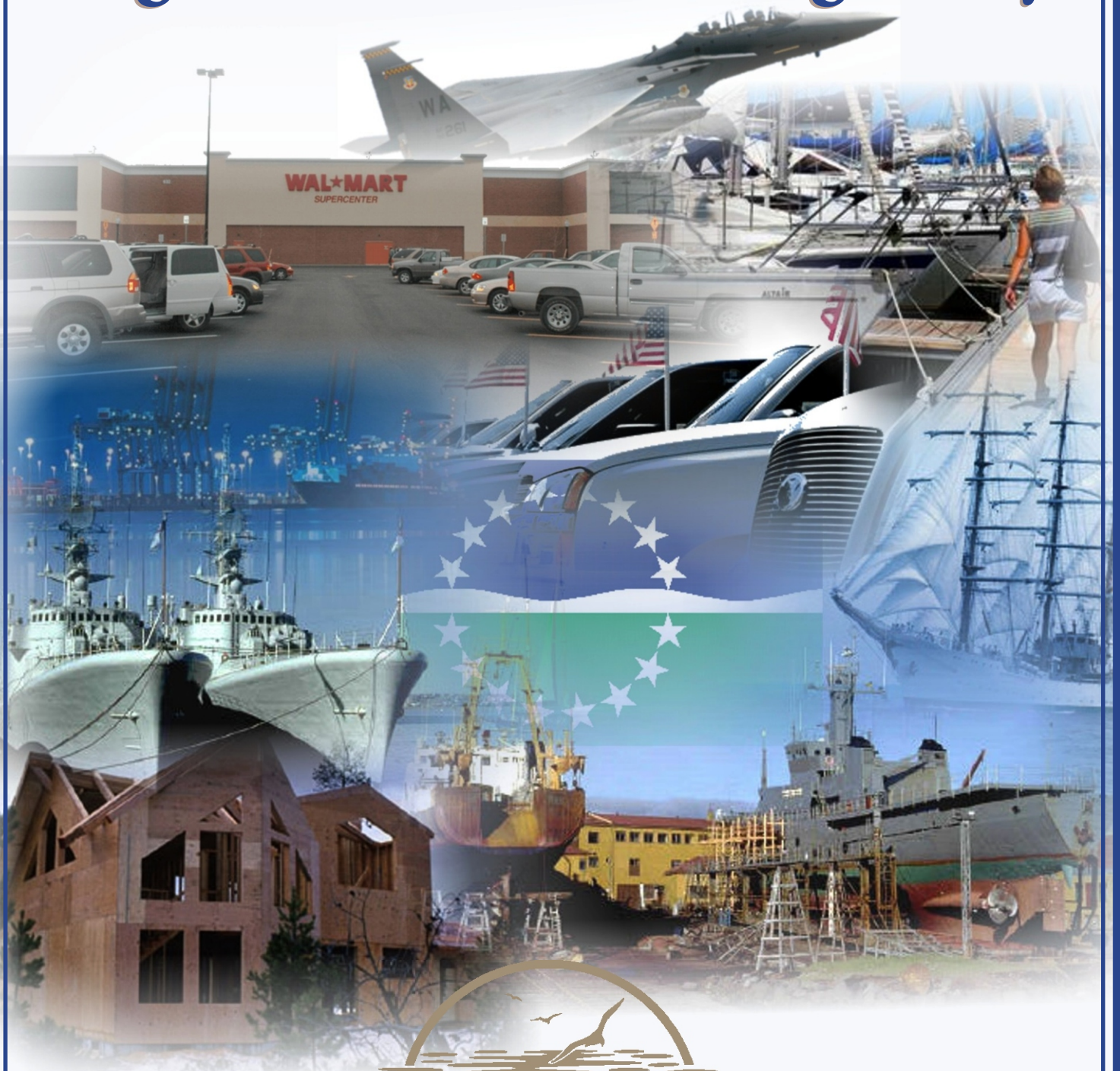


Hampton Roads Regional Benchmarking Study



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ECONOMIST
SENIOR TRANSPORTATION ENGINEER

GENERAL SERVICES MANAGER
ASSISTANT GENERAL SERVICES MANAGER
REPROGRAPHIC COORDINATOR

Regional Benchmarking Study

Preparation of this report was included in the HRPDC Unified Planning Work Program for Fiscal Year 2008-2009 that was approved by the Commission at its Executive Committee Meeting on March 19, 2008.

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

December 2008

Report Documentation

TITLE:
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Benchmarking Study
Fiscal Year 2009**

REPORT DATE:
December 2008

AUTHORS:
James Clary
Gregory Grootendorst
Keith Nichols

GRANTS/SPONSORING AGENCY
Local Funds

**ORGANIZATION NAME, ADDRESS
AND TELEPHONE**

Hampton Roads Planning
District Commission
723 Woodlake Drive
Chesapeake, Virginia 23320
(757) 420-8300
<http://www.hrpdcva.gov>

ABSTRACT

The Hampton Roads Regional Benchmarking Study is an annual publication designed to evaluate regional progress across a broad range of categories. The publication includes a locality profile for each of the region's 16 jurisdictions as well as graphical illustrations for 84 regional benchmarks covering the economy, demographics, housing, transportation, and various quality of life indicators. Each graph is accompanied by a brief explanation regarding the purpose of the benchmark and the current condition in Hampton Roads. Complete data tables for each of the data sets are included in the appendix.

ACKNOWLEDGMENTS

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Preparation of this report was included in the HRPDC Unified Planning Work Program for Fiscal Year 2008-2009 that was approved by the Commission at its Executive Committee Meeting on March 19, 2008.

TABLE OF CONTENTS

TABLE OF CONTENTS	i
LIST OF FIGURES	ii
INTRODUCTION	1
THE ECONOMY	18
GROSS PRODUCT	19
EMPLOYMENT	21
LABOR FORCE	26
INCOME	27
INDUSTRY	30
DEMOGRAPHICS	40
HOUSING	45
TRANSPORTATION	49
MISCELLANEOUS	56
DATA TABLES	65

LIST OF FIGURES

FIGURE 1.1 GROSS PRODUCT IN HAMPTON ROADS COMPARED TO FOREIGN ECONOMIES OF SIMILAR SIZE	19
FIGURE 1.2 GROSS METRO PRODUCT IN HAMPTON ROADS AND COMPETING METROPOLITAN AREAS	19
FIGURE 1.3 NATIONAL AND REGIONAL GROSS PRODUCT	20
FIGURE 1.4 GROSS REGIONAL PRODUCT COMPARISON FOR HAMPTON ROADS AND COMPETING METROPOLITAN AREAS FROM 2003 TO 2006	20
FIGURE 1.5 EMPLOYMENT AND GROSS PRODUCT IN HAMPTON ROADS	21
FIGURE 1.6 YEAR OVER YEAR CHANGE IN HAMPTON ROADS MONTHLY EMPLOYMENT	21
FIGURE 1.7 HAMPTON ROADS MONTHLY EMPLOYMENT AS A PERCENT OF THE U.S.	22
FIGURE 1.8 RECENT EMPLOYMENT GROWTH IN HAMPTON ROADS AND COMPETING METROPOLITAN AREAS	22
FIGURE 1.9 COMPARISON OF GOODS AND SERVICE EMPLOYMENT IN HAMPTON ROADS	23
FIGURE 1.10 COMPARISON OF PUBLIC SECTOR AND PRIVATE SECTOR EMPLOYMENT IN HAMPTON ROADS	23
FIGURE 1.11 DISTRIBUTION OF EMPLOYMENT IN HAMPTON ROADS BY INDUSTRY SECTOR	24
FIGURE 1.12 CHANGE IN HAMPTON ROADS EMPLOYMENT BY INDUSTRIAL SECTOR FROM 2004 TO 2007	24
FIGURE 1.13 HAMPTON ROADS INDUSTRIAL LOCATION QUOTIENTS IN 2007	25
FIGURE 1.14 HAMPTON ROADS SUB-SECTOR LOCATION QUOTIENTS IN 2007	25

LIST OF FIGURES Continued

FIGURE 1.15 DESEASONALIZED UNEMPLOYMENT RATES IN HAMPTON ROADS AND THE UNITED STATES	26
FIGURE 1.16 EMPLOYMENT TO POPULATION RATIOS IN HAMPTON ROADS AND COMPETING METRO AREAS	26
FIGURE 1.17 HISTORIC EMPLOYMENT TO POPULATION RATIOS IN HAMPTON ROADS	27
FIGURE 1.18 PER CAPITA INCOME IN HAMPTON ROADS AND COMPETING METRO AREAS	27
FIGURE 1.19 PURCHASING POWER OF PER CAPITA INCOME IN HAMPTON ROADS AND COMPETING METRO AREAS IN 2007	28
FIGURE 1.20 HAMPTON ROADS PER CAPITA INCOME IN RELATION TO THE NATIONAL AVERAGE.....	28
FIGURE 1.21 MEDIAN FAMILY INCOME.....	29
FIGURE 1.22 EARNINGS PER WORKER IN CONSTANT DOLLARS	29
FIGURE 1.23 CONCENTRATION OF MILITARY EMPLOYMENT	30
FIGURE 1.24 CYCLE OF NATIONAL DEFENSE SPENDING	30
FIGURE 1.25 INFLATION-ADJUSTED DEPARTMENT OF DEFENSE SPENDING IN HAMPTON ROADS	31
FIGURE 1.26 TOTAL MILITARY EMPLOYMENT IN HAMPTON ROADS.....	31
FIGURE 1.27 INFLATION ADJUSTED MILITARY INCOMES.....	32
FIGURE 1.28 CONCENTRATION OF SHIPBUILDING AND REPAIR EMPLOYMENT IN HAMPTON ROADS.....	32
FIGURE 1.29 TOTAL SHIPBUILDING AND REPAIR EMPLOYMENT IN HAMPTON ROADS	33
FIGURE 1.30 DISTRIBUTION OF MARKET SHARE FOR EAST COAST PORTS.....	33

LIST OF FIGURES Continued

FIGURE 1.31 HAMPTON ROADS MARKET SHARE OF IMPORTS & EXPORTS AT PRINCIPAL EAST COAST PORTS.....	34
FIGURE 1.32 FOREIGN AND DOMESTIC VESSEL DEPARTURES.....	34
FIGURE 1.33 GENERAL CARGO IMPORTS & EXPORTS.....	35
FIGURE 1.34 COAL LOADINGS	35
FIGURE 1.35 HAMPTON ROADS DESEASONALIZED TAXABLE HOTEL SALES	36
FIGURE 1.36 EMPLOYMENT IN THE HAMPTON ROADS LEISURE AND HOSPITALITY INDUSTRY	36
FIGURE 1.37 DISTRIBUTION OF HAMPTON ROADS CONSTRUCTION EMPLOYMENT	37
FIGURE 1.38 NEW BUILDING PERMITS ISSUED IN HAMPTON ROADS	37
FIGURE 1.39 VALUE OF NEW BUILDING PERMITS ISSUED IN HAMPTON ROADS.....	38
FIGURE 1.40 CONSTRUCTION EMPLOYMENT IN HAMPTON ROADS.....	38
FIGURE 1.41 INFLATION ADJUSTED TAXABLE SALES IN HAMPTON ROADS	39
FIGURE 1.42 DISTRIBUTION OF HAMPTON ROADS RETAIL EMPLOYMENT	39
FIGURE 2.1 POPULATION OF HAMPTON ROADS AND COMPETING METRO AREAS IN 2007.....	41
FIGURE 2.2 POPULATION GROWTH RATES IN HAMPTON ROADS AND THE UNITED STATES	41
FIGURE 2.3 HAMPTON ROADS POPULATION DENSITY	42
FIGURE 2.4 COMPONENTS OF POPULATION CHANGE IN HAMPTON ROADS	42
FIGURE 2.5 AGE DISTRIBUTION OF THE HAMPTON ROADS POPULATION.....	43

LIST OF FIGURES Continued

FIGURE 2.6 GENDER DISTRIBUTION FOR THE HAMPTON ROADS POPULATION.....	43
FIGURE 2.7 RACE AND ETHNICITY IN HAMPTON ROADS	44
FIGURE 2.8 DISTRIBUTION OF OCCUPATIONS IN HAMPTON ROADS	44
FIGURE 3.1 PRE-OWNED AND NEW CONSTRUCTION HOME SALES IN HAMPTON ROADS	46
FIGURE 3.2 HOUSING PRICE INDICES FOR HAMPTON ROADS, VIRGINIA AND THE UNITED STATES	46
FIGURE 3.3 HOUSING PRICE INCREASES IN HAMPTON ROADS AND COMPETING METRO AREAS FROM 2006 TO 2007	47
FIGURE 3.4 HOME OWNERSHIP RATES IN HAMPTON ROADS	47
FIGURE 3.5 HAMPTON ROADS HOUSING OPPORTUNITY INDEX	48
FIGURE 3.6 HOUSING AFFORDABILITY IN HAMPTON ROADS	48
FIGURE 4.1 PER CAPITA DAILY VEHICLE MILES TRAVELED IN HAMPTON ROADS.....	50
FIGURE 4.2 PER CAPITA DAILY VEHICLE MILES TRAVELED IN HAMPTON ROADS AND COMPETING METRO AREAS	50
FIGURE 4.3 DELAY PER PEAK PERIOD TRAVELER FOR HAMPTON ROADS AND COMPETING REGIONS IN 2005.....	51
FIGURE 4.4 DELAY PER PEAK PERIOD TRAVELER IN HAMPTON ROADS	51
FIGURE 4.5 HAMPTON ROADS CONGESTION AND CONGESTION COSTS.....	52
FIGURE 4.6 HAMPTON ROADS TRAFFIC ACCIDENTS	52
FIGURE 4.7 HAMPTON ROADS VEHICLE REGISTRATIONS.....	53

LIST OF FIGURES Continued

FIGURE 4.8 TRANSIT PASSENGER MILES IN HAMPTON ROADS	53
FIGURE 4.9 TRANSIT PASSENGER MILES IN HAMPTON ROADS AND COMPETING METRO AREAS	54
FIGURE 4.10 AIRPORT ENPLANEMENTS AT HAMPTON ROADS MAJOR AIRPORTS.....	54
FIGURE 4.11 ENPLANEMENT TREND IN HAMPTON ROADS COMPARED TO THE NATIONAL ENPLANEMENT TREND	55
FIGURE 5.1 HAMPTON ROADS COST OF LIVING INDEX.....	57
FIGURE 5.2 REVENUE SOURCES FOR LOCAL GOVERNMENTS IN HAMPTON ROADS.....	57
FIGURE 5.3 PROPERTY TAX COLLECTIONS IN HAMPTON ROADS	58
FIGURE 5.4 EXPENDITURE CATEGORIES FOR LOCAL GOVERNMENTS IN HAMPTON ROADS.....	58
FIGURE 5.5 PER CAPITA LOCAL GOVERNMENT EXPENDITURES IN HAMPTON ROADS AND VIRGINIA	59
FIGURE 5.6 DISTRIBUTION OF EDUCATION FINANCING FOR HAMPTON ROADS JURISDICTIONS IN 2007	59
FIGURE 5.7 EXPENDITURES PER PUPIL IN HAMPTON ROADS AND VIRGINIA.....	60
FIGURE 5.8 GRADUATION RATES IN HAMPTON ROADS AND VIRGINIA	60
FIGURE 5.9 NUMBER OF GRADUATING STUDENTS FROM REGIONAL UNIVERSITIES IN 2007	61
FIGURE 5.10 VIOLENT CRIME IN HAMPTON ROADS.....	61
FIGURE 5.11 POVERTY RATES FOR HAMPTON ROADS AND THE UNITED STATES.....	62
FIGURE 5.12 HAMPTON ROADS AIR QUALITY IN 2007	62

LIST OF FIGURES Continued

**FIGURE 5.13 OZONE LEVELS IN HAMPTON ROADS
COMPARED TO THE PRIMARY STANDARD..... 63**

**FIGURE 5.14 GROSS LEASABLE RETAIL SPACE IN
HAMPTON ROADS 63**

**FIGURE 5.15 HAMPTON ROADS INDUSTRIAL MARKET
VACANCY RATE..... 64**

FIGURE 5.16 NUMBER OF PATENTS ISSUED IN HAMPTON ROADS 64

INTRODUCTION

Three words can be used to describe the Hampton Roads economy: intricate, vibrant, and unique. The local economy is influenced by a seemingly infinite number of variables that are constantly pushing and pulling in every direction. The diverse grouping of market pressures can make it difficult to understand how changes to the economic environment might impact on Hampton Roads. Unfortunately there is no crystal ball that would allow one to peer inside the economy. However, information is available enabling one to be more informed during the decision making process. The goal of this benchmarking study is to inform the leadership on trends and conditions in 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 toward achieving this goal was to develop a list of guidelines for selecting appropriate indicators. Information age technologies have resulted in the ability to collect and publish an ever-increasing number of statistics. Of course not all data sources can be considered valid or legitimate. Data used throughout this report has been screened for accuracy and consistency, ensuring that it came from a reliable source, and was comparable from year to year.

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

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



Chesapeake

City Council:

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

Population - 2007	216,568
Land Area - 2007	340 Square Miles
Population Density - 2007	637 Persons Per Square Mile
Total Employment - 2007	100,032
Labor Force - 2007	116,069
Unemployment Rate - 2007	3.0%
Per Capita Income - 2006	\$33,302
Total Personal Income - 2006	\$7,719,012,000
Taxable Retail Sales - 2007	\$3,235,156,674
Fair Market Value of Real Estate - 2006	\$21,190,154,032

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



Franklin

City Council:

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

Population - 2007	8,304
Land Area - 2007	8 Square Miles
Population Density - 2007	1063 Persons Per Square Mile
Total Employment - 2007	4,140
Labor Force - 2007	3,870
Unemployment Rate - 2007	4.7%
Per Capita Income - 2006	\$27,213
Total Personal Income - 2006	\$235,766,251
Taxable Retail Sales - 2007	\$134,330,538
Fair Market Value of Real Estate - 2006	\$564,082,600

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



Gloucester

Board of Supervisors:

Chair Ms. Teresa Altemus
 Vice Chair Mr. Christian Rilee
 Mr. Charles Allen Jr.
 Mr. Robert Crewe
 Ms. Michele Ressler
 Ms. Louise Theberge
 Mr. Gregory Woodard

Population - 2007	36,488
Land Area - 2007	225 Square Miles
Population Density - 2007	162 Persons Per Square Mile
Total Employment - 2007	10,151
Labor Force - 2007	20,700
Unemployment Rate - 2007	2.5%
Per Capita Income - 2006	\$29,271
Total Personal Income - 2006	\$1,157,343,000
Taxable Retail Sales - 2007	\$372,096,647
Fair Market Value of Real Estate - 2006	\$3,807,353,900

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



Hampton

City Council:

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

Population - 2007	145,861
Land Area - 2007	52 Square Miles
Population Density - 2007	2805 Persons Per Square Mile
Total Employment - 2007	58,891
Labor Force - 2007	68,317
Unemployment Rate - 2007	3.6%
Per Capita Income - 2006	\$30,389
Total Personal Income - 2006	\$4,551,991,000
Taxable Retail Sales - 2007	\$1,273,247,127
Fair Market Value of Real Estate - 2006	\$9,510,105,500

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



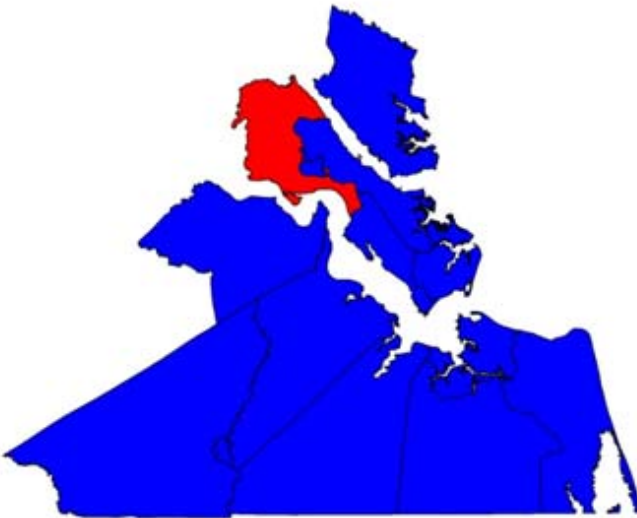
Isle of Wight

Board of Supervisors:

Chariman Mr. Stan Clark
 Vice Chairman Mr. James Brown Jr.
 Mr. Phillip Bradshaw
 Mr. Al Casteen
 Mr. Thomas Wright III

Population - 2007	33,611
Land Area - 2007	316 Square Miles
Population Density - 2007	106 Persons Per Square Mile
Total Employment - 2007	11,828
Labor Force - 2007	18,583
Unemployment Rate - 2007	2.9%
Per Capita Income - 2006	\$31,495
Total Personal Income - 2006	\$1,143,531,000
Taxable Retail Sales - 2007	\$201,009,257
Fair Market Value of Real Estate - 2006	\$4,106,394,200

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



James City County

Board of Supervisors:

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

Population - 2007	61,738
Land Area - 2007	153 Square Miles
Population Density - 2007	404 Persons Per Square Mile
Total Employment - 2007	25,690
Labor Force - 2007	30,852
Unemployment Rate - 2007	2.5%
Per Capita Income - 2006	\$40,326
Total Personal Income - 2006	\$2,592,375,959
Taxable Retail Sales - 2007	\$843,370,461
Fair Market Value of Real Estate - 2006	\$9,931,335,500

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



Newport News

City Council:

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

Population - 2007	182,477
Land Area - 2007	70 Square Miles
Population Density - 2007	2607 Persons Per Square Mile
Total Employment - 2007	98,648
Labor Force - 2007	87,825
Unemployment Rate - 2007	3.6%
Per Capita Income - 2006	\$28,436
Total Personal Income - 2006	\$5,225,657,000
Taxable Retail Sales - 2007	\$2,121,689,632
Fair Market Value of Real Estate - 2006	\$12,195,417,890

Official Website www.nngov.com



Norfolk

City Council:

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

Population - 2007	235,986
Land Area - 2007	54 Square Miles
Population Density - 2007	4370 Persons Per Square Mile
Total Employment - 2007	143,139
Labor Force - 2007	97,380
Unemployment Rate - 2007	4.1%
Per Capita Income - 2006	\$30,528
Total Personal Income - 2006	\$7,513,420,000
Taxable Retail Sales - 2007	\$2,888,403,405
Fair Market Value of Real Estate - 2006	\$14,953,815,900

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 - 2007	11,947
Land Area - 2007	16 Square Miles
Population Density - 2007	747 Persons Per Square Mile
Total Employment - 2007	2,056
Labor Force - 2007	6,413
Unemployment Rate - 2007	2.3%
Per Capita Income - 2006	\$40,624
Total Personal Income - 2006	\$541,437,595
Taxable Retail Sales - 2007	\$42,473,671
Fair Market Value of Real Estate - 2006	\$1,627,336,017

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



Portsmouth

City Council:

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

Population - 2007	98,542
Land Area - 2007	33 Square Miles
Population Density - 2007	2986 Persons Per Square Mile
Total Employment - 2007	43,201
Labor Force - 2007	46,533
Unemployment Rate - 2007	4.2%
Per Capita Income - 2006	\$27,799
Total Personal Income - 2006	\$2,965,323,000
Taxable Retail Sales - 2007	\$590,809,475
Fair Market Value of Real Estate - 2006	\$5,504,357,540

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



Southhampton

Board of Supervisors:

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

Population - 2007	18,335
Land Area - 2007	600 Square Miles
Population Density - 2007	31 Persons Per Square Mile
Total Employment - 2007	4,296
Labor Force - 2007	7,732
Unemployment Rate - 2007	3.6%
Per Capita Income - 2006	\$26,074
Total Personal Income - 2006	\$481,445,749
Taxable Retail Sales - 2007	\$46,496,670
Fair Market Value of Real Estate - 2006	\$1,515,436,300

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 - 2007	81,208
Land Area - 2007	400 Square Miles
Population Density - 2007	203 Persons Per Square Mile
Total Employment - 2007	25,070
Labor Force - 2007	40,008
Unemployment Rate - 2007	3.3%
Per Capita Income - 2006	\$29,661
Total Personal Income - 2006	\$2,520,232,000
Taxable Retail Sales - 2007	\$645,231,057
Fair Market Value of Real Estate - 2006	\$8,190,753,800

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



Surry

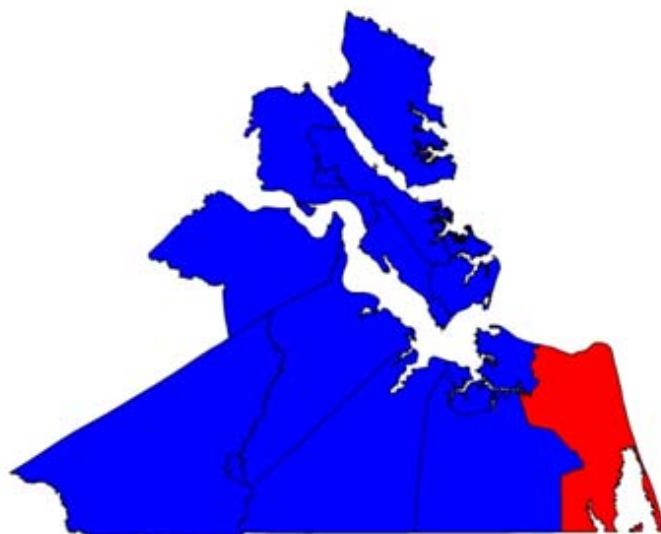
Board of Supervisors:

Chairman Mr. Sherlock Holmes
 Vice Chairman Mr. John Seward
 Mr. Ernest Blount
 Mr. Reginald Harrison
 Ms. Judy Lyttle

Population - 2007	7,205
Land Area - 2007	279 Square Miles
Population Density - 2007	26 Persons Per Square Mile
Total Employment - 2007	2,115
Labor Force - 2007	3,777
Unemployment Rate - 2007	3.4%
Per Capita Income - 2006	\$25,101
Total Personal Income - 2006	\$188,572,000
Taxable Retail Sales - 2007	\$26,865,054
Fair Market Value of Real Estate - 2006	\$563,102,800

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 - 2007	433,032
Land Area - 2007	248 Square Miles
Population Density - 2007	1746 Persons Per Square Mile
Total Employment - 2007	177,493
Labor Force - 2007	225,306
Unemployment Rate - 2007	2.7%
Per Capita Income - 2006	\$37,839
Total Personal Income - 2006	\$17,684,153,000
Taxable Retail Sales - 2007	\$4,937,885,412
Fair Market Value of Real Estate - 2006	\$46,469,983,332

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



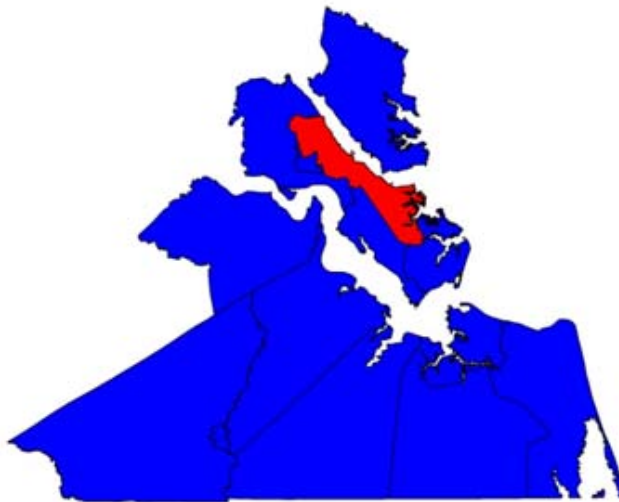
Williamsburg

City Council:

Mayor Ms. Jeanne Zeidler
 Vice Mayor Mr. Clyde Haulman
 Mr. Robert Braxton
 Ms. Judy Knudson
 Mr. Paul Freiling

Population - 2007	13,244
Land Area - 2007	9 Square Miles
Population Density - 2007	1472 Persons Per Square Mile
Total Employment - 2007	15,942
Labor Force - 2007	4,895
Unemployment Rate - 2007	5.8%
Per Capita Income - 2006	\$35,546
Total Personal Income - 2006	\$488,946,041
Taxable Retail Sales - 2007	\$417,579,293
Fair Market Value of Real Estate - 2006	\$1,547,220,200

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



York County

Board of Supervisors:

Chairman Mr. Thomas Shepperd Jr.

Vice Chairman Mr. Walter Zaremba

Mr. George Hrichak

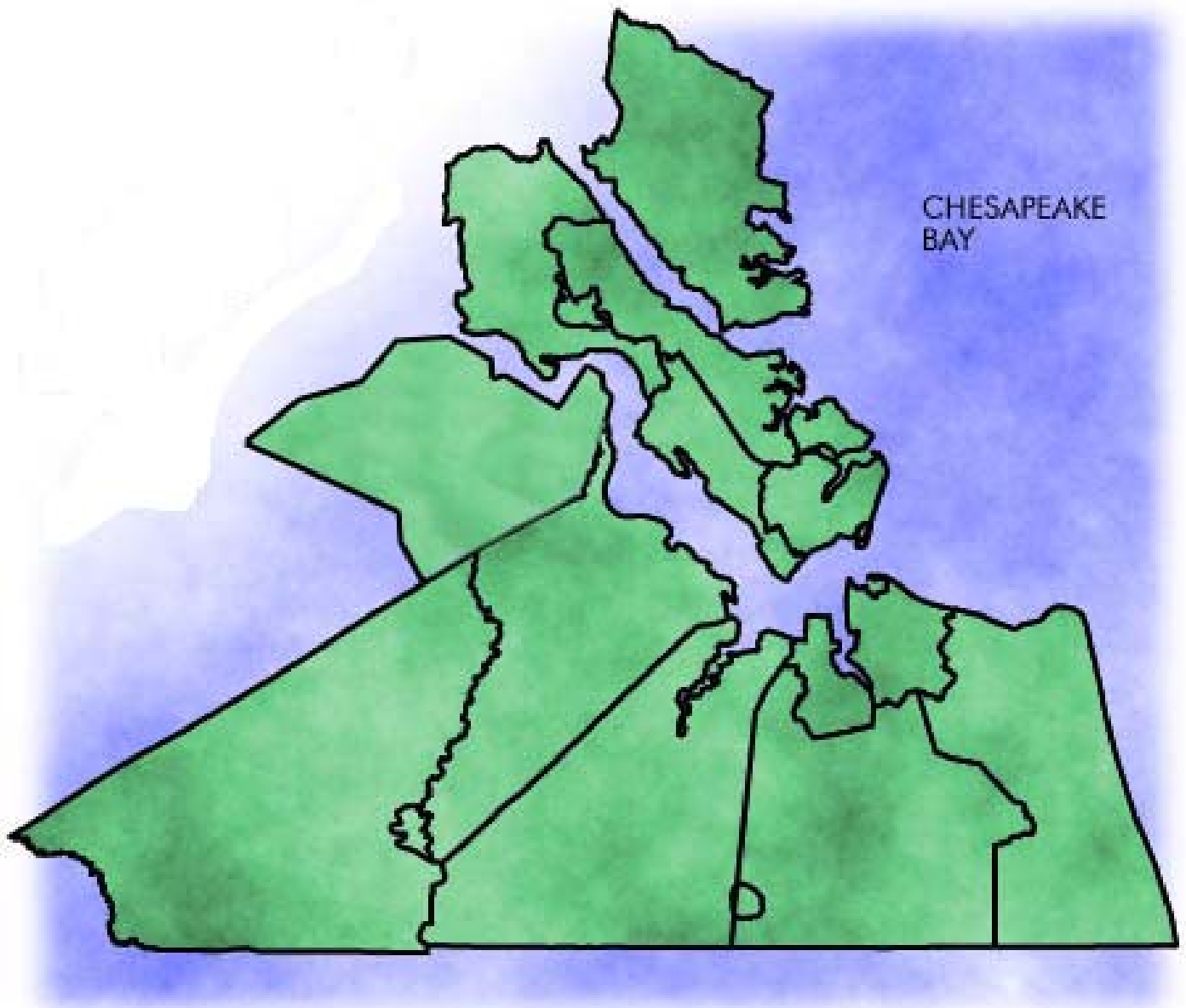
Ms. Sheila Noll

Mr. Donald Wiggins

Population - 2007	63,184
Land Area - 2007	106 Square Miles
Population Density - 2007	596 Persons Per Square Mile
Total Employment - 2007	22,481
Labor Force - 2007	31,592
Unemployment Rate - 2007	2.5%
Per Capita Income - 2006	\$35,389
Total Personal Income - 2006	\$2,490,419,405
Taxable Retail Sales - 2007	\$865,798,424
Fair Market Value of Real Estate - 2006	\$7,675,354,700

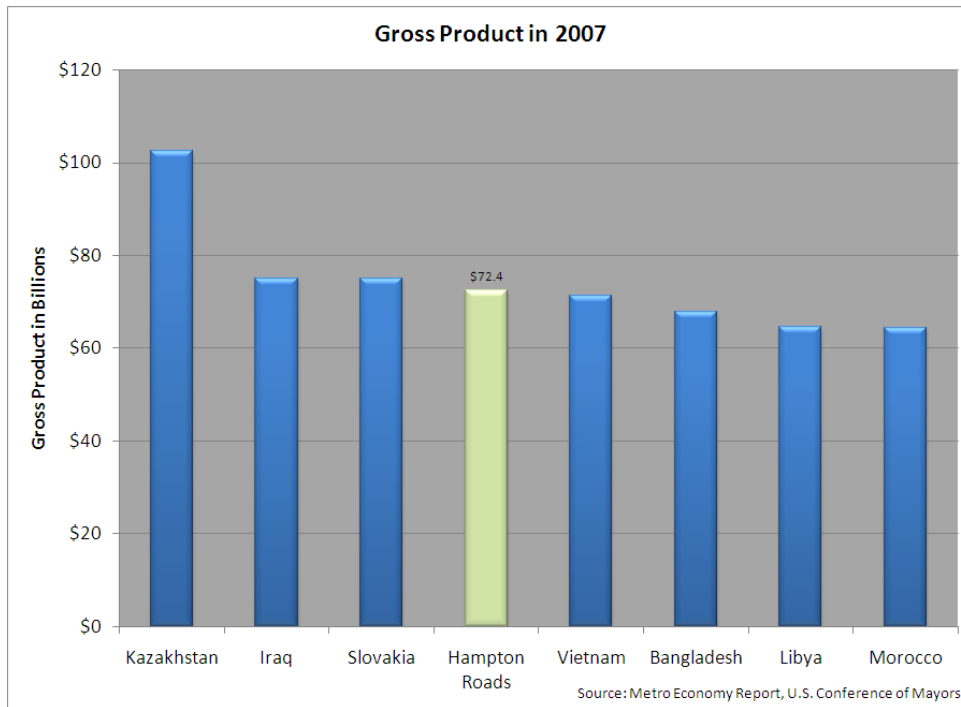
Official Website <http://www.yorkcounty.gov/>

The Economy



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

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



Why is it important:

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

How are we doing:

The Hampton Roads economy ranks as the 38th largest metro economy in the United States. On an international scale, the economy is larger than countries such as Vietnam, Libya, and Morocco.

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

Why is it important:

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

How are we doing:

Hampton Roads' gross metro product pales in comparison to the Washington D.C. economy. The size of the local economy is much more comparable to those of Charlotte and Richmond.

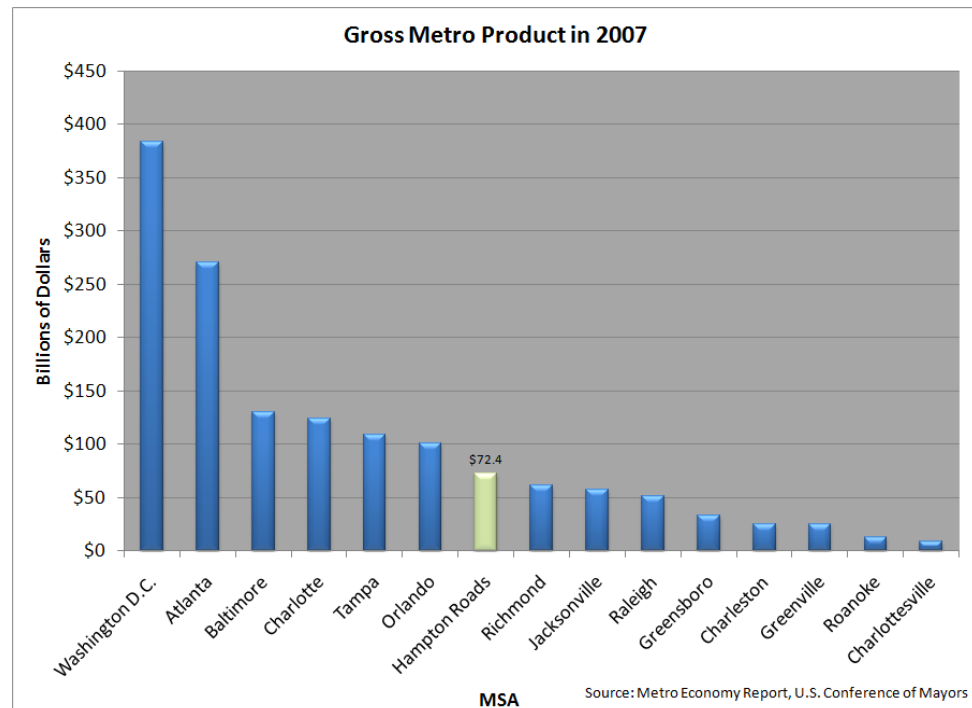
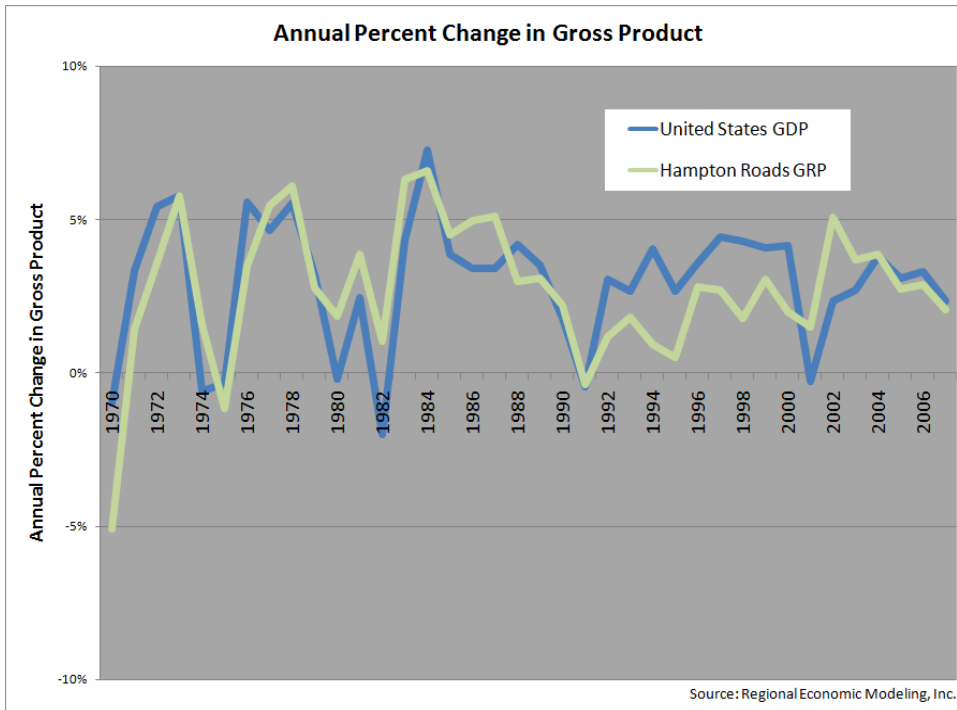


FIGURE 1.3 NATIONAL AND REGIONAL GROSS PRODUCT



Why is it important:

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

How are we doing:

Over the past decade HR has seen real annual economic growth greater than 2%, in spite of a national economic downturn in 2001. The direction of HR's economy tends to track the National economy.

