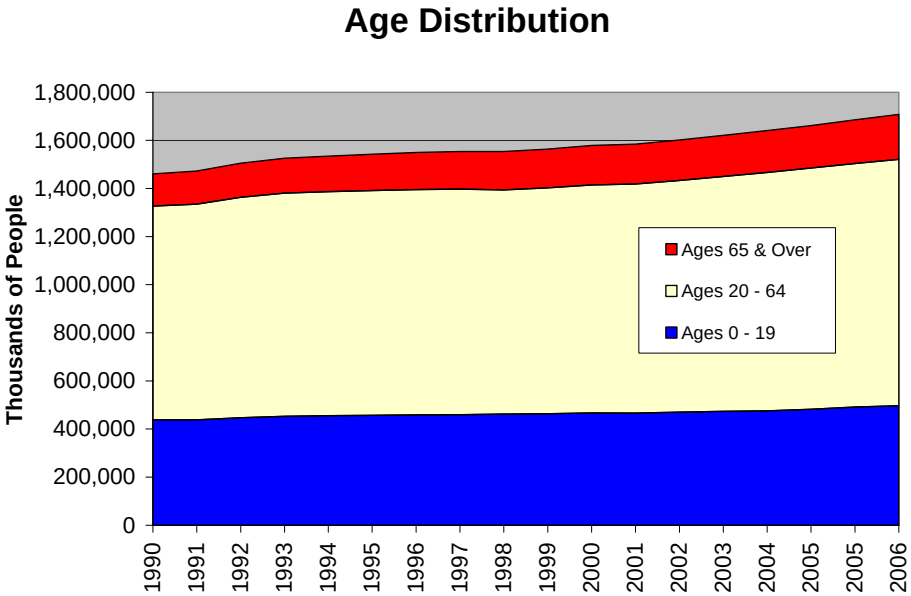


FIGURE 2.5 AGE DISTRIBUTION OF THE HAMPTON ROADS POPULATION



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.

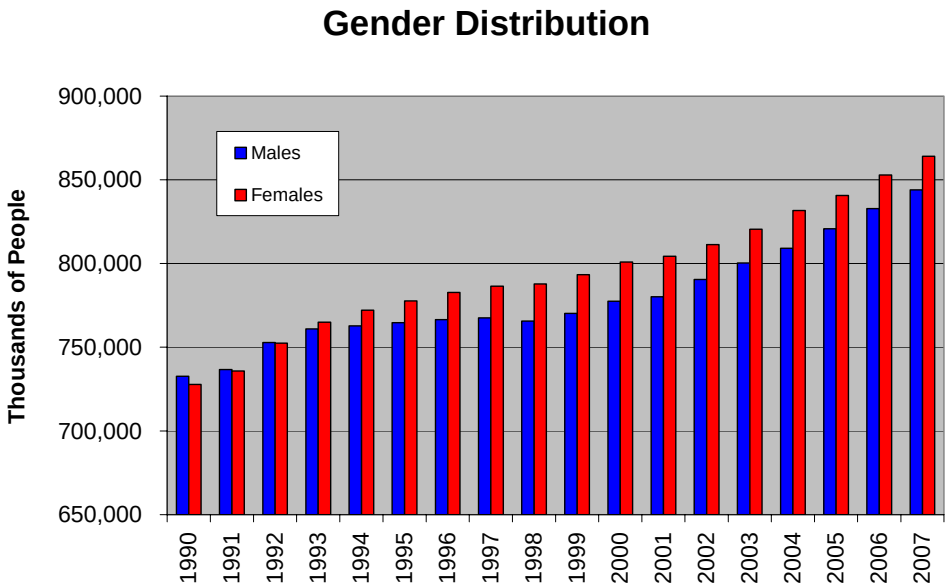
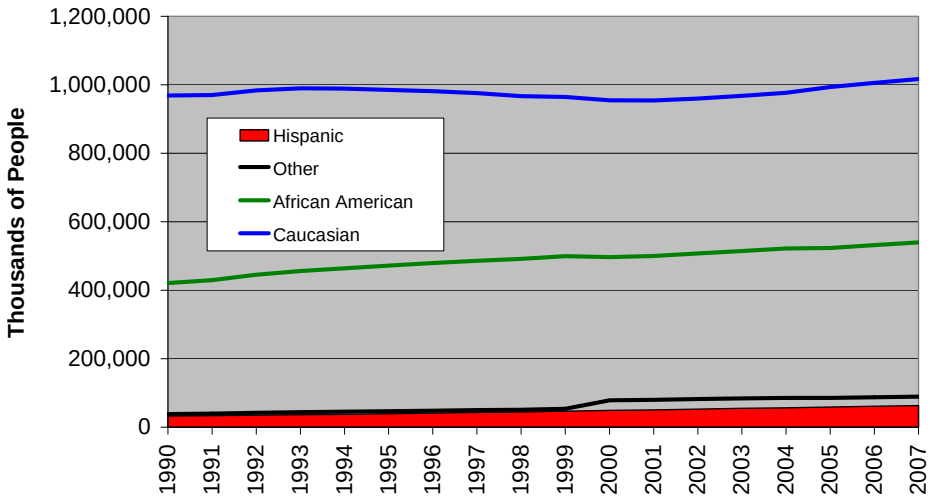


FIGURE 2.7 RACE AND ETHNICITY IN HAMPTON ROADS



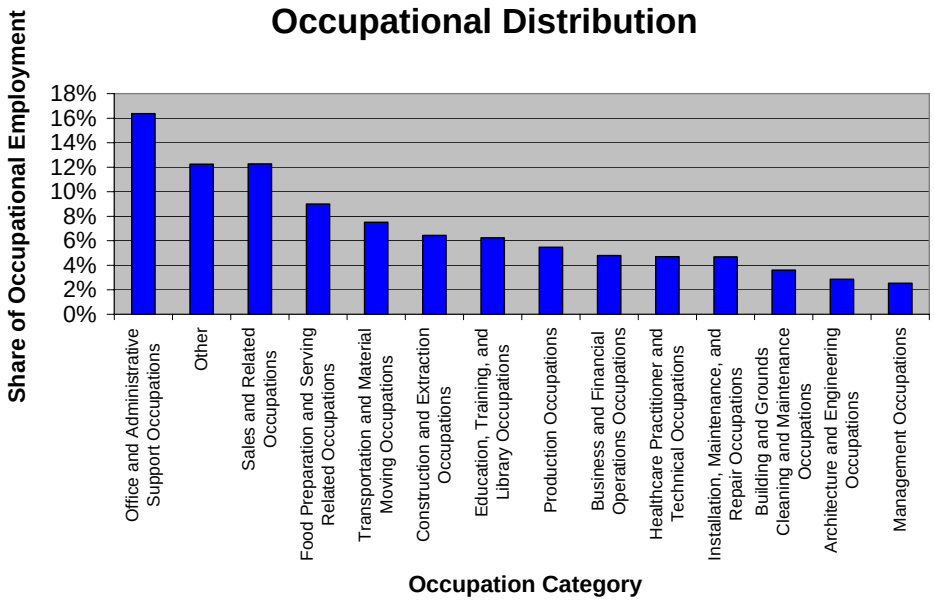
Why is it important:
Understanding racial and ethnic diversity is important in order to ensure equal opportunities for all persons. One should employ localized diversity statistics when evaluating regional employment trends.

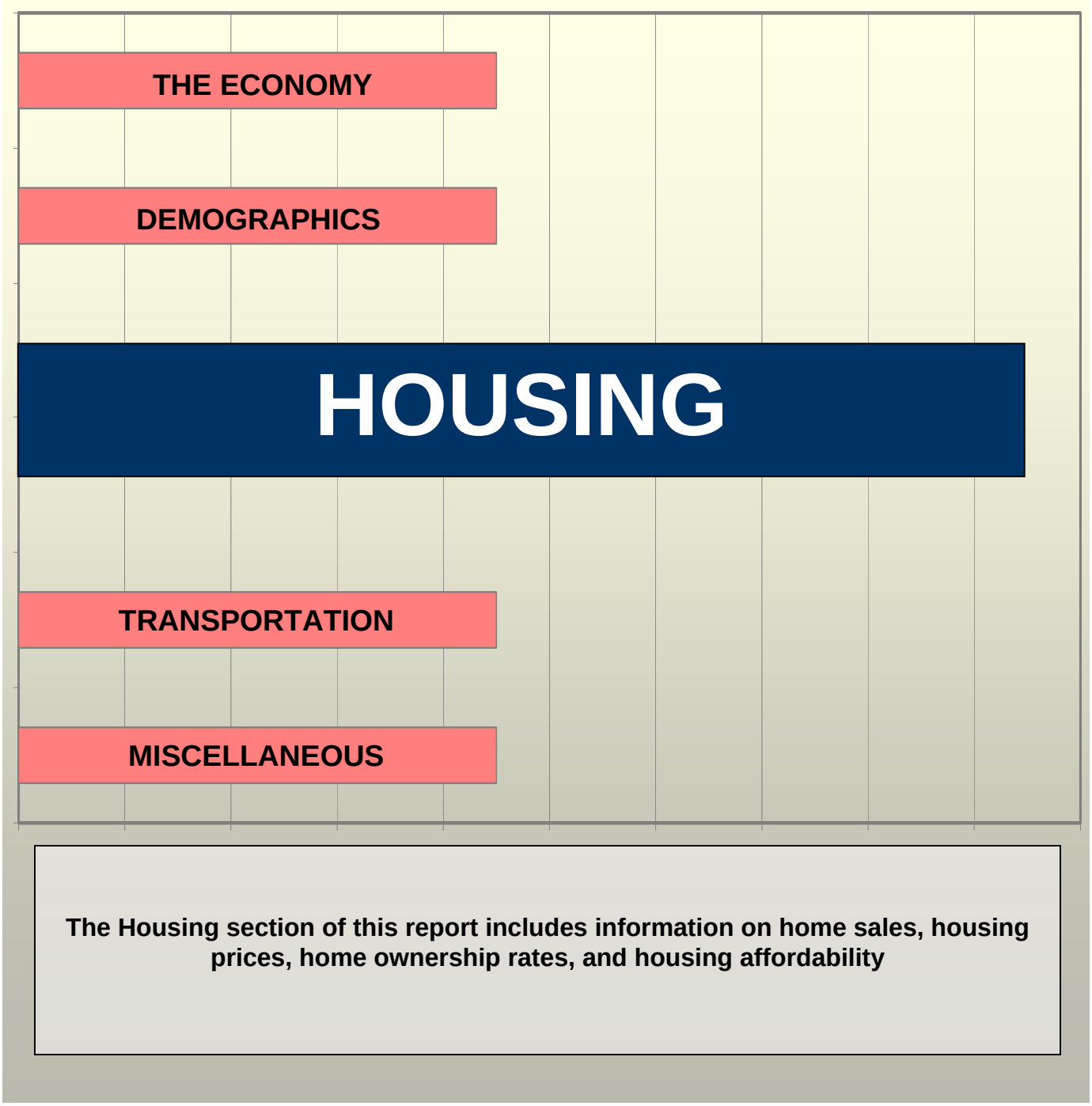
How are we doing:
Hampton Roads has an above average proportion of African Americans when compared to other MSAs. Conversely, Hampton Roads' population has very few other minorities or persons of Hispanic ethnicity.

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.

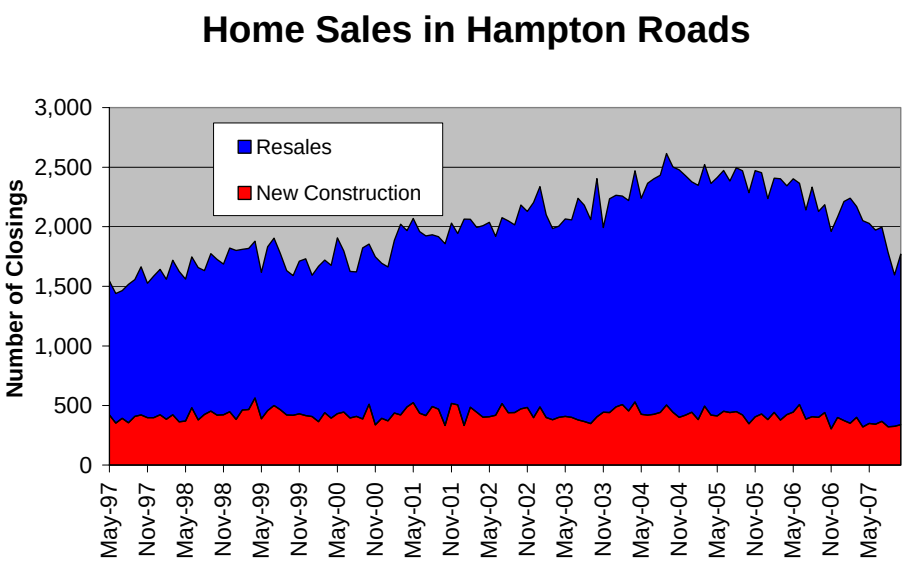
How are we doing:
Roughly 16.4% of workers in Hampton Roads are employed in office and administrative support occupations. Sales and food related occupations round out the top three occupational categories.





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



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:
Home resales experienced a massive increase as military incomes increased, mortgage rates hit historic lows, and mortgage credit became widely available. ,Home sales then began decreasing as the housing market cooled, followed by a decline in new construction.

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. steadily increased from 1997 through 2005. Hampton Road started to outpace both the Mid Atlantic and the U.S. in mid 2003 but has since subsided.

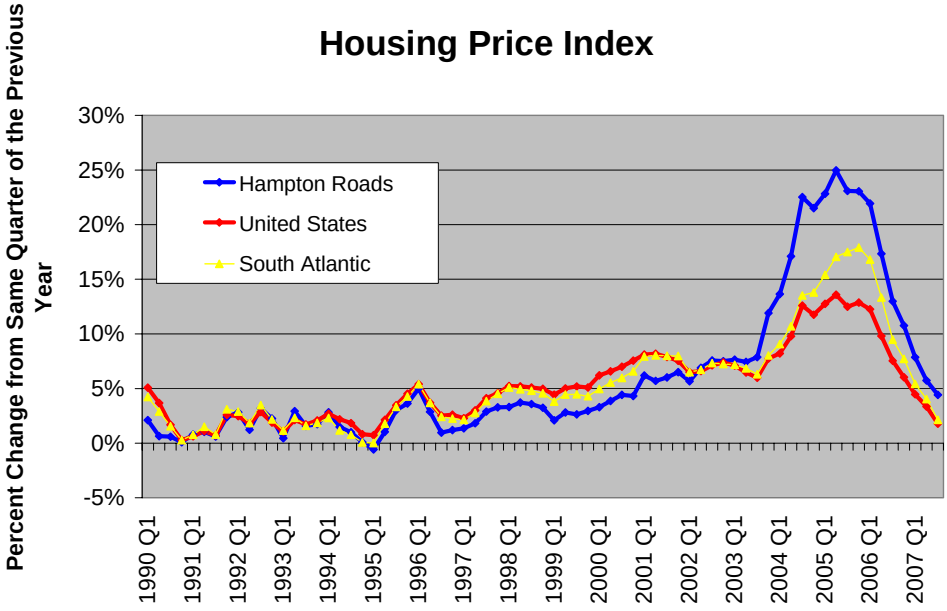
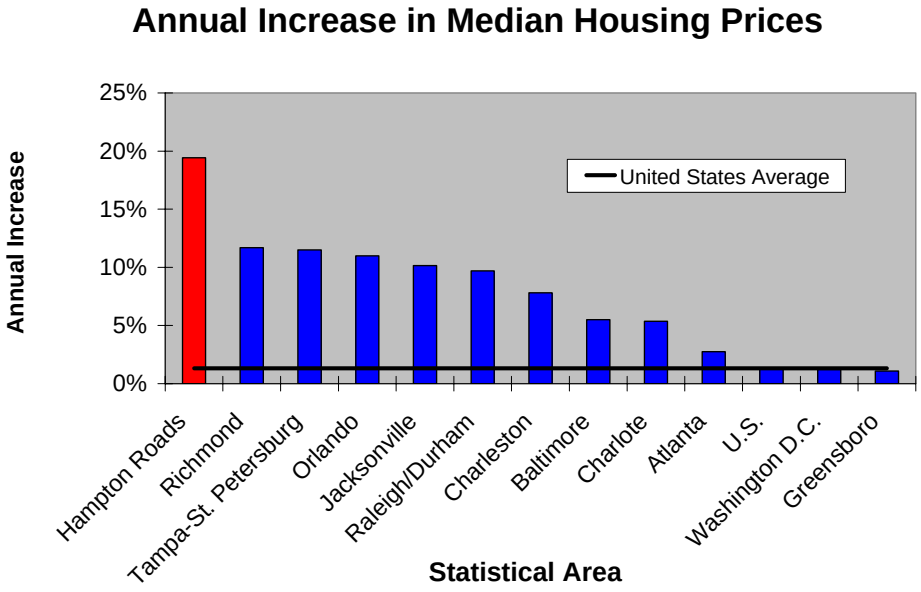


FIGURE 3.3 HOUSING PRICE INCREASES IN HAMPTON ROADS AND COMPETING METRO AREAS FROM 2005 TO 2006



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 i[illegible]
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 residents to return to the rental market

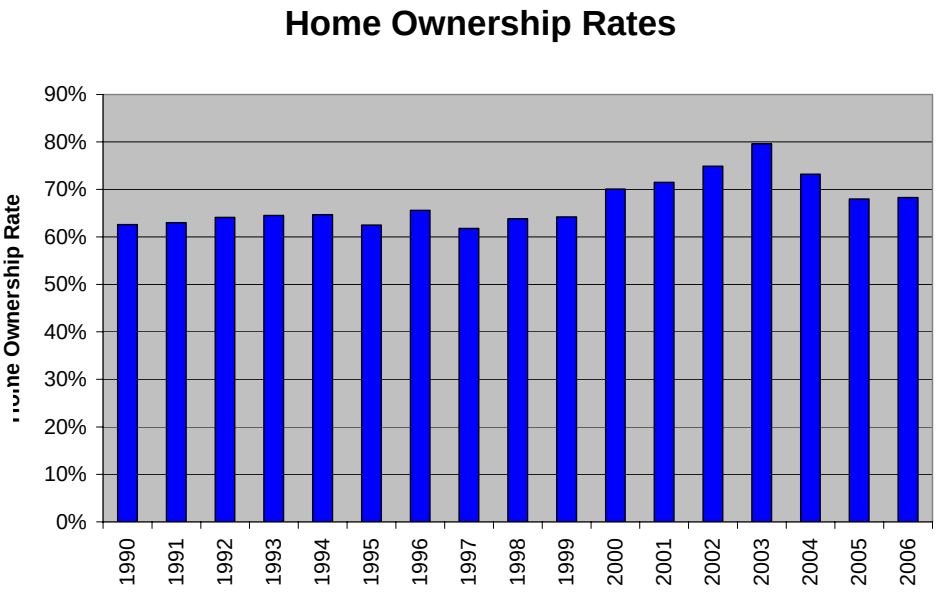
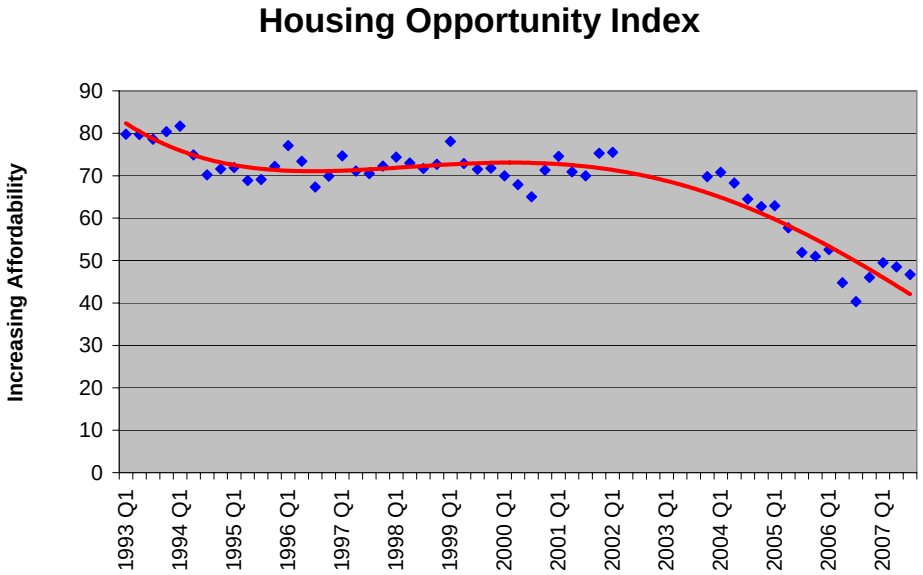


FIGURE 3.5 HAMPTON ROADS HOUSING OPPORTUNITY INDEX



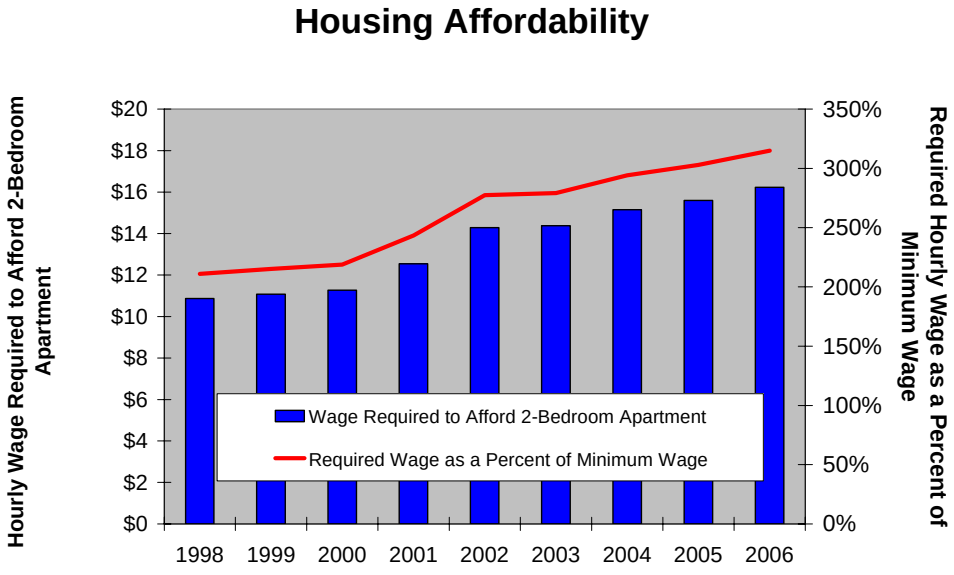
Why is it important:
The ability to purchase housing improves the quality of life by offering individuals the opportunity to take advantage of the benefits associated with homeownership.

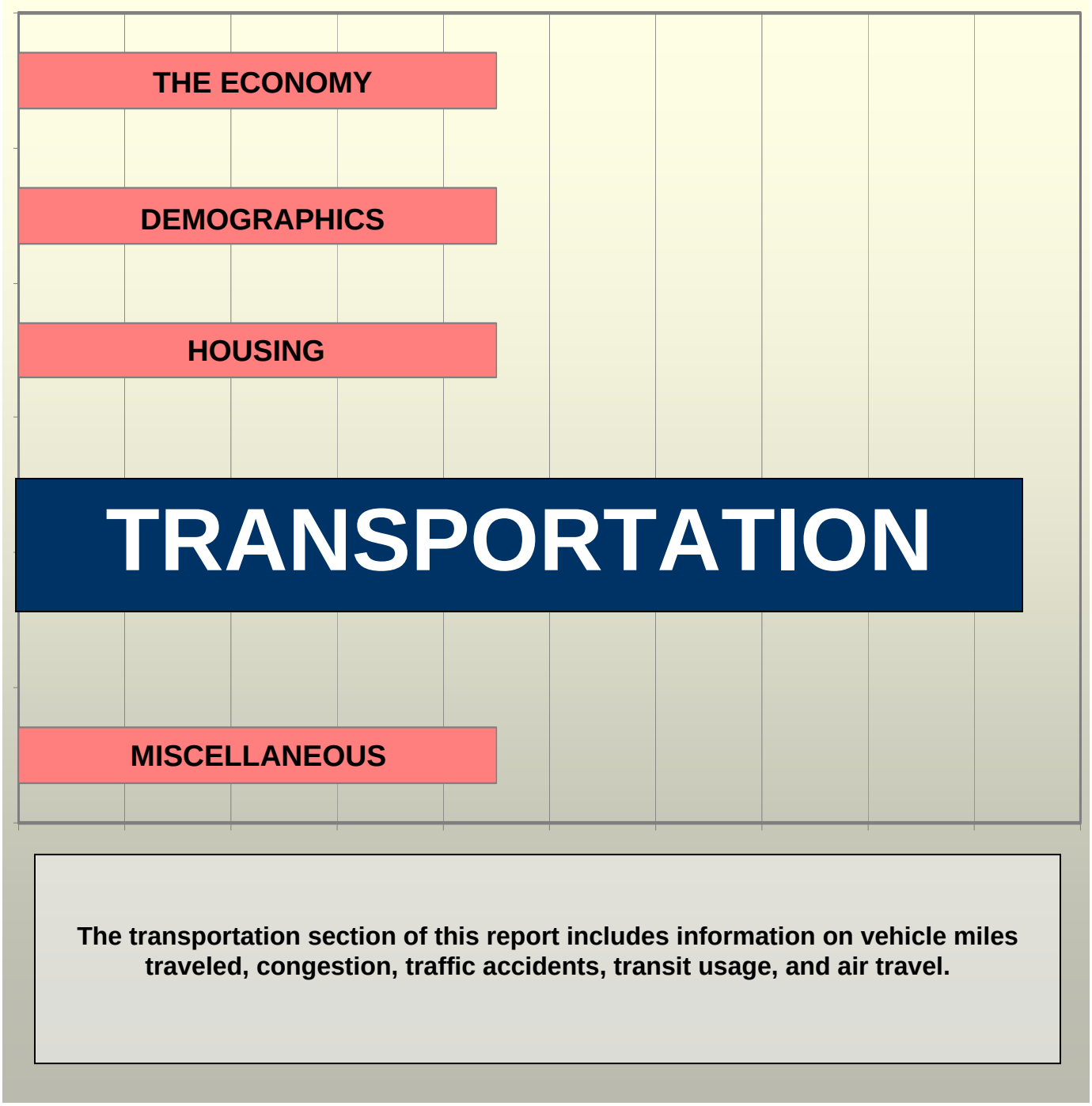
How are we doing:
As housing prices increase, housing opportunity decreases. From the mid to latter nineties housing opportunity remained relatively constant in Hampton Roads. The recent inflation in housing costs has diminished the opportunity for many to become homeowners.

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.

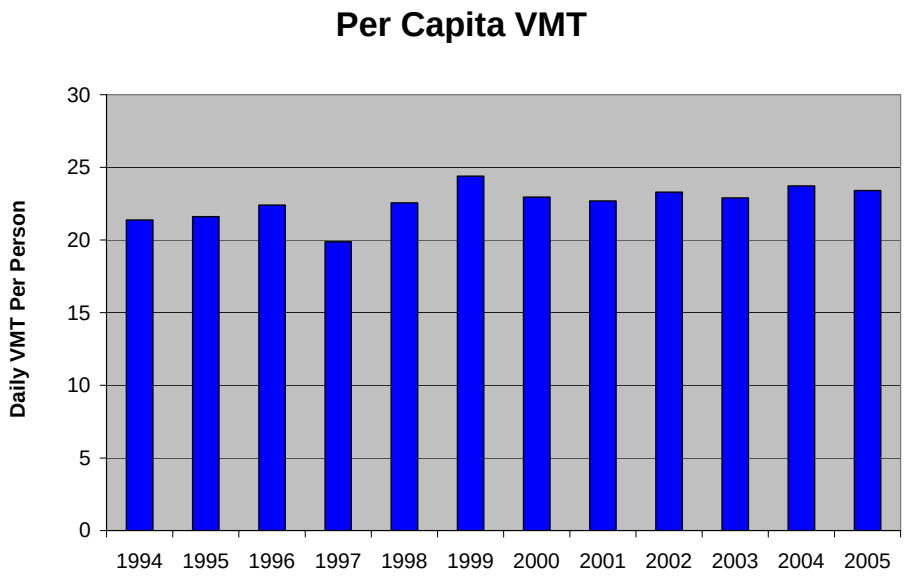
How are we doing:
As housing values continue to increase in Hampton Roads, affordable housing has become scarce. At present an individual would require 3 full-time minimum wage jobs to afford an average 2-bedroom apartment.





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



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 comparatively short.

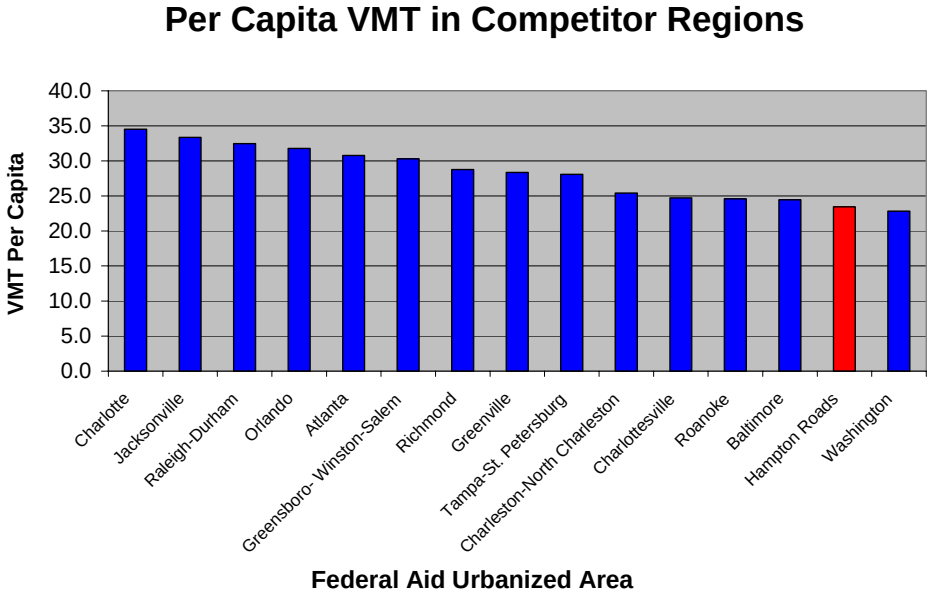
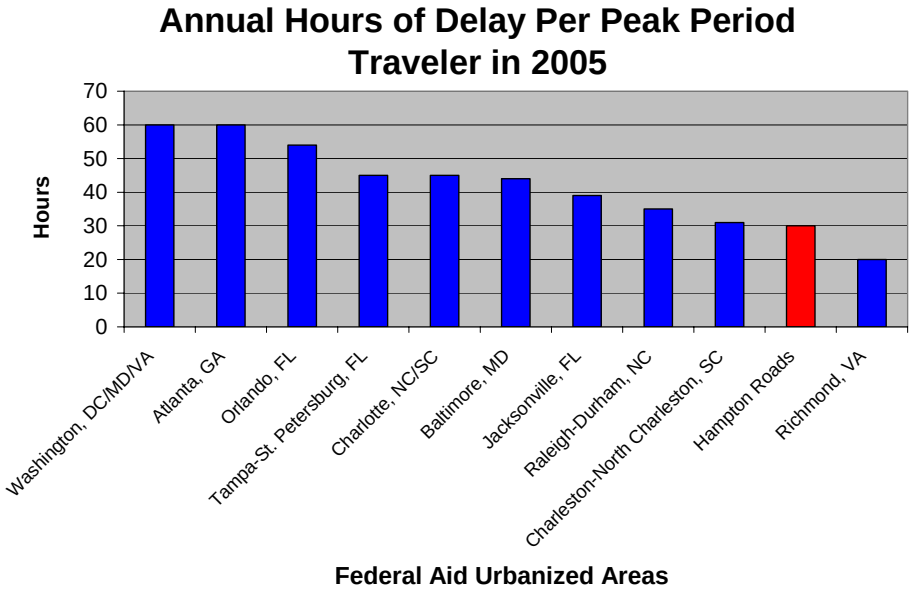


FIGURE 4.3 DELAY PER PEAK PERIOD TRAVELER FOR HAMPTON ROADS AND COMPETING REGIONS IN 2005



Why is it important:
While VMT refers to the distance traveled, annual hours of delay reflects the degree of congestion. Figure 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.