FIGURE 1.4 GROSS REGIONAL PRODUCT COMPARISON FOR HAMPTON ROADS AND COMPETING METROPOLITAN AREAS FROM 2003 TO 2006

Why is it important:

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

How are we doing:

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

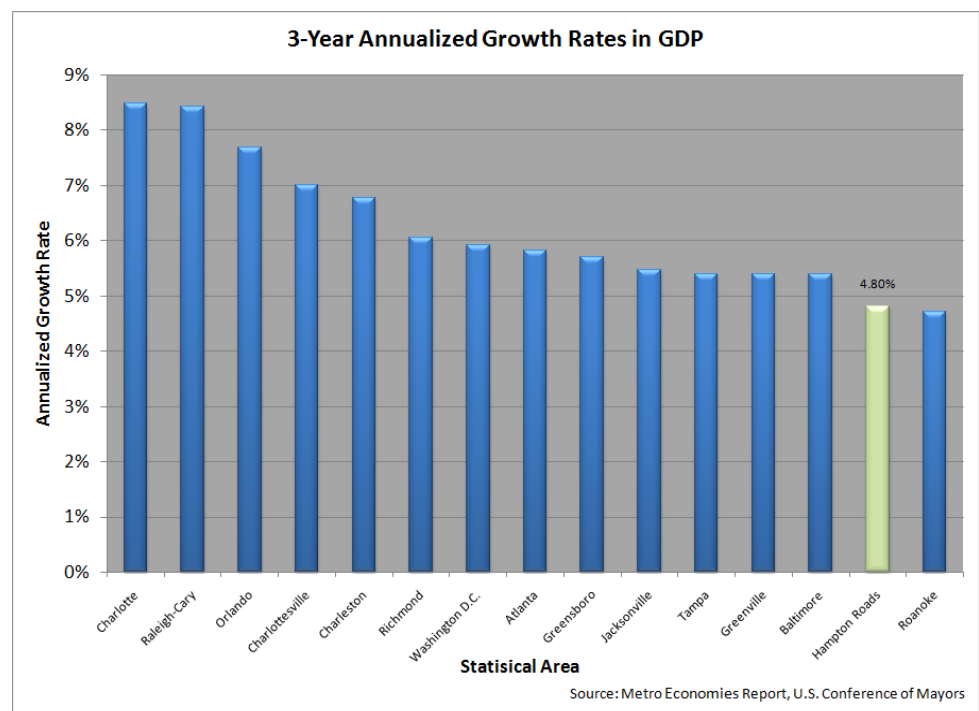
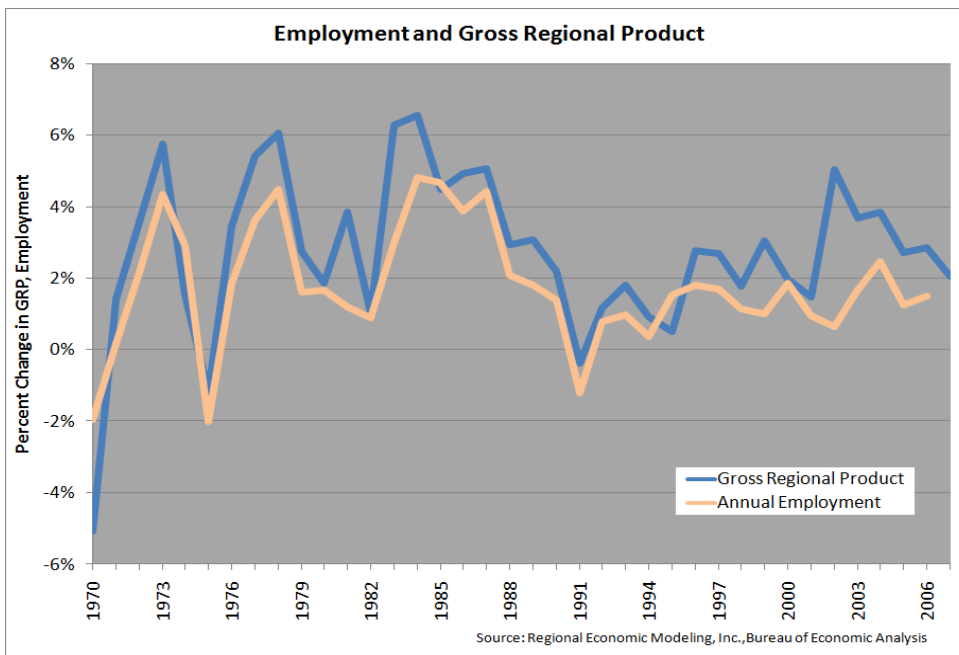


FIGURE 1.5 EMPLOYMENT AND GROSS PRODUCT IN HAMPTON ROADS



Why is it important:

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

How are we doing:

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

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

Why is it important:

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

How are we doing:

Hampton Roads continues to experience employment growth (except for a minor dip in 2006), indicating that the region has continued to grow despite a weak national economy.

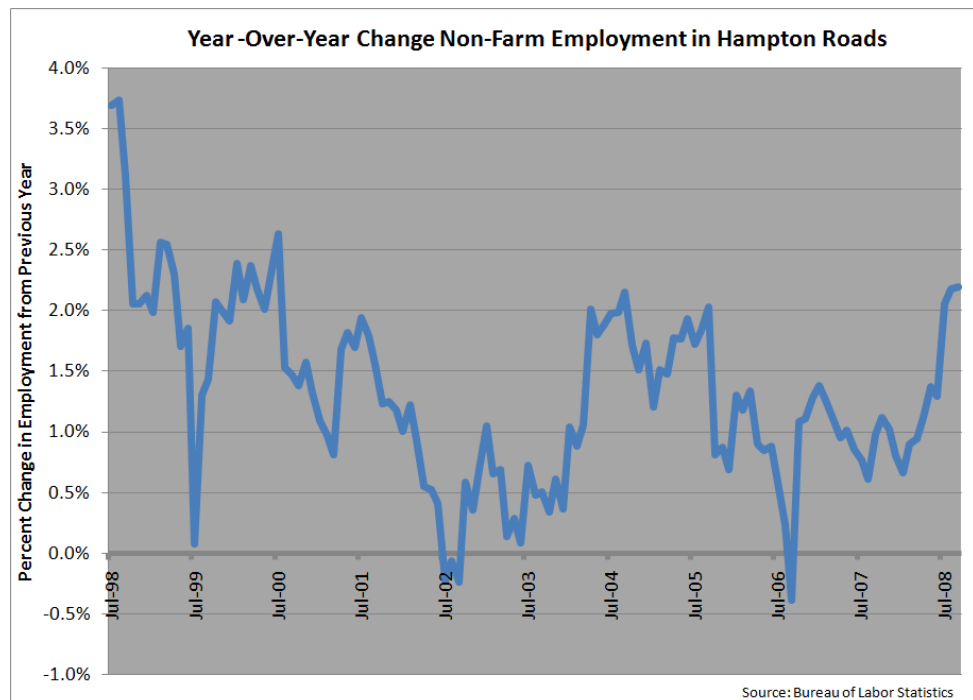
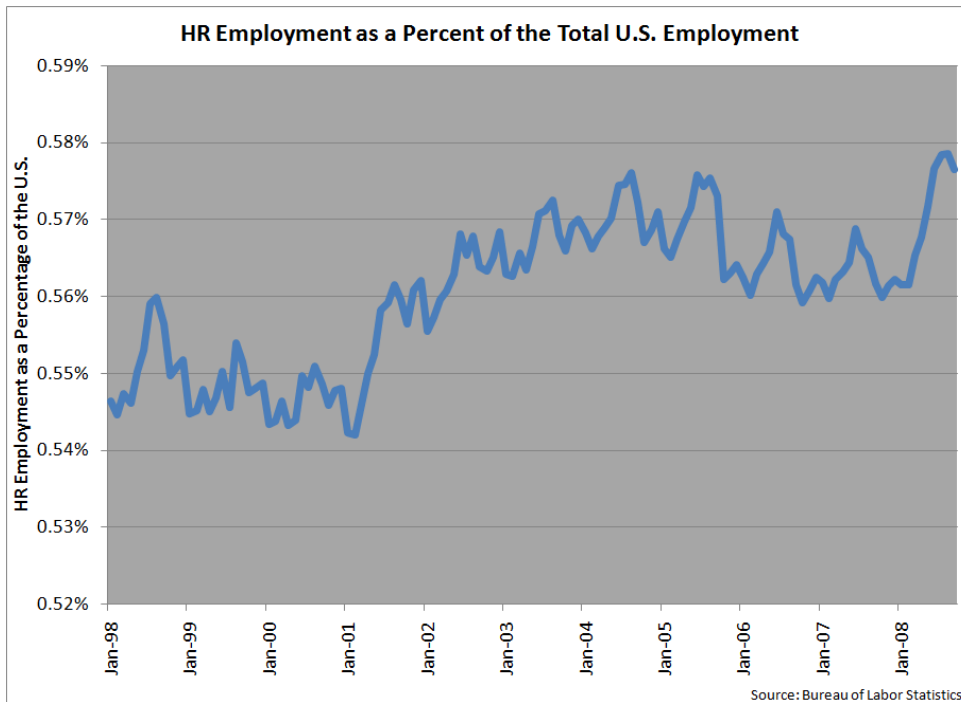


FIGURE 1.7 HAMPTON ROADS MONTHLY EMPLOYMENT AS A PERCENT OF THE UNITED STATES



Why is it important:

The local business cycle influences relative growth rates. Comparing local employment figures to national employment figures reveals how the local business cycle deviates from the national business cycle.

How are we doing:

Local employment growth out-paced U.S. employment growth between 2001 and 2005, and while local employment has a high level of variability, it now represents a greater percentage of national employment. Military spending helped the region weather the 2001 economic slowdown.

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

Why is it important:

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

How are we doing:

Hampton Roads has experienced a level of growth below the US average during this time period. This data set coincides with a strong period of national growth (2003-2006) and the measured pace of defense spending tends to moderate both regional job gains and job losses.

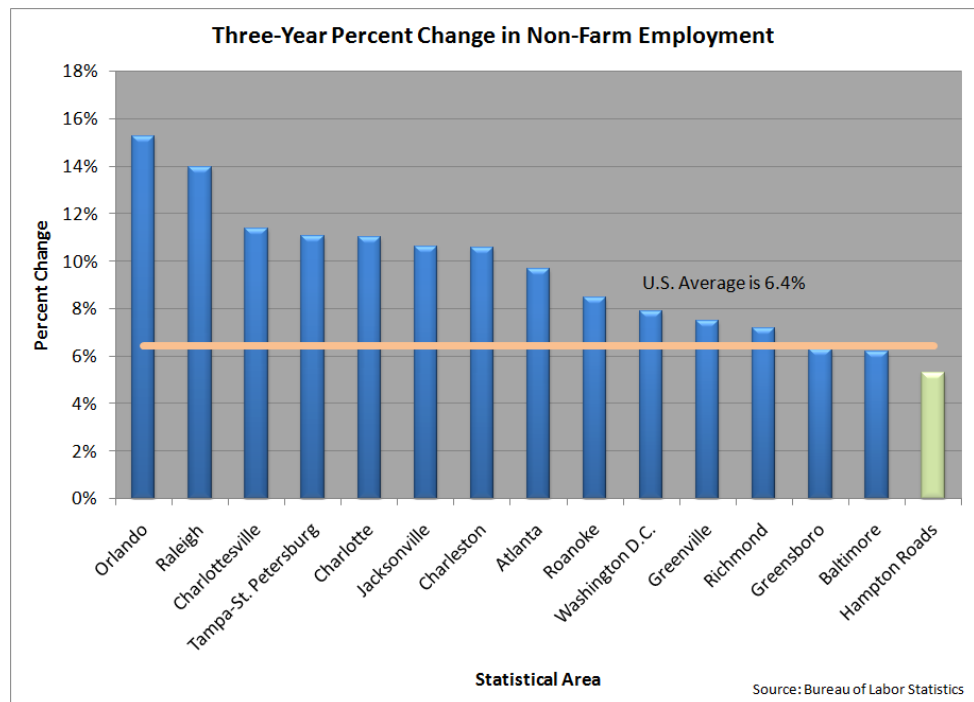
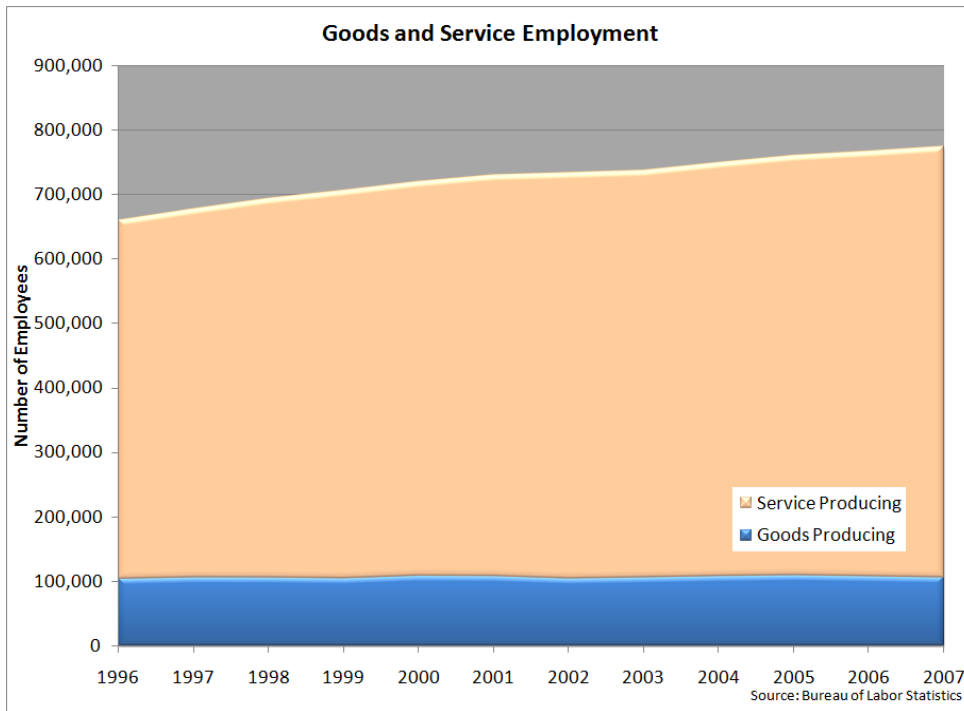


FIGURE 1.9 COMPARISON OF GOODS AND SERVICE EMPLOYMENT IN HAMPTON ROADS



Why is it important:

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

How are we doing:

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

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

Why is it important:

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

How are we doing:

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

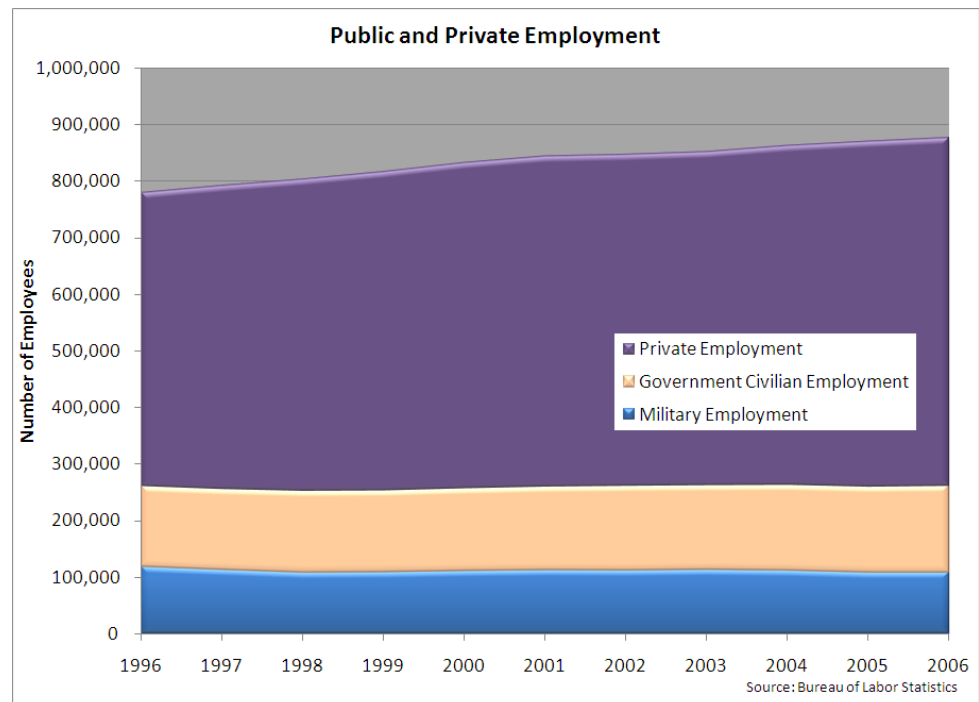
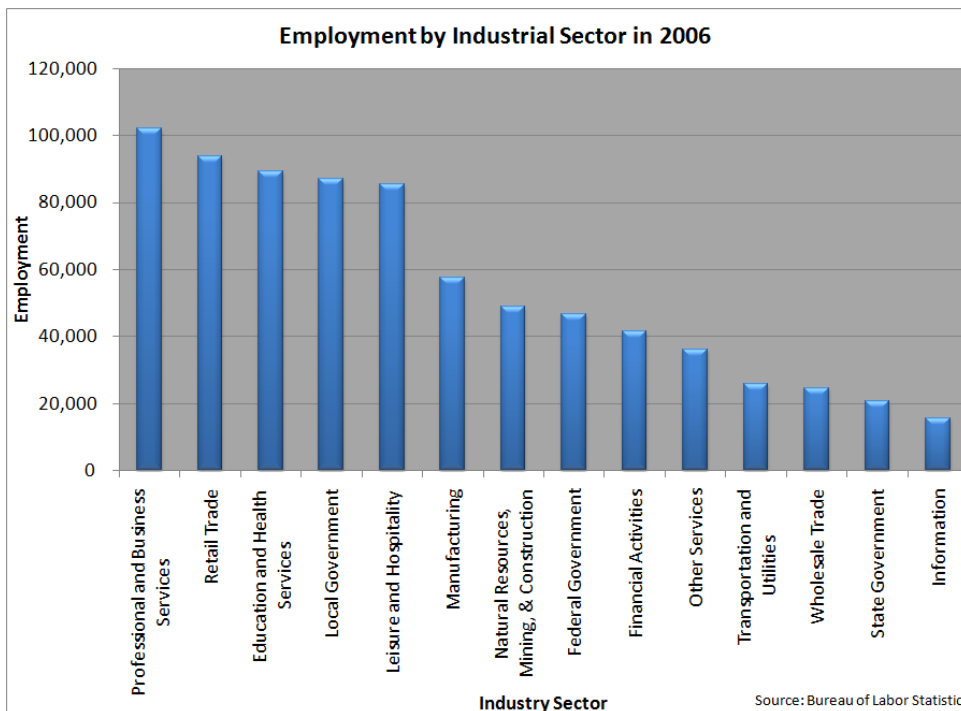


FIGURE 1.11 DISTRIBUTION OF EMPLOYMENT IN HAMPTON ROADS BY INDUSTRY SECTOR



Why is it important:

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

How are we doing:

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

FIGURE 1.12 CHANGE IN HAMPTON ROADS EMPLOYMENT BY INDUSTRIAL SECTOR FROM 2004 TO 2007

Why is it important:

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

How are we doing:

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

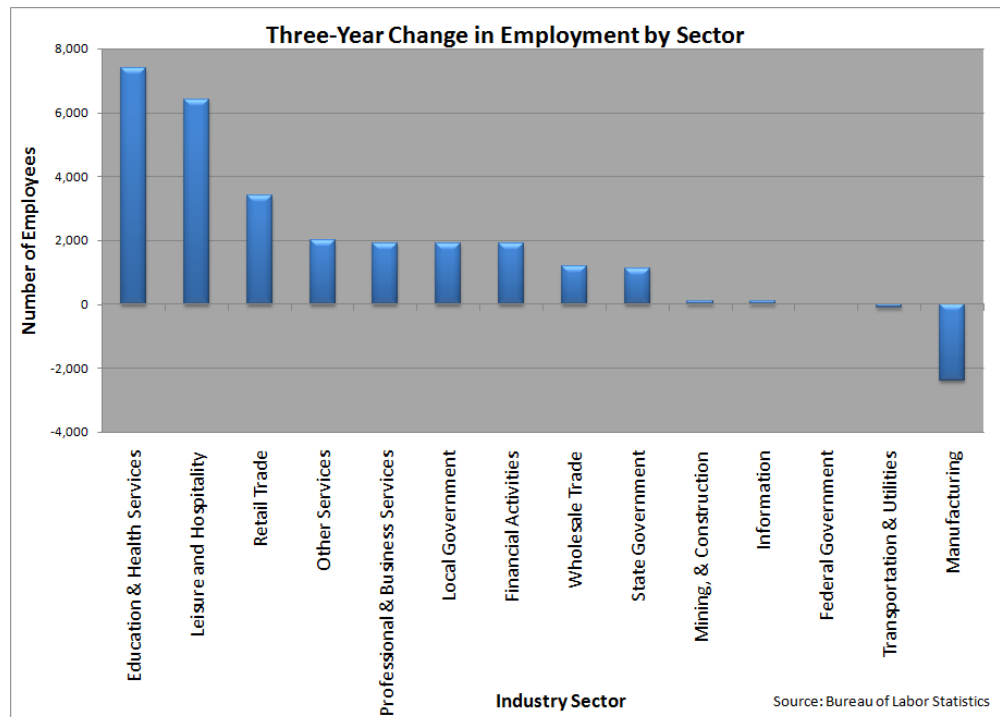
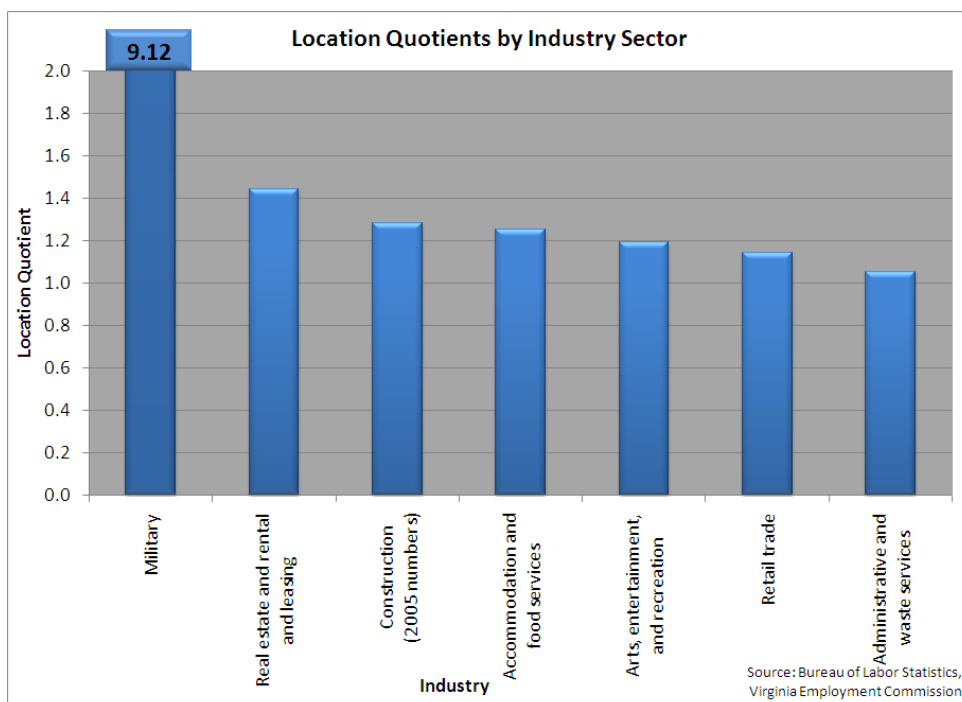


FIGURE 1.13 HAMPTON ROADS INDUSTRIAL LOCATION QUOTIENTS IN 2007



Why is it important:

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

How are we doing:

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

FIGURE 1.14 HAMPTON ROADS SUB-SECTOR LOCATION QUOTIENTS IN 2007

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.

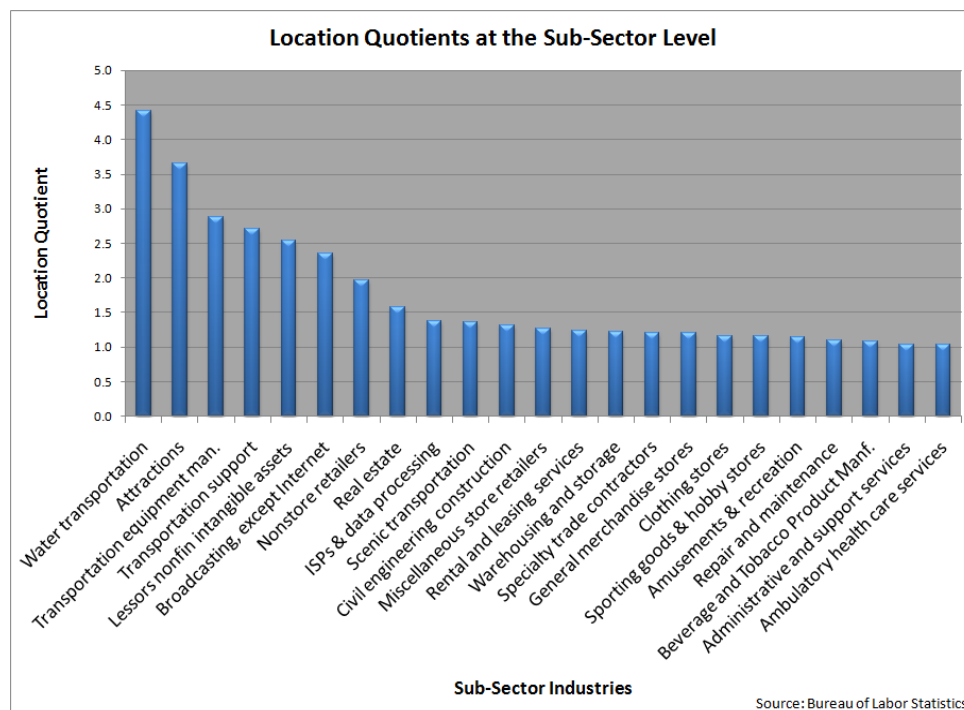
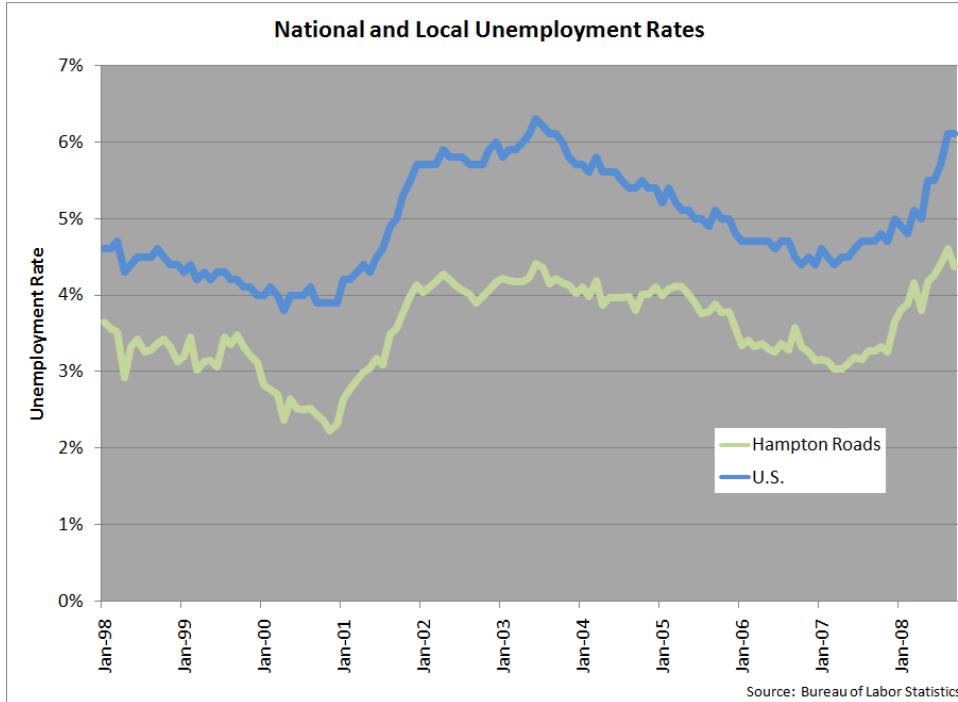


FIGURE 1.15 DESEASONALIZED UNEMPLOYMENT RATES IN HAMPTON ROADS AND THE UNITED STATES



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 regional labor market over time.

How are we doing:

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

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

Why is it important:

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

How are we doing:

At 62.5%, Hampton Roads' employment to population ratio is slightly below the average of reference metro areas.

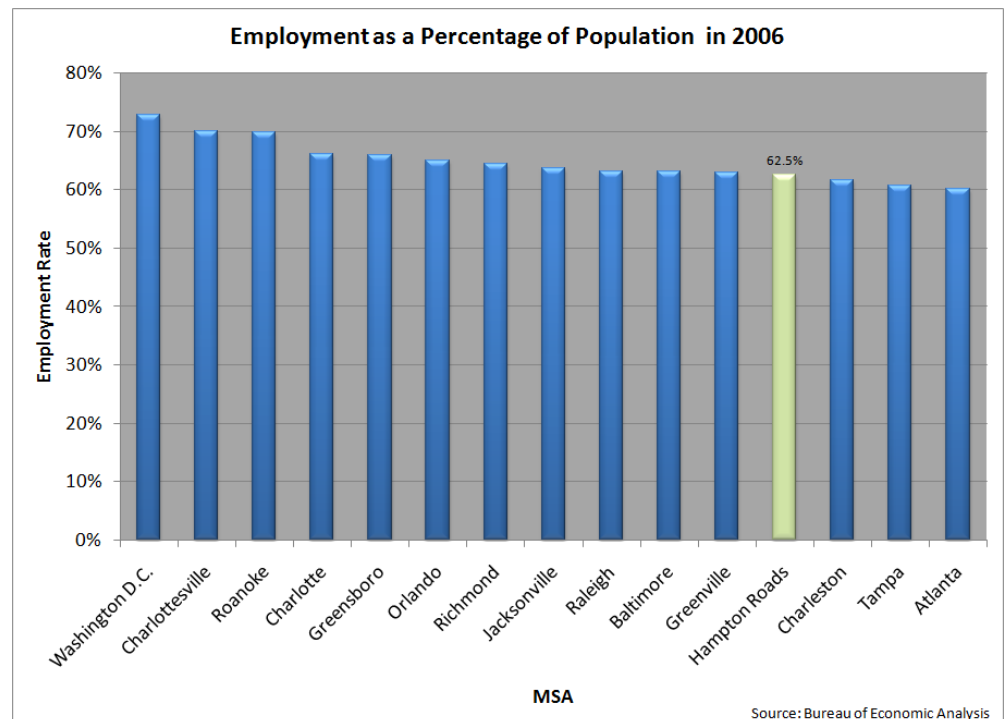
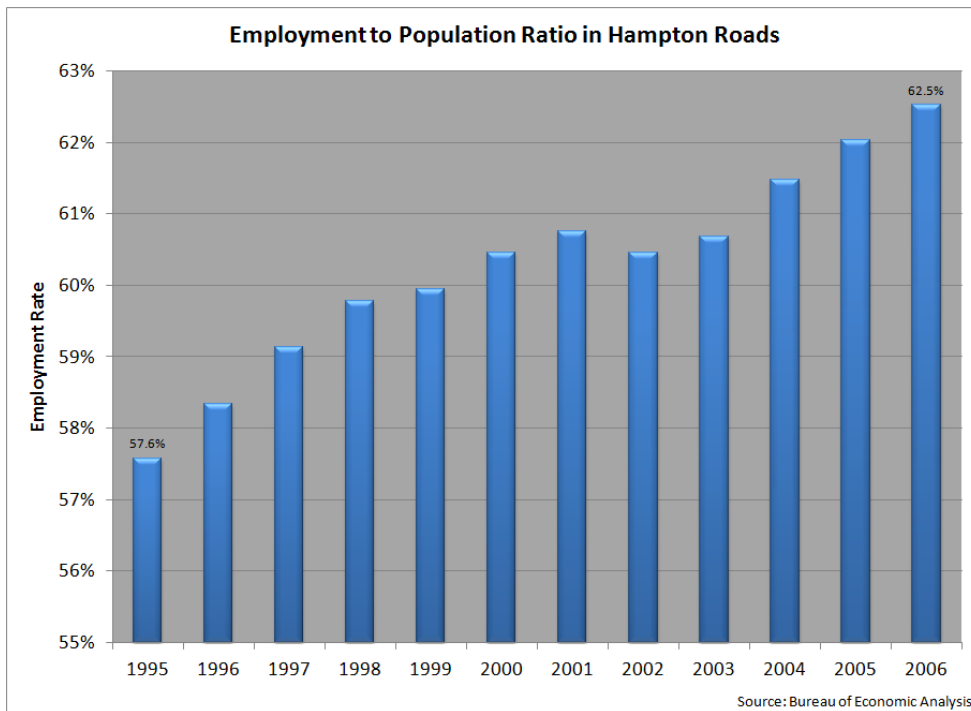


FIGURE 1.17 HISTORIC EMPLOYMENT TO POPULATION RATIOS IN HAMPTON ROADS



Why is it important:

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

How are we doing:

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

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

Why is it important:

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

How are we doing:

Hampton Roads does not compare favorably either to competing metros or to the U.S. with respect to per capita incomes. Low wages make it difficult to attract talent to the region, but also signify low labor costs for new businesses.

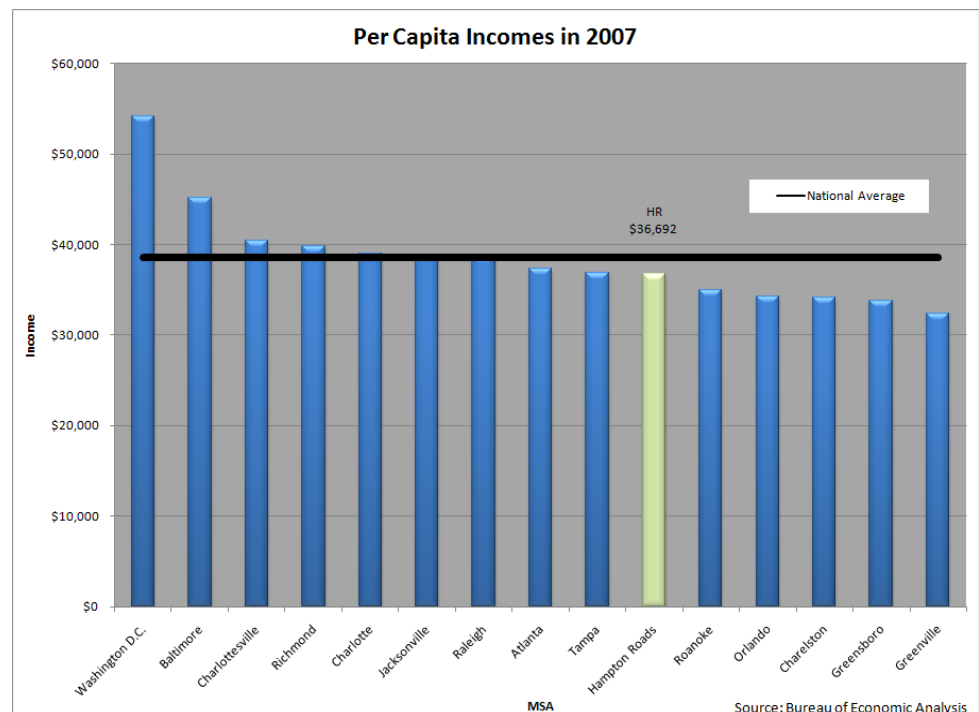
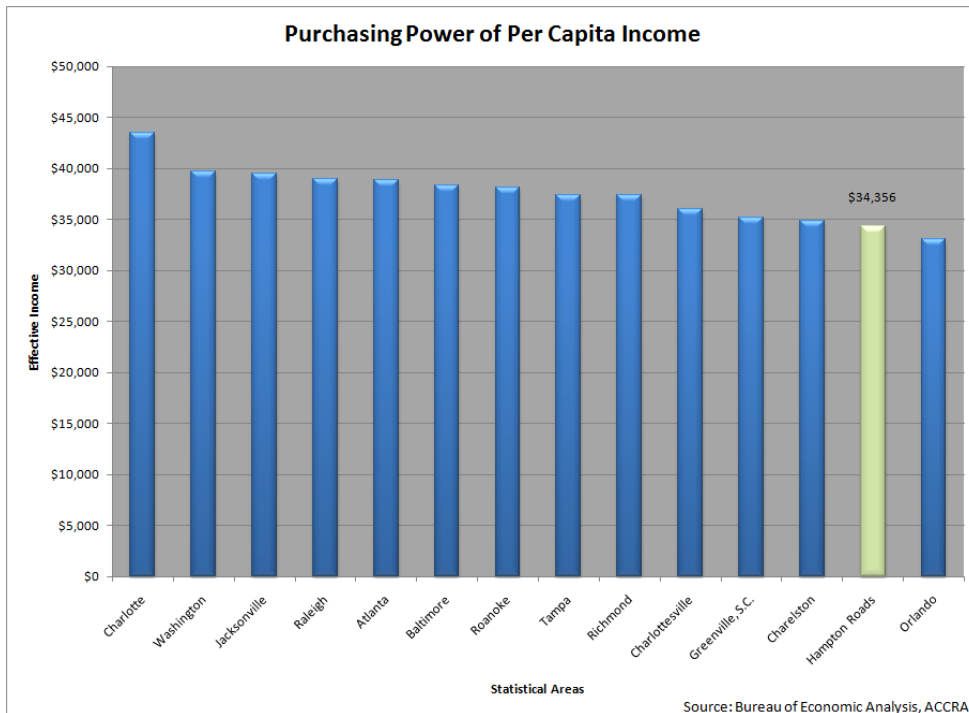


FIGURE 1.19 PURCHASING POWER OF PER CAPITA INCOME IN HAMPTON ROADS AND COMPETING METRO AREAS IN 2007



Why is it important:

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

How are we doing:

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

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

Why is it important:

Fluctuations in relative incomes reflect fluctuations in standards of living.