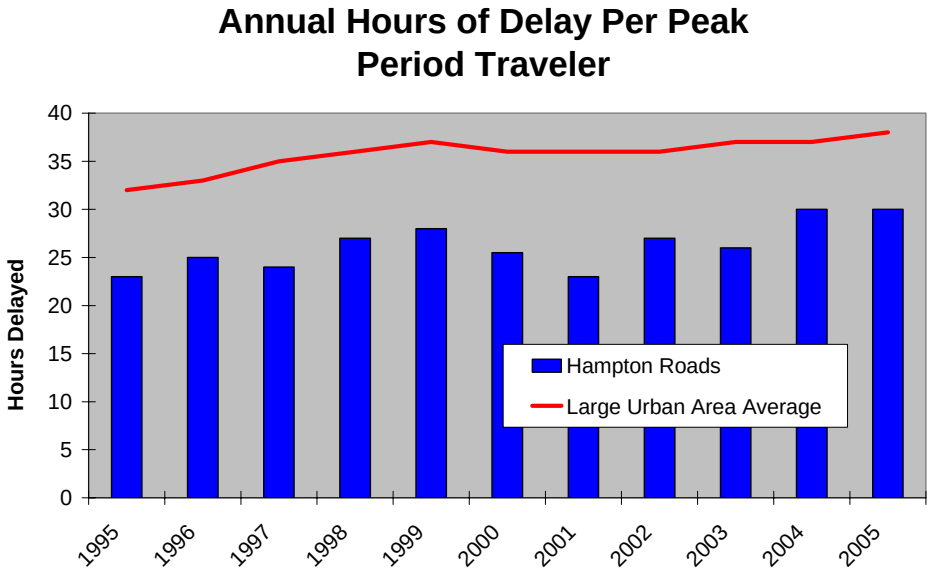
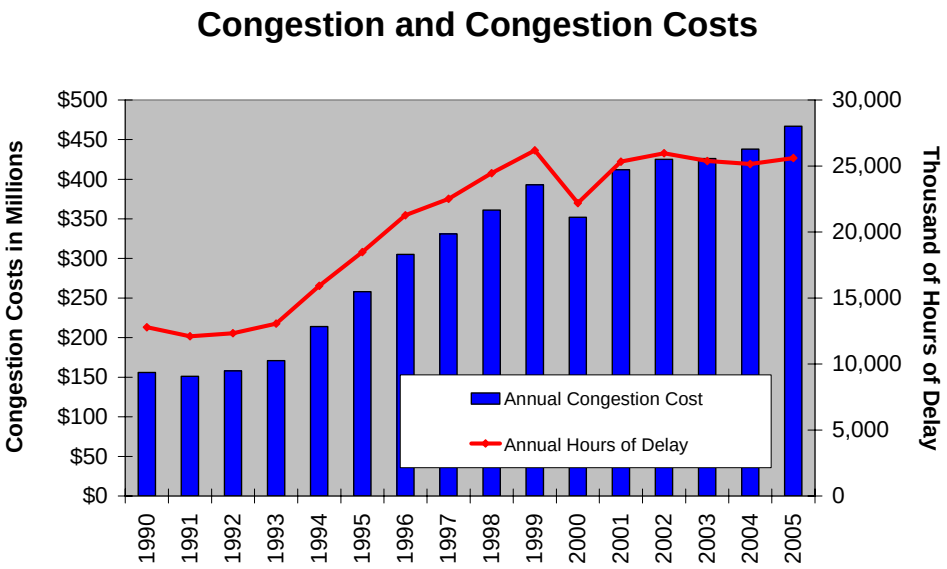


FIGURE 4.5 HAMPTON ROADS CONGESTION AND CONGESTION COSTS



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

How are we doing:
Congestion costs rose substantially through the nineties. In 2006 congestion costs in Hampton Roads reached $467 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.

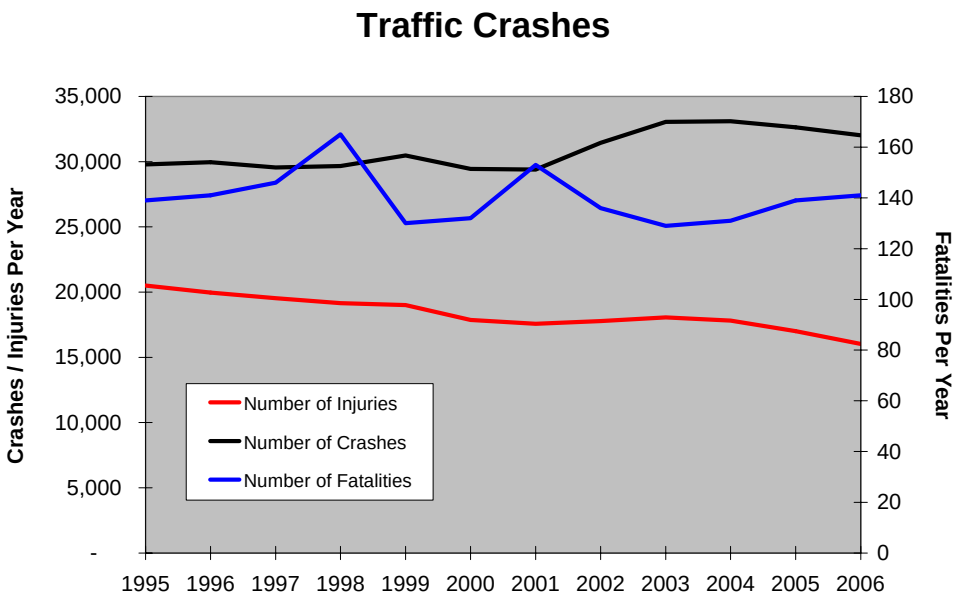
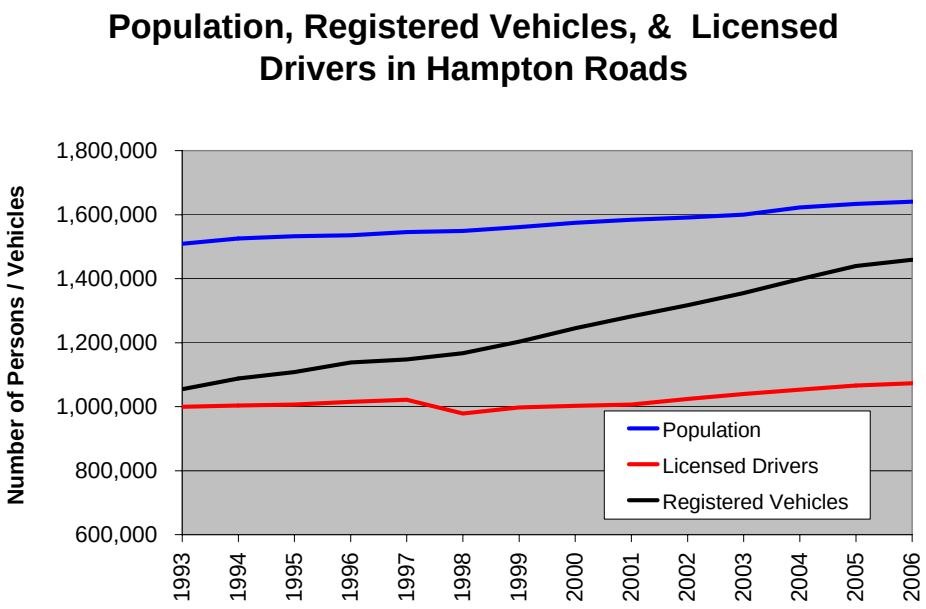


FIGURE 4.7 HAMPTON ROADS VEHICLE REGISTRATIONS



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.

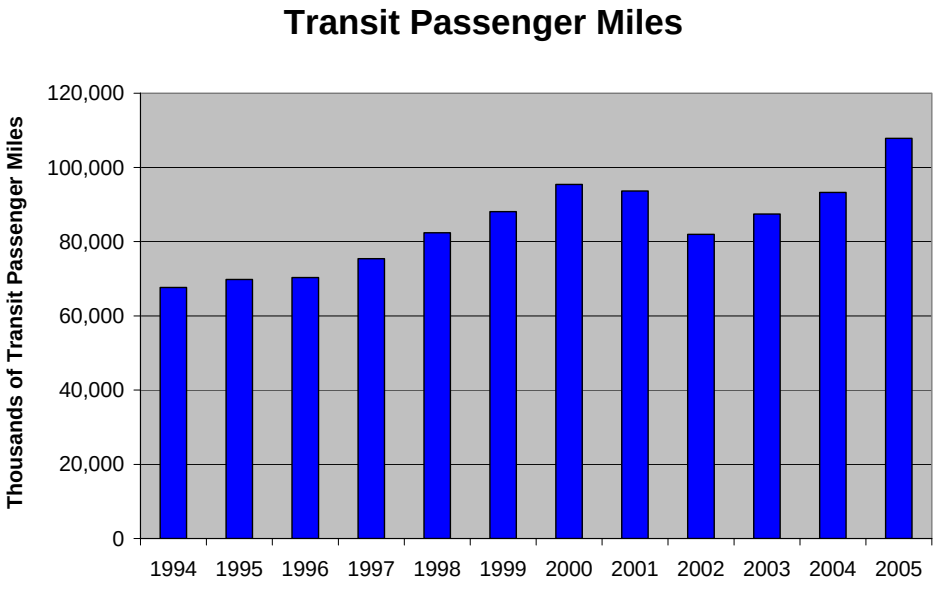
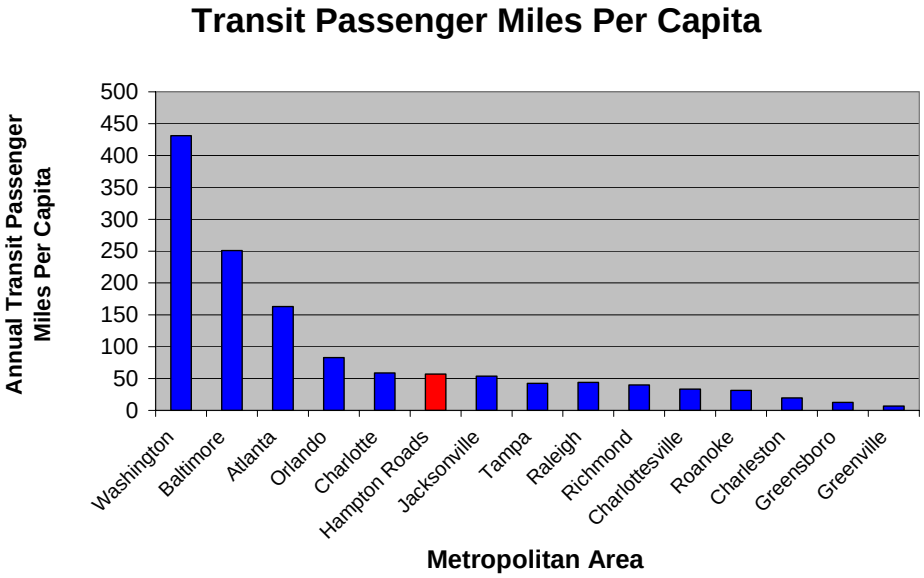


FIGURE 4.9 TRANSIT PASSENGER MILES IN HAMPTON ROADS AND COMPETING METRO AREAS



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.