How are we doing:

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

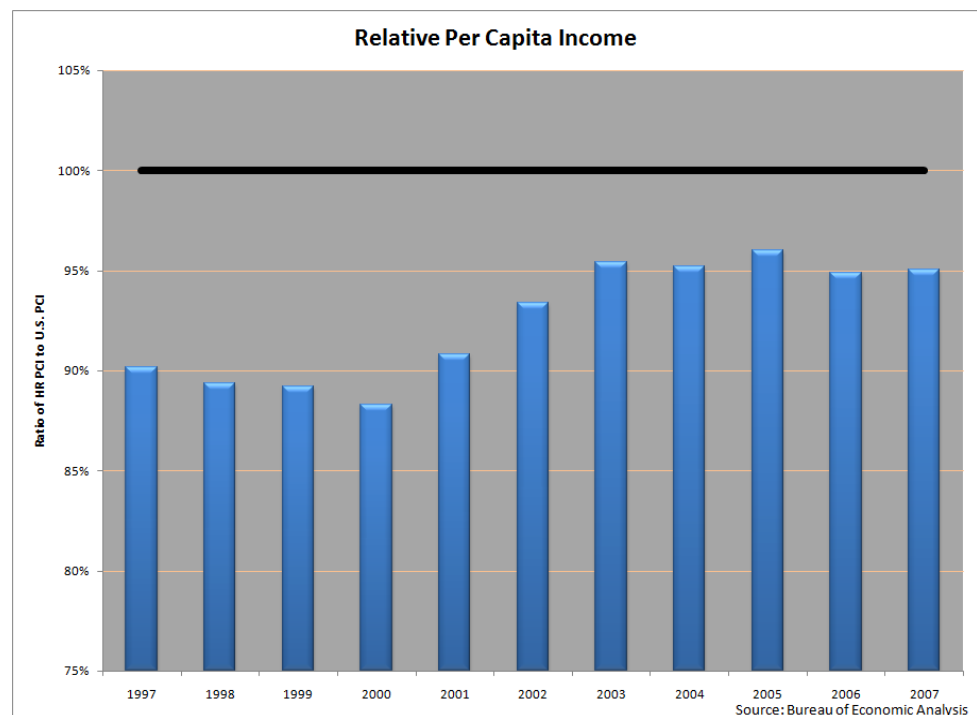
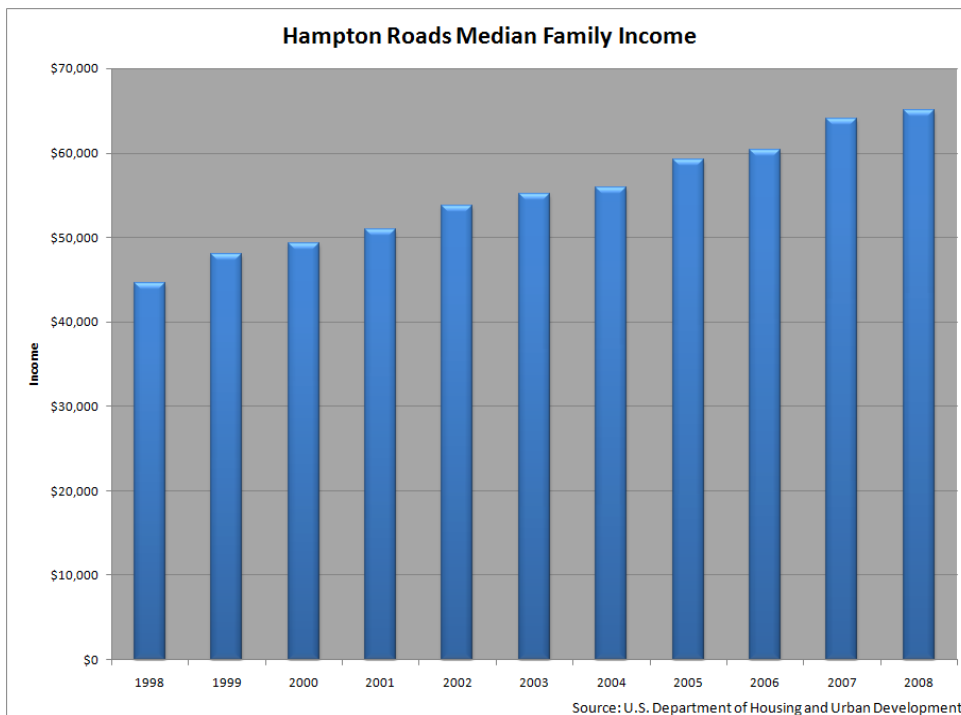


FIGURE 1.21 MEDIAN FAMILY INCOME IN HAMPTON ROADS**Why is it important:**

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

How are we doing:

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

FIGURE 1.22 EARNINGS PER WORKER IN CONSTANT DOLLARS**Why is it important:**

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

How are we doing:

Inflation adjusted earnings-per-worker in Hampton Roads have been slowly increasing since the mid nineties.

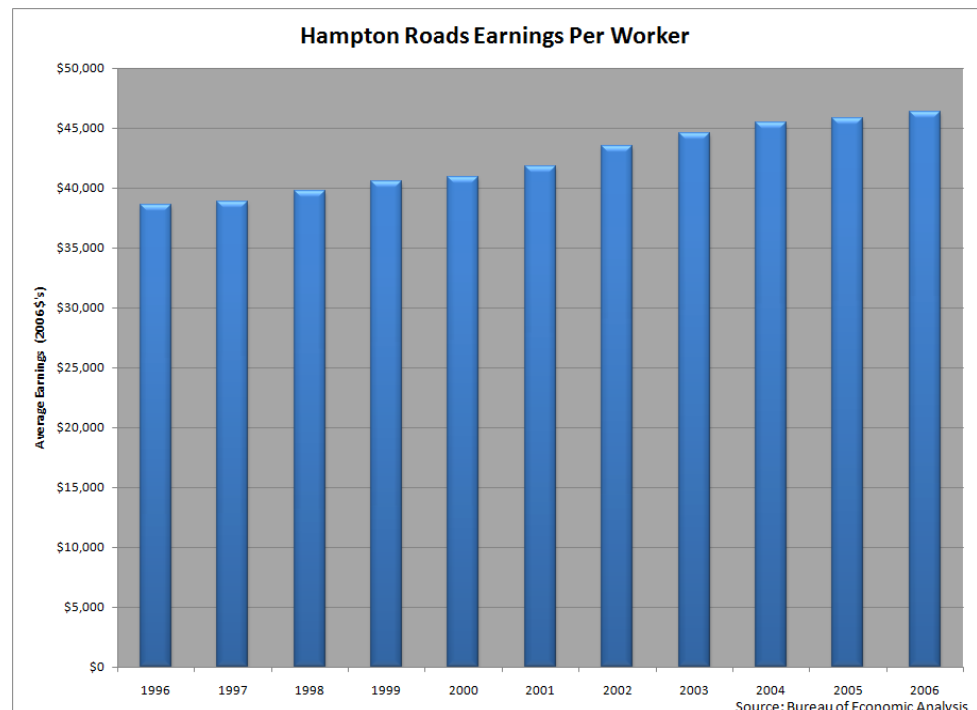
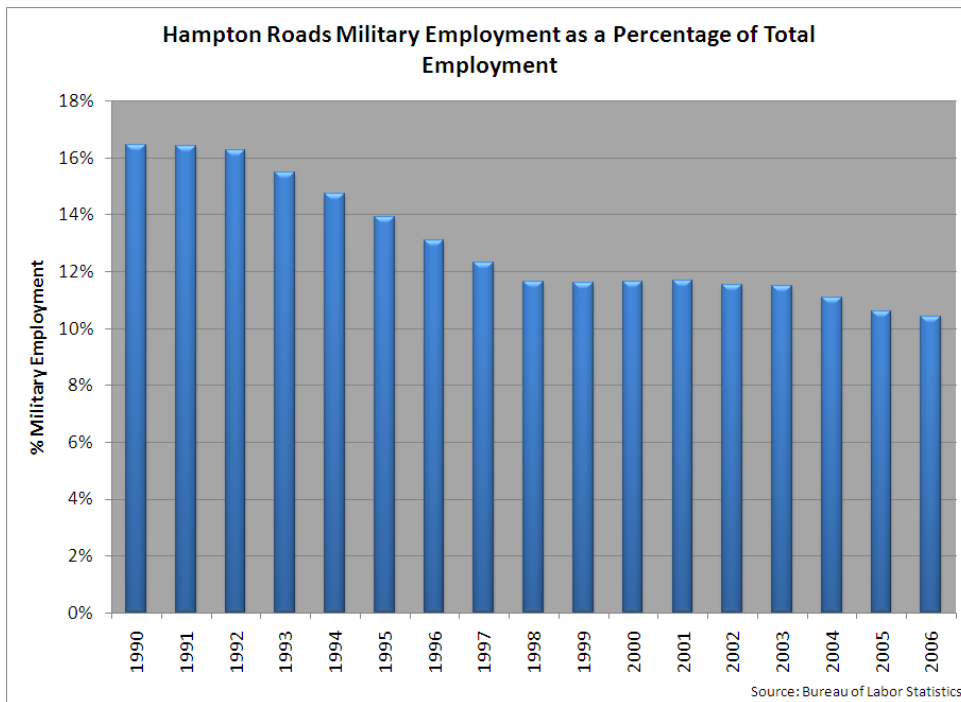


FIGURE 1.23 CONCENTRATION OF MILITARY EMPLOYMENT**Why is it important:**

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 economy.

How are we doing:

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

FIGURE 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 USSR. Defense spending began increasing again around the turn of the century, helping Hampton Roads to avoid recession.

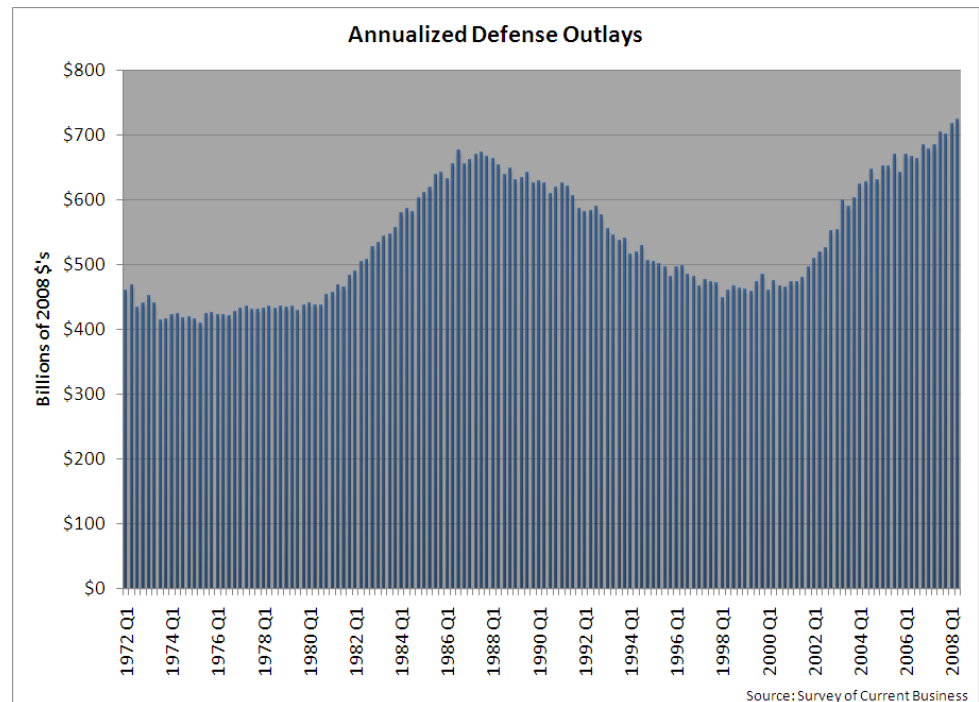
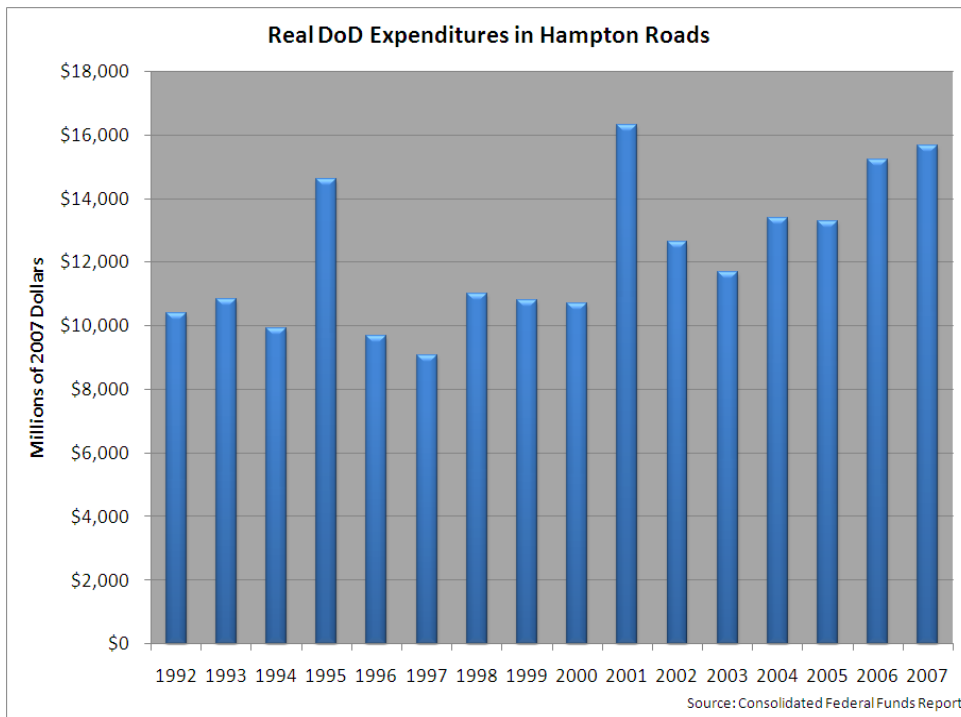


FIGURE 1.25 INFLATION-ADJUSTED DEPARTMENT OF DEFENSE SPENDING IN HAMPTON ROADS



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 economy, and rising real defense spending in the region should moderate the effects of the current slowdown/recession.

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 saw a modest increase in the early part of this decade, only to begin moderating again.

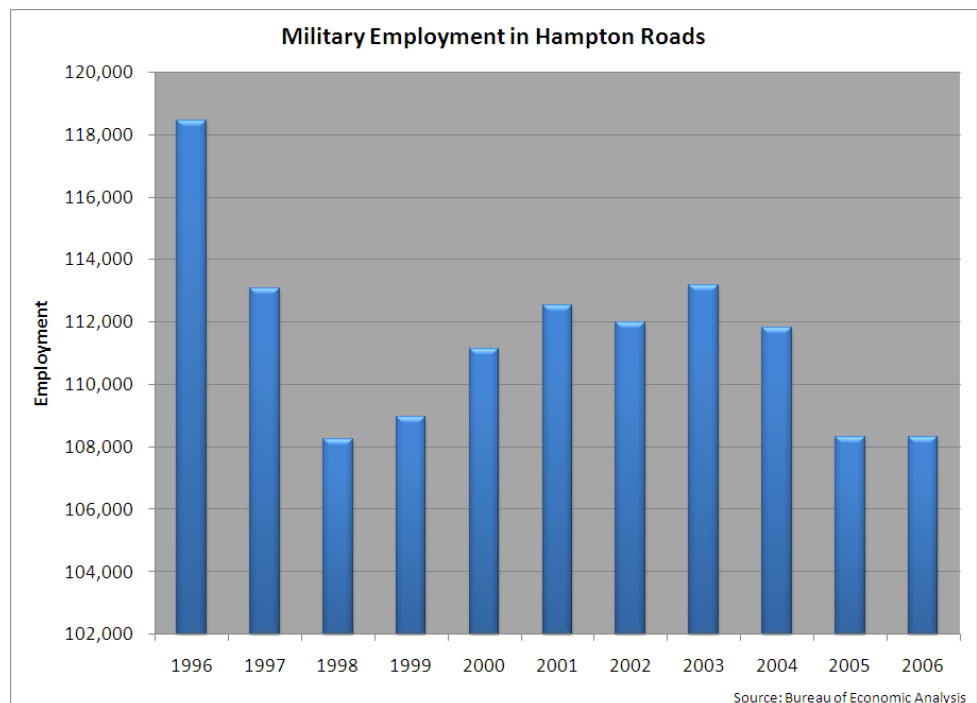
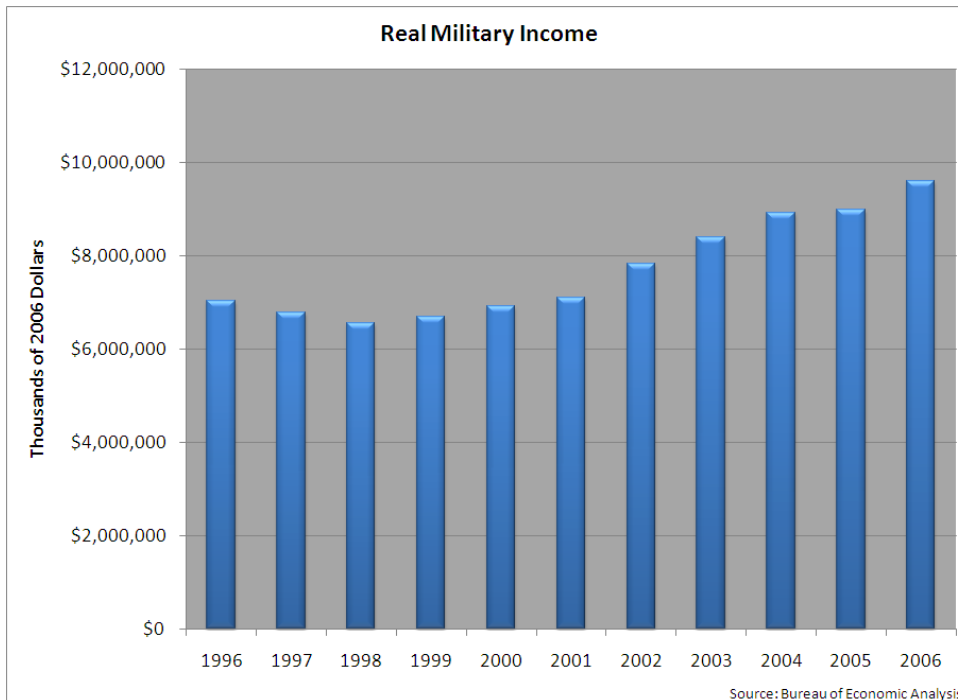


FIGURE 1.27 INFLATION ADJUSTED MILITARY INCOME



Why is it important:

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

How are we doing:

Military incomes have risen substantially from 1998 due in part to increases in military pay.

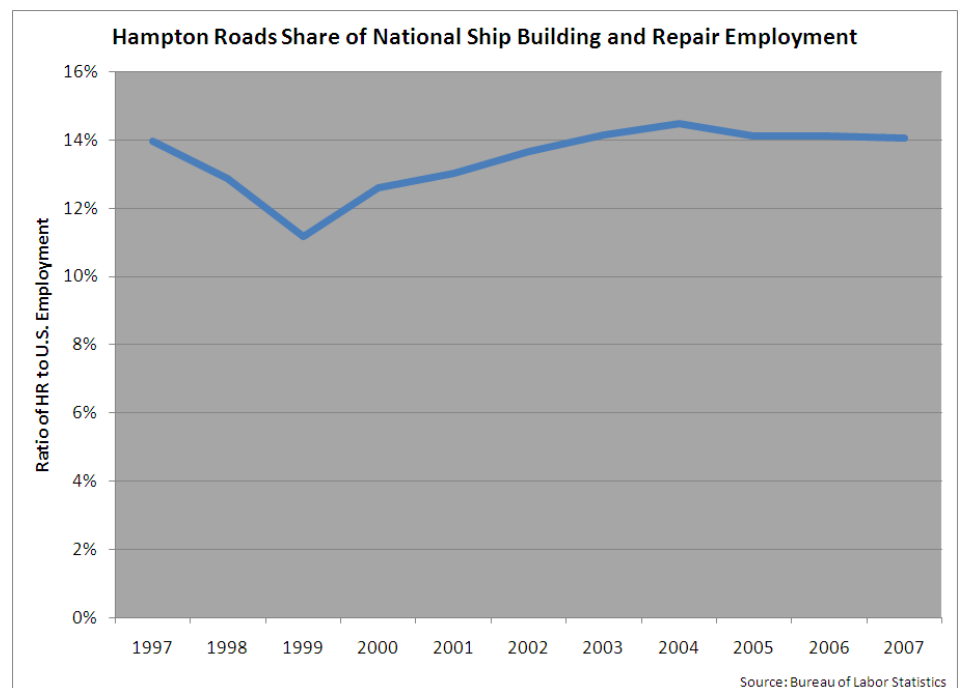
FIGURE 1.28 CONCENTRATION OF SHIPBUILDING AND REPAIR EMPLOYMENT IN HAMPTON ROADS

Why is it important:

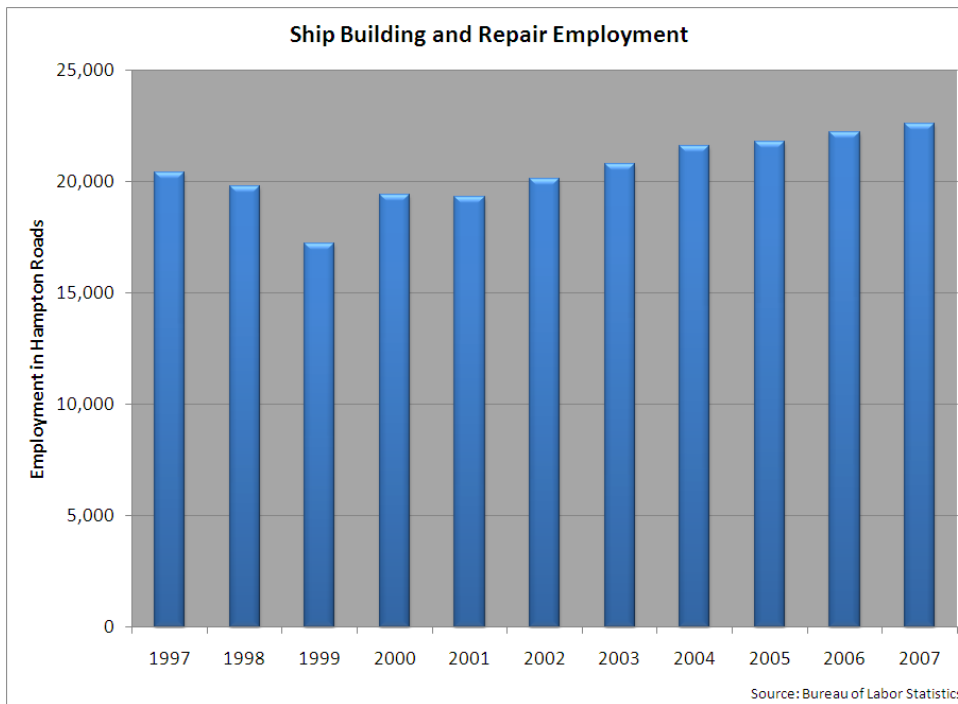
The shipbuilding and repair industry in Hampton Roads was a direct result of the region's disposition as a natural harbor. Over the years there has been a decline in the national shipbuilding and repair industry, as foreign markets have become more competitive. Today Hampton Roads remains one of the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

How are we doing:

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



**FIGURE 1.29 TOTAL SHIPBUILDING AND REPAIR EMPLOYMENT
IN HAMPTON ROADS**



Why is it important:

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

How are we doing:

Ship repair in Hampton Roads declined over the latter half of the nineties before leveling out over the past 6 years. The shipbuilding and repair industry is closely tied to military contracts.

**FIGURE 1.30 DISTRIBUTION OF MARKET SHARE FOR EAST COAST
PORTS**

Why is it important:

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

How are we doing:

Over 16% of the total east coast traffic flowed through the Port of Hampton Roads last year.

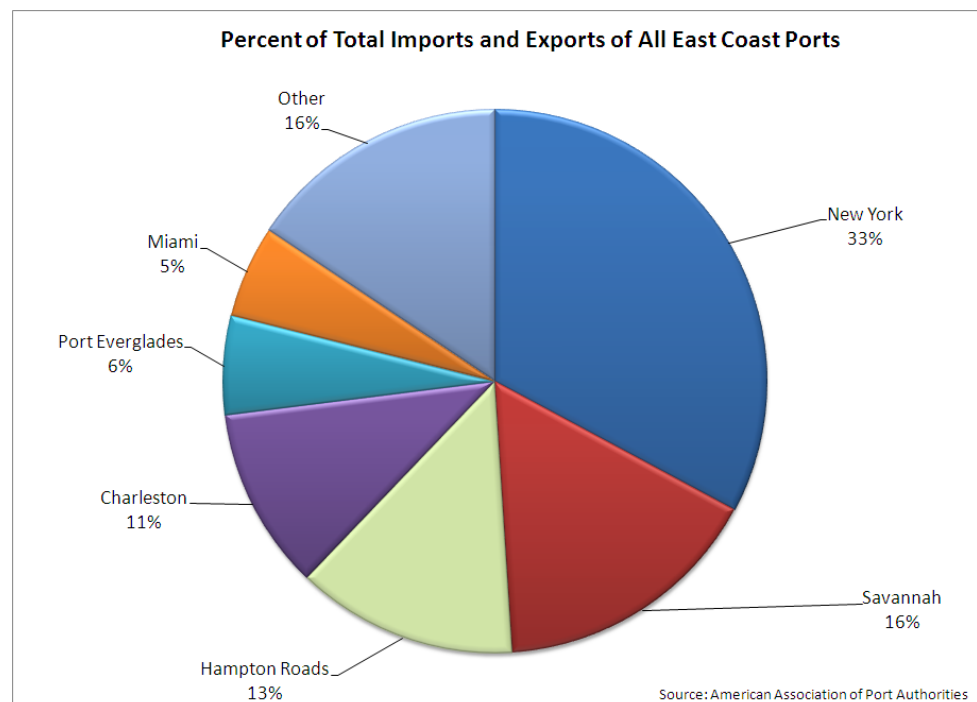
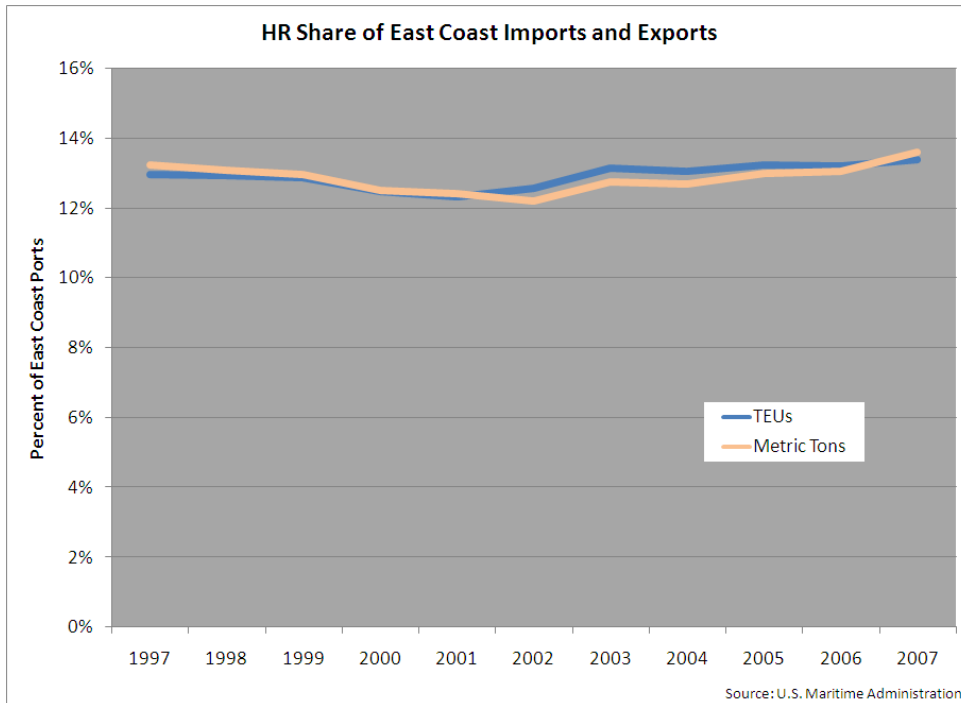


FIGURE 1.31 HAMPTON ROADS MARKET SHARE OF IMPORTS & EXPORTS AT EAST COAST PORTS



Why is it important:

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

How are we doing:

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

FIGURE 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.

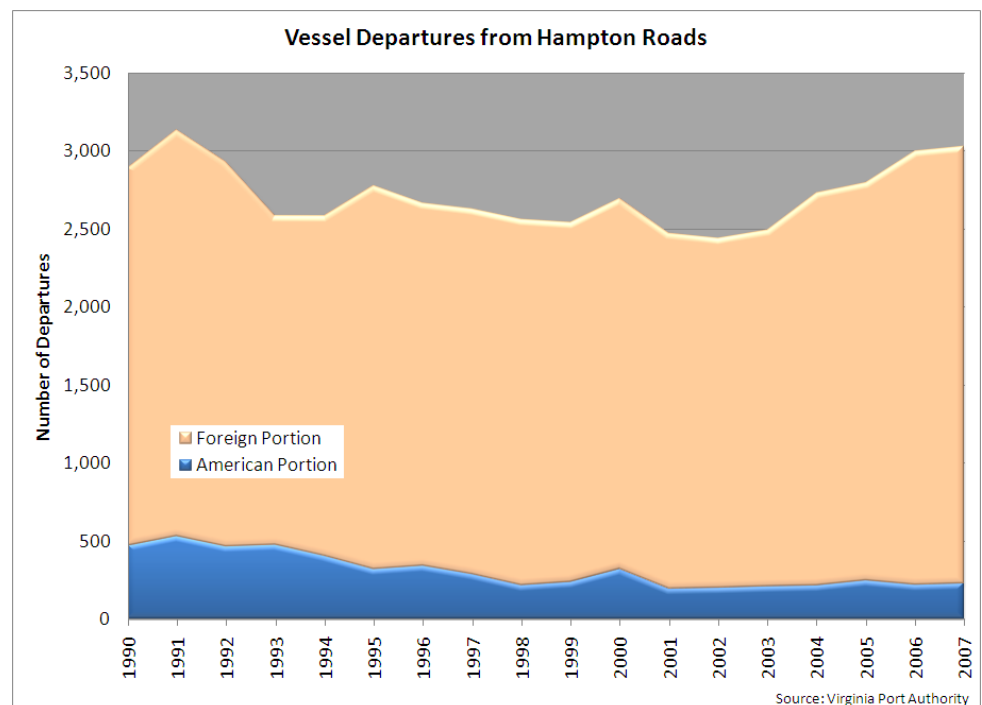
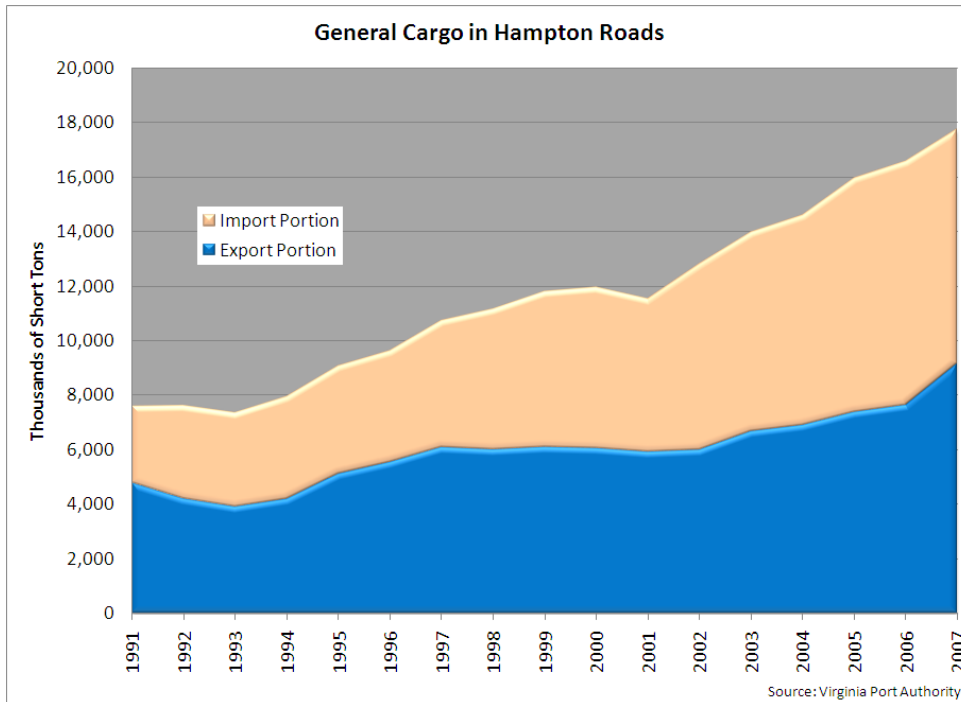


FIGURE 1.33 GENERAL CARGO IMPORTS & EXPORTS**Why is it important:**

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

How are we doing:

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

FIGURE 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 coal loading in Hampton Roads. While there was a brief spike in coal traffic during the recent spike in energy prices, this should subside as energy demand and prices fall.