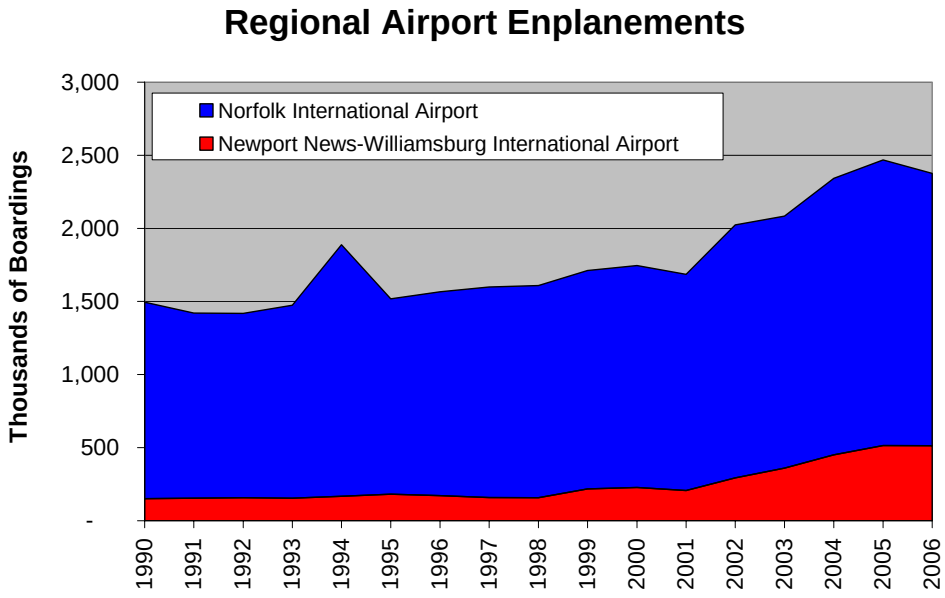
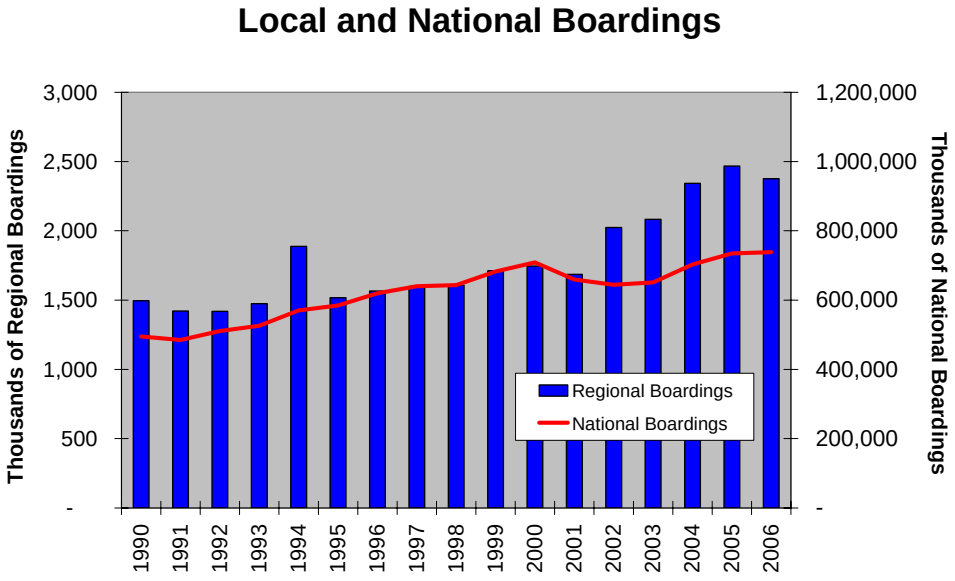
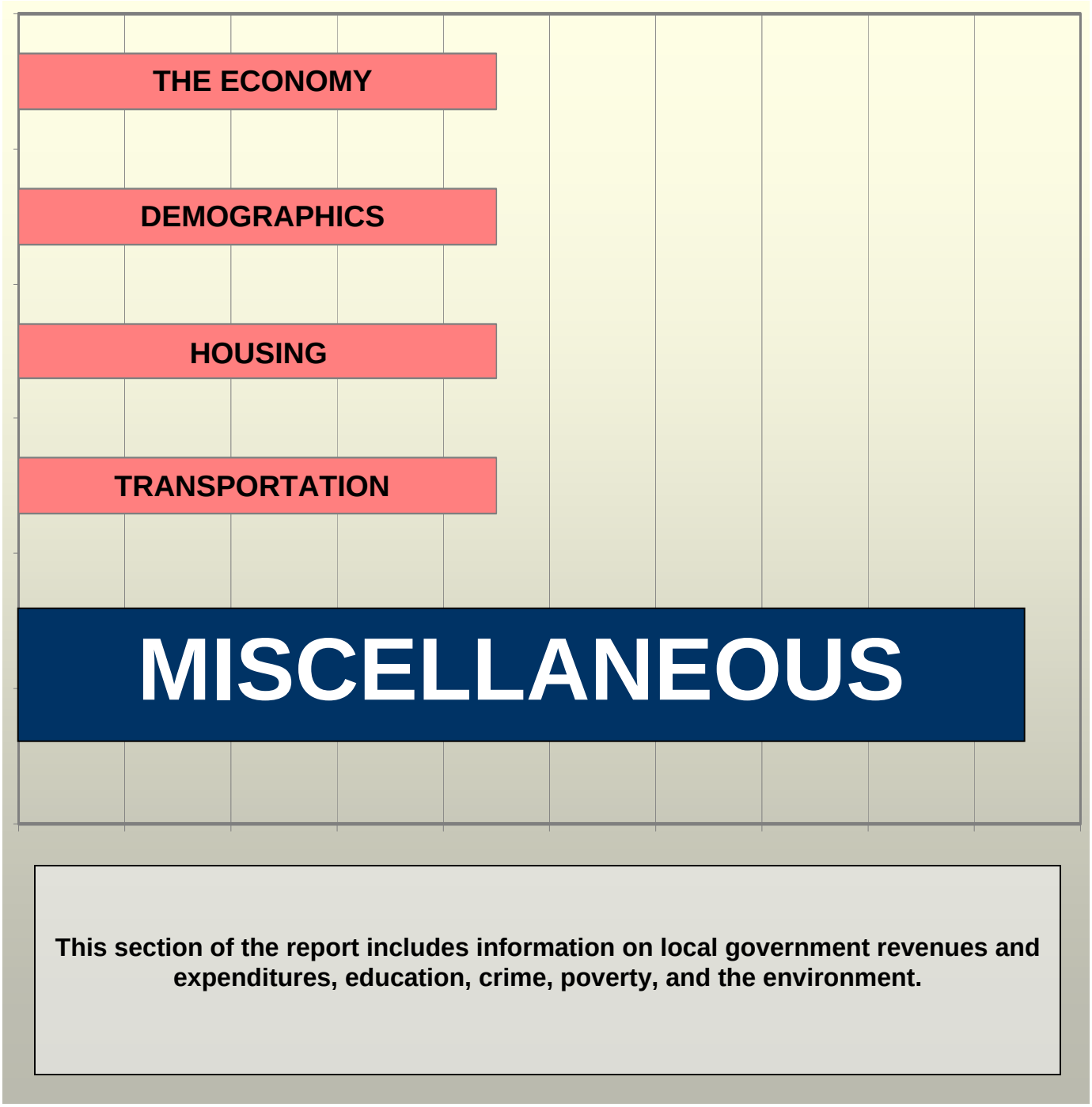


FIGURE 4.11 ENPLANEMENT TREND IN HAMPTON ROADS COMPARED TO THE NATIONAL ENPLANEMENT TREND



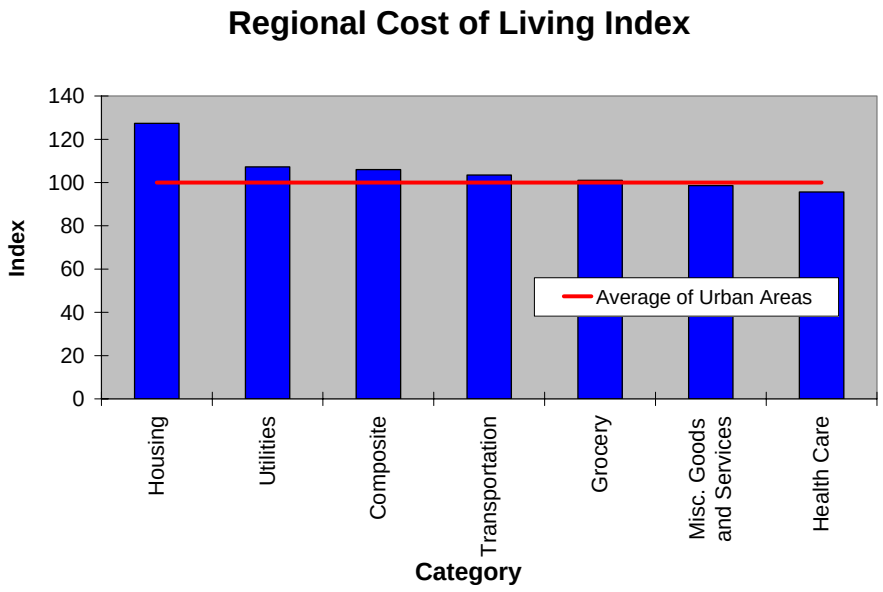
Why is it important:
The market for air travel is influenced by several factors including price and consumer confidence. Referencing national air travel trends provides a context with which to better understand regional travel.

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.

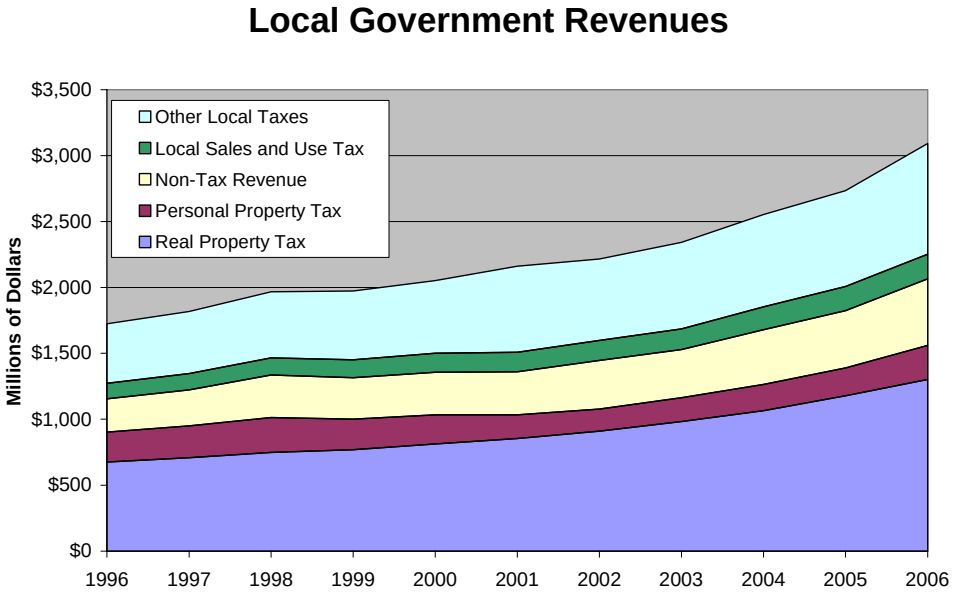
FIGURE 5.1 HAMPTON ROADS COST OF LIVING INDEX



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 healthcare and miscellaneous goods and service costs are below the index average while housing, transportation, grocery and utility costs are above average.

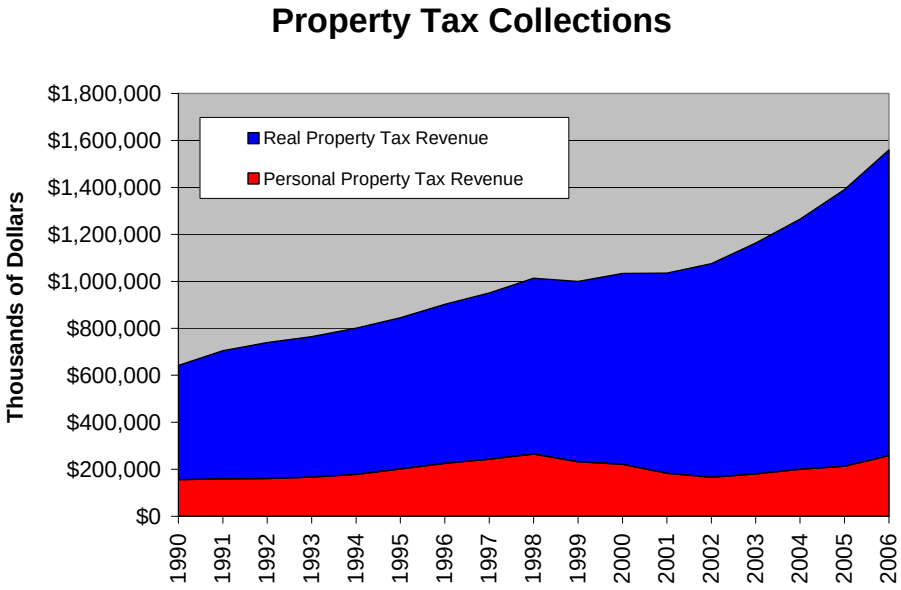
FIGURE 5.2 REVENUE SOURCES FOR LOCAL GOVERNMENTS IN HAMPTON ROADS



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



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.

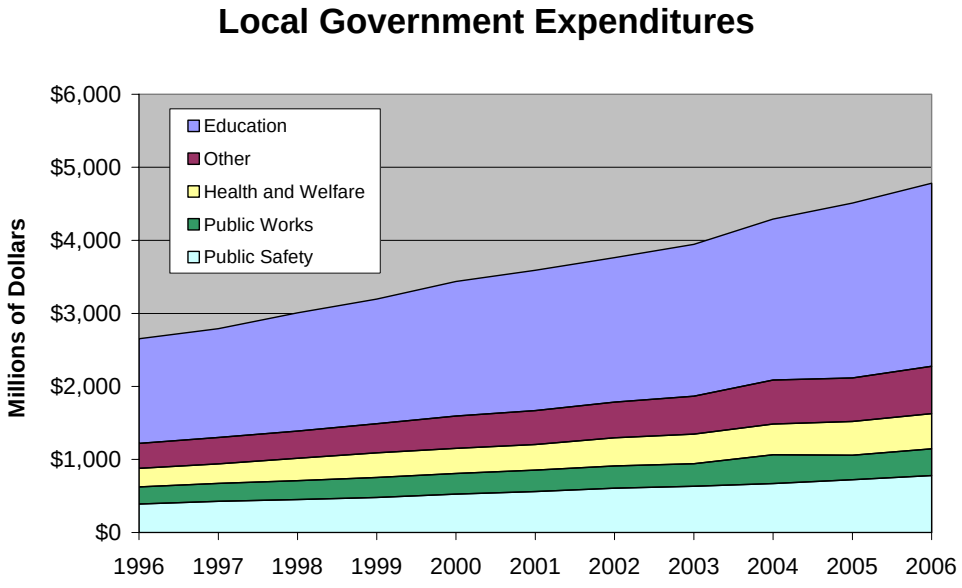
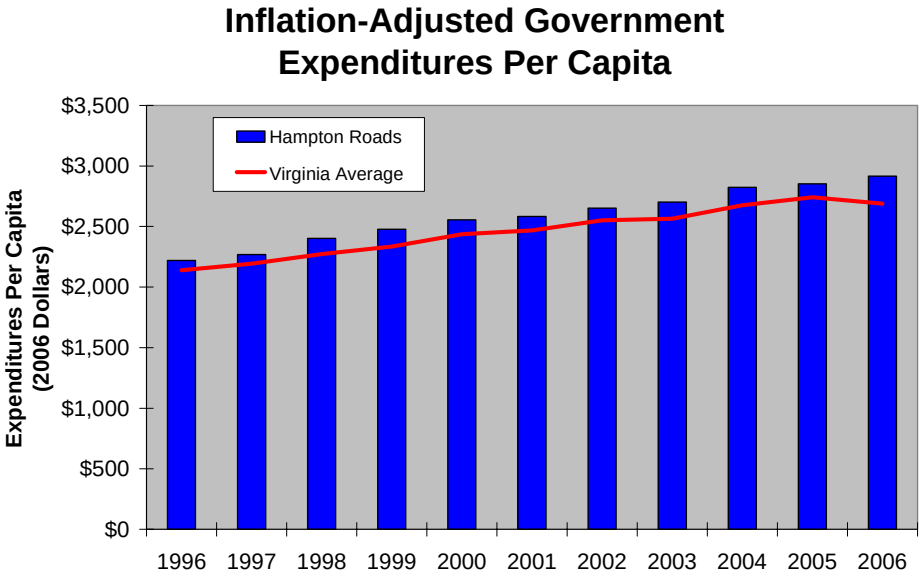


FIGURE 5.5 PER CAPITA LOCAL GOVERNMENT EXPENDITURES IN HAMPTON ROADS AND VIRGINIA



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 2006

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.

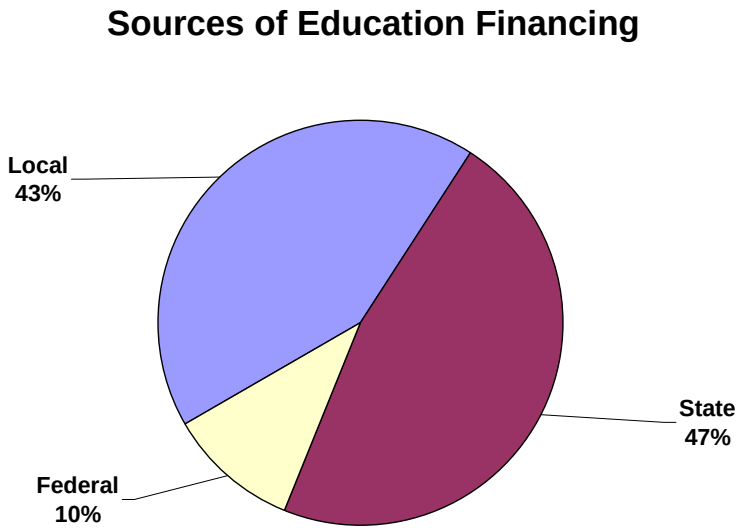
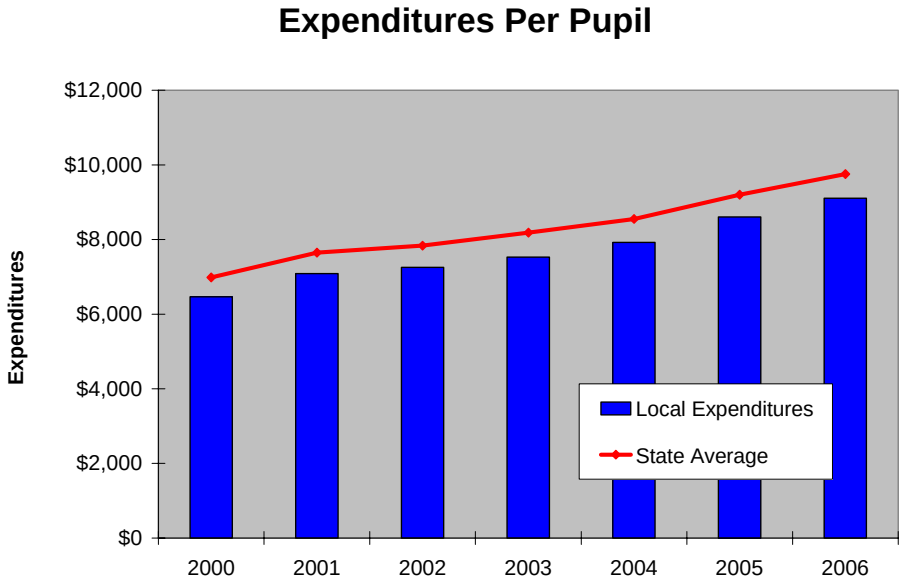


FIGURE 5.7 EXPENDITURES PER PUPIL IN HAMPTON ROADS AND VIRGINIA



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

How are we doing:
In 2006, per pupil education expenditures in Hampton Roads were 6.7% 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.