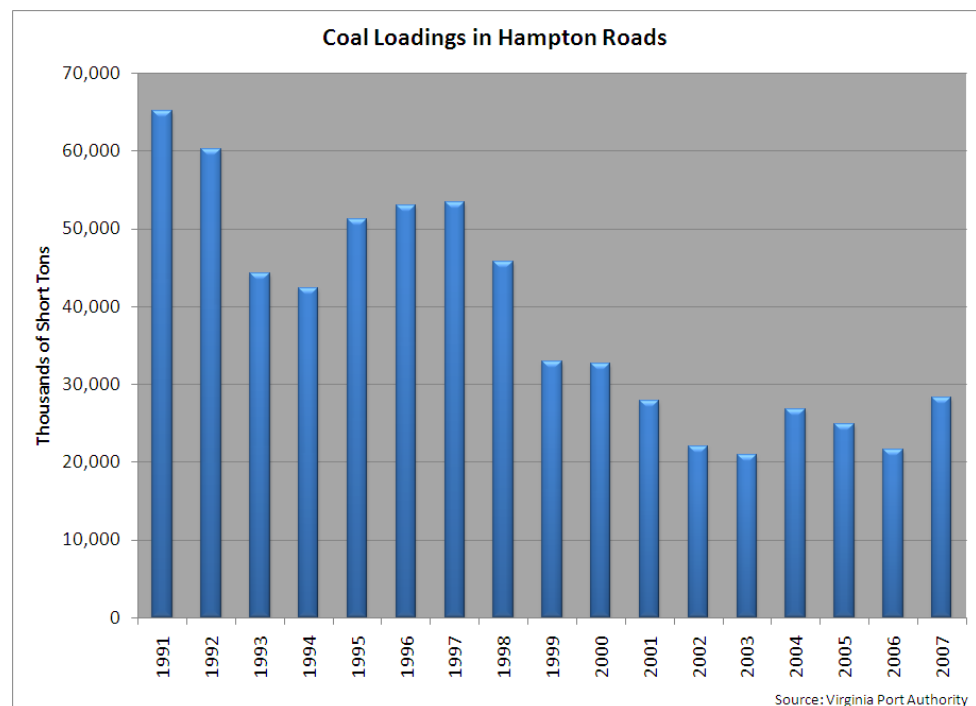
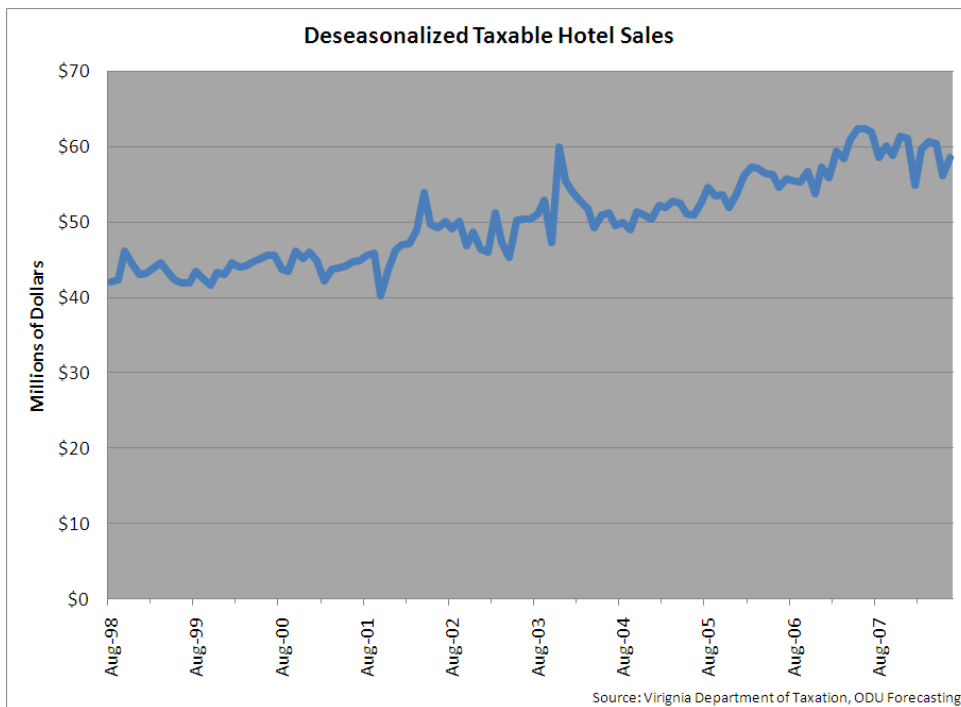


FIGURE 1.35 HAMPTON ROADS DESEASONALIZED TAXABLE HOTEL SALES



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

FIGURE 1.36 EMPLOYMENT IN THE HAMPTON ROADS LEISURE AND HOSPITALITY INDUSTRY

Why is it important:

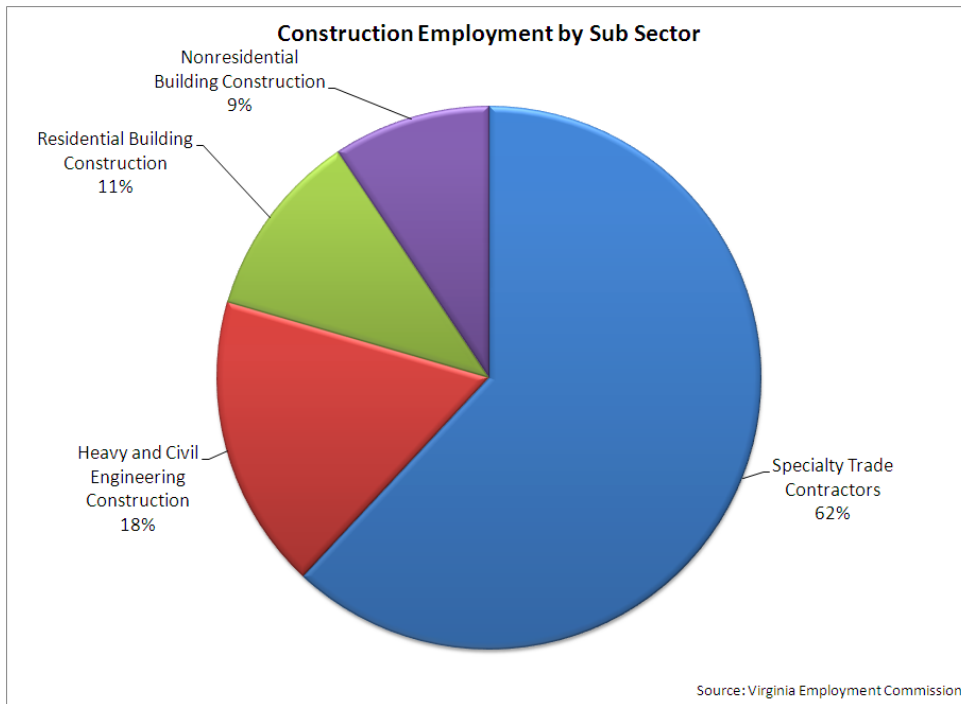
Increases in tourist activity are reflected in the level of employment in the leisure and hospitality industry.

How are we doing:

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



FIGURE 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 in various specialty trades, with residential and nonresidential construction having relatively equal distributions in the region.

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 issued, particularly for single family housing, has fallen precipitously since 2005. This clearly demonstrates the slowing of the residential construction market.

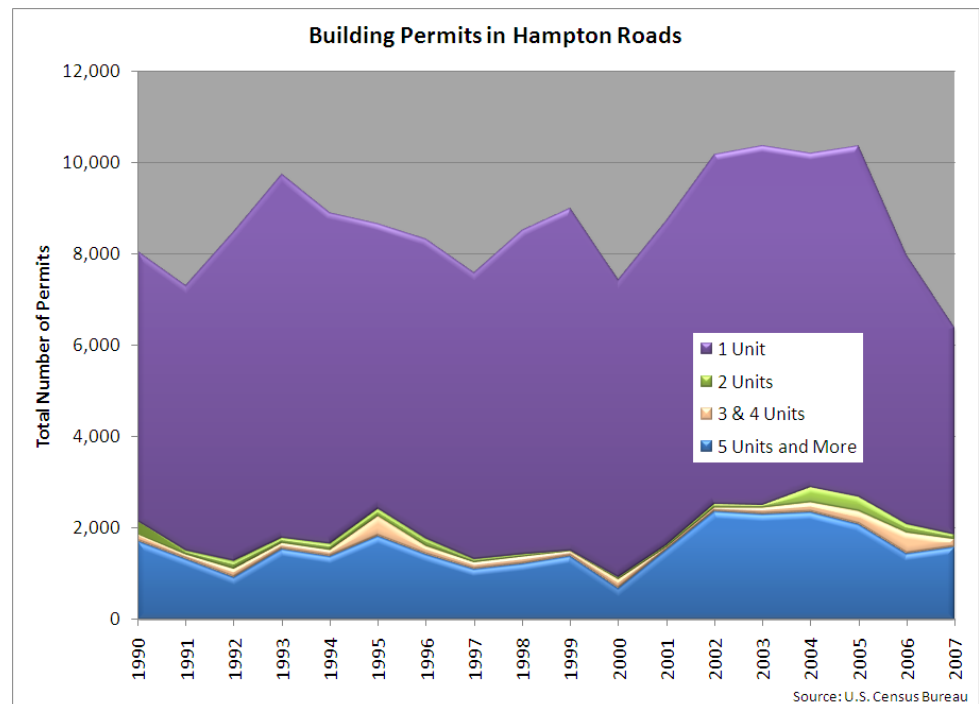
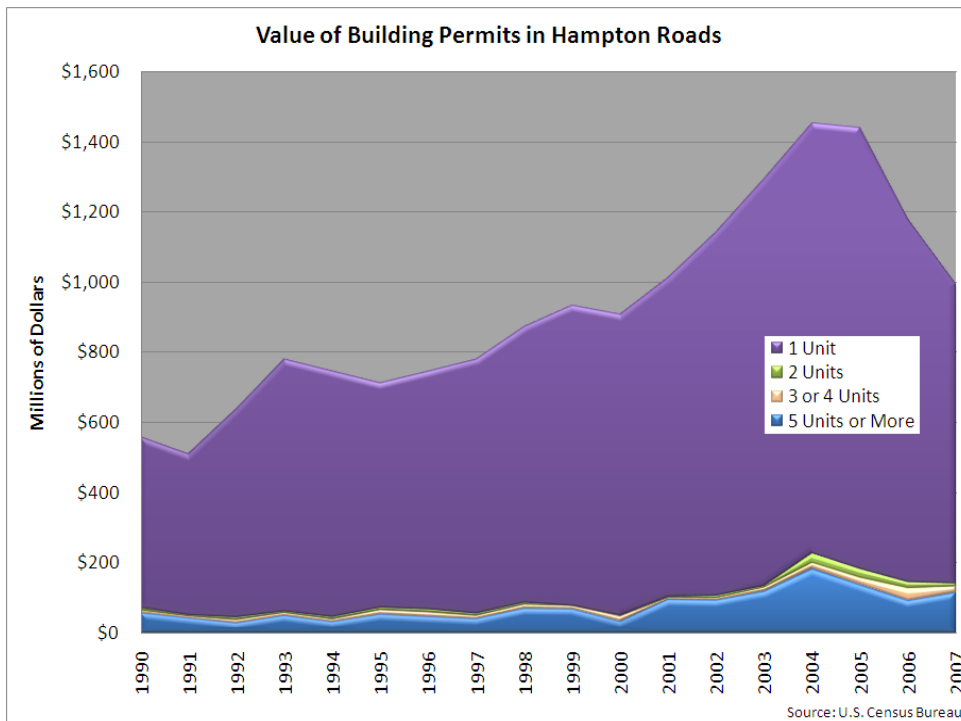


FIGURE 1.39 VALUE OF NEW BUILDING PERMITS ISSUED IN HAMPTON ROADS



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

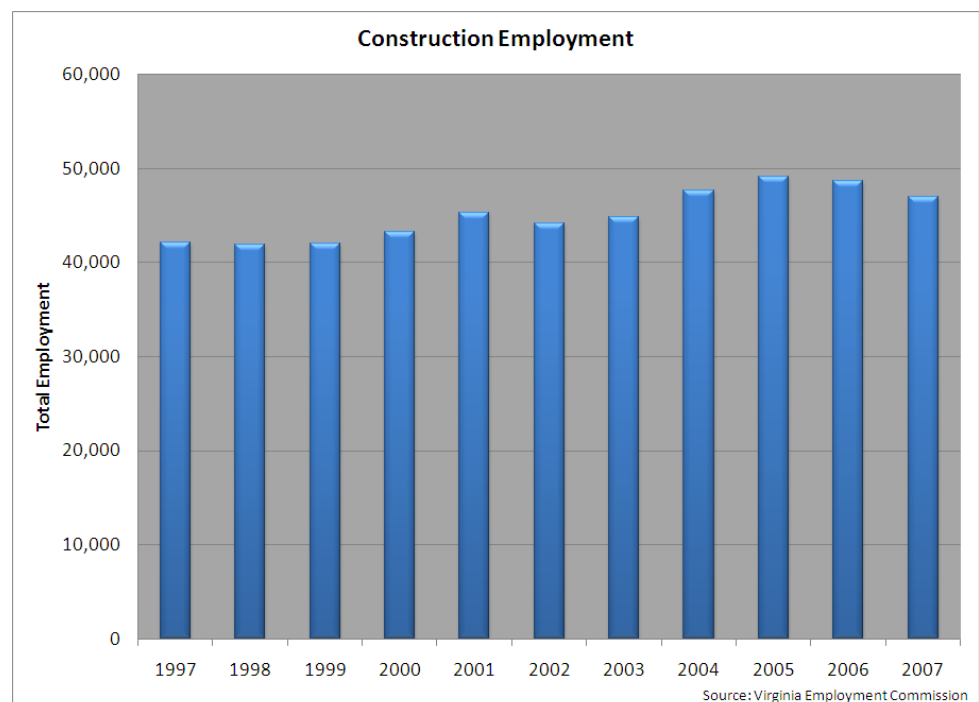
FIGURE 1.40 CONSTRUCTION EMPLOYMENT IN HAMPTON ROADS

Why is it important:

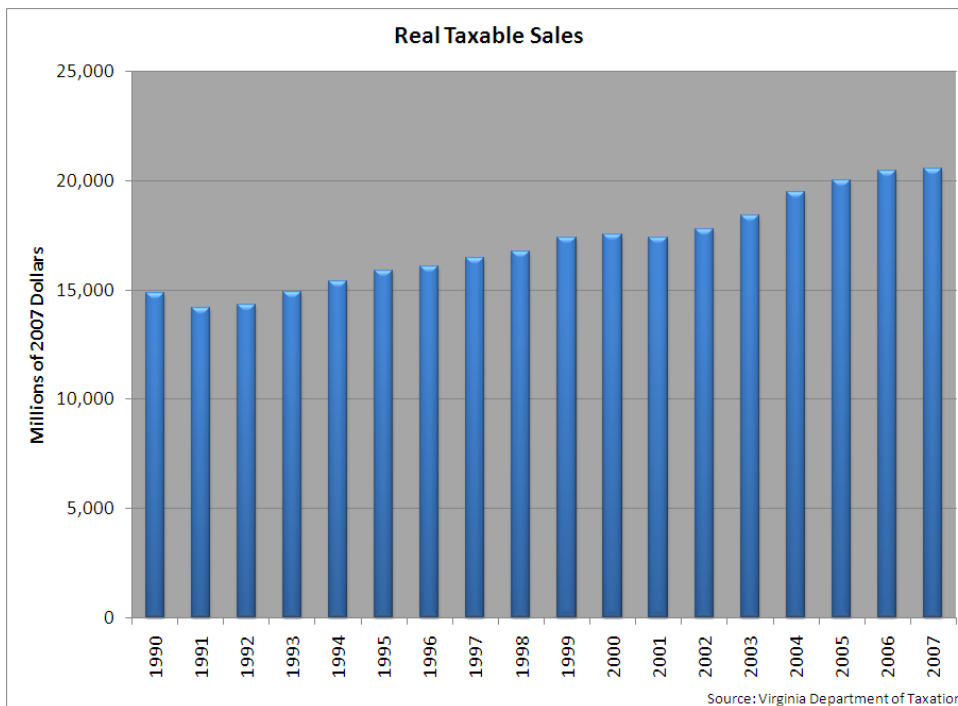
Construction employment reveals trends in both the commercial and residential construction industries. Increasing construction employment is indicative of a healthy economic climate.

How are we doing:

Despite the increase in permitting activity during the middle of this decade, construction employment did not surge, and this has led to a small decline in construction employment despite an extremely weak real estate 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 have followed a gradual growth pattern over the past 17 years, and the only time that sales did not grow it turned out that the U.S. was in a recession (1991 and 2001). Taxable sales were flat in 2007 and recent evidence has pointed to a decline in both consumer confidence and retail sales in the region.

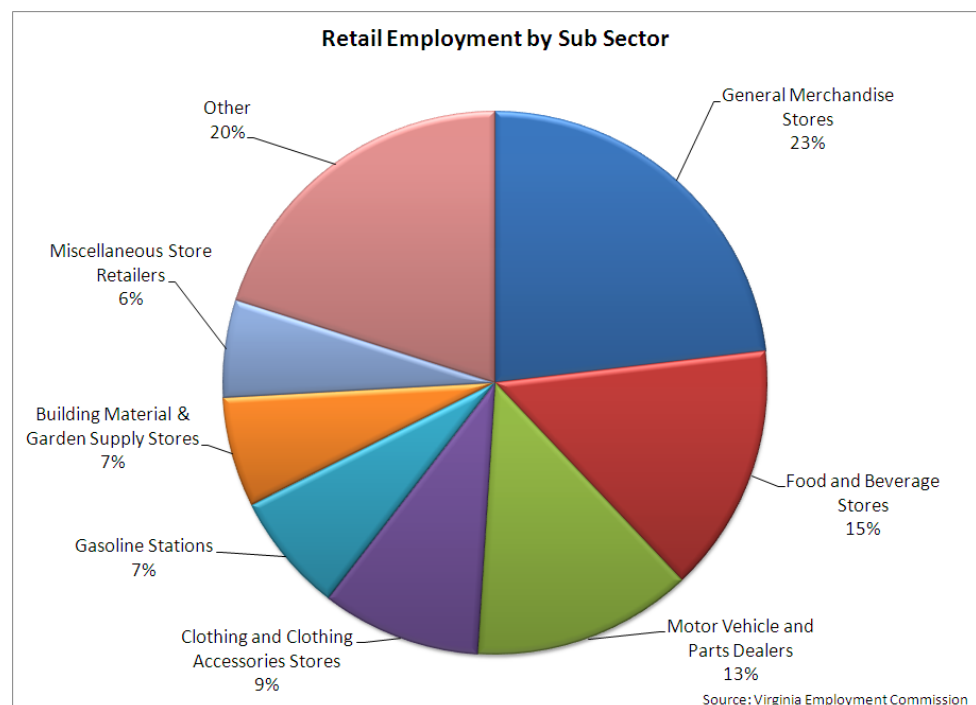
**FIGURE 1.42 DISTRIBUTION OF HAMPTON ROADS
RETAIL EMPLOYMENT**

Why is it important:

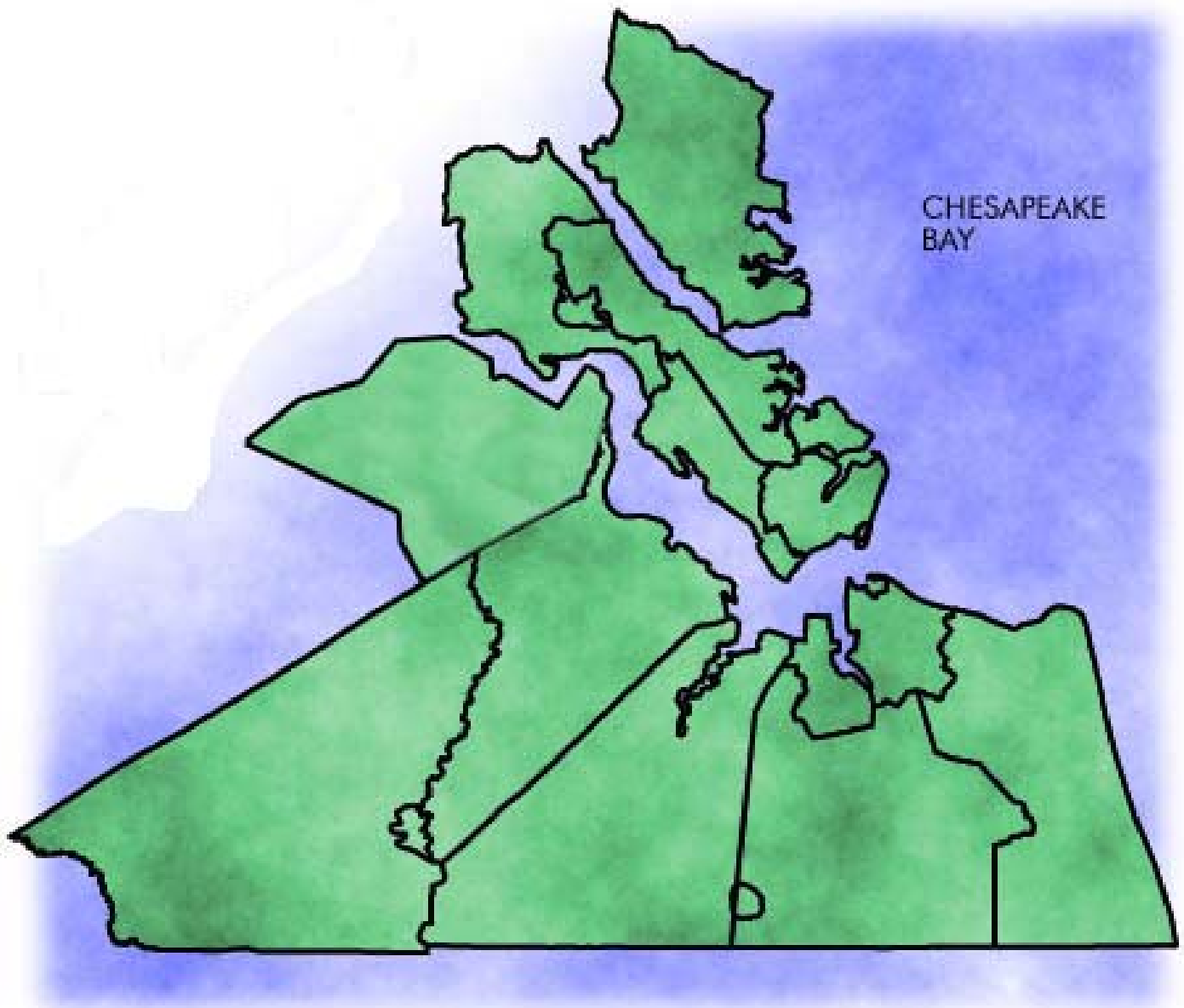
The retail sector consists of a variety of sub sectors each of which are subject to unique market forces. In order to appreciate how market changes might affect the retail industry, it is important to understand the composition of the retail industry.

How are we doing:

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

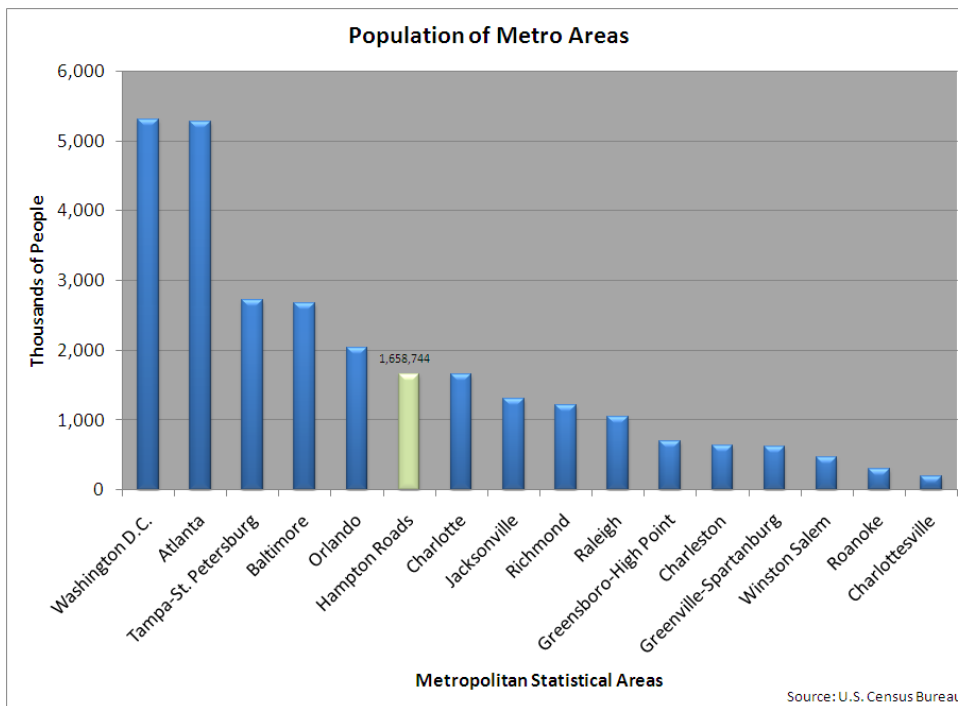


Demographics



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

FIGURE 2.1 POPULATION OF HAMPTON ROADS AND COMPETING METRO AREAS IN 2007



Why is it important:

Population provides a context for understanding many economic and social indicators.

How are we doing:

With a population of 1,658,754 in 2007, Hampton Roads was the 34th most populated metropolitan statistical area in the United States. While Washington and Atlanta are much bigger, Hampton Roads population level is average for Southeastern metro areas.

FIGURE 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:

By its nature, regional population growth has a significantly higher level of volatility than the nation. Despite increasing growth this past year, Hampton Roads' population still grows at a slower rate than the nation.

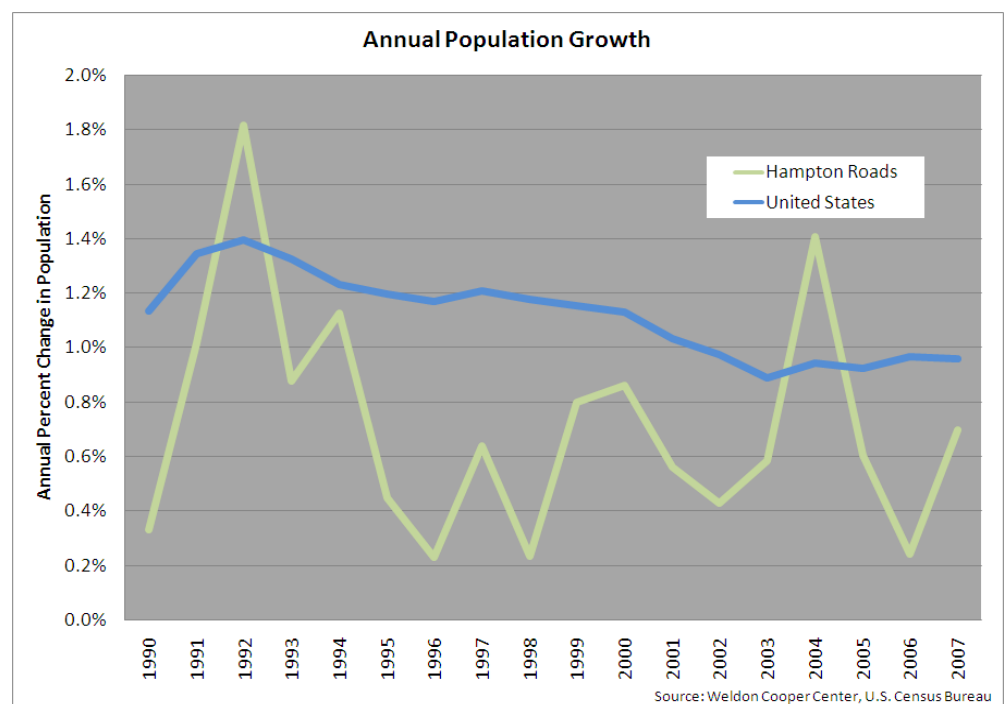
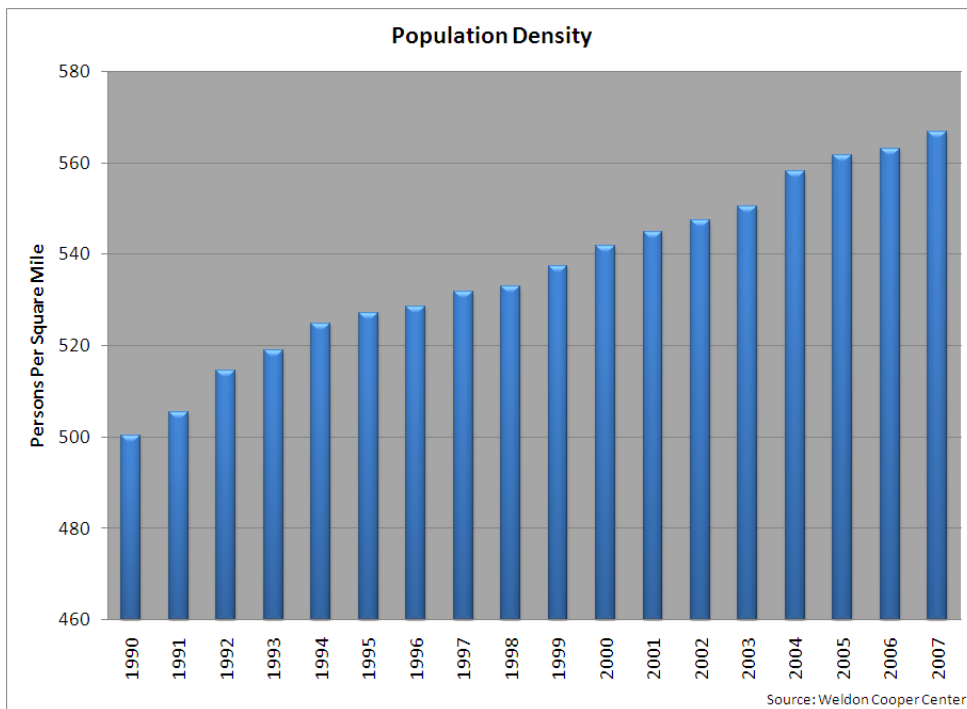


FIGURE 2.3 HAMPTON ROADS POPULATION DENSITY



Why is it important:

Population density directly impacts the usage of government services in the region.

How are we doing:

According to the US Census Bureau, Hampton Roads ranked 52nd in terms of density for all metro areas. Population density in the region has grown at the same measured rate as overall population growth.

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:

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

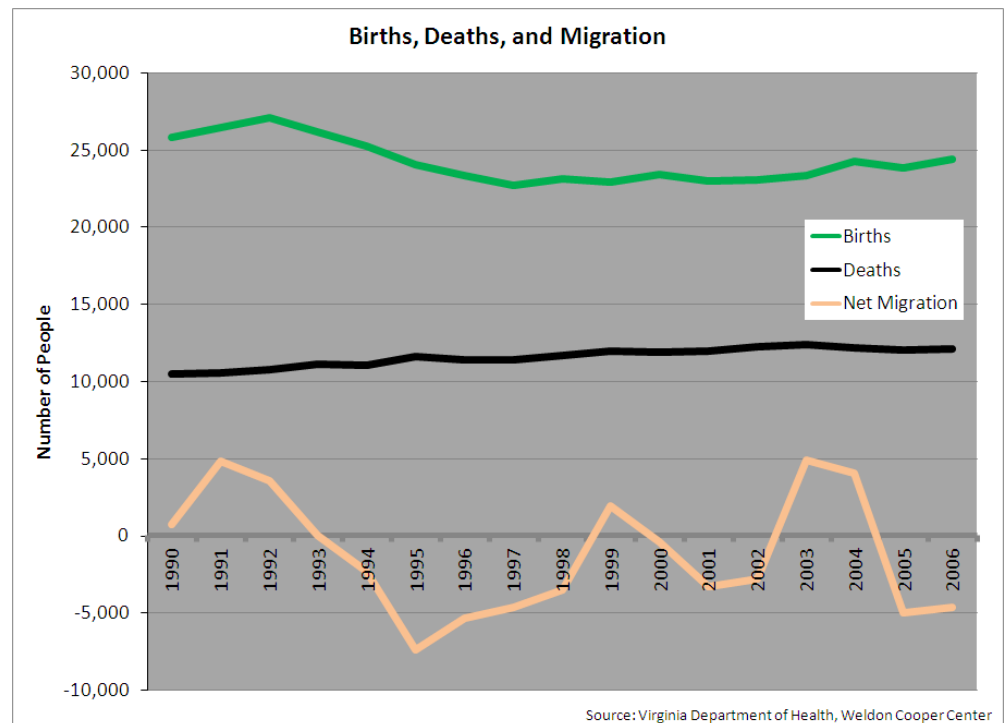
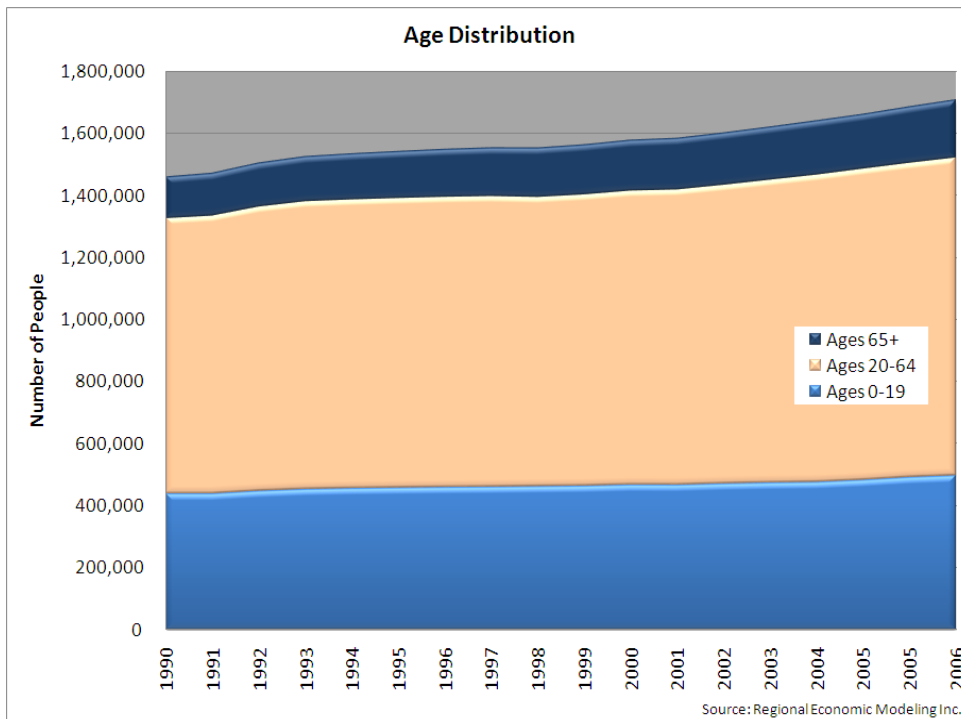


FIGURE 2.5 AGE DISTRIBUTION OF THE HAMPTON ROADS POPULATION



Why is it important:

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

How are we doing:

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

FIGURE 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 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.

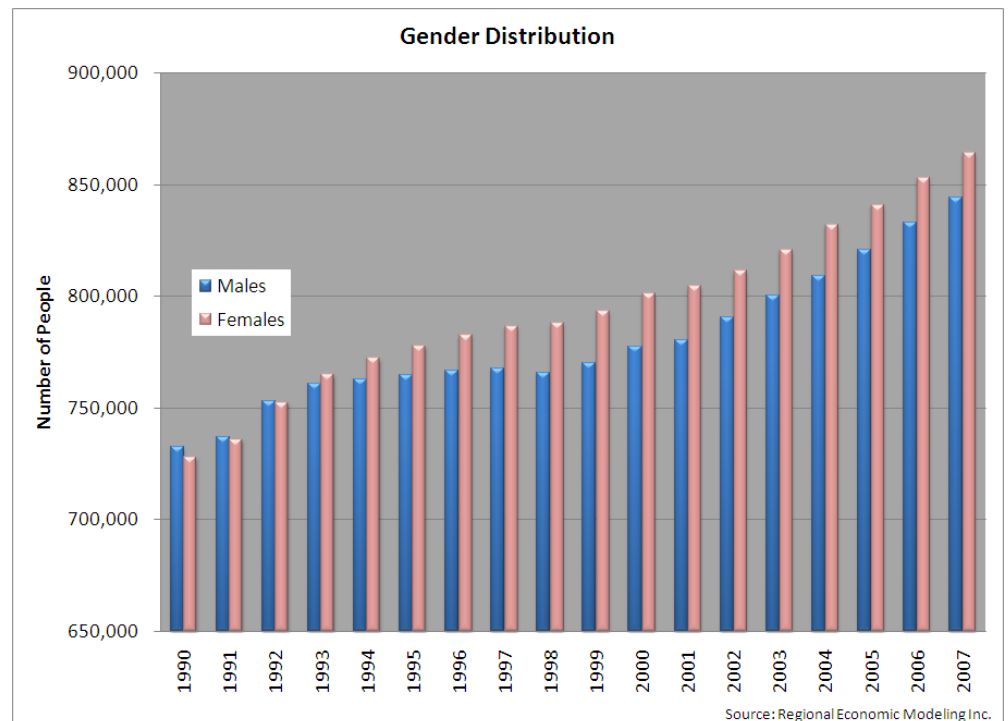
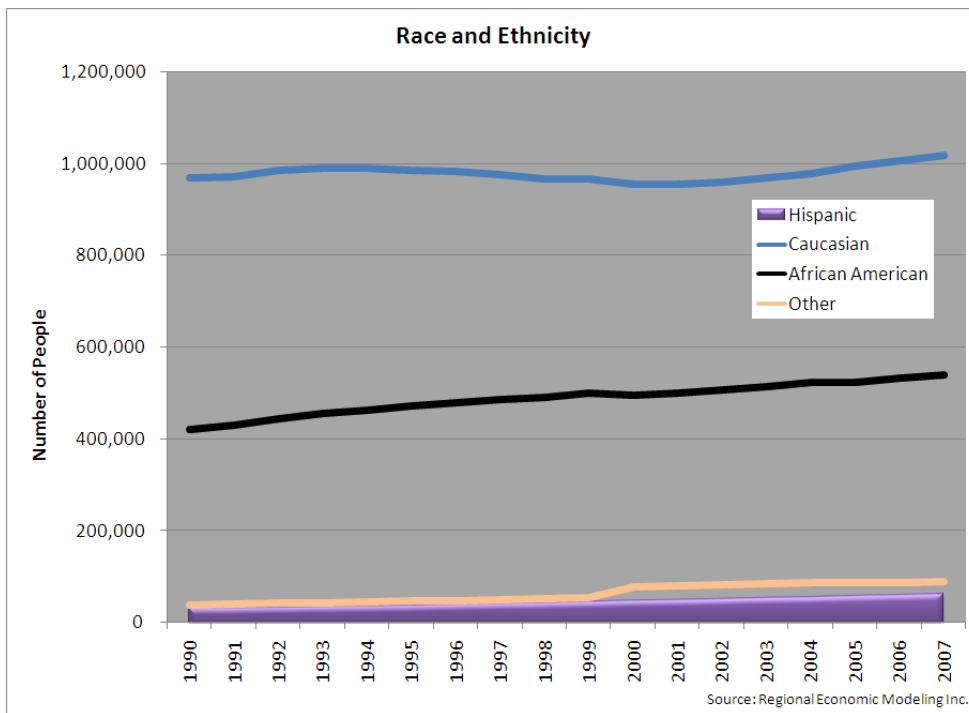


FIGURE 2.7 RACE AND ETHNICITY IN HAMPTON ROADS



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 portion of African Americans when compared to other MSAs. Conversely, Hampton Roads population has very few other minorities or persons of Hispanic ethnicity.