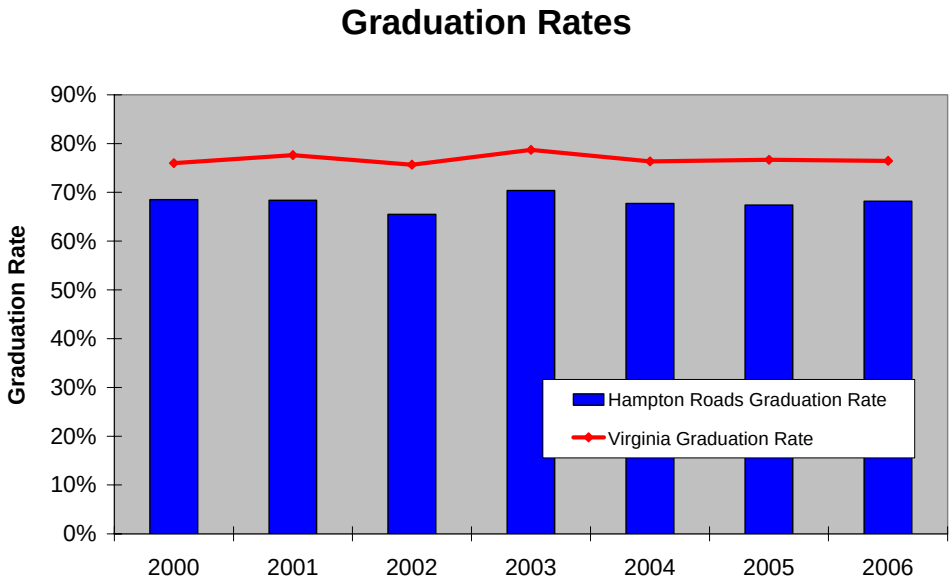
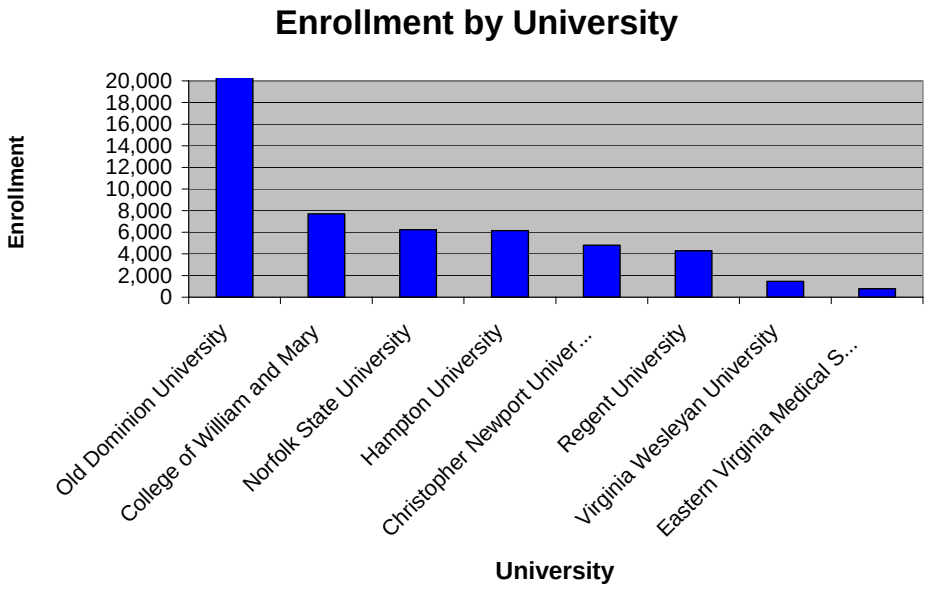


FIGURE 5.9 NUMBER OF GRADUATING STUDENTS FROM REGIONAL UNIVERSITIES IN 2006



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 2007 there were 89,256 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 2006, there were 462 violent crimes per 100,000 persons reported in Hampton Roads as opposed to the national average of 474.

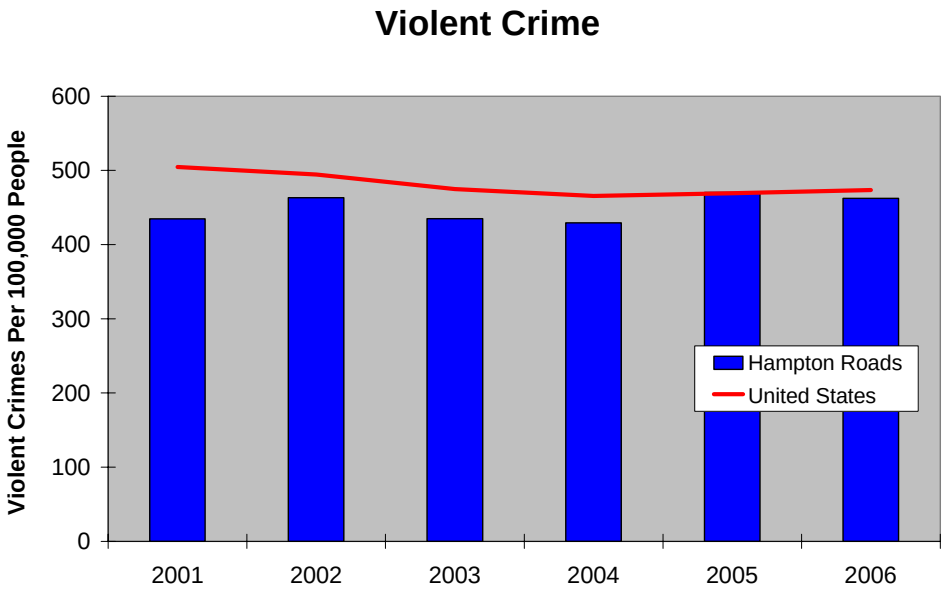
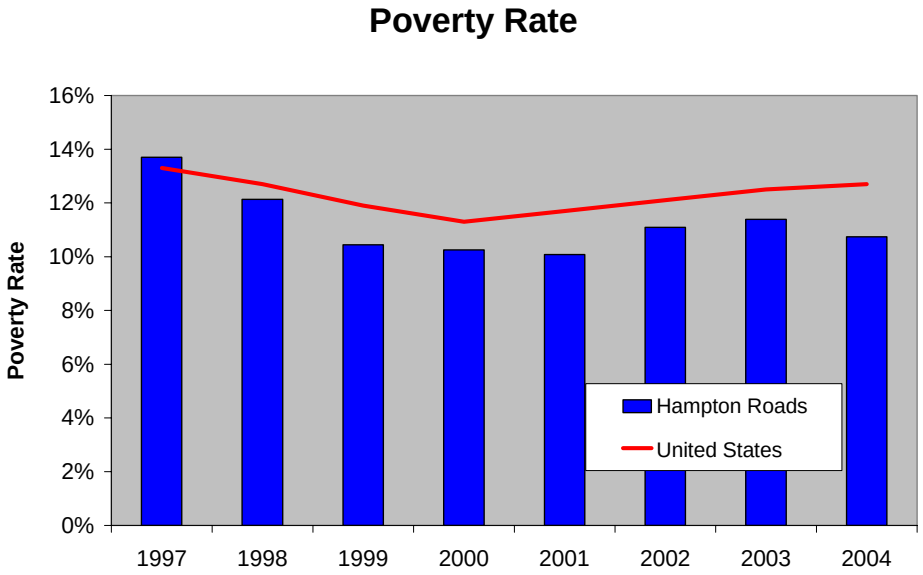


FIGURE 5.11 POVERTY RATES FOR HAMPTON ROADS AND THE UNITED STATES



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

How are we doing:
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 2006

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 three pollutants monitored by Virginia's DEQ, only ozone comes close to the primary standard as set by the United States government.

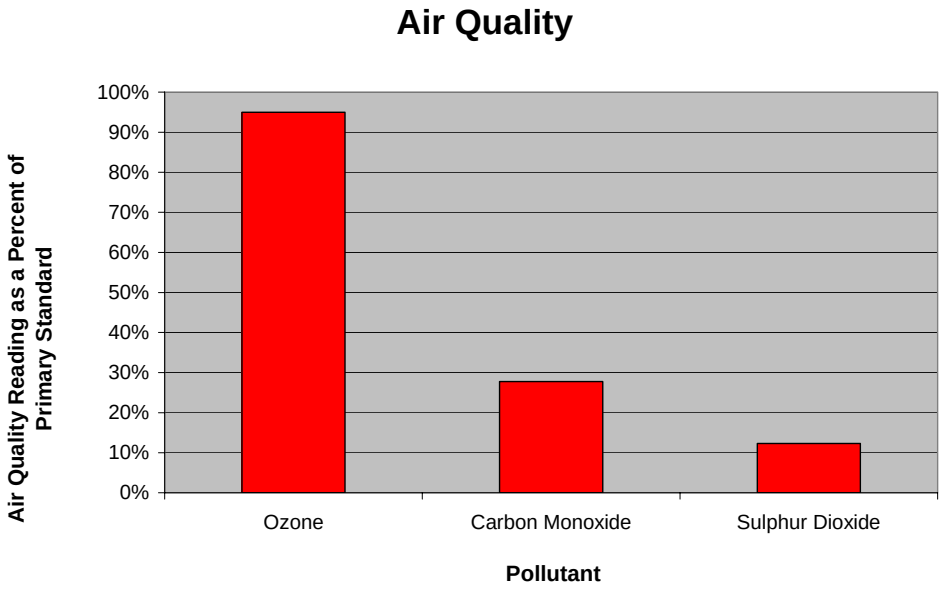
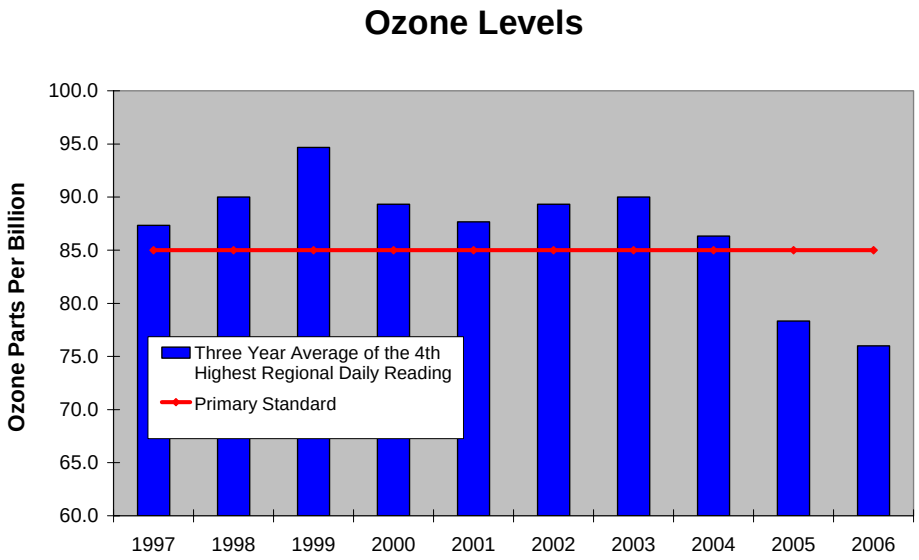


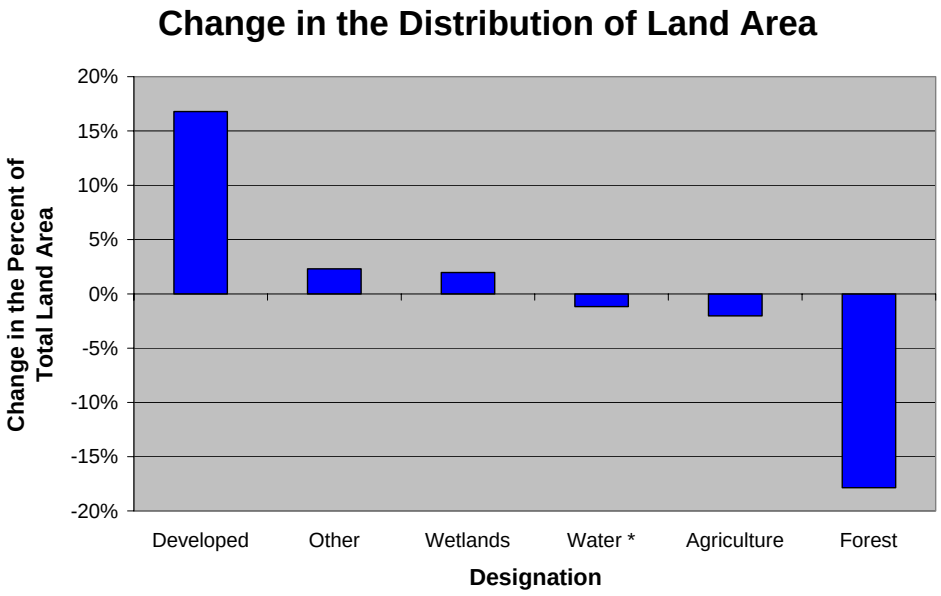
FIGURE 5.13 OZONE LEVELS IN HAMPTON ROADS COMPARED TO THE PRIMARY STANDARD



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

How are we doing:
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



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

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 6.8% in 2007.

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.

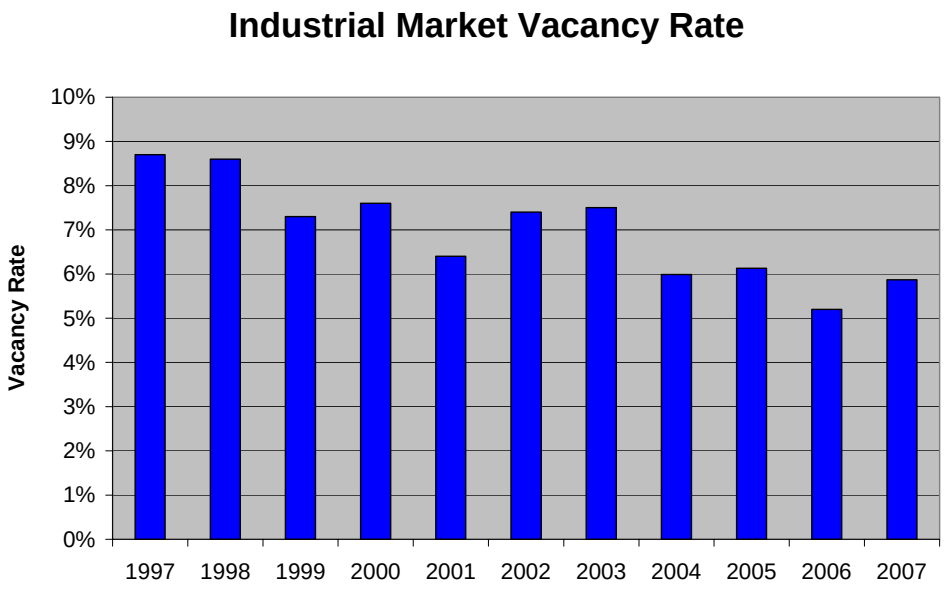
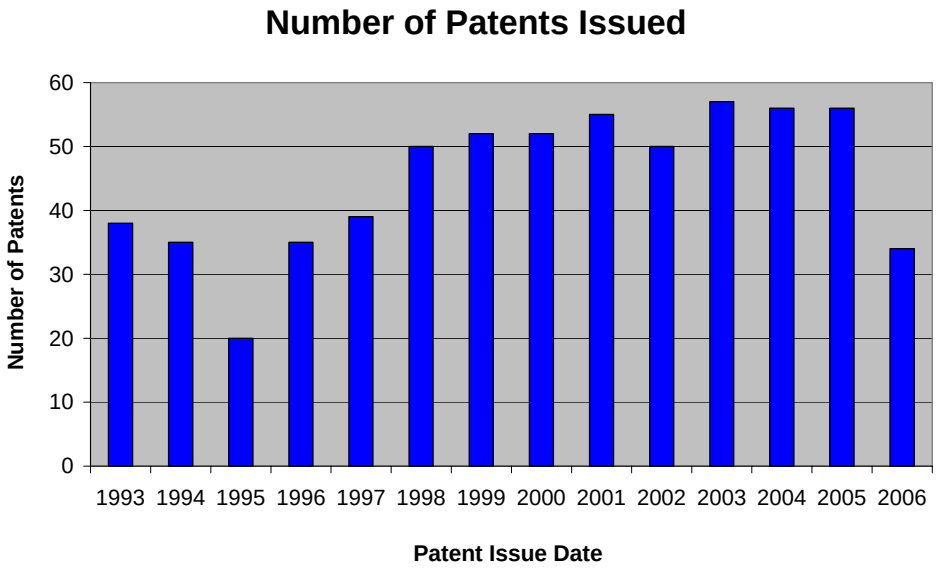


FIGURE 5.17 NUMBER OF PATENTS ISSUED IN HAMPTON ROADS



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

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

1975	1,958,783,648	81,329,606	22,813,237	288,217,947
1976	2,075,649,073	90,462,854	24,579,808	306,090,198
1977	2,075,444,360	86,604,633	26,084,787	306,668,081
1978	2,232,332,258	91,184,374	27,992,458	326,127,089
1979	2,384,571,308	89,396,151	29,560,286	347,995,428
1980	2,530,238,128	96,931,636	34,615,104	373,846,819
1981	2,652,559,589	106,409,109	36,427,308	389,641,070
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 2005	
Country / Region	Billions of U.S. Dollars
Ukraine	$ 82.9
Kuwait	$ 81.3
Peru	$ 79.4
Hampton Roads	$ 78.6
Bangladesh	$ 57.3
Kazakhstan	$ 57.1
Vietnam	$ 51.8
Morocco	$ 51.6

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

Figure 1.2 Gross Metro Product in 2005	
MSAs	2005
Washington D.C.	300.4
Atlanta	212.4
Baltimore	121.6
Tampa	110.5
Orlando	83.8
Hampton Roads	78.6
Charlotte	71.3
Richmond	56.8
Jacksonville	54.2
Raleigh	38.4
Greensboro	32.6
Greenville	22.5
Charleston	20.6
Roanoke	14.8
Charlottesville	7.9

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%
2006	3.30%	2.87%
2007	2.33%	2.05%

Source: Regional Economic Modeling, Inc.

Figure 1.4 Gross Regional Product Comparison For Hampton Roads And Competing Metropolitan	
Statistical Area	Anualized Growth Rate
Orlando	10.68%
Tampa	8.88%
Jacksonville	8.36%
Washington D.C.	7.98%
Raleigh-Durham	7.17%
Richmond	6.90%
Charlottesville	6.72%
Hampton Roads	6.70%
Charleston	6.61%
Baltimore	6.24%
Atlanta	5.99%
Charlotte	5.57%
Greensboro	4.70%
Roanoke	4.69%
Greenville	4.18%

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%
2005	2.71%	2.32%
2006	2.87%	2.03%

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
Oct-97	2.57%	Feb-01	0.97%	Jun-04	1.89%
Nov-97	2.57%	Mar-01	0.81%	Jul-04	1.97%
Dec-97	2.79%	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	1.77%
Sep-98	3.11%	Jan-02	1.00%	May-05	1.77%
Oct-98	2.05%	Feb-02	1.22%	Jun-05	1.93%
Nov-98	2.05%	Mar-02	0.93%	Jul-05	1.72%
Dec-98	2.12%	Apr-02	0.55%	Aug-05	1.84%
Jan-99	1.98%	May-02	0.52%	Sep-05	2.02%
Feb-99	2.56%	Jun-02	0.40%	Oct-05	0.81%
Mar-99	2.55%	Jul-02	-0.23%	Nov-05	0.87%
Apr-99	2.30%	Aug-02	-0.07%	Dec-05	0.68%
May-99	1.70%	Sep-02	-0.24%	Jan-06	1.30%
Jun-99	1.85%	Oct-02	0.59%	Feb-06	1.17%
Jul-99	0.07%	Nov-02	0.35%	Mar-06	1.33%
Aug-99	1.30%	Dec-02	0.69%	Apr-06	0.92%
Sep-99	1.43%	Jan-03	1.05%	May-06	0.89%
Oct-99	2.07%	Feb-03	0.65%	Jun-06	0.97%
Nov-99	1.98%	Mar-03	0.69%	Jul-06	0.46%
Dec-99	1.91%	Apr-03	0.14%	Aug-06	0.14%
Jan-00	2.39%	May-03	0.28%	Sep-06	-0.58%
Feb-00	2.09%	Jun-03	0.08%	Oct-06	1.00%
Mar-00	2.37%	Jul-03	0.72%	Nov-06	0.94%
Apr-00	2.17%	Aug-03	0.47%	Dec-06	1.14%
May-00	2.01%	Sep-03	0.50%	Jan-07	1.39%
Jun-00	2.29%	Oct-03	0.34%	Feb-07	1.24%
Jul-00	2.63%	Nov-03	0.61%	Mar-07	1.32%
Aug-00	1.52%	Dec-03	0.36%	Apr-07	1.17%
Sep-00	1.47%	Jan-04	1.04%	May-07	1.88%
Oct-00	1.38%	Feb-04	0.88%	Jun-07	1.21%
Nov-00	1.57%	Mar-04	1.05%	Jul-07	1.67%
Dec-00	1.32%	Apr-04	2.01%	Aug-07	1.58%
Jan-01	1.09%	May-04	1.80%	Sep-07	2.26%
				Oct-07	1.95%

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
Jun-97	0.556%	Jan-00	0.543%	Aug-02	0.568%	Mar-05	0.567%
Jul-97	0.553%	Feb-00	0.544%	Sep-02	0.564%	Apr-05	0.570%
Aug-97	0.554%	Mar-00	0.546%	Oct-02	0.563%	May-05	0.572%
Sep-97	0.553%	Apr-00	0.543%	Nov-02	0.565%	Jun-05	0.577%
Oct-97	0.551%	May-00	0.544%	Dec-02	0.568%	Jul-05	0.575%
Nov-97	0.553%	Jun-00	0.550%	Jan-03	0.563%	Aug-05	0.577%
Dec-97	0.553%	Jul-00	0.548%	Feb-03	0.563%	Sep-05	0.575%
Jan-98	0.546%	Aug-00	0.551%	Mar-03	0.566%	Oct-05	0.564%
Feb-98	0.545%	Sep-00	0.549%	Apr-03	0.563%	Nov-05	0.565%
Mar-98	0.547%	Oct-00	0.546%	May-03	0.566%	Dec-05	0.566%
Apr-98	0.541%	Nov-00	0.548%	Jun-03	0.571%	Jan-06	0.562%
May-98	0.547%	Dec-00	0.548%	Jul-03	0.571%	Feb-06	0.560%
Jun-98	0.553%	Jan-01	0.542%	Aug-03	0.573%	Mar-06	0.563%
Jul-98	0.559%	Feb-01	0.542%	Sep-03	0.568%	Apr-06	0.564%
Aug-98	0.560%	Mar-01	0.546%	Oct-03	0.566%	May-06	0.566%
Sep-98	0.556%	Apr-01	0.550%	Nov-03	0.569%	Jun-06	0.571%
Oct-98	0.550%	May-01	0.552%	Dec-03	0.570%	Jul-06	0.567%
Nov-98	0.551%	Jun-01	0.558%	Jan-04	0.568%	Aug-06	0.566%
Dec-98	0.552%	Jul-01	0.559%	Feb-04	0.566%	Sep-06	0.560%
Jan-99	0.545%	Aug-01	0.561%	Mar-04	0.568%	Oct-06	0.558%
Feb-99	0.545%	Sep-01	0.560%	Apr-04	0.569%	Nov-06	0.559%
Mar-99	0.548%	Oct-01	0.556%	May-04	0.570%	Dec-06	0.561%
Apr-99	0.545%	Nov-01	0.561%	Jun-04	0.575%	Jan-07	0.561%
May-99	0.547%	Dec-01	0.562%	Jul-04	0.575%	Feb-07	0.559%
Jun-99	0.550%	Jan-02	0.556%	Aug-04	0.576%	Mar-07	0.562%
Jul-99	0.545%	Feb-02	0.557%	Sep-04	0.572%	Apr-07	0.563%
Aug-99	0.554%	Mar-02	0.560%	Oct-04	0.567%	May-07	0.568%
Sep-99	0.551%	Apr-02	0.561%	Nov-04	0.569%	Jun-07	0.570%
Oct-99	0.547%	May-02	0.563%	Dec-04	0.571%	Jul-07	0.569%
Nov-99	0.548%	Jun-02	0.568%	Jan-05	0.566%	Aug-07	0.568%
Dec-99	0.549%	Jul-02	0.565%	Feb-05	0.565%	Sep-07	0.566%
						Oct-07	0.562%

Source: Bureau of Labor Statistics

Figure 1.8 Recent Employment Growth In Hampton Roads And Competing Statistical Areas	
Statistical Area	Percent Change
Orlando	15.95%
Raleigh	11.75%
Jacksonville	10.61%
Tampa-St. Petersburg	10.59%
Charlottesville	10.38%
Charleston	8.22%
Charlotte	7.28%
Atlanta	7.22%
Washington D.C.	6.56%
Richmond	6.55%
Greenville	5.69%
Baltimore	4.33%
Hampton Roads	3.97%
Greensboro	3.73%
Roanoke	3.17%

Source: Bureau of Labor Statistics

Figure 1.9 Comparison Of Goods And Service Employment In Hampton Roads		
Year	Goods Employment	Service Employment
1995	100900	544800
1996	104200	556100
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	109900	650900
2006	108400	658500

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
2005	609,300	151,500	108,342

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	101,900
Retail Trade	91,900
Local Government	86,200
Educational and Health Services	86,800
Leisure and Hospitality	84,700
Manufacturing	58,200
Natural Resources, Mining, & Construction	50,200
Federal Government	46,200
Financial Activities	40,600
Other Services	34,300
Transportation and Utilities	26,100
Wholesale Trade	24,300
State Government	20,100
Information	15,400

Source: Bureau of Labor Statistics

Figure 1.12 Change In Hampton Roads Employment By Industrial Sector From 2003 To 2006	
Industry	Change in Employment
Educational and Health Services	8,700
Leisure and Hospitality	8,300
Retail Trade	4,700
Financial Activities	3,100
Natural Resources, Mining, & Construction	3,000
Local Government	2,600
Other Services	1,500
Transportation and Utilities	700
Wholesale Trade	500
State Government	400
Federal Government	300
Information	(600)
Manufacturing	(1,100)
Professional and Business Services	(2,500)

Source: Bureau of Labor Statistics

Figure 1.13 Hampton Roads Industrial Location Quotients In 2006	
Industry	LQ
Military	9.28
Real estate and rental and leasing	1.44
Accommodation and food services	1.25
Arts, entertainment, and recreation	1.19
Construction	1.17
Retail trade	1.14
Transportation and warehousing	1.02
Management of companies and enterprises	1.00

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

Figure 1.14 Hampton Roads Sub-Sector Location Quotients In 2006	
Sub-Sector Industry	LQ
Water transportation	4.73
Attractions	3.76
Transportation equipment man.	2.87
Transportation support	2.71
Lessors nonfin intangible assets	2.54
Broadcasting, except Internet	2.26
Nonstore retailers	2.07
Scenic transportation	1.55
Real estate	1.54
Civil engineering construction	1.39
Warehousing and storage	1.36
Miscellaneous store retailers	1.26
Specialty trade contractors	1.24
Clothing stores	1.21
General merchandise stores	1.19
Rental and leasing services	1.16
Sporting goods & hobby stores	1.15
Amusements & recreation	1.14
ISPs & data processing	1.10
Repair and maintenance	1.10
Electronics and appliance stores	1.07
Administrative and support services	1.06
Fishing, hunting and trapping	1.01
Ambulatory health care services	1.01

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.
Apr-97	4.87%	4.8%	Oct-00	2.37%	3.6%	Apr-04	3.88%	5.4%
May-97	4.78%	4.7%	Nov-00	2.22%	3.7%	May-04	3.92%	5.3%
Jun-97	4.79%	5.2%	Dec-00	2.31%	3.7%	Jun-04	3.93%	5.8%
Jul-97	4.49%	5.0%	Jan-01	2.64%	4.7%	Jul-04	3.95%	5.7%
Aug-97	4.35%	4.8%	Feb-01	2.78%	4.6%	Aug-04	3.88%	5.4%
Sep-97	4.08%	4.7%	Mar-01	2.91%	4.5%	Sep-04	3.88%	5.1%
Oct-97	3.74%	4.4%	Apr-01	3.00%	4.2%	Oct-04	4.01%	5.1%
Nov-97	3.52%	4.3%	May-01	3.04%	4.1%	Nov-04	3.98%	5.2%
Dec-97	3.59%	4.4%	Jun-01	3.17%	4.7%	Dec-04	4.08%	5.1%
Jan-98	3.69%	5.2%	Jul-01	3.08%	4.7%	Jan-05	4.03%	5.7%
Feb-98	3.56%	5.0%	Aug-01	3.49%	4.9%	Feb-05	4.12%	5.8%
Mar-98	3.53%	5.0%	Sep-01	3.57%	4.7%	Mar-05	4.02%	5.4%
Apr-98	2.93%	4.1%	Oct-01	3.77%	5.0%	Apr-05	4.00%	4.9%
May-98	3.32%	4.2%	Nov-01	3.99%	5.3%	May-05	3.95%	4.9%
Jun-98	3.42%	4.7%	Dec-01	4.12%	5.4%	Jun-05	3.85%	5.2%
Jul-98	3.25%	4.7%	Jan-02	4.04%	6.3%	Jul-05	3.74%	5.2%
Aug-98	3.28%	4.5%	Feb-02	4.12%	6.1%	Aug-05	3.78%	4.9%
Sep-98	3.38%	4.4%	Mar-02	4.21%	6.1%	Sep-05	3.98%	4.8%
Oct-98	3.43%	4.2%	Apr-02	4.28%	5.7%	Oct-05	3.67%	4.6%
Nov-98	3.32%	4.1%	May-02	4.17%	5.5%	Nov-05	3.66%	4.8%
Dec-98	3.14%	4.0%	Jun-02	4.11%	6.0%	Dec-05	3.55%	4.6%
Jan-99	3.22%	4.8%	Jul-02	4.05%	5.9%	Jan-06	3.38%	5.1%
Feb-99	3.46%	4.7%	Aug-02	4.00%	5.7%	Feb-06	3.34%	5.1%
Mar-99	3.02%	4.4%	Sep-02	3.93%	5.4%	Mar-06	3.32%	4.8%
Apr-99	3.13%	4.1%	Oct-02	3.98%	5.3%	Apr-06	3.25%	4.5%
May-99	3.13%	4.0%	Nov-02	4.06%	5.6%	May-06	3.25%	4.4%
Jun-99	3.06%	4.5%	Dec-02	4.16%	5.7%	Jun-06	3.21%	4.8%
Jul-99	3.45%	4.5%	Jan-03	4.21%	6.5%	Jul-06	3.35%	5.0%
Aug-99	3.35%	4.2%	Feb-03	4.13%	6.4%	Aug-06	3.28%	4.6%
Sep-99	3.48%	4.1%	Mar-03	4.10%	6.2%	Sep-06	3.67%	4.4%
Oct-99	3.32%	3.8%	Apr-03	4.18%	5.8%	Oct-06	3.34%	4.1%
Nov-99	3.20%	3.8%	May-03	4.29%	5.8%	Nov-06	3.25%	4.3%
Dec-99	3.13%	3.7%	Jun-03	4.39%	6.5%	Dec-06	3.13%	4.3%
Jan-00	2.84%	4.5%	Jul-03	4.34%	6.3%	Jan-07	3.21%	5.0%
Feb-00	2.78%	4.4%	Aug-03	4.24%	6.0%	Feb-07	3.24%	4.9%
Mar-00	2.71%	4.3%	Sep-03	4.28%	5.8%	Mar-07	3.22%	4.5%
Apr-00	2.36%	3.7%	Oct-03	4.16%	5.6%	Apr-07	3.25%	4.3%
May-00	2.64%	3.8%	Nov-03	4.12%	5.6%	May-07	3.15%	4.3%
Jun-00	2.52%	4.1%	Dec-03	4.01%	5.4%	Jun-07	3.21%	4.7%
Jul-00	2.50%	4.2%	Jan-04	4.11%	6.3%	Jul-07	3.16%	4.9%
Aug-00	2.52%	4.1%	Feb-04	3.93%	6.0%	Aug-07	3.18%	4.6%
Sep-00	2.44%	3.8%	Mar-04	4.21%	6.0%	Sep-07	3.06%	4.5%