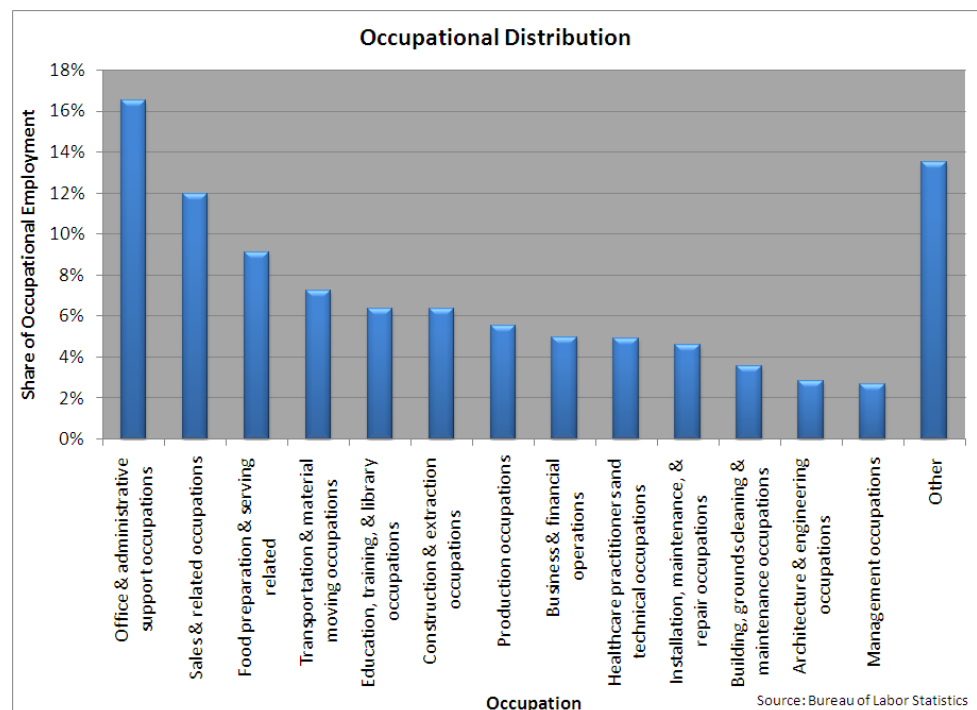
FIGURE 2.8 DISTRIBUTION OF OCCUPATIONS IN HAMPTON ROADS

Why is it important:

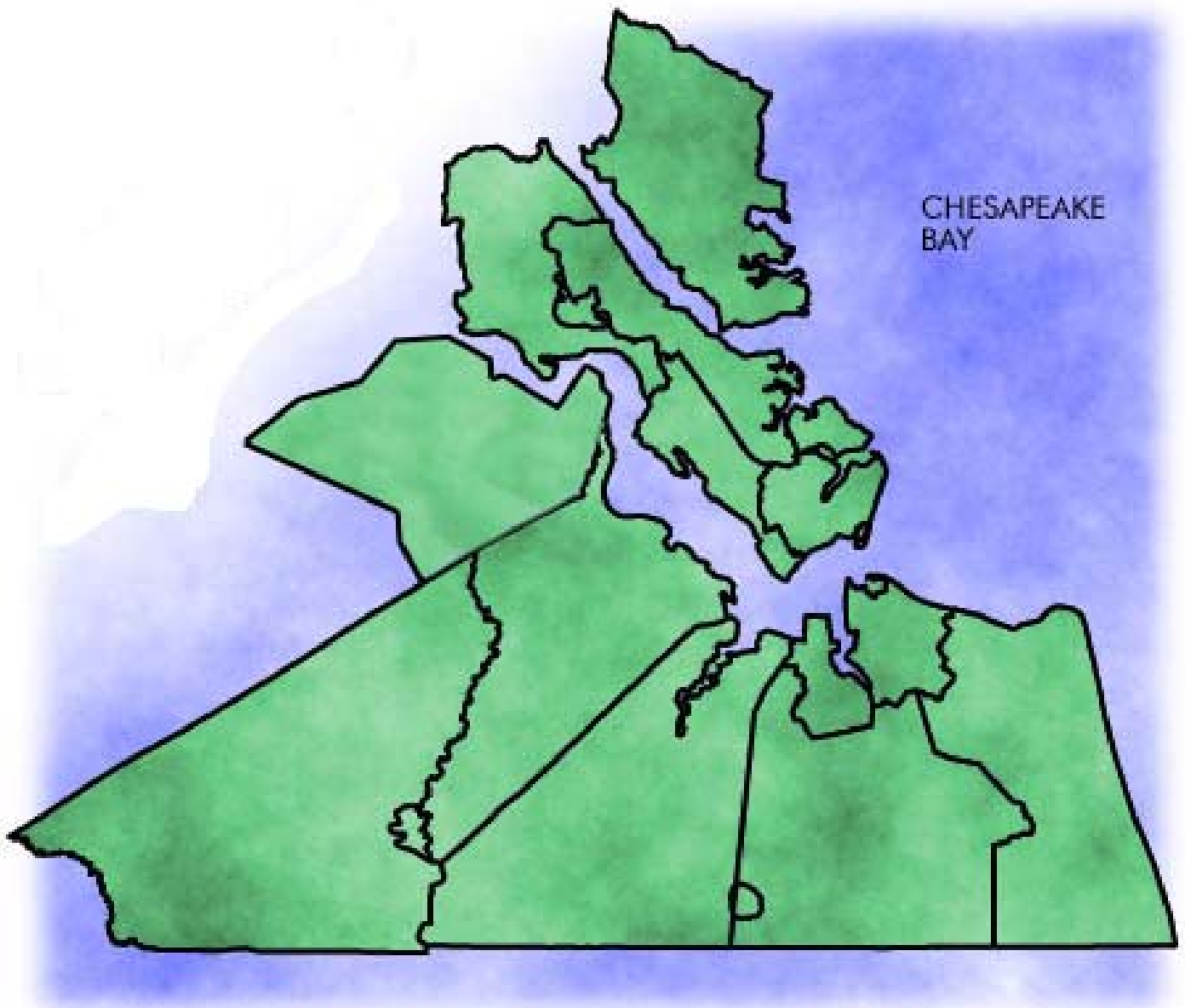
Employment is often classified by industry, although persons seeking employment typically search by occupation. Figure 2.8 illustrates the occupational and skills distribution of persons working in Hampton Roads.

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.

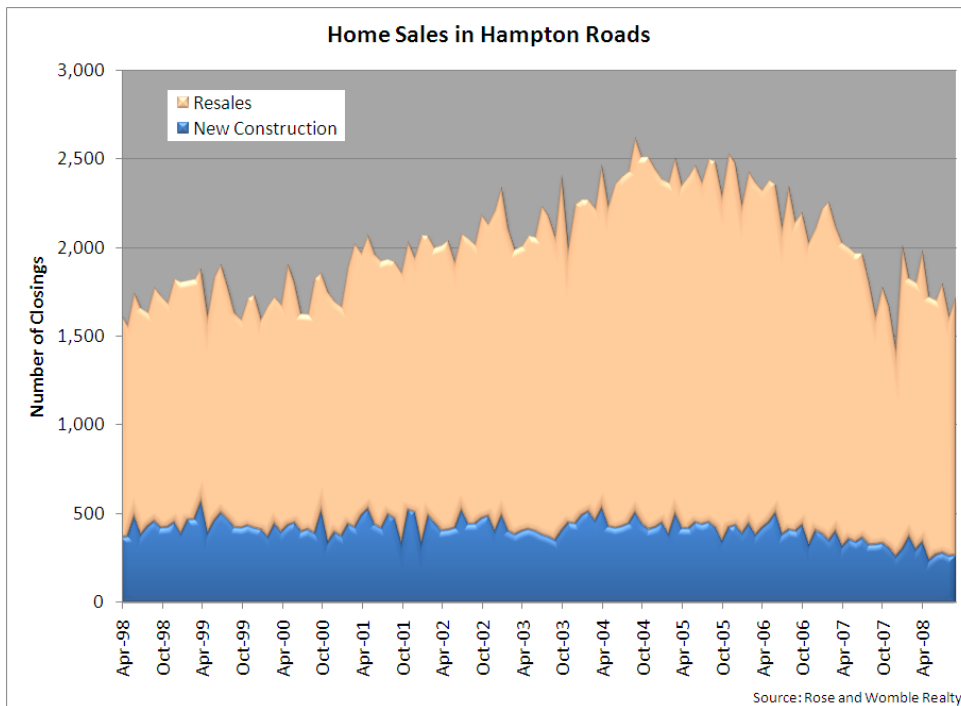


Housing



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. Increasing new construction sales often point to increasing population, while increases in housing resales can be attributed to a variety of factors, including economic growth.

How are we doing:

The region has seen a steady decline in home resales over the past four years, driven at first by a combination of higher mortgage rates and higher home prices. Resales have continued on the same trajectory even as home prices are in the process of correcting as a result of the weakening economy, uncertainty about the real estate market and tighter credit conditions.

FIGURE 3.2 HOUSING PRICE INDICES FOR HAMPTON ROADS, THE VIRGINIA, AND THE UNITED STATES

Why is it important:

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

How are we doing:

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

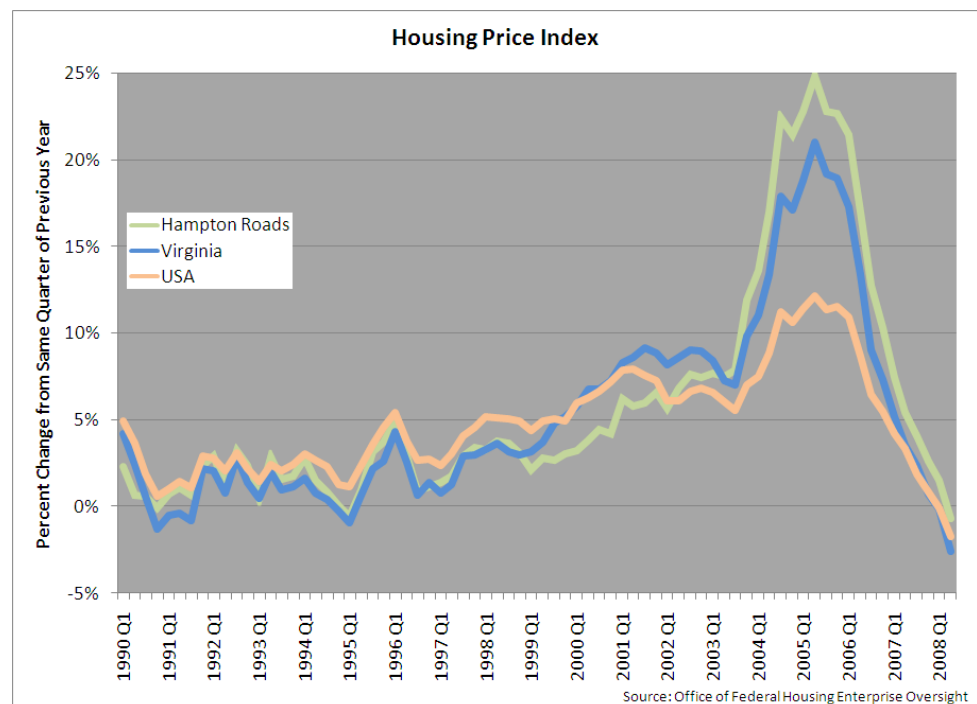
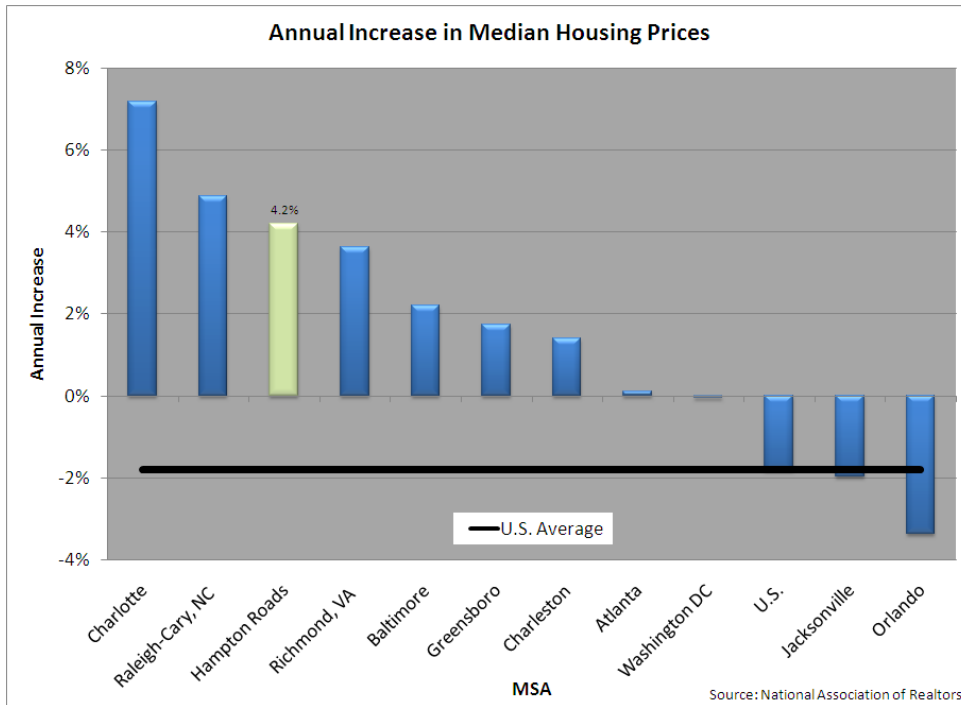


FIGURE 3.3 HOUSING PRICE INCREASES IN HAMPTON ROADS AND COMPETING METRO AREAS FROM 2006 TO 2007



Why is it important:

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

How are we doing:

Hampton Roads was still experiencing home price increases in 2007, well after regions across the country started to see a correction in housing prices.

FIGURE 3.4 HOME OWNERSHIP RATES IN HAMPTON ROADS

Why is it important:

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

How are we doing:

Due in part to changes in military housing, home ownership rates in Hampton Roads increased until 2003. The increased cost of housing has since reduced affordability returning many to the rental market.

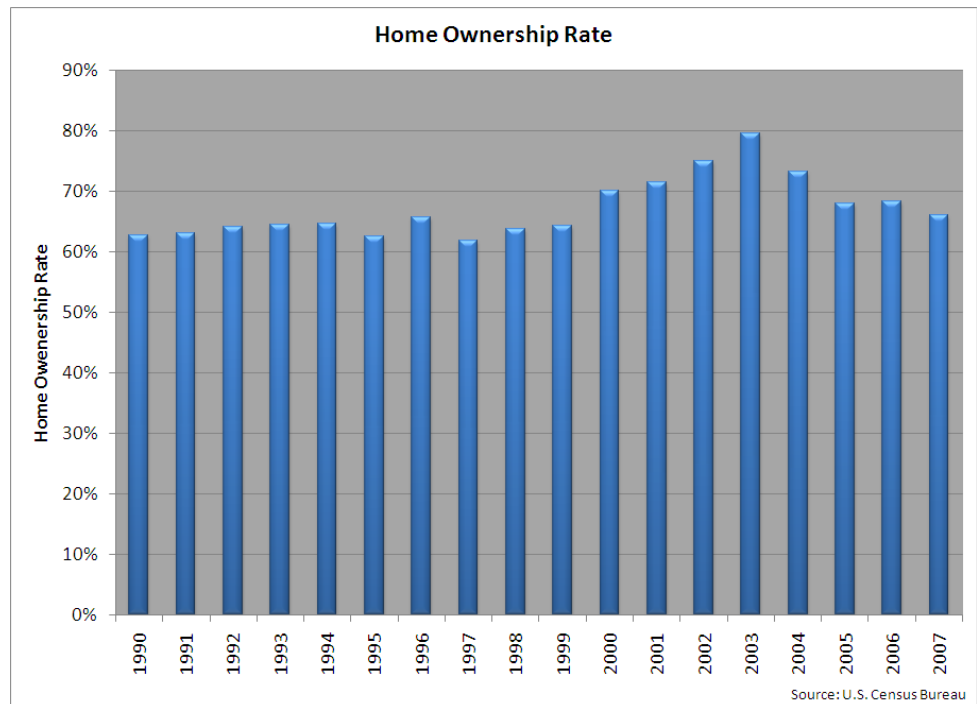
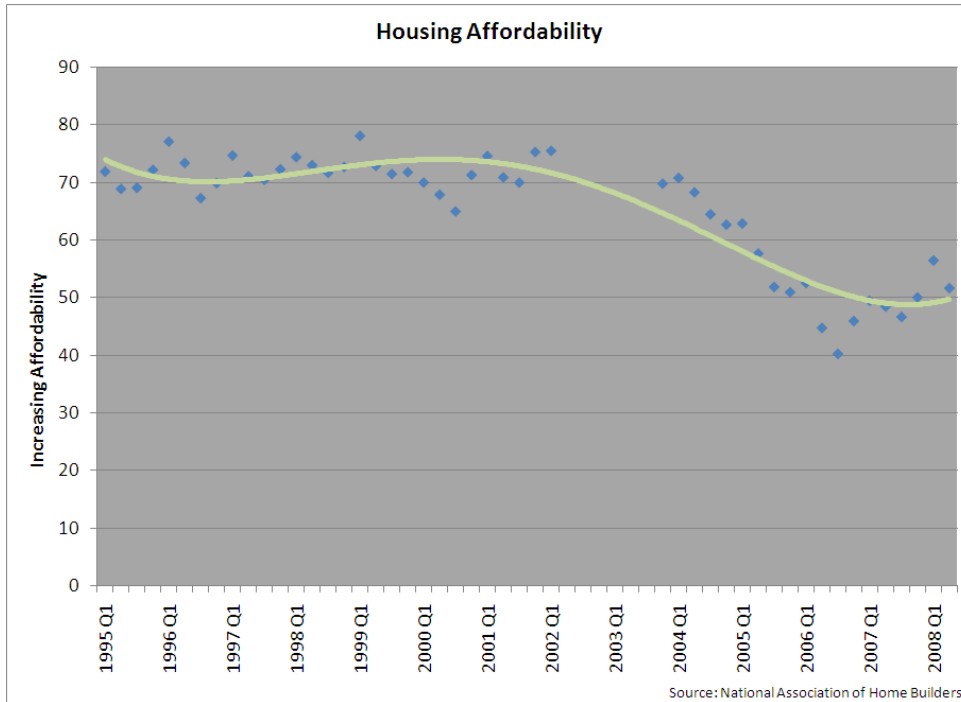


FIGURE 3.5 HAMPTON ROADS HOUSING OPPORTUNITY INDEX**Why is it important:**

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:

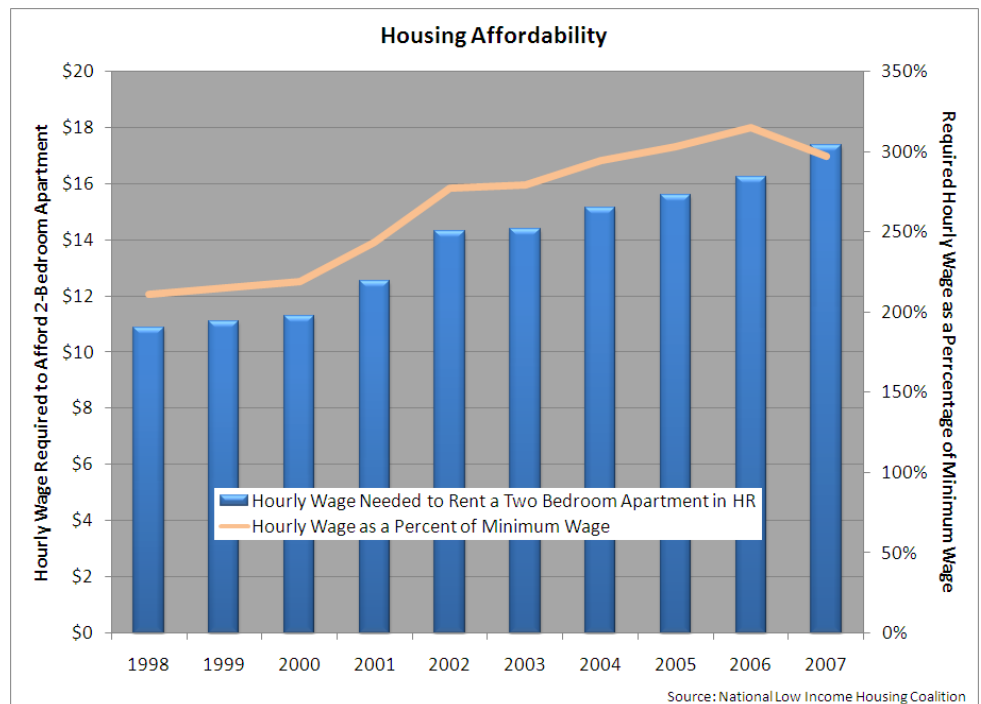
Housing became less affordable as housing prices increased during the boom, and while that trend has corrected slightly, housing in the region is still significantly less affordable than in the nineties.

FIGURE 3.6 HOUSING AFFORDABILITY IN HAMPTON ROADS**Why is it important:**

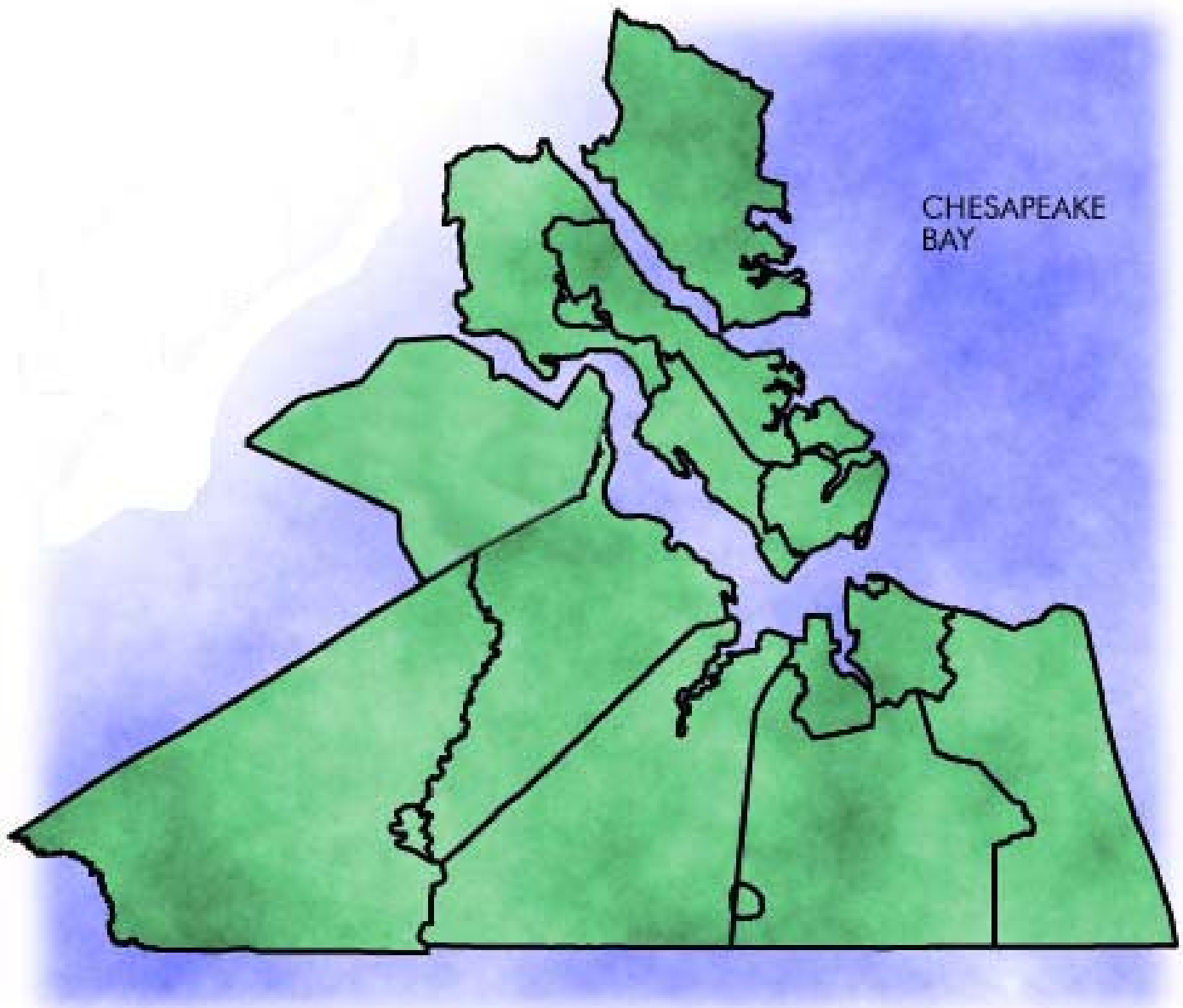
The availability of affordable housing ensures housing opportunities for persons of all income levels. Access to affordable housing reduces homelessness and assists in workforce recruitment. The affordability of a 2-bedroom apartment rental is an industry standard in determining affordability.

How are we doing:

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

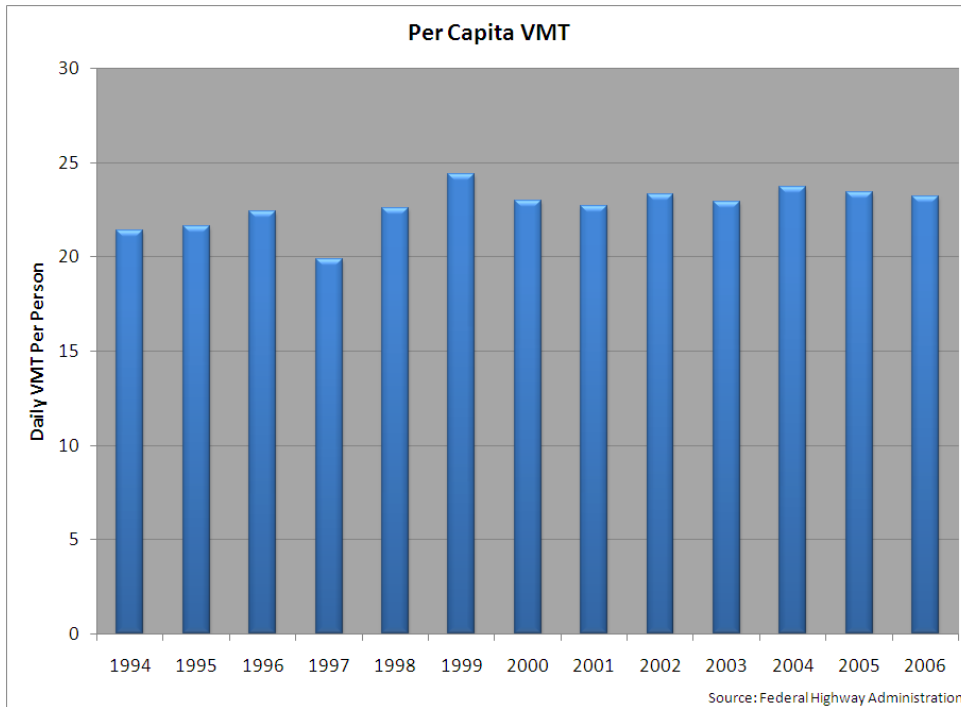


Transportation



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

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 remained relatively constant over the past several 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 distance, density, and transit usage.

How are we doing:

Per capita VMT in Hampton Roads is relatively low when compared to other regions, suggesting that regional commuting distances are comparatively short, as well as a higher level of transit utilization in the region.

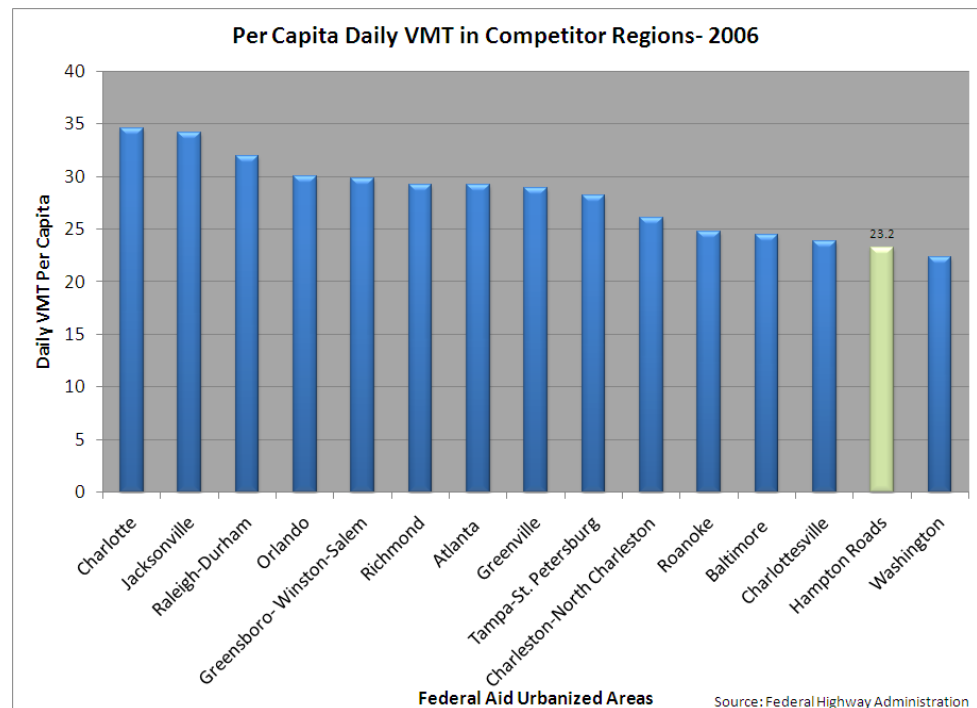
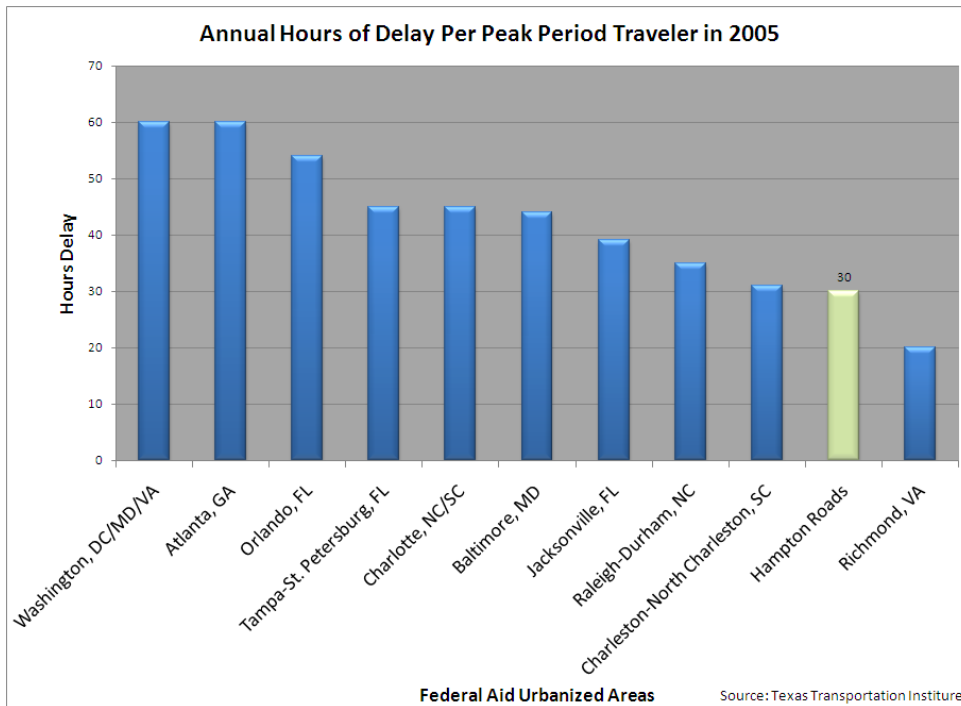


FIGURE 4.3 DELAY PER PEAK PERIOD TRAVELER FOR HAMPTON ROADS AND COMPETING REGIONS IN 2005



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 additional congestion 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 the quality of life. Residents and businesses base their estimation of congestion on prior commuting experiences when planning for the future.

How are we doing:

Congestion in Hampton Roads increased during the latter half of the nineties. The recent volatility indicates shifts in commuting patterns.

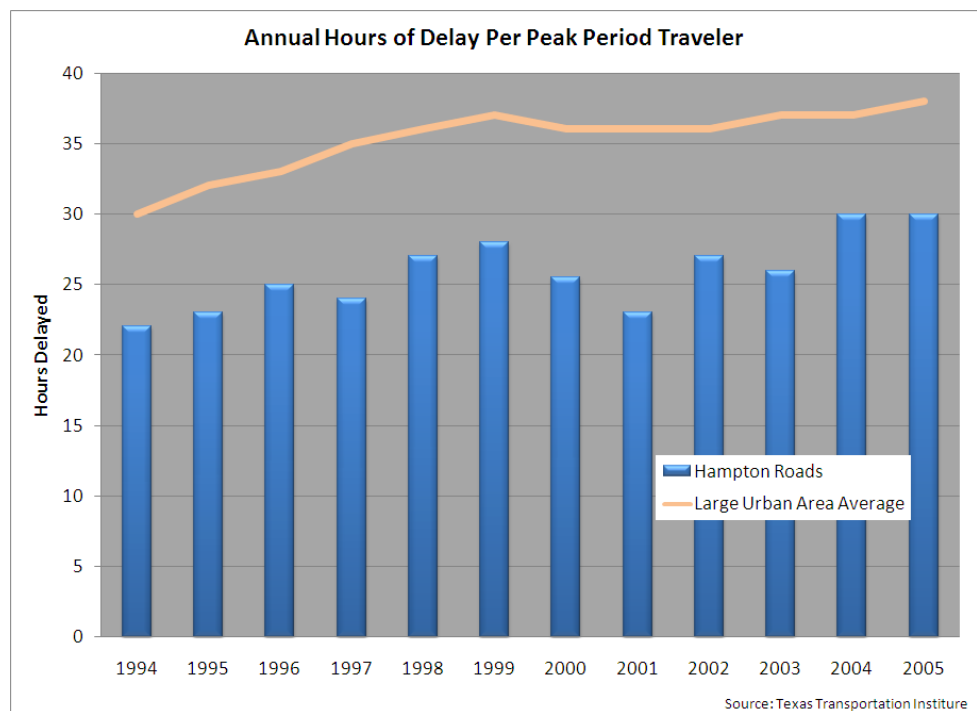
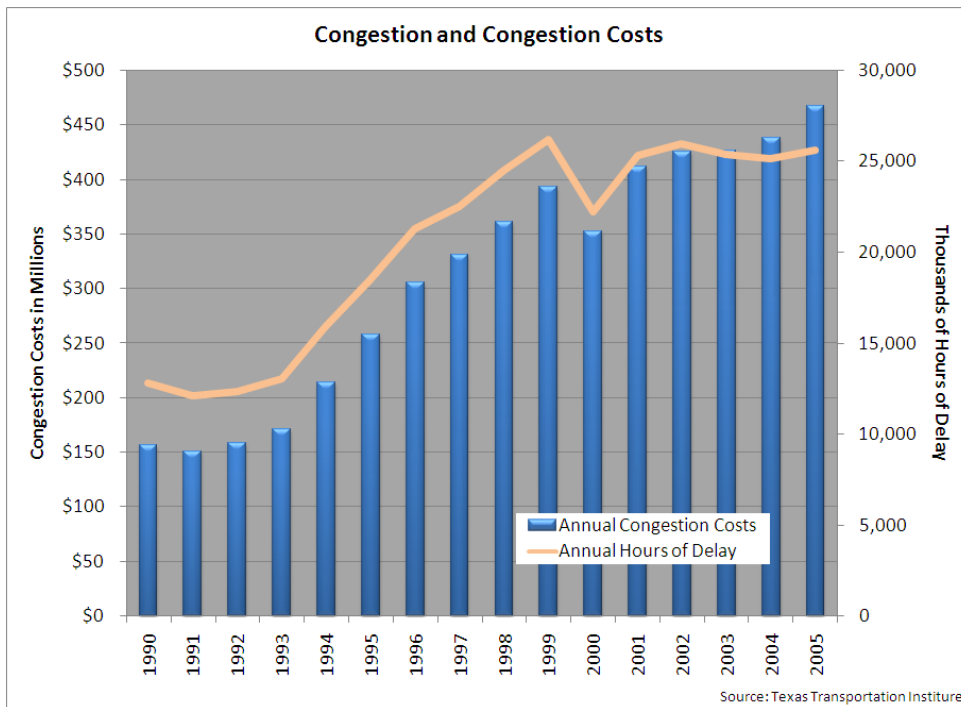


FIGURE 4.5 HAMPTON ROADS CONGESTION AND CONGESTION COSTS



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 2005 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 CRASHES

Why is it important:

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

How are we doing:

Fatalities due to traffic crashes in Hampton Roads have averaged 140 per year over the past decade, roughly 8.5 deaths per 100,000 residents. The decrease in the numbers of injuries can be attributed in part to improved safety standards for both roadways and automobiles, as well as reduced alcohol-related crashes.

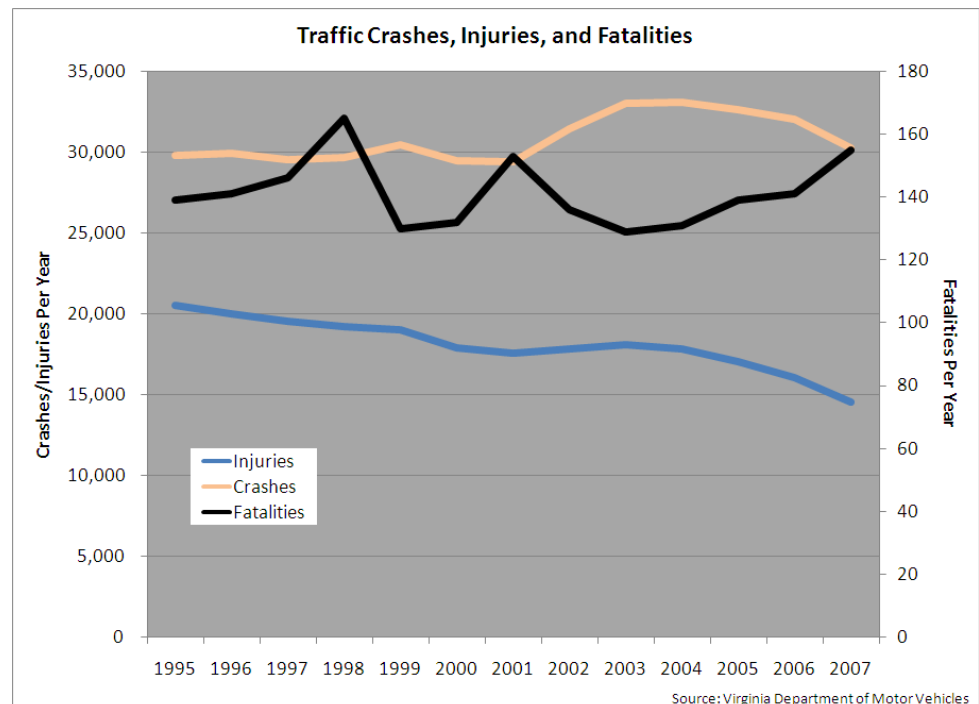
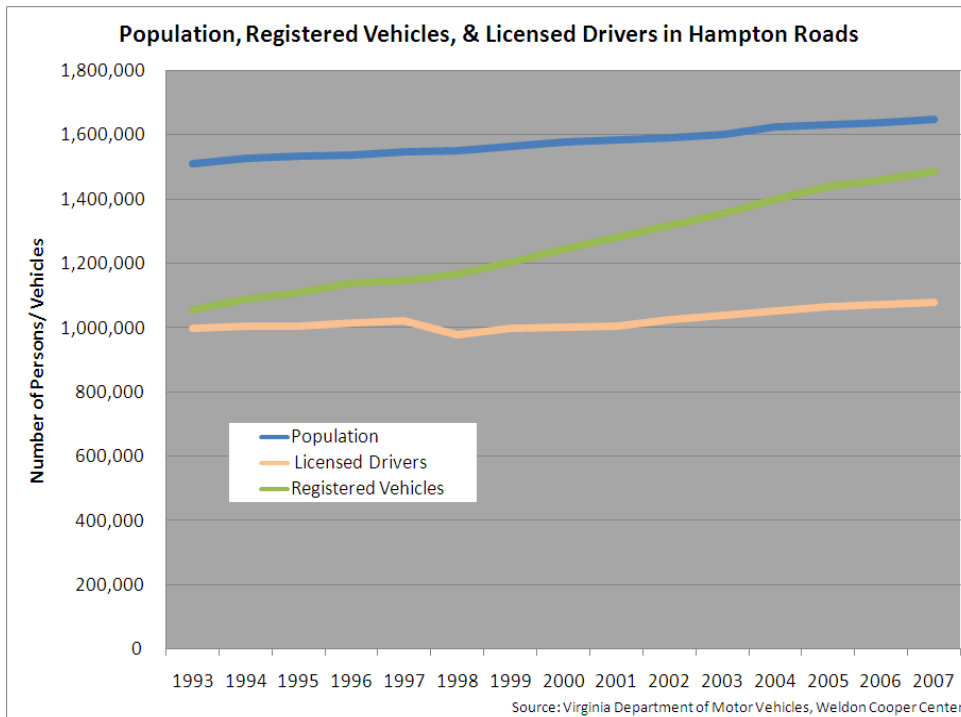


FIGURE 4.7 HAMPTON ROADS VEHICLE REGISTRATIONS**Why is it important:**

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

How are we doing:

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

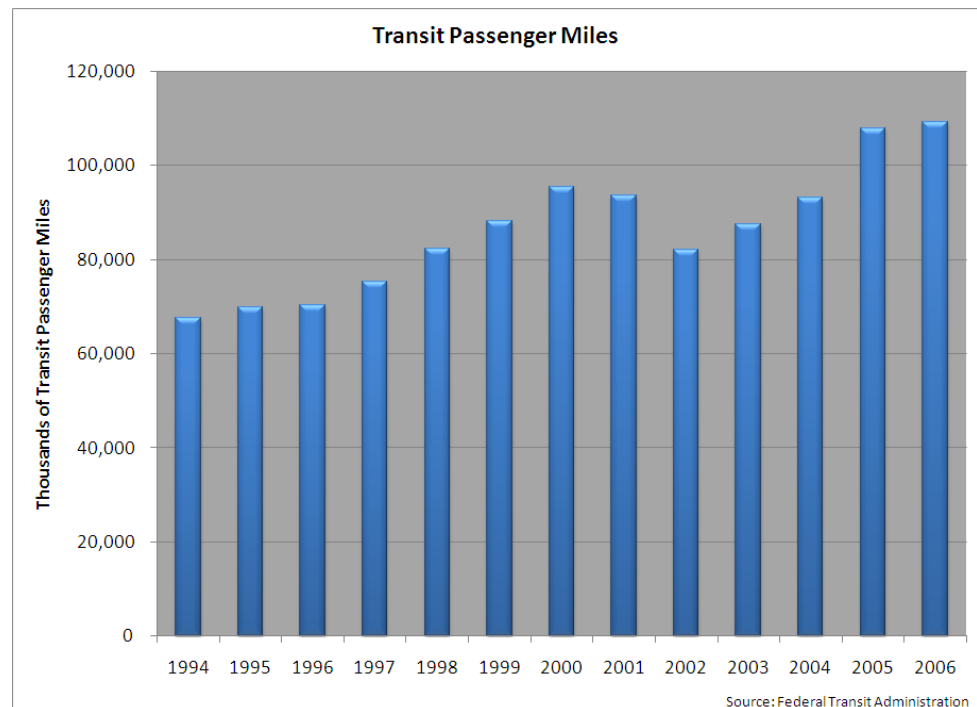
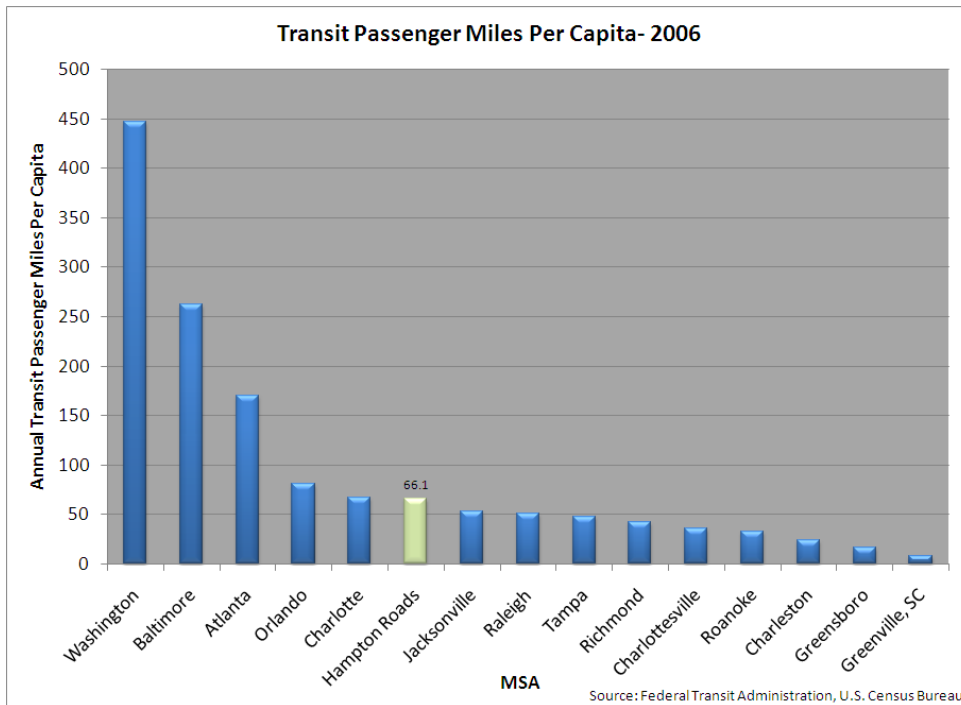


FIGURE 4.9 TRANSIT PASSENGER MILES IN HAMPTON ROADS AND COMPETING METRO AREAS



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.

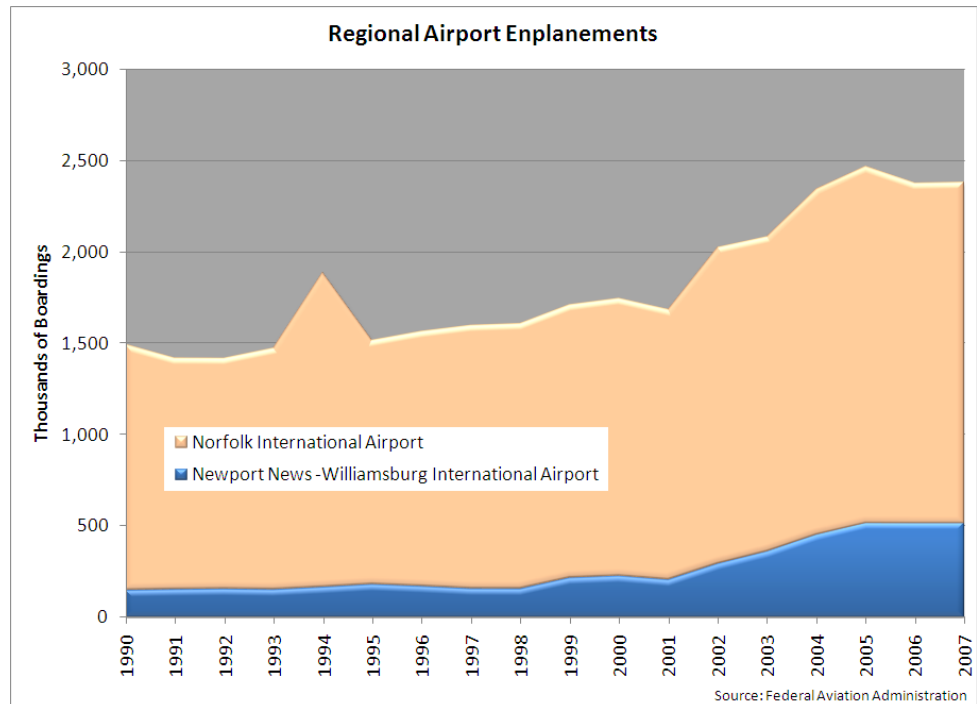
FIGURE 4.10 AIRPORT ENPLANEMENTS AT HAMPTON ROADS AIRPORTS

Why is it important:

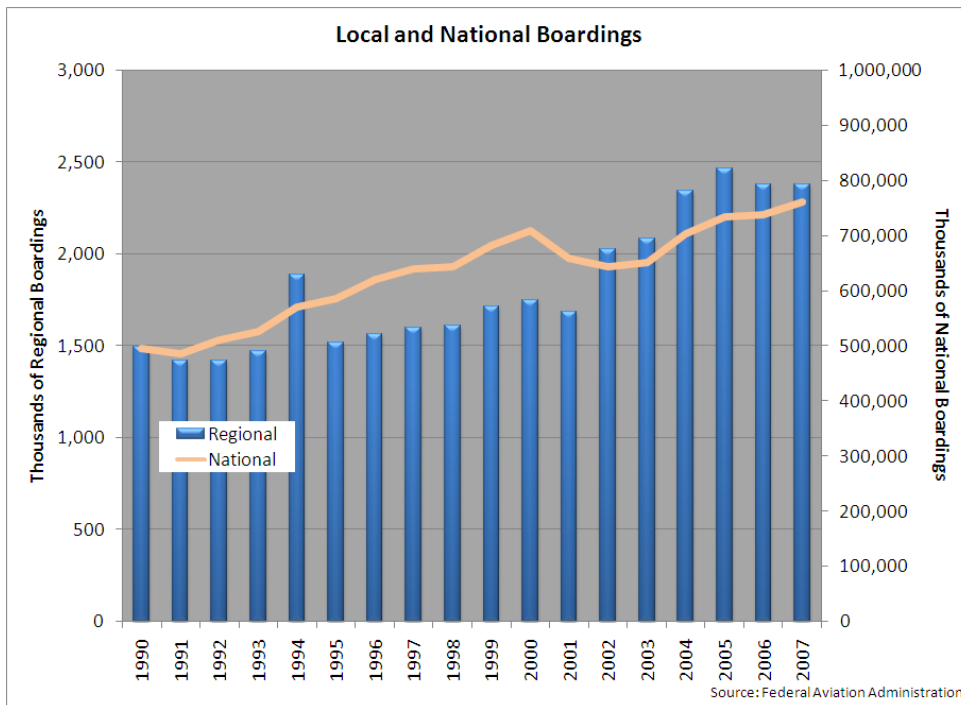
As the world inches ever closer to a global economy, access to airports and air travel becomes increasingly important.

How are we doing:

Value priced airlines have increased competition in the Hampton Roads market, driving down prices and increasing air traffic. Evidence of the effect that prices have on the demand for travel is apparent after a price war in 1994 brought about a surge in air travel. Enplanements have been flat in Hampton Roads over the past two years.



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

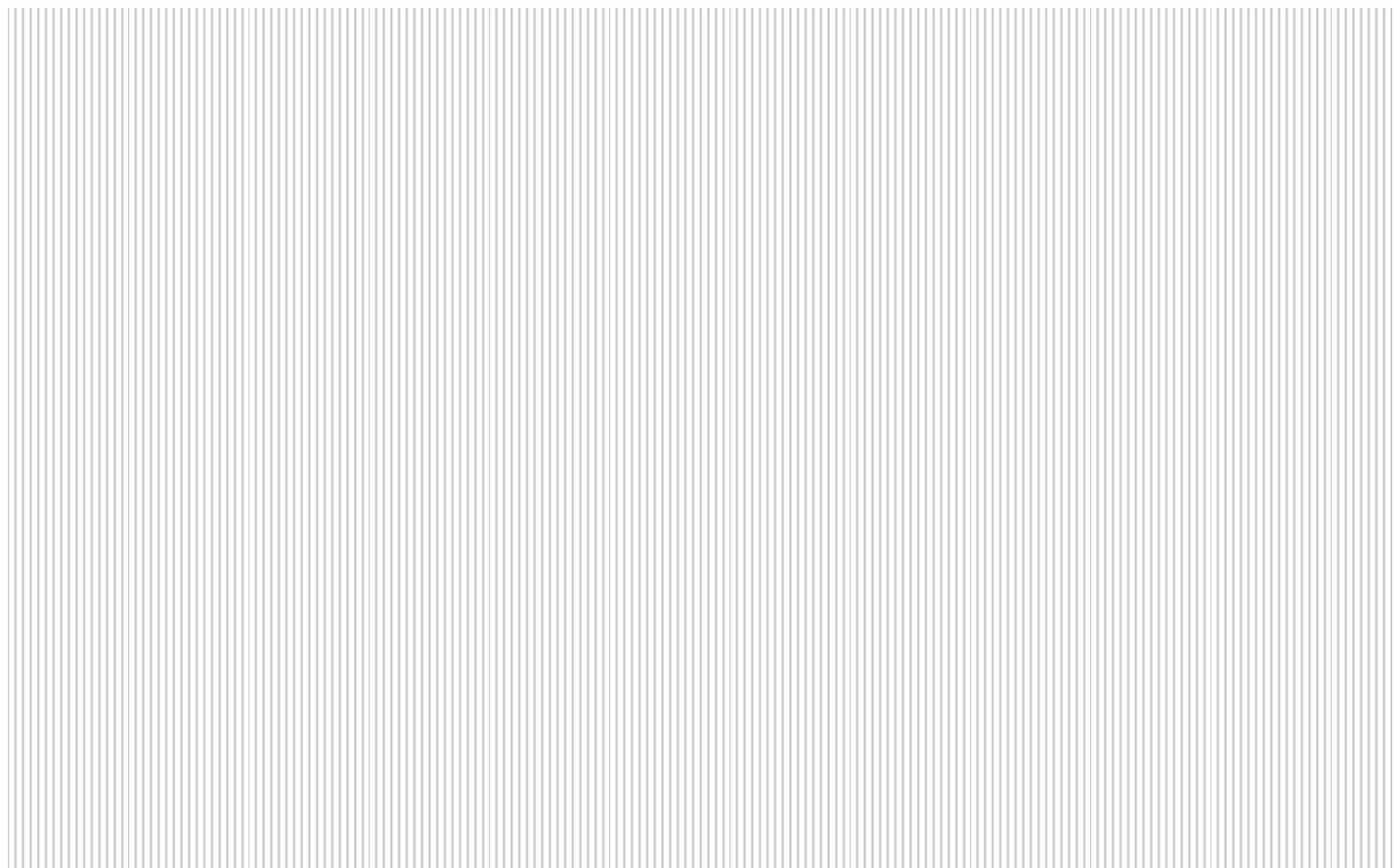


Why is it important:

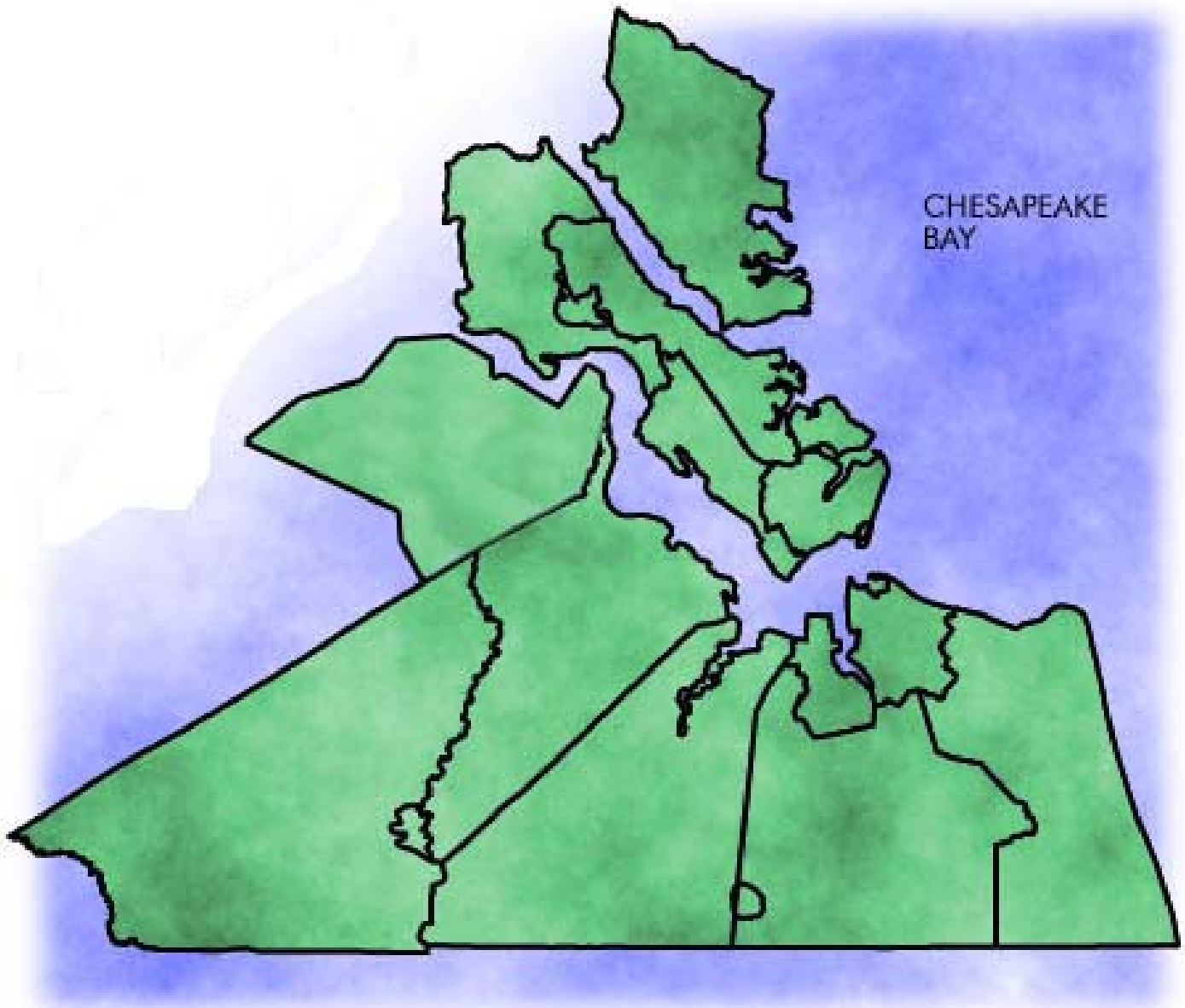
The market for air travel is influenced by several factors including price and consumer confidence. Referencing national air travel trends provides a context with which to better understand regional air travel.

How are we doing:

Following the events of 9/11, the demand for air travel fell and leveled off nationally for three years. The increased service of 'low cost carriers' has since bolstered local air travel, and regional boardings had a period of rapid growth before leveling off in 2006.

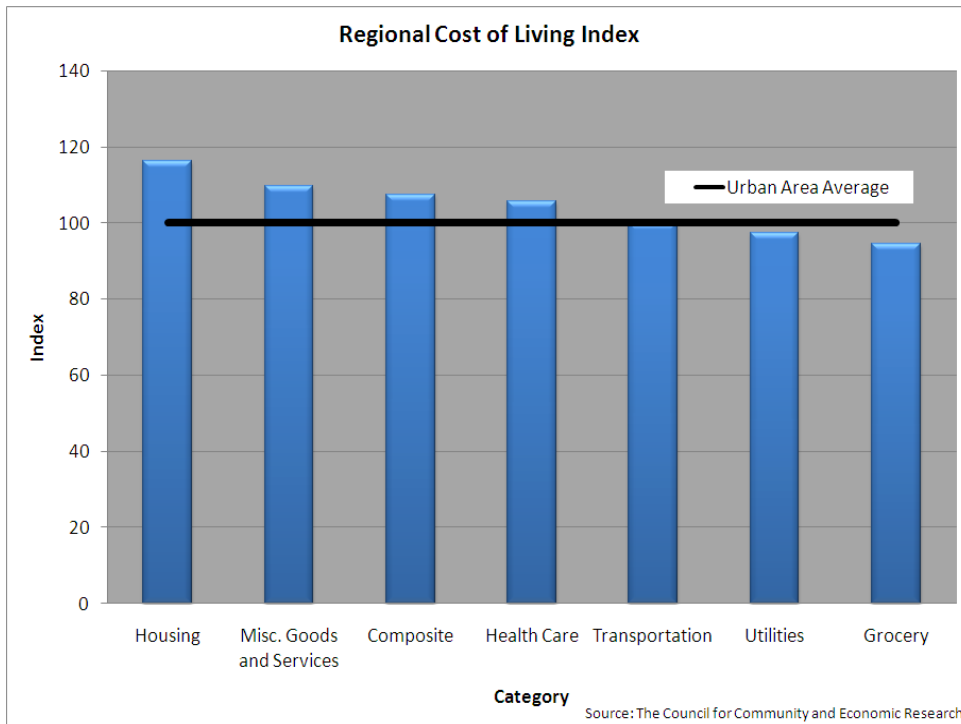


Miscellaneous



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

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

FIGURE 5.2 REVENUE SOURCES FOR LOCAL GOVERNMENTS IN HAMPTON ROADS

Why is it important:

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

How are we doing:

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

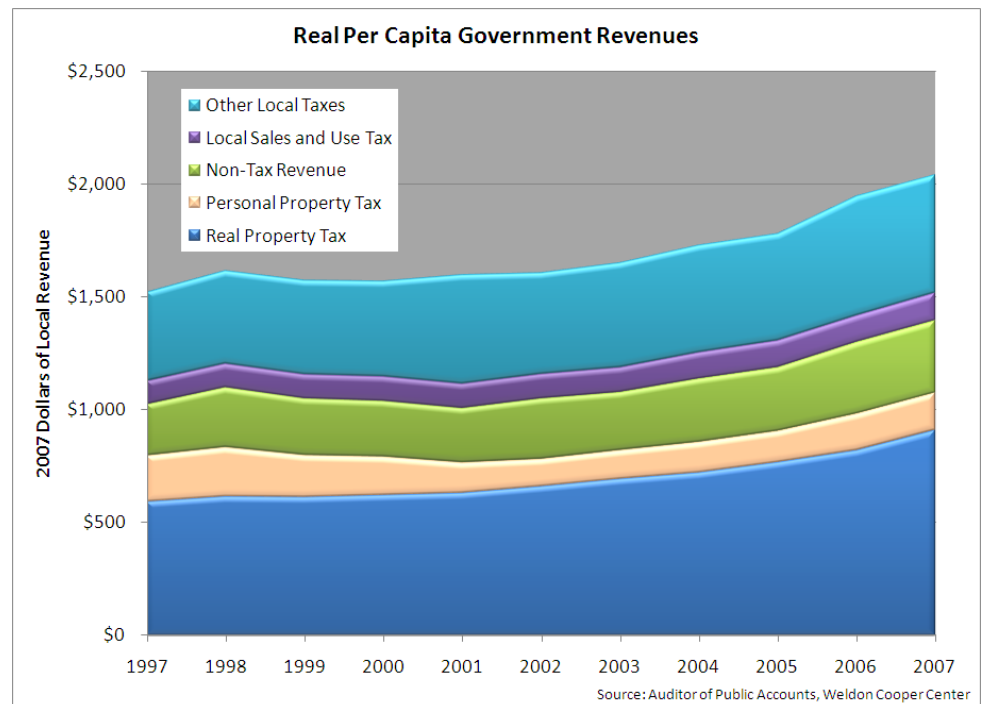
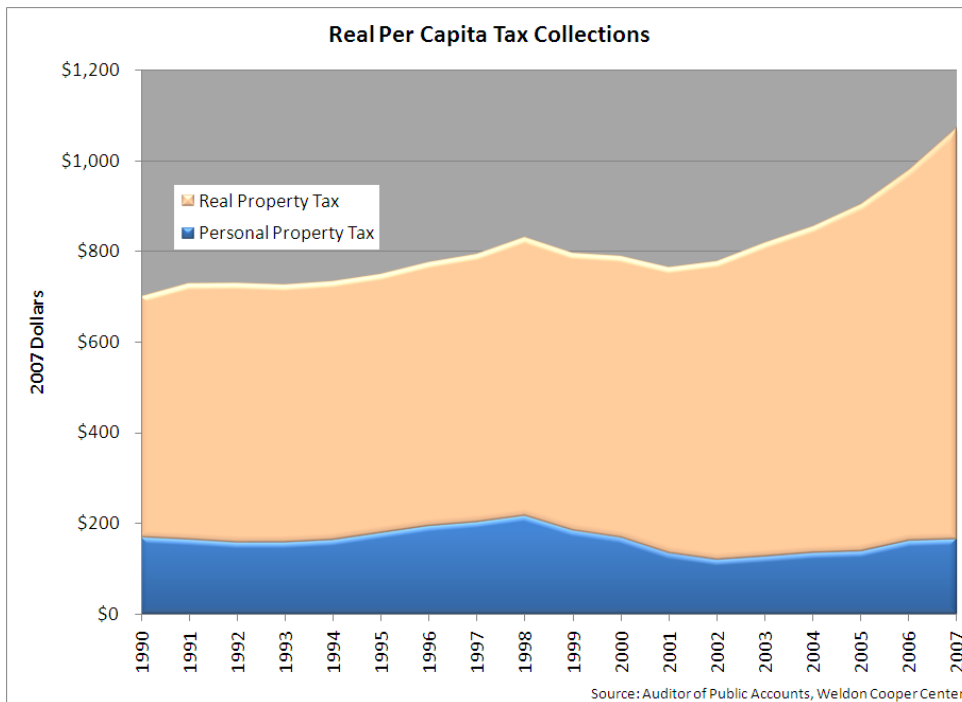


FIGURE 5.3 PROPERTY TAX COLLECTIONS IN HAMPTON ROADS



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:

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

FIGURE 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 revenues have enabled localities to increase funding for public works and other projects.

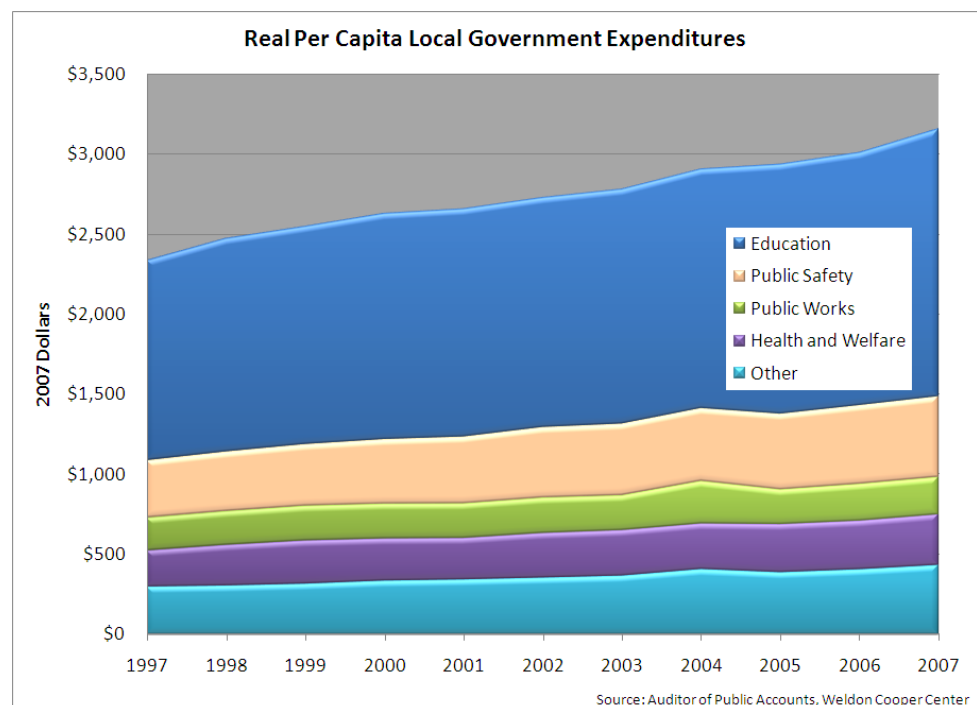
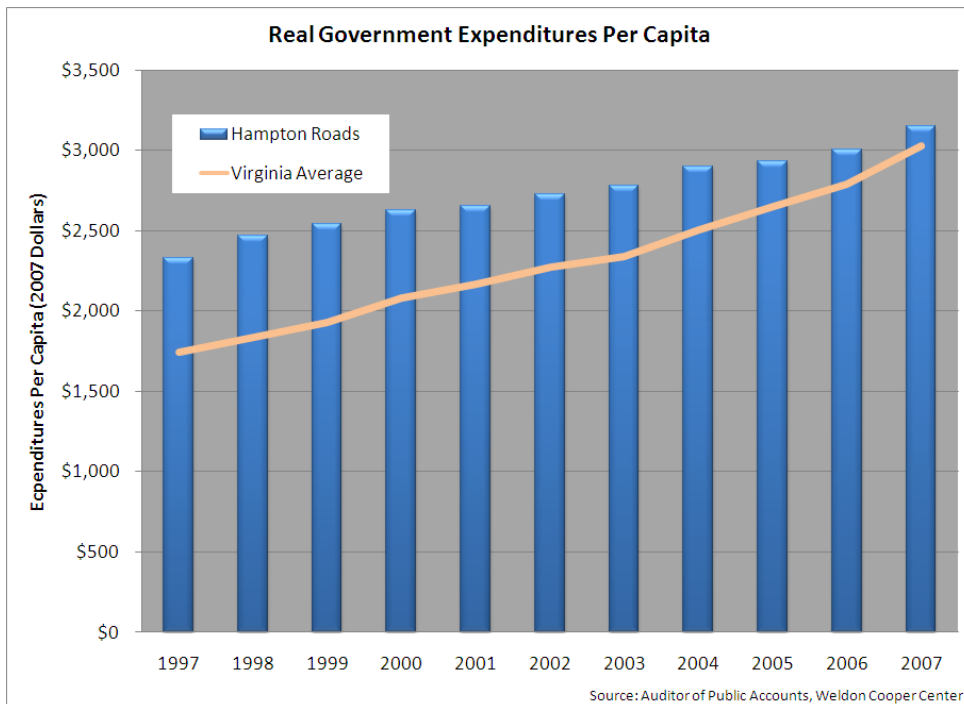


FIGURE 5.5 PER CAPITA LOCAL GOVERNMENT EXPENDITURES IN HAMPTON ROADS AND VIRGINIA



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 services.

FIGURE 5.6 DISTRIBUTION OF EDUCATION FINANCING FOR HAMPTON ROADS JURISDICTIONS IN 2007

Why is it important:

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

How are we doing:

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

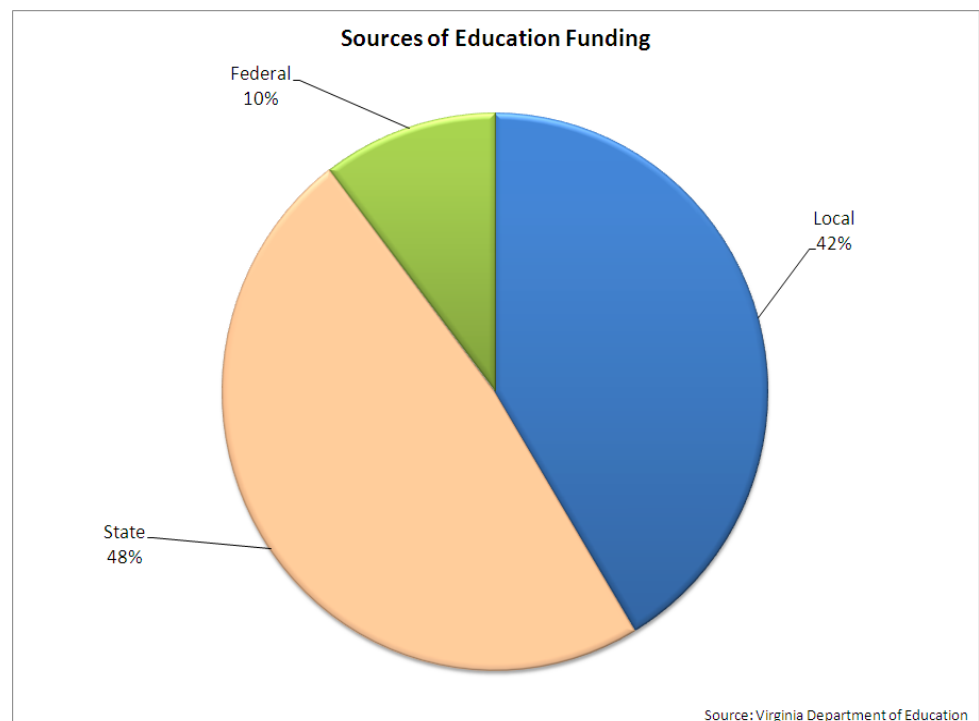
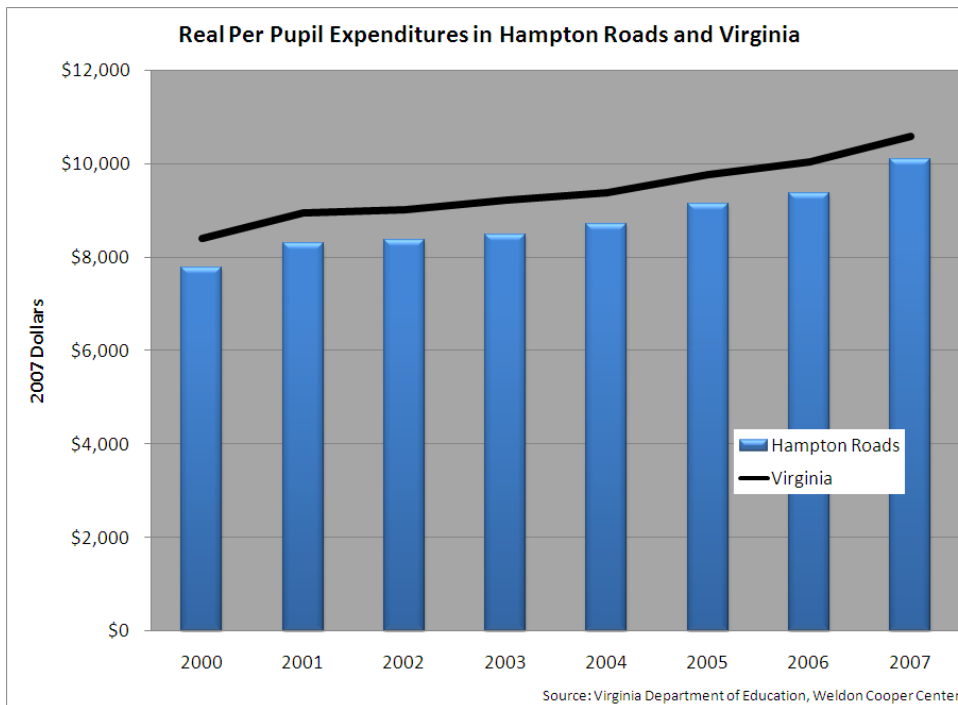


FIGURE 5.7 EXPENDITURES PER PUPIL IN HAMPTON ROADS AND VIRGINIA



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:

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

FIGURE 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.

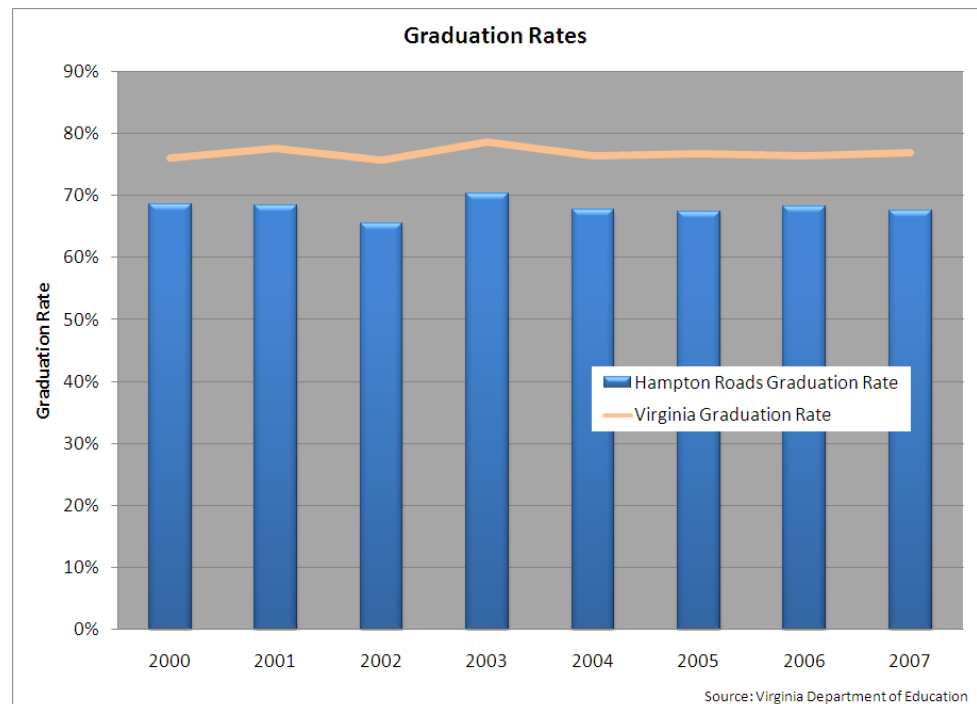
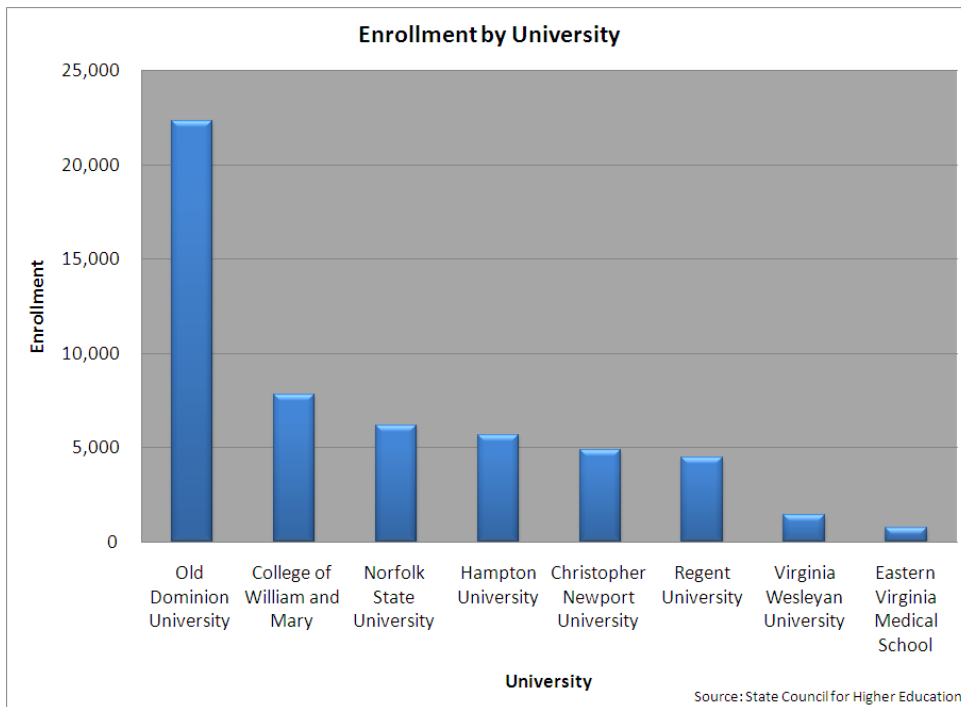


FIGURE 5.9 NUMBER OF GRADUATING STUDENTS FROM REGIONAL UNIVERSITIES IN 2007



Why is it important:

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

How are we doing:

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

FIGURE 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 2007, Hampton Roads had significantly fewer violent crimes per 100,000 persons as compared to the nation.