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.	0.712
Charlottesville	0.674
Roanoke	0.673
Greensboro	0.654
Charlotte	0.653
Orlando	0.644
Richmond	0.639
Jacksonville	0.627
Raleigh	0.623
Hampton Roads	0.622
Charleston	0.619
Baltimore	0.618
Greenville	0.618
Tampa	0.598
Atlanta	0.597

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	0.608
2004	0.614
2005	0.622

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.	$ 51,207
Baltimore	$ 43,549
Charlotte	$ 38,223
Richmond	$ 37,790
Charlottesville	$ 37,663
Raleigh	$ 37,107
Jacksonville	$ 36,239
Atlanta	$ 35,846
Tampa	$ 34,959
Hampton Roads	$ 34,595
Roanoke	$ 33,933
Orlando	$ 32,979
Greensboro	$ 32,784
Charleston	$ 32,387
Greenville	$ 30,809
United States	$ 36,307

Source: Bureau of Economic Analysis

Figure 1.19 Purchasing Power Of Per Capita Income In Hampton Roads And Competing Metro Areas In 2006	
Metro Area	Purchasing Power of PCI
Charlotte	$43,337
Raleigh	$41,553
Atlanta	$37,457
Washington D.C.	$37,377
Roanoke	$37,126
Baltimore	$37,031
Greensboro	$36,589
Jacksonville	$36,458
Richmond	$36,302
Tampa	$35,455
Greenville	$33,235
Charleston	$32,814
Hampton Roads	$32,271
Orlando	$32,018

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
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	95.5%
2005	96.2%
2006	95.3%

Source: Bureau of Economic Analysis

Figure 1.21 Median Family Income	
Year	HR Income
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
2007	$64,100

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

Figure 1.22 Earnings Per Worker (2006 $'s)	
Year	HR Earnings Per Worker
1995	$38,705
1996	$38,606
1997	$38,865
1998	$39,737
1999	$40,518
2000	$40,874
2001	$41,826
2002	$43,534
2003	$44,603
2004	$45,607
2005	$45,563

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	11.1%
2005	10.6%

Source: Bureau of Labor Statistics

Figure 1.24 Cycle Of National Defense Spending									
Quarter	Billions	Quarter	Billions	Quarter	Billions	Quarter	Billions	Quarter	Billions
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	$ 287.9
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	$ 299.5
1968 Q2	$ 267.0	1977 Q3	$ 206.7	1986 Q4	$ 303.4	1996 Q1	$ 224.9	2005 Q2	$ 300.3
1968 Q3	$ 262.9	1977 Q4	$ 206.3	1987 Q1	$ 306.2	1996 Q2	$ 228.2	2005 Q3	$ 306.7
1968 Q4	$ 262.1	1978 Q1	$ 207.0	1987 Q2	$ 309.4	1996 Q3	$ 225.6	2005 Q4	$ 297.8
1969 Q1	$ 254.5	1978 Q2	$ 208.4	1987 Q3	$ 310.8	1996 Q4	$ 221.1	2006 Q1	$ 306.9
1969 Q2	$ 251.4	1978 Q3	$ 207.1	1987 Q4	$ 307.1	1997 Q1	$ 215.1	2006 Q2	$ 307.4
1969 Q3	$ 252.4	1978 Q4	$ 209.1	1988 Q1	$ 305.7	1997 Q2	$ 219.0	2006 Q3	$ 316.6
1969 Q4	$ 249.1	1979 Q1	$ 208.7	1988 Q2	$ 300.6	1997 Q3	$ 219.0	2006 Q4	$ 314.4
1970 Q1	$ 243.7	1979 Q2	$ 208.5	1988 Q3	$ 295.4	1997 Q4	$ 220.2	2007 Q1	$ 321.0

Source: Survey of Current Business

Figure 1.25 Inflation-Adjusted Department Of Defense Spending In Hampton Roads	
Year	Millions of Dollars
1990	$ 12,140
1991	$ 9,509
1992	$ 9,795
1993	$ 10,193
1994	$ 9,345
1995	$ 13,752
1996	$ 9,121
1997	$ 8,530
1998	$ 10,360
1999	$ 10,178
2000	$ 10,083
2001	$ 15,373
2002	$ 11,900
2003	$ 11,014
2004	$ 12,601
2005	$ 12,512

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	113,193
2004	111,505
2005	108,342

Source: Bureau of Economic Analysis

Figure 1.27 Inflation Adjusted Military Incomes	
Year	Thousand of Dollars
1995	$ 6,896,534
1996	$ 6,864,906
1997	$ 6,627,747
1998	$ 6,402,843
1999	$ 6,546,059
2000	$ 6,756,664
2001	$ 6,927,344
2002	$ 7,637,677
2003	$ 8,215,479
2004	$ 8,712,831
2005	$ 8,547,670

Source: Bureau of Economic Analysis

Figure 1.28 Concentration Of Ship Building And Repair Employment In Hampton Roads	
Year	HR Share of National Employment
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	14.2%
2006	14.1%

Source: Bureau of Labor Statistics

Figure 1.29 Total Ship Building And Repair Employment In Hampton Roads	
Year	Employment
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
2006	22,000

Source: Bureau of Labor Statistics

Figure 1.30 Distribution of Market Share For Principal East Coast Container Ports		
Port	Short Tons	Market Share
New York	87798640	38.7%
Hampton Roads	34280334	15.1%
Philadelphia	26237446	11.6%
Baltimore	28234653	12.5%
Savannah	28300348	12.5%
Charleston	21874554	9.6%

Source: U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center

Figure 1.31 Hampton Roads Market Share Of Imports & Exports At Principal East Coast Ports		
Year	TEUs	Total Value
1990	17.4%	19.9%
1991	18.5%	22.9%
1992	17.9%	19.2%
1993	16.1%	18.7%
1994	16.5%	18.7%
1995	17.2%	21.7%
1996	17.6%	20.3%
1997	17.3%	24.0%
1998	17.3%	16.8%
1999	16.5%	16.4%
2000	15.8%	15.1%
2001	14.8%	14.2%
2002	14.9%	14.0%
2003	15.6%	14.3%
2004	15.8%	13.7%
2005	15.8%	13.1%
2006	15.6%	12.7%

Source: U.S. Maritime Administration
American Association of Ports, U.S. Census

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
2005	250	2550

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
2006	7,632,798	8,950,681

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
2006	21,810,336

Source: Virginia Port Authority

Figure 1.35 Hampton Roads Deseasonalized Taxable Hotel Sales							
Month	Sales	Month	Sales	Month	Sales	Month	Sales
Sep-97	$ 36,487,509	Mar-00	$ 44,842,523	Sep-02	$ 46,856,390	Mar-05	$ 53,012,034
Oct-97	$ 39,205,692	Apr-00	$ 45,135,736	Oct-02	$ 48,747,334	Apr-05	$ 51,245,032
Nov-97	$ 39,311,946	May-00	$ 45,568,598	Nov-02	$ 46,368,916	May-05	$ 51,389,641
Dec-97	$ 39,243,288	Jun-00	$ 45,575,613	Dec-02	$ 45,946,599	Jun-05	$ 52,620,992
Jan-98	$ 41,589,277	Jul-00	$ 43,757,941	Jan-03	$ 51,134,548	Jul-05	$ 54,349,469
Feb-98	$ 40,190,267	Aug-00	$ 43,494,013	Feb-03	$ 47,366,398	Aug-05	$ 53,414,395
Mar-98	$ 38,396,264	Sep-00	$ 46,152,913	Mar-03	$ 45,398,539	Sep-05	$ 53,225,045
Apr-98	$ 42,584,195	Oct-00	$ 45,126,396	Apr-03	$ 50,312,355	Oct-05	$ 52,335,296
May-98	$ 40,946,742	Nov-00	$ 46,077,521	May-03	$ 50,435,954	Nov-05	$ 53,582,754
Jun-98	$ 41,702,257	Dec-00	$ 44,887,928	Jun-03	$ 50,316,711	Dec-05	$ 55,706,288
Jul-98	$ 42,070,739	Jan-01	$ 42,140,343	Jul-03	$ 51,008,322	Jan-06	$ 57,240,179
Aug-98	$ 42,309,815	Feb-01	$ 43,721,396	Aug-03	$ 52,831,528	Feb-06	$ 57,353,110
Sep-98	$ 46,089,300	Mar-01	$ 43,967,414	Sep-03	$ 47,173,150	Mar-06	$ 57,021,348
Oct-98	$ 44,457,441	Apr-01	$ 44,226,746	Oct-03	$ 60,217,312	Apr-06	$ 55,664,651
Nov-98	$ 43,025,929	May-01	$ 44,816,387	Nov-03	$ 55,354,063	May-06	$ 54,538,801
Dec-98	$ 43,225,290	Jun-01	$ 44,935,391	Dec-03	$ 53,888,776	Jun-06	$ 56,217,226
Jan-99	$ 43,902,574	Jul-01	$ 45,603,263	Jan-04	$ 52,818,871	Jul-06	$ 55,256,962
Feb-99	$ 44,619,780	Aug-01	$ 45,824,045	Feb-04	$ 51,978,735	Aug-06	$ 55,314,781
Mar-99	$ 43,440,229	Sep-01	$ 40,196,036	Mar-04	$ 49,523,612	Sep-06	$ 56,148,977
Apr-99	$ 42,409,679	Oct-01	$ 43,641,827	Apr-04	$ 51,198,694	Oct-06	$ 55,277,742
May-99	$ 41,940,821	Nov-01	$ 46,308,701	May-04	$ 51,421,652	Nov-06	$ 57,274,364
Jun-99	$ 41,936,968	Dec-01	$ 46,924,051	Jun-04	$ 49,616,017	Dec-06	$ 55,729,029
Jul-99	$ 43,415,498	Jan-02	$ 47,116,136	Jul-04	$ 49,923,377	Jan-07	$ 59,832,185
Aug-99	$ 42,468,966	Feb-02	$ 48,920,760	Aug-04	$ 49,022,393	Feb-07	$ 59,458,521
Sep-99	$ 41,524,228	Mar-02	$ 53,899,840	Sep-04	$ 51,125,002	Mar-07	$ 62,330,265
Oct-99	$ 43,345,711	Apr-02	$ 49,767,606	Oct-04	$ 51,311,680	Apr-07	$ 62,318,661
Nov-99	$ 43,151,976	May-02	$ 49,226,051	Nov-04	$ 50,169,432	May-07	$ 63,364,718
Dec-99	$ 44,561,617	Jun-02	$ 50,076,099	Dec-04	$ 52,040,891	Jun-07	$ 62,353,581
Jan-00	$ 44,013,202	Jul-02	$ 49,040,128	Jan-05	$ 52,032,722	Jul-07	$ 58,227,806
Feb-00	$ 44,200,943	Aug-02	$ 50,053,544	Feb-05	$ 53,067,703	Aug-07	$ 59,979,599

Virginia Department of Taxation
ODU Forecasting

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	82,000
2006	84,700

Source: Virginia Employment Commision

Figure 1.37 Distribution Of Hampton Roads Construction Employment	
Sub Sector	Percent of Total
Specialty Trade Contractors	62.3%
Heavy and Civil Engineering Construction	17.8%
Residential Building Construction	11.2%
Nonresidential Building Construction	8.6%

Source: Virgnia Employment Commision

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
2006	7,689	5,880	198	452	1,159

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
2006	$ 1,293,057	$ 1,104,056	$ 20,711	$ 44,785	$ 123,505

Source: U.S. Census Bureau

Figure 1.40 Construction Employment In Hampton Roads	
Year	Employment
1997	41,757
1998	41,504
1999	41,601
2000	42,742
2001	44,832
2002	43,722
2003	44,624
2004	47,666
2005	49,109
2006	48,577

Source: Virginia Employment Commision

Figure 1.41 Inflation Adjusted Taxable Sales In Hampton Roads	
Year	Taxable Sales
1990	$ 14,463,642,073
1991	$ 13,760,389,470
1992	$ 13,907,904,931
1993	$ 14,510,181,375
1994	$ 14,956,766,673
1995	$ 15,451,505,934
1996	$ 15,616,132,636
1997	$ 16,018,609,568
1998	$ 16,276,757,570
1999	$ 16,891,657,005
2000	$ 17,042,587,627
2001	$ 16,905,072,760
2002	$ 17,265,655,981
2003	$ 17,899,949,387
2004	$ 18,919,166,404
2005	$ 19,477,604,026
2006	$ 19,891,993,500

Source: Virginia Department of Taxation

Figure 1.42 Distribution Of Hampton Roads Retail Employment	
Sector	Percent of Retail Employment
Other	33.3%
General merchandise stores	22.7%
Food and beverage stores	14.4%
Building material and garden supply stores	6.6%
Miscellaneous store retailers	6.0%
Health and Personal Care Stores	4.8%
Nonstore Retailers	4.8%
Sporting goods, hobby, book and music stores	4.1%
Electronics and appliance stores	3.2%

Source: Virginia Employment Commision

Figure 2.1 Population Of Hampton Roads And Competing Metro Areas In 2006	
Metro Area	Population
Washington D.C.	5,290,400
Atlanta	5,138,223
Tampa-St. Petersburg	2,697,731
Baltimore	2,658,405
Orlando	1,984,855
Hampton Roads	1,649,457
Charlotte	1,583,016
Greensboro-Winston-Salem	1,513,576
Jacksonville	1,277,997
Greenville-Spartanburg	1,203,795
Richmond	1,194,008
Raleigh	994,551
Charleston	603,178
Roanoke	295,050
Charlottesville	190,278

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	1.08%	1.14%
2001	0.33%	1.07%
2002	1.01%	1.02%
2003	1.10%	0.93%
2004	0.95%	0.98%
2005	0.18%	0.98%
2006	0.47%	0.98%

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	542.9
2001	544.7
2002	550.3
2003	556.3
2004	561.6
2005	562.6
2006	565.2