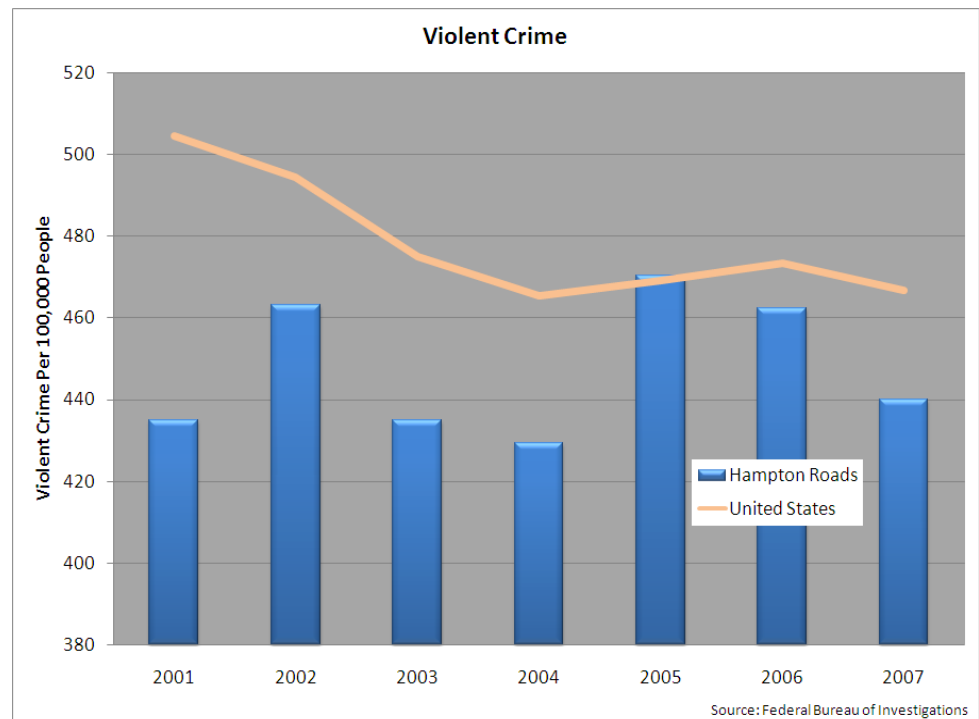
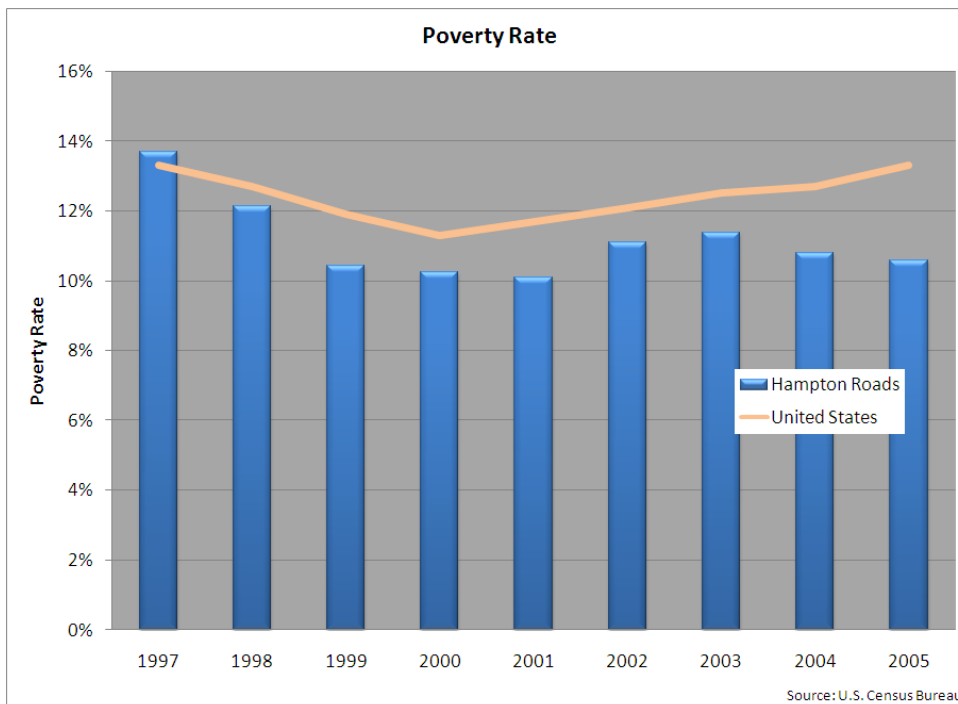


FIGURE 5.11 POVERTY RATES FOR HAMPTON ROADS AND THE UNITED STATES



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:

Historically, poverty rates in Hampton Roads tended to follow the national trend. The region's poverty rate has been below the national average since 1997. The poverty rate has improved slightly in Hampton Roads in 2004 and 2005 despite increased poverty nationally.

FIGURE 5.12 HAMPTON ROADS AIR QUALITY IN 2007

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 of 80 parts per billion as set by the United States government.

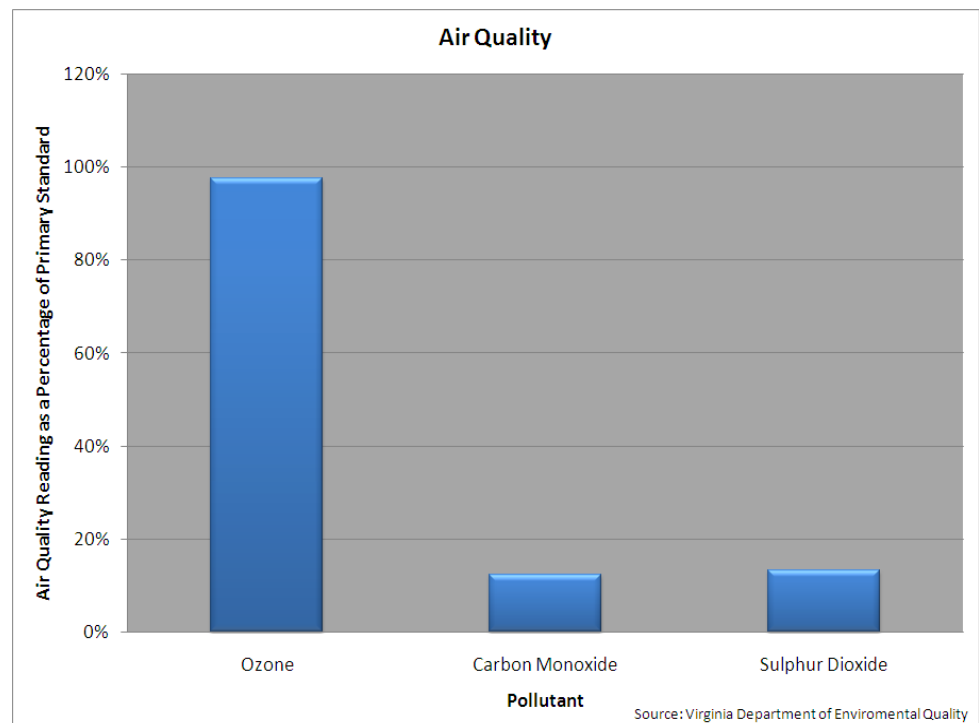
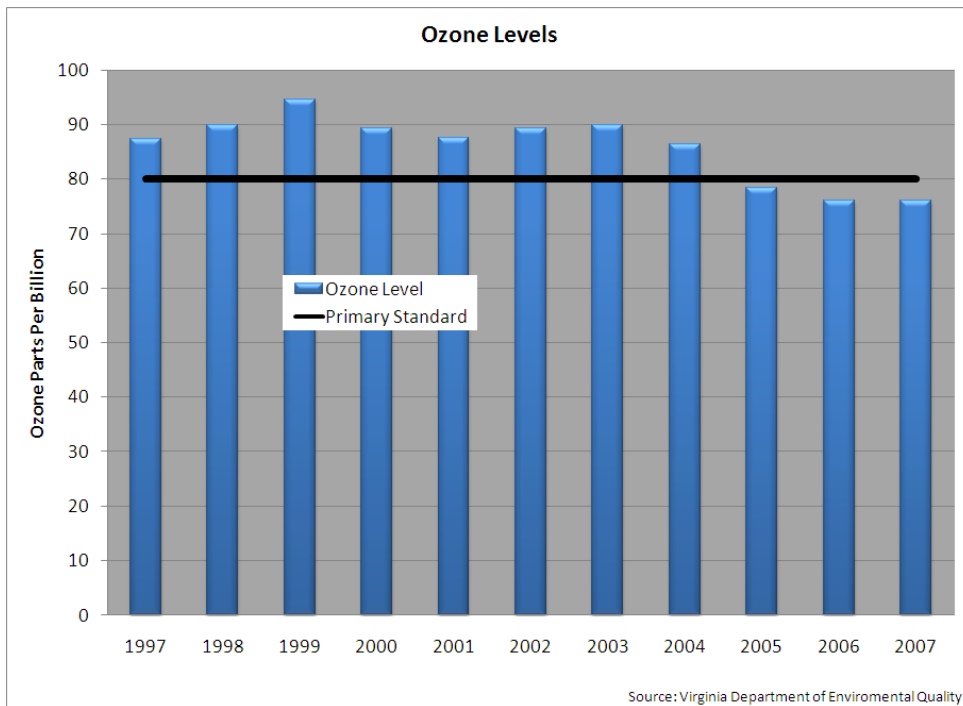


FIGURE 5.13 OZONE LEVELS IN HAMPTON ROADS COMPARED TO THE PRIMARY STANDARD



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 standard until entering compliance in 2005. Hampton Roads continues to maintain compliance even as federal standards are tightened, due to steps reducing stationary and mobile source pollution in the region.

FIGURE 5.14 GROSS LEASABLE RETAIL SPACE IN HAMPTON ROADS

Why is it important:

The availability of retail space reflects market conditions, speculation, and access to real estate.

How are we doing:

Regional gross leasable retail space has grown slowly since 2000. During that time, expanding retail business caused the vacancy rate to dip below 6%. Vacancy rates have recently begun increasing, as the economy has cooled.

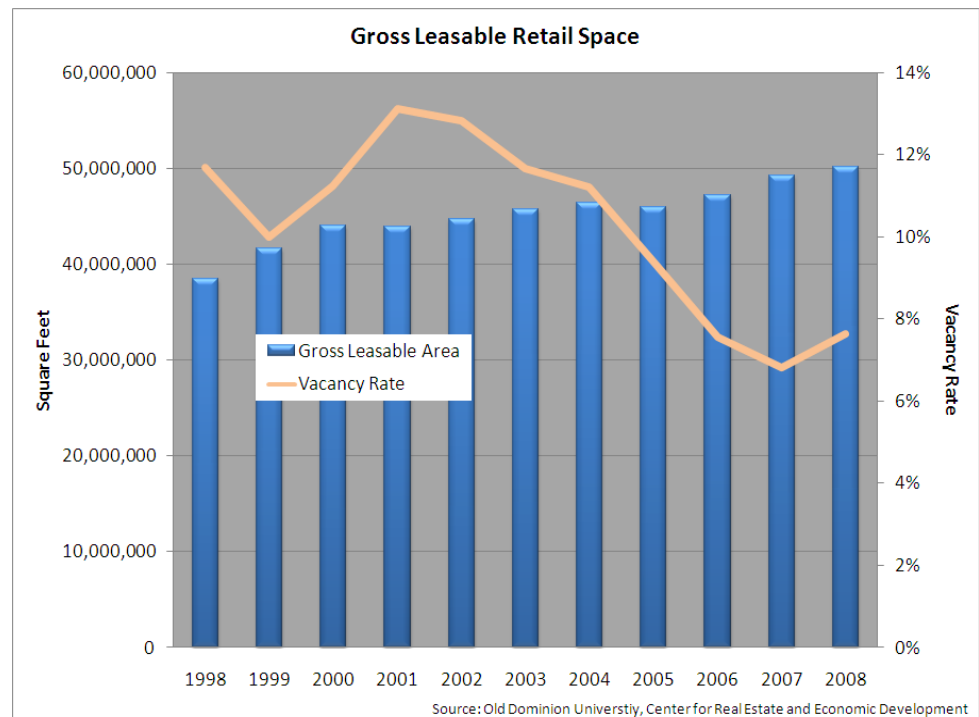
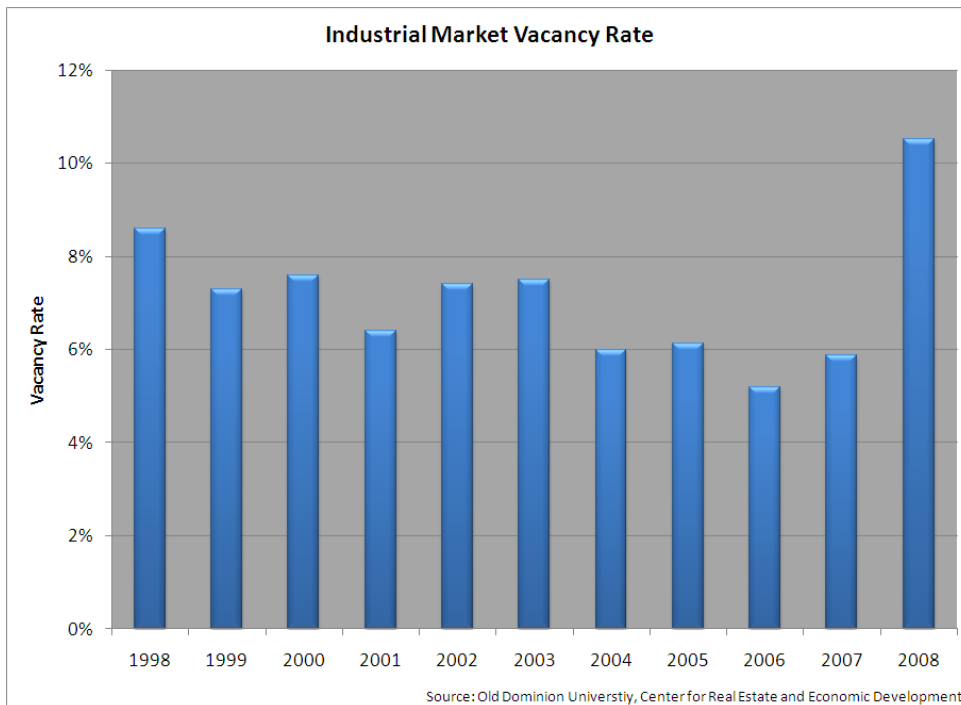


FIGURE 5.15 HAMPTON ROADS INDUSTRIAL MARKET VACANCY RATE



Why is it important:

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

How are we doing:

Industrial vacancy rates have shot up in the past year, indicating weakness in Hampton Roads industrial sector.

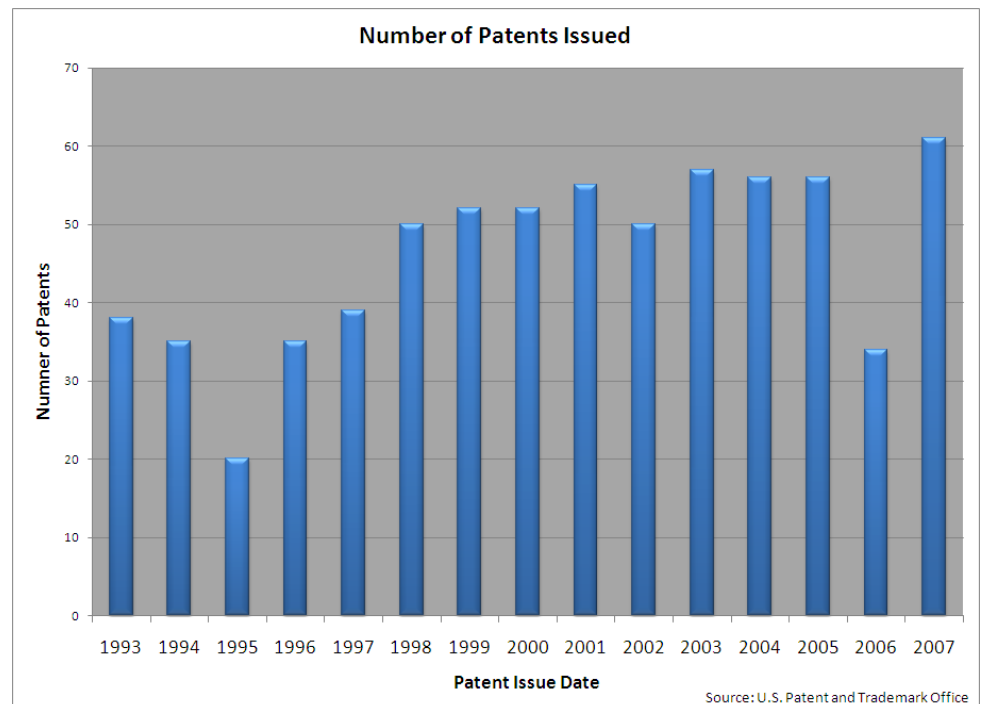
FIGURE 5.16 NUMBER OF PATENTS ISSUED IN HAMPTON ROADS

Why is it important:

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

How are we doing:

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



1975	1,958,783,648	81,329,606	22,813,237	288,217,947
1976	2,075,649,073	90,462,854	24,579,808	306,090,198
1977	2,075,444,360	86,604,633	26,084,787	306,668,081
1978	2,232,332,258	91,184,374	27,992,458	326,127,089
1979	2,384,571,308	89,396,151	29,560,286	347,995,428
1980	2,530,238,128	96,931,636	34,615,104	373,846,819
1981	2,652,559,589	106,409,109	36,427,308	389,641,070
1982	2,791,289,042	113,411,626	41,286,583	426,218,377
1983	3,008,808,048	111,344,454	45,792,216	450,948,855
1984	3,194,333,373	118,382,857	48,625,648	480,459,420
1985	3,436,275,863	122,965,956	54,023,829	524,662,880
1986	3,592,070,850	129,811,542	56,971,704	561,728,452
1987	3,761,683,288	140,905,023	62,777,169	605,501,235
1988	3,944,126,907	140,607,407	62,664,562	633,065,853
1989	4,291,144,481	196,879,913	64,733,952	671,204,802
1990	193,809,618	163,929,657	1,086,609,482	80,336,410
1991	197,388,146	177,110,647	1,151,856,957	86,353,806
1992				55,477
1993				19,694
1994				08,230
1995				24,716
1996	236,497,524	253,401,050	1,433,417,675	117,462,038
1997	246,153,474	269,392,077	1,491,100,796	115,132,248
1998	257,575,365	308,697,047	1,618,736,342	122,789,185
1999	273,207,893	338,072,319	1,704,225,527	127,957,815
2000	285,444,796	344,074,839	1,842,139,436	139,282,692
2001	293,191,912	350,358,117	1,922,083,355	145,403,387
2002	306,075,163	383,944,022	1,976,431,813	155,892,209
2003	310,376,475	402,767,256	2,076,834,110	171,447,892
2004	392,887,823	420,490,533	2,204,360,674	183,655,374

TABLES

Figure 1.1 Comparable Gross Product in 2007	
Country / Region	Billions of U.S. Dollars
Kazakhstan	\$ 102.6
Iraq	\$ 75.0
Slovakia	\$ 74.9
Hampton Roads	\$ 72.4
Vietnam	\$ 71.2
Bangladesh	\$ 67.9
Libya	\$ 64.5
Morocco	\$ 64.3

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

Figure 1.2 Gross Metro Product in 2007	
MSAs	(billions)
Washington D.C.	\$383.4
Atlanta	\$270.2
Baltimore	\$130.4
Charlotte	\$124.2
Tampa	\$109.0
Orlando	\$100.4
Hampton Roads	\$72.4
Richmond	\$61.2
Jacksonville	\$57.6
Raleigh	\$51.1
Greensboro	\$33.3
Charleston	\$25.2
Greenville	\$24.7
Roanoke	\$12.4
Charlottesville	\$8.7

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 Areas From 2004 To 2007	
Statistical Area	Anualized Growth Rate
Charlotte	8.48%
Raleigh-Cary	8.42%
Orlando	7.69%
Charlottesville	7.01%
Charleston	6.78%
Richmond	6.06%
Washington D.C.	5.92%
Atlanta	5.82%
Greensboro	5.70%
Jacksonville	5.47%
Tampa	5.40%
Greenville	5.39%
Baltimore	5.39%
Hampton Roads	4.80%
Roanoke	4.71%

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%	1.62%
2004	3.86%	2.47%
2005	2.71%	1.24%
2006	2.87%	1.50%
2007	2.05%	

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

Figure 1.6 Year-Over-Year Change in Hampton Roads Monthly Employment

Date	Percent Change	Date	Percent Change	Date	Percent Change
Jul-98	3.69%	Dec-01	1.18%	May-05	1.77%
Aug-98	3.73%	Jan-02	1.00%	Jun-05	1.93%
Sep-98	3.11%	Feb-02	1.22%	Jul-05	1.72%
Oct-98	2.05%	Mar-02	0.93%	Aug-05	1.84%
Nov-98	2.05%	Apr-02	0.55%	Sep-05	2.02%
Dec-98	2.12%	May-02	0.52%	Oct-05	0.81%
Jan-99	1.98%	Jun-02	0.40%	Nov-05	0.87%
Feb-99	2.56%	Jul-02	-0.23%	Dec-05	0.68%
Mar-99	2.55%	Aug-02	-0.07%	Jan-06	1.30%
Apr-99	2.30%	Sep-02	-0.24%	Feb-06	1.17%
May-99	1.70%	Oct-02	0.59%	Mar-06	1.33%
Jun-99	1.85%	Nov-02	0.35%	Apr-06	0.90%
Jul-99	0.07%	Dec-02	0.69%	May-06	0.85%
Aug-99	1.30%	Jan-03	1.05%	Jun-06	0.88%
Sep-99	1.43%	Feb-03	0.65%	Jul-06	0.59%
Oct-99	2.07%	Mar-03	0.69%	Aug-06	0.23%
Nov-99	1.98%	Apr-03	0.14%	Sep-06	-0.39%
Dec-99	1.91%	May-03	0.28%	Oct-06	1.08%
Jan-00	2.39%	Jun-03	0.08%	Nov-06	1.11%
Feb-00	2.09%	Jul-03	0.72%	Dec-06	1.28%
Mar-00	2.37%	Aug-03	0.47%	Jan-07	1.38%
Apr-00	2.17%	Sep-03	0.50%	Feb-07	1.24%
May-00	2.01%	Oct-03	0.34%	Mar-07	1.11%
Jun-00	2.29%	Nov-03	0.61%	Apr-07	0.95%
Jul-00	2.63%	Dec-03	0.36%	May-07	1.01%
Aug-00	1.52%	Jan-04	1.04%	Jun-07	0.86%
Sep-00	1.47%	Feb-04	0.88%	Jul-07	0.76%
Oct-00	1.38%	Mar-04	1.05%	Aug-07	0.61%
Nov-00	1.57%	Apr-04	2.01%	Sep-07	0.98%
Dec-00	1.32%	May-04	1.80%	Oct-07	1.12%
Jan-01	1.09%	Jun-04	1.89%	Nov-07	1.02%
Feb-01	0.97%	Jul-04	1.97%	Dec-07	0.80%
Mar-01	0.81%	Aug-04	1.98%	Jan-08	0.66%
Apr-01	1.68%	Sep-04	2.15%	Feb-08	0.90%
May-01	1.82%	Oct-04	1.71%	Mar-08	0.94%
Jun-01	1.70%	Nov-04	1.51%	Apr-08	1.11%
Jul-01	1.94%	Dec-04	1.73%	May-08	1.37%
Aug-01	1.79%	Jan-05	1.21%	Jun-08	1.29%
Sep-01	1.56%	Feb-05	1.51%	Jul-08	2.06%
Oct-01	1.23%	Mar-05	1.48%	Aug-08	2.17%
Nov-01	1.25%	Apr-05	1.77%	Sep-08	2.19%

Source: Bureau of Labor Statistics

Figure 1.7 Hampton Roads Monthly Employment as a Percent of the U.S.

Date	Percent	Date	Percent	Date	Percent	Date	Percent
Jan-98	0.546%	Sep-00	0.549%	May-03	0.566%	Jan-06	0.562%
Feb-98	0.545%	Oct-00	0.546%	Jun-03	0.571%	Feb-06	0.560%
Mar-98	0.547%	Nov-00	0.548%	Jul-03	0.571%	Mar-06	0.563%
Apr-98	0.546%	Dec-00	0.548%	Aug-03	0.573%	Apr-06	0.564%
May-98	0.550%	Jan-01	0.542%	Sep-03	0.568%	May-06	0.566%
Jun-98	0.553%	Feb-01	0.542%	Oct-03	0.566%	Jun-06	0.571%
Jul-98	0.559%	Mar-01	0.546%	Nov-03	0.569%	Jul-06	0.568%
Aug-98	0.560%	Apr-01	0.550%	Dec-03	0.570%	Aug-06	0.567%
Sep-98	0.556%	May-01	0.552%	Jan-04	0.568%	Sep-06	0.561%
Oct-98	0.550%	Jun-01	0.558%	Feb-04	0.566%	Oct-06	0.559%
Nov-98	0.551%	Jul-01	0.559%	Mar-04	0.568%	Nov-06	0.561%
Dec-98	0.552%	Aug-01	0.561%	Apr-04	0.569%	Dec-06	0.562%
Jan-99	0.545%	Sep-01	0.560%	May-04	0.570%	Jan-07	0.562%
Feb-99	0.545%	Oct-01	0.556%	Jun-04	0.575%	Feb-07	0.560%
Mar-99	0.548%	Nov-01	0.561%	Jul-04	0.575%	Mar-07	0.562%
Apr-99	0.545%	Dec-01	0.562%	Aug-04	0.576%	Apr-07	0.563%
May-99	0.547%	Jan-02	0.556%	Sep-04	0.572%	May-07	0.564%
Jun-99	0.550%	Feb-02	0.557%	Oct-04	0.567%	Jun-07	0.569%
Jul-99	0.545%	Mar-02	0.560%	Nov-04	0.569%	Jul-07	0.566%
Aug-99	0.554%	Apr-02	0.561%	Dec-04	0.571%	Aug-07	0.565%
Sep-99	0.551%	May-02	0.563%	Jan-05	0.566%	Sep-07	0.562%
Oct-99	0.547%	Jun-02	0.568%	Feb-05	0.565%	Oct-07	0.560%
Nov-99	0.548%	Jul-02	0.565%	Mar-05	0.567%	Nov-07	0.561%
Dec-99	0.549%	Aug-02	0.568%	Apr-05	0.570%	Dec-07	0.562%
Jan-00	0.543%	Sep-02	0.564%	May-05	0.572%	Jan-08	0.561%
Feb-00	0.544%	Oct-02	0.563%	Jun-05	0.576%	Feb-08	0.561%
Mar-00	0.546%	Nov-02	0.565%	Jul-05	0.574%	Mar-08	0.565%
Apr-00	0.543%	Dec-02	0.568%	Aug-05	0.575%	Apr-08	0.568%
May-00	0.544%	Jan-03	0.563%	Sep-05	0.573%	May-08	0.572%
Jun-00	0.550%	Feb-03	0.563%	Oct-05	0.562%	Jun-08	0.577%
Jul-00	0.548%	Mar-03	0.566%	Nov-05	0.563%	Jul-08	0.578%
Aug-00	0.551%	Apr-03	0.563%	Dec-05	0.564%	Aug-08	0.579%

Source: Bureau of Labor Statistics

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

Source: Bureau of Labor Statistics

Figure 1.9 Comparison Of Goods And Service Employment In Hampton Roads		
Year	Goods Employment	Service Employment
1996	104,200	556,100
1997	106,500	571,500
1998	106,300	587,900
1999	105,000	601,700
2000	109,100	611,300
2001	108,500	622,100
2002	104,700	629,300
2003	106,500	631,200
2004	108,500	641,300
2005	109,900	650,900
2006	108,200	659,100
2007	106,300	668,600

Source: Bureau of Labor Statistics

Figure 1.10 Comparison Of Public Sector And Private Sector Employment In Hampton Roads

Year	Private	Government Civilian	Military
1996	517,600	142,600	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	113,193
2004	598,500	151,300	111,830
2005	609,300	151,500	108,323
2006	614,400	153,000	108,324

Sources: Bureau of Economic Analysis
Bureau of Labor Statistics

Figure 1.11 Distribution of Employment in Hampton Roads by Industry Sector

Industry Sector	Employment
Professional and Business Services	102,200
Retail Trade	93,600
Education and Health Services	89,400
Local Government	87,100
Leisure and Hospitality	85,400
Manufacturing	57,400
Natural Resources, Mining, & Construction	48,900
Federal Government	46,600
Financial Activities	41,600
Other Services	36,100
Transportation and Utilities	25,800
Wholesale Trade	24,500
State Government	20,600
Information	15,600

Source: Bureau of Labor Statistics

Figure 1.12 Change In Hampton Roads Employment By Industrial Sector From 2004 To 2007	
Industry Sector	Change in Employment
Education & Health Services	7,400
Leisure and Hospitality	6,400
Retail Trade	3,400
Other Services	2,000
Professional & Business Services	1,900
Local Government	1,900
Financial Activities	1,900
Wholesale Trade	1,200
State Government	1,100
Mining, & Construction	100
Information	100
Federal Government	-
Transportation & Utilities	(100)
Manufacturing	(2,400)

Source: Bureau of Labor Statistics

Figure 1.13 Hampton Roads Industrial Location Quotients In 2006	
Industry	LQ
Military	9.12
Real estate and rental and leasing	1.44
Construction (2005 numbers)	1.28
Accommodation and food services	1.25
Arts, entertainment, and recreation	1.19
Retail trade	1.14
Administrative and waste services	1.05
Transportation and warehousing	1.02

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

Figure 1.14 Hampton Roads Sub-Sector Location Quotients In 2007	
Sub-Sector Industry	LQ
Water transportation	4.42
Attractions	3.65
Transportation equipment man.	2.87
Transportation support	2.71
Lessors nonfin intangible assets	2.54*
Broadcasting, except Internet	2.35
Nonstore retailers	1.96
Real estate	1.58
ISPs & data processing	1.37
Scenic transportation	1.36
Civil engineering construction	1.31
Miscellaneous store retailers	1.26*
Rental and leasing services	1.23
Warehousing and storage	1.22
Specialty trade contractors	1.20
General merchandise stores	1.20
Clothing stores	1.16
Sporting goods & hobby stores	1.16
Amusements & recreation	1.14
Repair and maintenance	1.1*
Beverage and Tobacco Product Manf.	1.08
Administrative and support services	1.04
Ambulatory health care services	1.04

*Numbers are from 2006.

Source: Bureau of Labor Statistics

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

Month	HR	U.S.	Month	HR	U.S.	Month	HR	U.S.
Jan-98	3.65%	4.6%	Aug-01	3.49%	4.9%	Mar-05	4.12%	5.2%
Feb-98	3.56%	4.6%	Sep-01	3.56%	5.0%	Apr-05	4.11%	5.1%
Mar-98	3.52%	4.7%	Oct-01	3.77%	5.3%	May-05	4.00%	5.1%
Apr-98	2.93%	4.3%	Nov-01	4.00%	5.5%	Jun-05	3.90%	5.0%
May-98	3.33%	4.4%	Dec-01	4.13%	5.7%	Jul-05	3.76%	5.0%
Jun-98	3.43%	4.5%	Jan-02	4.04%	5.7%	Aug-05	3.79%	4.9%
Jul-98	3.25%	4.5%	Feb-02	4.10%	5.7%	Sep-05	3.89%	5.1%
Aug-98	3.28%	4.5%	Mar-02	4.18%	5.7%	Oct-05	3.77%	5.0%
Sep-98	3.37%	4.6%	Apr-02	4.28%	5.9%	Nov-05	3.78%	5.0%
Oct-98	3.42%	4.5%	May-02	4.20%	5.8%	Dec-05	3.57%	4.8%
Nov-98	3.32%	4.4%	Jun-02	4.12%	5.8%	Jan-06	3.35%	4.7%
Dec-98	3.14%	4.4%	Jul-02	4.06%	5.8%	Feb-06	3.41%	4.7%
Jan-99	3.20%	4.3%	Aug-02	4.01%	5.7%	Mar-06	3.33%	4.7%
Feb-99	3.45%	4.4%	Sep-02	3.90%	5.7%	Apr-06	3.36%	4.7%
Mar-99	3.02%	4.2%	Oct-02	3.98%	5.7%	May-06	3.29%	4.7%
Apr-99	3.13%	4.3%	Nov-02	4.07%	5.9%	Jun-06	3.26%	4.6%
May-99	3.14%	4.2%	Dec-02	4.17%	6.0%	Jul-06	3.37%	4.7%
Jun-99	3.07%	4.3%	Jan-03	4.21%	5.8%	Aug-06	3.28%	4.7%
Jul-99	3.46%	4.3%	Feb-03	4.19%	5.9%	Sep-06	3.57%	4.5%
Aug-99	3.36%	4.2%	Mar-03	4.18%	5.9%	Oct-06	3.33%	4.4%
Sep-99	3.48%	4.2%	Apr-03	4.17%	6.0%	Nov-06	3.26%	4.5%
Oct-99	3.32%	4.1%	May-03	4.23%	6.1%	Dec-06	3.14%	4.4%
Nov-99	3.21%	4.1%	Jun-03	4.41%	6.3%	Jan-07	3.16%	4.6%
Dec-99	3.12%	4.0%	Jul-03	4.36%	6.2%	Feb-07	3.13%	4.5%
Jan-00	2.83%	4.0%	Aug-03	4.15%	6.1%	Mar-07	3.03%	4.4%
Feb-00	2.77%	4.1%	Sep-03	4.22%	6.1%	Apr-07	3.04%	4.5%
Mar-00	2.71%	4.0%	Oct-03	4.16%	6.0%	May-07	3.10%	4.5%
Apr-00	2.36%	3.8%	Nov-03	4.14%	5.8%	Jun-07	3.18%	4.6%
May-00	2.64%	4.0%	Dec-03	4.03%	5.7%	Jul-07	3.17%	4.7%
Jun-00	2.52%	4.0%	Jan-04	4.10%	5.7%	Aug-07	3.27%	4.7%
Jul-00	2.50%	4.0%	Feb-04	3.98%	5.6%	Sep-07	3.28%	4.7%
Aug-00	2.53%	4.1%	Mar-04	4.19%	5.8%	Oct-07	3.32%	4.8%
Sep-00	2.43%	3.9%	Apr-04	3.87%	5.6%	Nov-07	3.26%	4.7%
Oct-00	2.37%	3.9%	May-04	3.96%	5.6%	Dec-07	3.66%	5.0%
Nov-00	2.23%	3.9%	Jun-04	3.96%	5.6%	Jan-08	3.82%	4.9%
Dec-00	2.31%	3.9%	Jul-04	3.97%	5.5%	Feb-08	3.89%	4.8%
Jan-01	2.64%	4.2%	Aug-04	3.99%	5.4%	Mar-08	4.16%	5.1%
Feb-01	2.77%	4.2%	Sep-04	3.80%	5.4%	Apr-08	3.80%	5.0%
Mar-01	2.90%	4.3%	Oct-04	4.01%	5.5%	May-08	4.18%	5.5%
Apr-01	3.00%	4.4%	Nov-04	4.00%	5.4%	Jun-08	4.25%	5.5%
May-01	3.05%	4.3%	Dec-04	4.10%	5.4%	Jul-08	4.40%	5.7%
Jun-01	3.18%	4.5%	Jan-05	4.00%	5.2%	Aug-08	4.61%	6.1%
Jul-01	3.09%	4.6%	Feb-05	4.08%	5.4%	Sep-08	4.37%	6.1%

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.	72.8%
Charlottesville	69.9%
Roanoke	69.8%
Charlotte	66.0%
Greensboro	65.9%
Orlando	64.9%
Richmond	64.4%
Jacksonville	63.7%
Raleigh	63.1%
Baltimore	63.0%
Greenville	62.9%
Hampton Roads	62.5%
Charleston	61.6%
Tampa	60.7%
Atlanta	60.1%

Source: Bureau of Economic Analysis

Figure 1.17 Historic Employment To Population Ratios In Hampton Roads	
Year	Employment to Population Ratio
1995	57.6%
1996	58.3%
1997	59.1%
1998	59.8%
1999	59.9%
2000	60.5%
2001	60.8%
2002	60.5%
2003	60.7%
2004	61.5%
2005	62.0%
2006	62.5%

Source: Bureau of Economic Analysis,
Regional Economic Information System

Figure 1.18 Per Capita Income In Hampton Roads And Competing Metro Areas	
Region	Per Capita Income
Washington D.C.	\$ 54,211
Baltimore	\$ 45,208
Charlottesville	\$ 40,375
Richmond	\$ 39,773
Charlotte	\$ 39,004
Jacksonville	\$ 38,927
Raleigh	\$ 38,648
Atlanta	\$ 37,294
Tampa	\$ 36,898
Hampton Roads	\$ 36,692
Roanoke	\$ 34,963
Orlando	\$ 34,236
Charelston	\$ 34,133
Greensboro	\$ 33,817
Greenville	\$ 32,317
United States	\$ 38,609

Source: Bureau of Economic Analysis

Figure 1.19 Purchasing Power Of Per Capita Income In Hampton Roads And Competing Metro Areas In 2007	
Metro Area	Purchasing Power of PCI
Charlotte	\$43,483
Washington	\$39,744
Jacksonville	\$39,440
Raleigh	\$38,920
Atlanta	\$38,807
Baltimore	\$38,312
Roanoke	\$38,169
Tampa	\$37,422
Richmond	\$37,381
Charlottesville	\$35,985
Greenville, S.C.	\$35,204
Charelston	\$34,901
Hampton Roads	\$34,356
Orlando	\$33,110

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

Figure 1.20 Hampton Roads Per Capita Income In Relation To The National Average	
Year	Ratio of HR to U.S. PCI
1997	90.1%
1998	89.4%
1999	89.2%
2000	88.3%
2001	90.8%
2002	93.4%
2003	95.4%
2004	95.2%
2005	96.0%
2006	94.9%
2007	95.0%

Source: Bureau of Economic Analysis

Figure 1.21 Median Family Income	
Year	HR Income
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
2008	\$65,100

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

Figure 1.22 Earnings Per Worker	
Year	HR Earnings Per Worker
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	\$45,476
2005	\$45,786
2006	\$46,318

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%
2006	10.4%

Source: Bureau of Labor Statistics

Figure 1.24 Cycle Of National Defense Spending (2008 Dollars)

Quarter	Billions	Quarter	Billions	Quarter	Billions	Quarter	Billions	Quarter	Billions
1972 Q1	\$ 460.0	1979 Q3	\$ 428.9	1986 Q4	\$ 654.0	1994 Q1	\$ 515.1	2001 Q2	\$ 473.4
1972 Q2	\$ 467.6	1979 Q4	\$ 436.7	1987 Q1	\$ 661.3	1994 Q2	\$ 518.0	2001 Q3	\$ 479.6
1972 Q3	\$ 433.8	1980 Q1	\$ 440.7	1987 Q2	\$ 669.1	1994 Q3	\$ 528.8	2001 Q4	\$ 495.3
1972 Q4	\$ 440.4	1980 Q2	\$ 437.2	1987 Q3	\$ 673.0	1994 Q4	\$ 505.8	2002 Q1	\$ 509.5
1973 Q1	\$ 450.9	1980 Q3	\$ 436.4	1987 Q4	\$ 665.9	1995 Q1	\$ 504.6	2002 Q2	\$ 519.4
1973 Q2	\$ 440.7	1980 Q4	\$ 452.8	1988 Q1	\$ 662.2	1995 Q2	\$ 501.4	2002 Q3	\$ 525.1
1973 Q3	\$ 413.1	1981 Q1	\$ 455.7	1988 Q2	\$ 652.7	1995 Q3	\$ 495.0	2002 Q4	\$ 551.0
1973 Q4	\$ 415.8	1981 Q2	\$ 467.5	1988 Q3	\$ 638.8	1995 Q4	\$ 481.6	2003 Q1	\$ 553.0
1974 Q1	\$ 421.3	1981 Q3	\$ 464.2	1988 Q4	\$ 648.3	1996 Q1	\$ 495.9	2003 Q2	\$ 598.4
1974 Q2	\$ 423.0	1981 Q4	\$ 482.3	1989 Q1	\$ 630.7	1996 Q2	\$ 497.6	2003 Q3	\$ 588.5
1974 Q3	\$ 416.4	1982 Q1	\$ 489.6	1989 Q2	\$ 634.0	1996 Q3	\$ 484.2	2003 Q4	\$ 602.5
1974 Q4	\$ 419.0	1982 Q2	\$ 503.6	1989 Q3	\$ 641.4	1996 Q4	\$ 481.3	2004 Q1	\$ 624.2
1975 Q1	\$ 415.5	1982 Q3	\$ 506.9	1989 Q4	\$ 626.0	1997 Q1	\$ 466.5	2004 Q2	\$ 626.1
1975 Q2	\$ 408.4	1982 Q4	\$ 527.4	1990 Q1	\$ 628.1	1997 Q2	\$ 476.8	2004 Q3	\$ 645.8
1975 Q3	\$ 422.9	1983 Q1	\$ 533.9	1990 Q2	\$ 624.9	1997 Q3	\$ 472.7	2004 Q4	\$ 629.5
1975 Q4	\$ 425.8	1983 Q2	\$ 543.3	1990 Q3	\$ 608.6	1997 Q4	\$ 471.2	2005 Q1	\$ 650.7
1976 Q1	\$ 422.0	1983 Q3	\$ 545.9	1990 Q4	\$ 619.5	1998 Q1	\$ 448.9	2005 Q2	\$ 651.2
1976 Q2	\$ 421.8	1983 Q4	\$ 556.8	1991 Q1	\$ 625.6	1998 Q2	\$ 460.0	2005 Q3	\$ 668.8
1976 Q3	\$ 420.8	1984 Q1	\$ 579.7	1991 Q2	\$ 620.8	1998 Q3	\$ 465.6	2005 Q4	\$ 641.8
1976 Q4	\$ 426.9	1984 Q2	\$ 585.6	1991 Q3	\$ 606.0	1998 Q4	\$ 463.0	2006 Q1	\$ 669.0
1977 Q1	\$ 432.5	1984 Q3	\$ 580.9	1991 Q4	\$ 586.2	1999 Q1	\$ 461.2	2006 Q2	\$ 666.6
1977 Q2	\$ 435.4	1984 Q4	\$ 602.2	1992 Q1	\$ 581.7	1999 Q2	\$ 458.4	2006 Q3	\$ 663.0
1977 Q3	\$ 430.8	1985 Q1	\$ 609.6	1992 Q2	\$ 582.0	1999 Q3	\$ 473.1	2006 Q4	\$ 683.7
1977 Q4	\$ 429.4	1985 Q2	\$ 618.0	1992 Q3	\$ 588.9	1999 Q4	\$ 483.6	2007 Q1	\$ 678.0
1978 Q1	\$ 431.2	1985 Q3	\$ 638.1	1992 Q4	\$ 575.3	2000 Q1	\$ 460.4	2007 Q2	\$ 684.2
1978 Q2	\$ 434.9	1985 Q4	\$ 641.0	1993 Q1	\$ 555.0	2000 Q2	\$ 473.9	2007 Q3	\$ 703.9
1978 Q3	\$ 432.6	1986 Q1	\$ 631.1	1993 Q2	\$ 545.3	2000 Q3	\$ 465.5	2007 Q4	\$ 700.2
1978 Q4	\$ 435.8	1986 Q2	\$ 655.3	1993 Q3	\$ 536.9	2000 Q4	\$ 465.1	2008 Q1	\$ 716.2
1979 Q1	\$ 433.6	1986 Q3	\$ 676.2	1993 Q4	\$ 539.4	2001 Q1	\$ 472.6	2008 Q2	\$ 723.7
1979 Q2	\$ 434.5								

Source: Survey of Current Business

**Figure 1.25 Inflation-Adjusted
Department Of Defense Spending In
Hampton Roads**

Year	Millions of Dollars
1992	\$ 10,399
1993	\$ 10,822
1994	\$ 9,921
1995	\$ 14,600
1996	\$ 9,683
1997	\$ 9,056
1998	\$ 10,999
1999	\$ 10,805
2000	\$ 10,705
2001	\$ 16,311
2002	\$ 12,634
2003	\$ 11,693
2004	\$ 13,373
2005	\$ 13,284
2006	\$ 15,216
2007	\$ 15,661

Source: Consolidated Federal Funds Report

**Figure 1.26 Total Military
Employment In Hampton Roads**

Year	Employment
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	111,830
2005	108,323
2006	108,324

Source: Bureau of Economic Analysis

Figure 1.27 Inflation Adjusted Military Incomes	
Year	Thousand of Dollars
1996	\$ 7,028,119
1997	\$ 6,783,015
1998	\$ 6,552,061
1999	\$ 6,701,235
2000	\$ 6,917,652
2001	\$ 7,091,670
2002	\$ 7,817,191
2003	\$ 8,403,872
2004	\$ 8,920,174
2005	\$ 8,976,800
2006	\$ 9,588,281

Source: Bureau of Economic Analysis

Figure 1.28 Concentration Of Ship Building And Repair Employment In	
Year	HR Share of National Employment
1997	14.0%
1998	12.9%
1999	11.2%
2000	12.6%
2001	13.0%
2002	13.6%
2003	14.1%
2004	14.5%
2005	14.1%
2006	14.1%
2007	14.0%

Source: Bureau of Labor Statistics

**Figure 1.29 Total Ship Building
And Repair Employment In
Hampton Roads**

Year	Employment
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	22,200
2007	22,600

Source: Bureau of Labor Statistics

**Figure 1.30 Distribution of Market Share For
East Coast Container Ports**

Port	Market Share
New York	32.8%
Savannah	16.1%
Hampton Roads	13.2%
Charleston	10.9%
Port Everglades	5.9%
Miami	5.5%
Other	15.6%

Source: American Association of Port Authorities

Figure 1.31 Hampton Roads Market Share Of Imports & Exports At East Coast Ports

Year	TEUs	Metric Tons
1997	13.0%	13.2%
1998	12.9%	13.1%
1999	12.9%	13.0%
2000	12.5%	12.5%
2001	12.3%	12.4%
2002	12.5%	12.2%
2003	13.1%	12.7%
2004	13.0%	12.7%
2005	13.2%	13.0%
2006	13.2%	13.1%
2007	13.4%	13.6%

Source: U.S. Maritime Administration

Figure 1.32 Foreign And Domestic Vessel Departures

Year	American	Foreign
1990	471	2421
1991	533	2605
1992	467	2466
1993	478	2111
1994	407	2181
1995	322	2459
1996	344	2325
1997	290	2342
1998	219	2346
1999	240	2305
2000	323	2376
2001	197	2279
2002	203	2241
2003	212	2285
2004	218	2517
2005	250	2550
2006	222	2780
2007	231	2802

Source: Virginia Port Authority

Figure 1.33 General Cargo Imports & Exports (Short Tons)		
Year	Exports	Imports
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
2007	9,155,856	8,610,395

Source: Virginia Port Authority

Figure 1.34 Coal Loadings	
Year	Thousands of Short Tons
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	21,587,423
2007	28,340,278

Source: Virginia Port Authority

Figure 1.35 Hampton Roads Deseasonalized Taxable Hotel Sales

Month	Sales	Month	Sales	Month	Sales	Month	Sales
Jul-98	\$ 42,049,852	Jan-01	\$ 42,188,092	Jul-03	\$ 51,015,638	Jan-06	\$ 57,284,794
Aug-98	\$ 42,275,367	Feb-01	\$ 43,730,527	Aug-03	\$ 52,855,946	Feb-06	\$ 57,215,585
Sep-98	\$ 46,121,280	Mar-01	\$ 43,920,431	Sep-03	\$ 47,231,826	Mar-06	\$ 56,400,396
Oct-98	\$ 44,402,765	Apr-01	\$ 44,188,422	Oct-03	\$ 59,921,558	Apr-06	\$ 56,289,332
Nov-98	\$ 42,957,683	May-01	\$ 44,777,376	Nov-03	\$ 55,408,886	May-06	\$ 54,671,902
Dec-98	\$ 43,155,415	Jun-01	\$ 44,908,881	Dec-03	\$ 53,877,955	Jun-06	\$ 55,749,789
Jan-99	\$ 43,833,127	Jul-01	\$ 45,578,163	Jan-04	\$ 52,785,138	Jul-06	\$ 55,485,715
Feb-99	\$ 44,531,411	Aug-01	\$ 45,793,304	Feb-04	\$ 51,818,731	Aug-06	\$ 55,330,623
Mar-99	\$ 43,322,394	Sep-01	\$ 40,188,238	Mar-04	\$ 49,287,142	Sep-06	\$ 56,781,075
Apr-99	\$ 42,375,414	Oct-01	\$ 43,559,755	Apr-04	\$ 50,940,206	Oct-06	\$ 53,821,048
May-99	\$ 41,896,040	Nov-01	\$ 46,332,660	May-04	\$ 51,171,786	Nov-06	\$ 57,224,283
Jun-99	\$ 41,911,300	Dec-01	\$ 46,964,706	Jun-04	\$ 49,549,800	Dec-06	\$ 55,923,318
Jul-99	\$ 43,389,694	Jan-02	\$ 47,178,060	Jul-04	\$ 49,973,443	Jan-07	\$ 59,400,218
Aug-99	\$ 42,432,463	Feb-02	\$ 48,918,501	Aug-04	\$ 49,004,439	Feb-07	\$ 58,461,785
Sep-99	\$ 41,533,411	Mar-02	\$ 53,832,243	Sep-04	\$ 51,384,780	Mar-07	\$ 60,915,632
Oct-99	\$ 43,294,971	Apr-02	\$ 49,719,867	Oct-04	\$ 50,990,023	Apr-07	\$ 62,383,007
Nov-99	\$ 43,084,315	May-02	\$ 49,186,091	Nov-04	\$ 50,330,307	May-07	\$ 62,343,388
Dec-99	\$ 44,534,474	Jun-02	\$ 50,048,794	Dec-04	\$ 52,144,380	Jun-07	\$ 61,903,742
Jan-00	\$ 43,953,433	Jul-02	\$ 49,023,970	Jan-05	\$ 51,983,314	Jul-07	\$ 58,556,280
Feb-00	\$ 44,096,621	Aug-02	\$ 50,040,717	Feb-05	\$ 52,764,250	Aug-07	\$ 60,152,085
Mar-00	\$ 44,747,618	Sep-02	\$ 46,861,060	Mar-05	\$ 52,503,140	Sep-07	\$ 58,881,246
Apr-00	\$ 45,129,431	Oct-02	\$ 48,611,733	Apr-05	\$ 51,062,782	Oct-07	\$ 61,427,726
May-00	\$ 45,556,021	Nov-02	\$ 46,411,471	May-05	\$ 50,971,724	Nov-07	\$ 61,075,433
Jun-00	\$ 45,580,608	Dec-02	\$ 45,976,552	Jun-05	\$ 52,576,999	Dec-07	\$ 54,821,238
Jul-00	\$ 43,764,786	Jan-03	\$ 51,188,499	Jul-05	\$ 54,555,347	Jan-08	\$ 59,759,260
Aug-00	\$ 43,494,352	Feb-03	\$ 47,326,809	Aug-05	\$ 53,428,600	Feb-08	\$ 60,706,719
Sep-00	\$ 46,188,096	Mar-03	\$ 45,304,908	Sep-05	\$ 53,630,294	Mar-08	\$ 60,444,949
Oct-00	\$ 45,088,344	Apr-03	\$ 50,209,537	Oct-05	\$ 51,873,677	Apr-08	\$ 56,162,235
Nov-00	\$ 46,033,880	May-03	\$ 50,342,277	Nov-05	\$ 53,793,279	May-08	\$ 58,562,230
Dec-00	\$ 44,800,730	Jun-03	\$ 50,313,038	Dec-05	\$ 56,154,735	Jun-08	\$ 56,880,153

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	84,500
2007	85,400

Source: Virginia Employment Commission

Figure 1.37 Distribution Of Hampton Roads Construction Employment in 2007

Sub Sector	Percent of Total
Specialty Trade Contractors	62.0%
Heavy and Civil Engineering Construction	17.5%
Residential Building Construction	11.2%
Nonresidential Building Construction	9.3%

Source: Virginia Employment Commission

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	2,075
2006	7,689	5,880	198	452	1,437
2007	6,276	4,519	112	164	1,583

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	42,092
1998	41,869
1999	42,012
2000	43,275
2001	45,259
2002	44,083
2003	44,858
2004	47,667
2005	49,109
2006	48,592
2007	46,984

Source: Virginia Employment Commission

**Figure 1.41 Inflation Adjusted Taxable
Sales In Hampton Roads**

Year	Taxable Sales
1990	\$ 14,875,597,592
1991	\$ 14,152,314,848
1992	\$ 14,304,031,866
1993	\$ 14,923,462,434
1994	\$ 15,382,767,438
1995	\$ 15,891,597,933
1996	\$ 16,060,913,557
1997	\$ 16,474,853,894
1998	\$ 16,740,354,505
1999	\$ 17,372,767,593
2000	\$ 17,527,997,043
2001	\$ 17,386,565,457
2002	\$ 17,757,418,861
2003	\$ 18,409,778,303
2004	\$ 19,458,024,805
2005	\$ 20,032,367,926
2006	\$ 20,458,560,101
2007	\$ 20,560,882,800

Source: Virginia Department of Taxation

Figure 1.42 Distribution Of Hampton Roads Retail Employment

Sector	Percent of Retail Employment
General Merchandise Stores	23.1%
Food and Beverage Stores	14.8%
Motor Vehicle and Parts Dealers	13.1%
Clothing and Clothing Accessories Stores	9.4%
Gasoline Stations	7.1%
Building Material & Garden Supply Stores	6.6%
Miscellaneous Store Retailers	5.8%
Other	20.1%

Source: Virginia Employment Commission

Figure 2.1 Population Of Hampton Roads And Competing Metro Areas In 2007

Metro Area	Population
Washington D.C.	5,306,565
Atlanta	5,278,904
Tampa-St. Petersburg	2,723,949
Baltimore	2,668,056
Orlando	2,032,496
Hampton Roads	1,658,754
Charlotte	1,651,568
Jacksonville	1,300,823
Richmond	1,212,977
Raleigh	1,047,629
Greensboro-High Point	698,497
Charleston	630,100
Greenville-Spartanburg	613,828
Winston Salem	463,159
Roanoke	296,532
Charlottesville	192,779

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	1.82%	1.40%
1993	0.88%	1.33%
1994	1.13%	1.23%
1995	0.45%	1.20%
1996	0.23%	1.17%
1997	0.64%	1.21%
1998	0.23%	1.18%
1999	0.80%	1.15%
2000	0.86%	1.13%
2001	0.56%	1.03%
2002	0.43%	0.97%
2003	0.58%	0.89%
2004	1.41%	0.94%
2005	0.60%	0.92%
2006	0.24%	0.97%
2007	0.70%	0.96%

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	524.9
1995	527.2
1996	528.4
1997	531.8
1998	533.0
1999	537.3
2000	541.9
2001	545.0
2002	547.3
2003	550.5
2004	558.2
2005	561.6
2006	563.0
2007	566.9

Source: Weldon Cooper Center

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	(4,999)
2006	24,398	12,122	(4,617)

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 & administrative support occupations	16.5%
Sales & related occupations	12.0%
Food preparation & serving related	9.1%
Transportation & material moving occupations	7.2%
Education, training, & library occupations	6.4%
Construction & extraction occupations	6.3%
Production occupations	5.5%
Business & financial operations	5.0%
Healthcare practitioners and technical occupations	4.9%
Installation, maintenance, & repair occupations	4.6%
Building, grounds cleaning & maintenance occupations	3.5%
Architecture & engineering occupations	2.8%
Management occupations	2.6%
Other	13.5%

Source: Bureau of Labor Statistics

Figure 3.1 Deseasonalized Pre-Owned And New Construction Home Sales In Hampton Roads

Month	New Construction	Resales	Month	New Construction	Resales	Month	New Construction	Resales
Apr-98	362	1262	Oct-01	333	1525	Apr-05	415	1935
May-98	370	1190	Nov-01	518	1513	May-05	414	1985
Jun-98	480	1266	Dec-01	504	1439	Jun-05	447	2014
Jul-98	379	1278	Jan-02	332	1734	Jul-05	437	1931
Aug-98	425	1206	Feb-02	485	1578	Aug-05	448	2047
Sep-98	454	1320	Mar-02	444	1552	Sep-05	419	2062
Oct-98	418	1308	Apr-02	401	1607	Oct-05	342	1953
Nov-98	422	1264	May-02	406	1632	Nov-05	420	2106
Dec-98	447	1373	Jun-02	417	1502	Dec-05	431	2041
Jan-99	383	1420	Jul-02	516	1558	Jan-06	385	1855
Feb-99	462	1348	Aug-02	439	1610	Feb-06	440	1986
Mar-99	466	1353	Sep-02	440	1575	Mar-06	376	1988
Apr-99	563	1315	Oct-02	470	1713	Apr-06	417	1903
May-99	388	1230	Nov-02	484	1646	May-06	448	1929
Jun-99	457	1374	Dec-02	398	1808	Jun-06	500	1853
Jul-99	501	1402	Jan-03	487	1852	Jul-06	381	1735
Aug-99	464	1312	Feb-03	399	1704	Aug-06	406	1938
Sep-99	420	1210	Mar-03	380	1606	Sep-06	399	1745
Oct-99	417	1175	Apr-03	399	1604	Oct-06	433	1763
Nov-99	430	1281	May-03	409	1654	Nov-06	321	1706
Dec-99	416	1315	Jun-03	399	1657	Dec-06	403	1704
Jan-00	407	1187	Jul-03	379	1856	Jan-07	382	1835
Feb-00	364	1304	Aug-03	366	1812	Feb-07	347	1907
Mar-00	439	1282	Sep-03	348	1715	Mar-07	397	1720
Apr-00	394	1282	Oct-03	402	2003	Apr-07	313	1710
May-00	431	1477	Nov-03	447	1553	May-07	354	1643
Jun-00	445	1353	Dec-03	441	1797	Jun-07	337	1627
Jul-00	396	1227	Jan-04	488	1779	Jul-07	360	1603
Aug-00	408	1212	Feb-04	509	1757	Aug-07	323	1482
Sep-00	387	1434	Mar-04	455	1763	Sep-07	324	1288
Oct-00	511	1344	Apr-04	528	1936	Oct-07	331	1447
Nov-00	337	1410	May-04	426	1808	Nov-07	303	1363
Dec-00	392	1301	Jun-04	416	1939	Dec-07	256	1177
Jan-01	371	1293	Jul-04	425	1970	Jan-08	299	1713
Feb-01	438	1448	Aug-04	441	1984	Feb-08	368	1455
Mar-01	421	1601	Sep-04	502	2117	Mar-08	296	1505
Apr-01	487	1481	Oct-04	439	2067	Apr-08	336	1647
May-01	524	1546	Nov-04	409	2098	May-08	236	1482
Jun-01	436	1524	Dec-04	420	2020	Jun-08	266	1434
Jul-01	416	1505	Jan-05	445	1937	Jul-08	277	1519
Aug-01	492	1440	Feb-05	381	1981	Aug-08	260	1351
Sep-01	468	1447	Mar-05	495	2010	Sep-08	264	1455

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 Q3	0.57%	0.61%	1.88%	1999 Q3	2.66%	4.80%	5.07%
1990 Q4	-0.09%	-1.32%	0.59%	1999 Q4	3.05%	5.14%	4.94%
1991 Q1	0.69%	-0.50%	1.05%	2000 Q1	3.24%	5.77%	5.98%
1991 Q2	1.10%	-0.42%	1.49%	2000 Q2	3.83%	6.76%	6.28%
1991 Q3	0.64%	-0.81%	1.12%	2000 Q3	4.42%	6.75%	6.69%
1991 Q4	2.35%	2.18%	2.93%	2000 Q4	4.22%	7.26%	7.23%
1992 Q1	2.92%	2.03%	2.80%	2001 Q1	6.22%	8.31%	7.86%
1992 Q2	1.22%	0.77%	2.10%	2001 Q2	5.77%	8.61%	7.92%
1992 Q3	3.20%	2.87%	3.14%	2001 Q3	5.96%	9.11%	7.61%
1992 Q4	2.34%	1.35%	2.22%	2001 Q4	6.58%	8.82%	7.27%
1993 Q1	0.46%	0.44%	1.44%	2002 Q1	5.66%	8.14%	6.11%
1993 Q2	2.87%	1.99%	2.45%	2002 Q2	6.83%	8.57%	6.13%
1993 Q3	1.57%	0.94%	2.07%	2002 Q3	7.62%	9.00%	6.64%
1993 Q4	1.73%	1.11%	2.43%	2002 Q4	7.45%	8.94%	6.86%
1994 Q1	2.79%	1.60%	3.04%	2003 Q1	7.68%	8.42%	6.61%
1994 Q2	1.53%	0.78%	2.66%	2003 Q2	7.50%	7.25%	6.07%
1994 Q3	0.85%	0.39%	2.31%	2003 Q3	7.87%	7.02%	5.56%
1994 Q4	0.05%	-0.27%	1.31%	2003 Q4	11.89%	9.81%	7.05%
1995 Q1	-0.56%	-0.96%	1.16%	2004 Q1	13.58%	11.05%	7.49%
1995 Q2	0.98%	0.65%	2.40%	2004 Q2	16.98%	13.32%	8.85%
1995 Q3	3.13%	2.15%	3.61%	2004 Q3	22.40%	17.85%	11.24%
1995 Q4	3.68%	2.62%	4.61%	2004 Q4	21.44%	17.11%	10.61%
1996 Q1	4.93%	4.33%	5.46%	2005 Q1	22.75%	18.80%	11.42%
1996 Q2	2.91%	2.54%	3.81%	2005 Q2	24.80%	20.99%	12.17%
1996 Q3	0.91%	0.64%	2.67%	2005 Q3	22.75%	19.16%	11.39%
1996 Q4	1.14%	1.36%	2.73%	2005 Q4	22.69%	18.93%	11.53%
1997 Q1	1.39%	0.77%	2.41%	2006 Q1	21.45%	17.25%	10.94%
1997 Q2	1.77%	1.24%	3.06%	2006 Q2	16.99%	13.37%	8.69%
1997 Q3	2.88%	2.92%	4.12%	2006 Q3	12.74%	9.01%	6.50%
1997 Q4	3.37%	2.95%	4.58%	2006 Q4	10.28%	7.28%	5.48%
1998 Q1	3.30%	3.26%	5.20%	2007 Q1	7.42%	5.14%	4.25%
1998 Q2	3.76%	3.62%	5.16%	2007 Q2	5.40%	3.53%	3.38%
1998 Q3	3.65%	3.15%	5.06%	2007 Q3	4.05%	2.38%	1.90%
1998 Q4	3.11%	2.98%	4.94%	2007 Q4	2.59%	0.68%	0.84%
1999 Q1	2.10%	3.12%	4.40%	2008 Q1	1.48%	-0.17%	-0.06%
1999 Q2	2.76%	3.70%	4.98%	2008 Q2	-0.70%	-2.60%	-1.71%

Source: Office of Federal Housing Enterprise Oversight

Figure 3.3 Housing Price Increases In Hampton Roads And Competing Metro Areas From 2005 To 2007	
Metro Area	Increase in Price
Charlotte	7.2%
Raleigh-Cary, NC	4.9%
Hampton Roads	4.2%
Richmond, VA	3.6%
Baltimore	2.2%
Greensboro	1.7%
Charleston	1.4%
Atlanta	0.1%
Washington DC	0.0%
U.S.	-1.8%
Jacksonville	-2.0%
Orlando	-3.4%

Source: National Association of Realtors

Figure 3.4 Home Ownership Rates In Hampton Roads	
Year	Home Ownership 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%
2007	66.0%

Source: U.S. Census Bureau

Figure 3.5 Hampton Roads Housing Opportunity Index			
Quarter	Index	Quarter	Index
1995 Q1	71.9	2002 Q1	75.5
1995 Q2	68.9	2002 Q2	No Data
1995 Q3	69.1	2002 Q3	No Data
1995 Q4	72.2	2002 Q4	No Data
1996 Q1	77.1	2003 Q1	No Data
1996 Q2	73.4	2003 Q2	No Data
1996 Q3	67.3	2003 Q3	No Data
1996 Q4	69.9	2003 Q4	69.8
1997 Q1	74.7	2004 Q1	70.8
1997 Q2	71.1	2004 Q2	68.3
1997 Q3	70.5	2004 Q3	64.5
1997 Q4	72.3	2004 Q4	62.7
1998 Q1	74.4	2005 Q1	62.9
1998 Q2	73.0	2005 Q2	57.7
1998 Q3	71.7	2005 Q3	51.9
1998 Q4	72.7	2005 Q4	51.0
1999 Q1	78.1	2006 Q1	52.6
1999 Q2	72.9	2006 Q2	44.8
1999 Q3	71.5	2006 Q3	40.3
1999 Q4	71.8	2006 Q4	46.0
2000 Q1	70.0	2007 Q1	49.5
2000 Q2	67.9	2007 Q2	48.5
2000 Q3	65.0	2007 Q3	46.7
2000 Q4	71.3	2007 Q4	50.1
2001 Q1	74.6	2008 Q1	56.5
2001 Q2	70.9	2008 Q2	51.7
2001 Q3	70.0		
2001 Q4	75.3		

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	15.6	303%
2006	16.23	315%
2007	17.38	297%

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
2006	23.2

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	34.1
Raleigh-Durham	31.9
Orlando	30.0
Greensboro- Winston-Salem	29.8
Richmond	29.2
Atlanta	29.2
Greenville	28.9
Tampa-St. Petersburg	28.2
Charleston-North Charleston	26.0
Roanoke	24.8
Baltimore	24.4
Charlottesville	23.9
Hampton Roads	23.2
Washington	22.3

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
2007	14,494	30,276	155

Source: Virginia Department of Motor Vehicles

Figure 4.7 Hampton Roads Vehicle Registrations			
Year	Population	Licensed Drivers	Registered Vehicles
1993	1,508,800	999,351	1,054,301
1994	1,525,800	1,003,585	1,087,907
1995	1,532,600	1,006,359	1,107,876
1996	1,536,100	1,015,005	1,137,807
1997	1,545,900	1,021,590	1,147,227
1998	1,549,500	978,401	1,167,361
1999	1,561,900	997,468	1,202,672
2000	1,575,348	1,002,643	1,244,998
2001	1,584,200	1,006,433	1,281,810
2002	1,591,000	1,023,995	1,317,220
2003	1,600,300	1,039,634	1,355,215
2004	1,622,800	1,053,065	1,398,328
2005	1,632,610	1,066,382	1,439,344
2006	1,636,514	1,073,176	1,459,511
2007	1,647,927	1,078,411	1,487,396

Source: Virginia Department of Motor Vehicles, Weldon Cooper Center

Figure 4.8 Transit Passenger Miles In Hampton Roads (000's)

Year	Transit Passenger Miles
1994	67,642
1995	69,808
1996	70,316
1997	75,395
1998	82,390
1999	88,090
2000	95,426
2001	93,622
2002	81,970
2003	87,433
2004	93,252
2005	107,836
2006	109,111

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	447.1
Baltimore	261.7
Atlanta	169.9
Orlando	81.5
Charlotte	67.4
Hampton Roads	66.1
Jacksonville	53.4
Raleigh	50.9
Tampa	47.3
Richmond	42.1
Charlottesville	35.5
Roanoke	32.9
Charleston	23.6
Greensboro	16.5
Greenville, SC	8.4

Sources: Federal Transit Administration
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
2007	513,378	1,867,327

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
2007	2,380,705	761,143,937

Source: Federal Aviation Administration

Figure 5.1 Hampton Roads Cost Of Living Index

Category	Index
Housing	116.2
Misc. Goods and Services	109.7
Composite	107.3
Health Care	105.6
Transportation	99.9
Utilities	97.4
Grocery	94.6

Source: Council for Community and Economic Research

Figure 5.2 Revenue Sources Per Capita For Local Governments In Hampton Roads (2007 Dollars)

Year	Real Property Tax	Personal Property Tax	Non-Tax Revenue	Local Sales and Use Tax	Other Local Taxes
1997	\$ 592	\$ 203	\$ 227	\$ 104	\$ 393
1998	\$ 615	\$ 217	\$ 266	\$ 106	\$ 411
1999	\$ 612	\$ 185	\$ 252	\$ 108	\$ 416
2000	\$ 621	\$ 169	\$ 247	\$ 110	\$ 422
2001	\$ 630	\$ 134	\$ 241	\$ 109	\$ 482
2002	\$ 659	\$ 121	\$ 268	\$ 110	\$ 448
2003	\$ 692	\$ 127	\$ 258	\$ 111	\$ 463
2004	\$ 720	\$ 135	\$ 281	\$ 117	\$ 474
2005	\$ 766	\$ 138	\$ 282	\$ 120	\$ 472
2006	\$ 818	\$ 162	\$ 318	\$ 118	\$ 528
2007	\$ 908	\$ 166	\$ 321	\$ 122	\$ 521

Source: Auditor of Public Accounts

Figure 5.3 Per Capita Property Tax Collections In Hampton Roads (Thousands of 2007 Dollars)

Year	Real Property Tax	Personal Property Tax
1990	\$ 531	\$ 170
1991	\$ 565	\$ 165
1992	\$ 573	\$ 158
1993	\$ 569	\$ 158
1994	\$ 571	\$ 164
1995	\$ 571	\$ 179
1996	\$ 582	\$ 194
1997	\$ 592	\$ 203
1998	\$ 615	\$ 217
1999	\$ 612	\$ 185
2000	\$ 621	\$ 169
2001	\$ 630	\$ 135
2002	\$ 659	\$ 120
2003	\$ 692	\$ 127
2004	\$ 720	\$ 135
2005	\$ 766	\$ 139
2006	\$ 818	\$ 162
2007	\$ 908	\$ 166

Source: Auditor of Public Accounts

Figure 5.4 Per Capita Local Governments Expenditures In Hampton Roads (2007 Dollars)

Year	Education	Public Safety	Public Works	Health and Welfare	Other
1997	\$ 1,246	\$ 356	\$ 206	\$ 225	\$ 300
1998	\$ 1,329	\$ 370	\$ 211	\$ 253	\$ 306
1999	\$ 1,358	\$ 383	\$ 218	\$ 269	\$ 317
2000	\$ 1,408	\$ 401	\$ 218	\$ 263	\$ 336
2001	\$ 1,420	\$ 415	\$ 217	\$ 259	\$ 343
2002	\$ 1,432	\$ 439	\$ 222	\$ 278	\$ 355
2003	\$ 1,462	\$ 446	\$ 219	\$ 284	\$ 367
2004	\$ 1,491	\$ 454	\$ 266	\$ 284	\$ 407
2005	\$ 1,556	\$ 471	\$ 217	\$ 300	\$ 388
2006	\$ 1,575	\$ 490	\$ 231	\$ 303	\$ 406
2007	\$ 1,669	\$ 503	\$ 235	\$ 315	\$ 433

Source: Auditor of Public Accounts

Figure 5.5 Real Per Capita Local Government Expenditures In Hampton Roads And Virginia

Year	Hampton Roads	Virginia Average
1997	\$ 2,332.58	\$ 1,744.56
1998	\$ 2,470.03	\$ 1,837.04
1999	\$ 2,545.30	\$ 1,927.97
2000	\$ 2,626.43	\$ 2,079.52
2001	\$ 2,654.63	\$ 2,166.55
2002	\$ 2,725.01	\$ 2,275.51
2003	\$ 2,777.28	\$ 2,338.80
2004	\$ 2,902.44	\$ 2,504.73
2005	\$ 2,932.55	\$ 2,653.53
2006	\$ 3,005.37	\$ 2,793.67
2007	\$ 3,154.40	\$ 3,030.16

Source: Auditor of Public Accounts

Figure 5.6 Distribution Of Education Financing For Hampton Roads Jurisdictions In FY 2007	
Source	Percent of Total
Local	37.3%
State	43.5%
Federal	9.3%

Source: Virginia Department of Education

Figure 5.7 Real Per Pupil Expenditures in Hampton Roads And Virginia		
Year	Hampton Roads	Virginia
2000	\$ 7,786.54	\$ 8,409.88
2001	\$ 8,293.05	\$ 8,953.15
2002	\$ 8,360.94	\$ 9,031.02
2003	\$ 8,485.26	\$ 9,224.70
2004	\$ 8,699.17	\$ 9,387.16
2005	\$ 9,135.64	\$ 9,769.37
2006	\$ 9,364.74	\$ 10,033.03
2007	\$ 10,100.76	\$ 10,583.93

Source: Virginia Department of Education

Figure 5.9 Number of Enrolled Students at Regional Universities In 2007	
Institution	Enrollment
Old Dominion University	22,287
College of William and Mary	7,795
Norfolk State University	6,155
Hampton University	5,656
Christopher Newport University	4,884
Regent University	4,442
Virginia Wesleyan University	1,433
Eastern Virginia Medical School	736

Source: State Council for Higher Education

Figure 5.9 Number Of Graduating Students From Regional Universities In 2007

Institution	Enrollment
Old Dominion University	22,287
College of William and Mary	7,795
Norfolk State University	6,155
Hampton University	5,656
Christopher Newport University	4,884
Regent University	4,442
Virginia Wesleyan University	1,433
Eastern Virginia Medical School	736

Source: State Council for Higher Education

Figure 5.10 Violent Crime In Hampton Roads

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
2007	439.9	466.9

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	10.8%	12.7%
2005	10.6%	13.3%

Source: U.S. Census Bureau

Figure 5.12 Hampton Roads Air Quality In 2007	
Pollutant	Percent of Primary Standard
Ozone	97.50%
Carbon Monoxide	12.22%
Sulphur Dioxide	13.33%

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
2007	76.0

Source: Virginia Department of Environmental Quality

Figure 5.14 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%
2008	50,219,239	7.6%

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

Figure 5.15 Hampton Roads Industrial Market Vacancy Rate	
Year	Industrial Market Vacancy Rate
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%
2008	10.51%

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

**Figure 5.16 Number Of Patents Issued
In Hampton Roads**

Year	Number of Patents
1993	38
1994	35
1995	20
1996	35
1997	39
1998	50
1999	52
2000	52
2001	55
2002	50
2003	57
2004	56
2005	56
2006	34
2007	61

Source: U.S. Patent and Trademark Office