Source: Weldon Cooper Center
U.S. Census

Figure 2.4 Components Of Population Change In Hampton Roads			
Year	Births	Deaths	Net Migration
1990	25,814	10,482	718
1991	26,453	10,536	4,841
1992	27,084	10,737	3,553
1993	26,176	11,146	20
1994	25,290	11,069	(2,321)
1995	24,094	11,568	(7,376)
1996	23,392	11,400	(5,342)
1997	22,737	11,420	(4,617)
1998	23,186	11,683	(3,503)
1999	22,968	11,977	1,933
2000	23,465	11,911	(404)
2001	23,047	11,964	(3,257)
2002	23,114	12,251	(2,813)
2003	23,359	12,370	4,911
2004	24,264	12,155	4,046
2005	23,885	12,029	(3,028)

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	482,183	1,003,179	176,066
2005	491,158	1,013,022	181,402
2006	496,685	1,024,544	186,765

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	820,769	840,659
2006	832,793	852,790
2007	843,953	864,042

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	993,636	522,978	85,723	59,092
2006	1,005,739	531,282	87,402	61,159
2007	1,016,595	539,282	88,986	63,131

Source: Regional Economic Modeling, Inc

Figure 2.8 Distribution Of Occupations In Hampton Roads	
Occupation	Percent of Total
Office and Administrative Support Occupations	16.4%
Other	12.3%
Sales and Related Occupations	12.3%
Food Preparation and Serving Related Occupations	9.0%
Transportation and Material Moving Occupations	7.5%
Construction and Extraction Occupations	6.4%
Education, Training, and Library Occupations	6.2%
Production Occupations	5.5%
Business and Financial Operations Occupations	4.8%
Healthcare Practitioner and Technical Occupations	4.7%
Installation, Maintenance, and Repair Occupations	4.7%
Building and Grounds Cleaning and Maintenance Occupations	3.6%
Architecture and Engineering Occupations	2.9%
Management Occupations	2.5%

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
May-97	421	1124	Nov-00	337	1410	May-04	425	1813
Jun-97	353	1087	Dec-00	392	1301	Jun-04	419	1945
Jul-97	394	1071	Jan-01	371	1291	Jul-04	426	1976
Aug-97	355	1161	Feb-01	438	1448	Aug-04	442	1990
Sep-97	409	1148	Mar-01	420	1600	Sep-04	503	2111
Oct-97	420	1244	Apr-01	487	1480	Oct-04	444	2059
Nov-97	398	1128	May-01	524	1545	Nov-04	401	2077
Dec-97	398	1188	Jun-01	436	1523	Dec-04	418	2009
Jan-98	422	1220	Jul-01	415	1507	Jan-05	443	1934
Feb-98	385	1174	Aug-01	492	1441	Feb-05	382	1966
Mar-98	421	1298	Sep-01	468	1448	Mar-05	495	2027
Apr-98	362	1263	Oct-01	333	1524	Apr-05	418	1946
May-98	369	1190	Nov-01	518	1513	May-05	412	2001
Jun-98	480	1266	Dec-01	504	1439	Jun-05	452	2019
Jul-98	379	1278	Jan-02	333	1731	Jul-05	440	1944
Aug-98	425	1207	Feb-02	485	1578	Aug-05	449	2046
Sep-98	454	1320	Mar-02	444	1551	Sep-05	421	2049
Oct-98	418	1306	Apr-02	402	1607	Oct-05	347	1939
Nov-98	422	1264	May-02	406	1632	Nov-05	404	2068
Dec-98	447	1374	Jun-02	417	1502	Dec-05	428	2025
Jan-99	383	1418	Jul-02	516	1561	Jan-06	381	1854
Feb-99	462	1348	Aug-02	439	1611	Feb-06	442	1965
Mar-99	466	1352	Sep-02	440	1576	Mar-06	378	2025
Apr-99	563	1315	Oct-02	471	1712	Apr-06	423	1920
May-99	388	1229	Nov-02	483	1645	May-06	445	1957
Jun-99	457	1374	Dec-02	398	1807	Jun-06	507	1858
Jul-99	501	1403	Jan-03	488	1849	Jul-06	386	1754
Aug-99	464	1313	Feb-03	398	1702	Aug-06	406	1928
Sep-99	420	1211	Mar-03	379	1605	Sep-06	401	1728
Oct-99	417	1174	Apr-03	400	1605	Oct-06	440	1746
Nov-99	430	1281	May-03	409	1655	Nov-06	304	1656
Dec-99	416	1315	Jun-03	400	1658	Dec-06	399	1683
Jan-00	407	1185	Jul-03	378	1860	Jan-07	375	1837
Feb-00	364	1304	Aug-03	366	1815	Feb-07	351	1889
Mar-00	439	1281	Sep-03	348	1713	Mar-07	400	1770
Apr-00	394	1282	Oct-03	405	1999	Apr-07	319	1731
May-00	431	1477	Nov-03	444	1550	May-07	350	1677
Jun-00	445	1352	Dec-03	441	1793	Jun-07	343	1628
Jul-00	396	1228	Jan-04	488	1776	Jul-07	368	1630
Aug-00	408	1213	Feb-04	508	1749	Aug-07	321	1464
Sep-00	387	1435	Mar-04	455	1765	Sep-07	326	1270
Oct-00	511	1343	Apr-04	529	1941	Oct-07	338	1432

Source: Rose and Wamble Realty

Figure 3.2 % Change in Housing Price Indices For Hampton Roads, The South Atlantic Region, And The United States							
Quarter	Hampton Roads	South Atlantic Division	United States	Quarter	Hampton Roads	South Atlantic Division	United States
1990 Q1	2.11%	4.22%	5.07%	1999 Q1	2.08%	3.80%	4.44%
1990 Q2	0.64%	2.89%	3.66%	1999 Q2	2.80%	4.45%	5.01%
1990 Q3	0.59%	1.55%	1.67%	1999 Q3	2.63%	4.47%	5.18%
1990 Q4	0.07%	0.27%	0.27%	1999 Q4	2.95%	4.30%	5.10%
1991 Q1	0.78%	0.76%	0.62%	2000 Q1	3.29%	4.96%	6.20%
1991 Q2	1.03%	1.50%	1.10%	2000 Q2	3.87%	5.54%	6.57%
1991 Q3	0.61%	0.79%	0.72%	2000 Q3	4.42%	5.97%	6.99%
1991 Q4	2.37%	3.09%	2.58%	2000 Q4	4.31%	6.58%	7.55%
1992 Q1	2.83%	2.88%	2.48%	2001 Q1	6.19%	7.93%	8.11%
1992 Q2	1.22%	1.84%	1.80%	2001 Q2	5.69%	8.03%	8.18%
1992 Q3	3.20%	3.48%	2.85%	2001 Q3	6.03%	8.00%	7.89%
1992 Q4	2.25%	2.17%	1.88%	2001 Q4	6.50%	7.99%	7.53%
1993 Q1	0.44%	1.16%	1.06%	2002 Q1	5.66%	6.50%	6.50%
1993 Q2	2.92%	2.33%	2.12%	2002 Q2	6.90%	6.72%	6.59%
1993 Q3	1.57%	1.59%	1.70%	2002 Q3	7.56%	7.32%	7.12%
1993 Q4	1.74%	1.85%	2.07%	2002 Q4	7.50%	7.24%	7.40%
1994 Q1	2.82%	2.31%	2.70%	2003 Q1	7.65%	7.17%	7.10%
1994 Q2	1.49%	1.17%	2.19%	2003 Q2	7.44%	6.86%	6.47%
1994 Q3	0.99%	0.76%	1.84%	2003 Q3	7.87%	6.31%	5.99%
1994 Q4	0.08%	0.06%	0.81%	2003 Q4	11.91%	8.03%	7.74%
1995 Q1	-0.58%	0.02%	0.73%	2004 Q1	13.64%	9.07%	8.21%
1995 Q2	1.04%	1.79%	2.14%	2004 Q2	17.11%	10.69%	9.79%
1995 Q3	3.02%	3.32%	3.47%	2004 Q3	22.52%	13.53%	12.60%
1995 Q4	3.62%	4.28%	4.52%	2004 Q4	21.50%	13.79%	11.76%
1996 Q1	5.00%	5.40%	5.40%	2005 Q1	22.83%	15.40%	12.75%
1996 Q2	2.87%	3.68%	3.70%	2005 Q2	24.98%	17.06%	13.58%
1996 Q3	0.96%	2.41%	2.52%	2005 Q3	23.09%	17.50%	12.48%
1996 Q4	1.19%	2.25%	2.60%	2005 Q4	23.05%	17.92%	12.86%
1997 Q1	1.35%	2.14%	2.29%	2006 Q1	21.94%	16.81%	12.26%
1997 Q2	1.82%	2.76%	3.00%	2006 Q2	17.33%	13.33%	9.80%
1997 Q3	2.89%	3.85%	4.11%	2006 Q3	12.99%	9.46%	7.53%
1997 Q4	3.28%	4.52%	4.58%	2006 Q4	10.76%	7.72%	6.03%
1998 Q1	3.30%	5.09%	5.22%	2007 Q1	7.86%	5.43%	4.47%
1998 Q2	3.72%	4.93%	5.20%	2007 Q2	5.73%	4.04%	3.35%
1998 Q3	3.58%	4.81%	5.09%	2007 Q3	4.42%	2.14%	1.79%
1998 Q4	3.24%	4.57%	4.98%				

Source:Office of Federal Housing Enterprise Oversight

Figure 3.3 Housing Price Increases In	
Metro Area	Increase in Price
Hampton Roads	19.4%
Richmond	11.7%
Tampa-St. Petersburg	11.5%
Orlando	11.0%
Jacksonville	10.2%
Raleigh/Durham	9.7%
Charleston	7.8%
Baltimore	5.5%
Charlote	5.4%
Atlanta	2.8%
U.S.	1.3%
Washington D.C.	1.2%
Greensboro	1.1%

Source: National Associtation 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%
2006	68.3%

Source: U.S. Census Bureau

Figure 3.5 Hampton Roads Housing Opportunity Index			
Quarter	Index	Quarter	Index
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	No Data
1997 Q2	71.1	2003 Q4	69.8
1997 Q3	70.5	2004 Q1	70.8
1997 Q4	72.3	2004 Q2	68.3
1998 Q1	74.4	2004 Q3	64.5
1998 Q2	73.0	2004 Q4	62.7
1998 Q3	71.7	2005 Q1	62.9
1998 Q4	72.7	2005 Q2	57.7
1999 Q1	78.1	2005 Q3	51.9
1999 Q2	72.9	2005 Q4	51.0
1999 Q3	71.5	2006 Q1	52.6
1999 Q4	71.8	2006 Q2	44.8
2000 Q1	70.0	2006 Q3	40.3
2000 Q2	67.9	2006 Q4	46.0
2000 Q3	65.0	2007 Q1	49.5
2000 Q4	71.3	2007 Q2	48.5
2001 Q1	74.6	2007 Q3	46.7
2001 Q2	70.9		

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%
2006	16.23	315%

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
2005	23.4

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
Charlotte	34.5
Jacksonville	33.3
Raleigh-Durham	32.5
Orlando	31.8
Atlanta	30.8
Greensboro- Winston-Salem	30.3
Richmond	28.8
Greenville	28.3
Tampa-St. Petersburg	28.1
Charleston-North Charleston	25.4
Charlottesville	24.7
Roanoke	24.6
Baltimore	24.4
Hampton Roads	23.4
Washington	22.8

Source: Federal Highway Administration

Figure 4.3 Delay Per Peak Period Traveler For Hampton Roads And Competing Regions In 2005	
Urban Area	Annual Delay Per Traveler, 2005
Washington, DC/MD/VA	60
Atlanta, GA	60
Orlando, FL	54
Tampa-St. Petersburg, FL	45
Charlotte, NC/SC	45
Baltimore, MD	44
Jacksonville, FL	39
Raleigh-Durham, NC	35
Charleston-North Charleston, SC	31
Hampton Roads	30
Richmond, VA	20

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
2004	30.0	37.0
2005	30.0	38.0

Source: Texas Transportation Institute

Figure 4.5 Hampton Roads Congestion And Congestion Costs		
Year	Millions of Dollars	Annual Hours of Delay
1990	$ 156	12,788
1991	$ 151	12,104
1992	$ 158	12,334
1993	$ 171	13,058
1994	$ 214	15,927
1995	$ 258	18,488
1996	$ 305	21,272
1997	$ 331	22,514
1998	$ 361	24,463
1999	$ 393	26,186
2000	$ 352	22,190
2001	$ 412	25,329
2002	$ 425	25,962
2003	$ 426	25,389
2004	$ 438	25,144
2005	$ 467	25,602

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
2006	16,026	32,019	141

Source: Virginia Department of Motor Vehicles

Figure 4.7 Hampton Roads Vehicle Registrations			
Year	Population	Licensed Drivers	PDC Registered Vehicles
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
2006	1,640,455	1,073,176	1,459,511

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
2005	107,836

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	431.3
Baltimore	250.9
Atlanta	163.0
Orlando	82.9
Charlotte	58.9
Hampton Roads	56.8
Jacksonville	53.7
Tampa	42.5
Raleigh	43.9
Richmond	39.9
Charlottesville	33.2
Roanoke	31.5
Charleston	19.5
Greensboro	12.7
Greenville	6.8

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
2006	513,367	1,862,325

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
2006	2,375,692	738,364,097

Source: Federal Aviation Administration

Figure 5.1 Hampton Roads Cost Of Living Index	
Category	Index
Housing	127.4
Composite	107.2
Utilities	106
Transportation	103.5
Grocery	101.1
Health Care	98.6
Misc. Goods and Services	95.7

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
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
2006	$ 1,301,702,925	$ 257,805,758	$ 505,446,057	$ 187,613,801	$ 840,528,988

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
2006	$ 1,301,703	$ 257,806

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
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
2006	$ 2,506,894,420	$ 780,158,781	$ 367,015,909	$ 482,104,611	$ 645,958,457

Source: Auditor of Public Accounts

Figure 5.5 Per Capita Local Government Expenditures In Hampton Roads And Virginia		
Year	Hampton Roads	Virginia
1996	$ 2,219.88	$ 2,139.99
1997	$ 2,269.10	$ 2,192.38
1998	$ 2,402.82	$ 2,273.19
1999	$ 2,476.04	$ 2,334.16
2000	$ 2,554.96	$ 2,435.77
2001	$ 2,583.85	$ 2,468.89
2002	$ 2,650.86	$ 2,551.25
2003	$ 2,701.70	$ 2,563.78
2004	$ 2,823.46	$ 2,674.45
2005	$ 2,851.72	$ 2,740.56
2006	$ 2,915.13	$ 2,689.03

Source: Auditor of Public Accounts

Figure 5.6 Distribution Of Education Financing For Hampton Roads Jurisdictions In 2005	
Source	Percent of Total
Local	42.6%
State	46.9%
Federal	10.5%

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
2006	$ 9,105.40	$ 9,755.18

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%
2006	68.2%	76.4%

Source: Virginia Department of Education

Figure 5.9 Number Of Graduating Students From Regional Universities In 2007	
Institution	Enrollment
Old Dominion University	21,625
College of William and Mary	7,709
Norfolk State University	6,238
Hampton University	6,152
Christopher Newport University	4,793
Regent University	4,286
Virginia Wesleyan University	1,455
Eastern Virginia Medical School	779

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
2005	470.3	469.2
2006	462.3	473.5

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%
2004	10.7%	12.7%

Source: U.S. Census Bureau

Figure 5.12 Hampton Roads Air Quality In 2006	
Pollutant	Percent of Primary Standard
Ozone	95.00%
Carbon Monoxide	27.78%
Sulphur Dioxide	12.33%
Nitrogen Dioxide	Discontinued

Source: Virginia Department of Environmental Quality

Figure 5.13 Ozone Levels In Hampton Roads	
Year	Ozone Parts Per Billion- 3 Year Average
1997	87.3
1998	90.0
1999	94.7
2000	89.3
2001	87.7
2002	89.3
2003	90.0
2004	86.3
2005	78.3
2006	76.0

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%
2007	49,302,916	6.8%

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
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%
2007	5.87%

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
2006	34

Source: U.S. Patent and Trademark Office