7th Edition

Hampton Roads Regional Benchmarking Study

HAMPTON ROADS PDC
PLANNING DISTRICT COMMISSION

December 2011

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MICHAEL LONG	ASSISTANT GENERAL AERVICES MANAGER
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Regional Benchmarking Study

Preparation of this report was included in the HRPDC Unified Planning Work Program for Fiscal Year 2011-2012, approved by the Hampton Roads Planning District Commission at its Executive Committee Meeting of June 16, 2011.

Prepared by the staff of the
Hampton Roads Planning District Commission

December 2011

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ABSTRACT

The Hampton Roads Regional Benchmarking Study is an annual publication designed to evaluate regional progress across a broad range of categories. The publication includes a locality profile for each of the region's 16 jurisdictions as well as graphical illustrations for 91 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 2011-2012, approved by the Hampton Roads Planning District Commission at its Executive Committee Meeting of June 16, 2011.

TABLE OF CONTENTS

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Introduction

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 the region in every direction. The complex nature of the economy can make it difficult to understand how changes in the economic environment might impact Hampton Roads. Unfortunately there is no single data point or indicator that effectively assesses the condition of the entire economy. However, information is available for a host of variables, enabling one to be more informed during the decision making process. The goal of this benchmarking study is to inform the leadership on trends and conditions in Hampton Roads. This report has been designed to capitalize on available information by collecting timely, relevant, and reliable data and presenting it in a simple and convenient manner.

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

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

The format of this report includes both current and historical statistics. Graphs that depict a single point in time provide a snapshot of current or recent conditions. By contrast, dynamic statistics are employed to evaluate data over time, exhibiting recent trends or patterns. In order to emphasize certain cycles (as opposed to trends), some graphics do not have a zero-origin axis. This introduction concludes by providing a snapshot of 2010 American Community Survey Data and basic information on the sixteen jurisdictions that comprise Hampton Roads.

American Community Survey Data for Hampton Roads

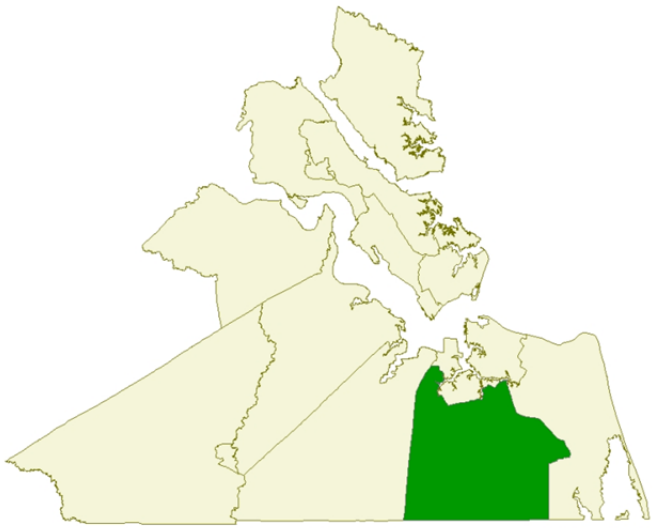
Uses American Community Survey One Year Estimates 2010

Ranking is from largest value (ranked 1st) to smallest value (ranked 103rd)

2010 ACS Data

Category	Hampton Roads Value	Hampton Roads Rank*	Median MSA Value
Median Age	35.7	65	36.7
% of Population 65 & Older	11.6%	62	12.1%
% of Population Who Are African American	31.3%	8	10.2%
% of Population Who Are White Non-Hispanic	57.0%	70	67.4%
% of Population Who Are Foreign Born	6.2%	74	8.6%
% of Population Who Moved in Past Year	17.4%	30	15.8%
Mean Travel Time to Work (Minutes)	23.7	64	24.1
% Who Traveled to Work by Public Transit	1.8%	52	1.8%
% Who Worked Outside County of Residence	47.9%	5	25.9%
% of Households With Children in Residence	33.4%	49	33.3%
Average Household Size	2.63	37	2.58
Birthrate per 1000 women (15 & 50 Years Old)	56	42	55
% of People Who Completed High School	89.6%	21	87.7%
% of People Who Have a Bachelor's Degree	28.5%	56	29.1%
% of People Who Have an Advanced Degree	10.8%	45	10.5%
% of Who Don't Speak English at Home	8.6%	80	13.3%
% of People in Poverty	10.6%	93	14.8%
% of Children Under 18 Years in Poverty	16.0%	83	21.1%
% of People With a Disability	11.0%	64	11.5%
% of the Civilian Population Who Are Veterans	18.1%	1	9.3%
% Labor Force Participation (16-64 Years Old)	67.7%	28	65.6%
% of Labor Force in the Armed Forces	4.9%	2	0.1%
% Who Moved Since 2005	46.9%	51	46.8%
Median Monthly Costs for Homeowners	$1,211	20	996
% of Housing Units that are Owner-Occupied	63.9%	75	66.8%
% Owners Spending >30% Income on Housing	40.6%	32	35.8%
% Renters Spending >30% Income on Housing	54.8%	27	52.3%
% without Health Insurance Coverage	11.9%	70	14.4%
% of Children without Health Insurance	5.4%	62	6.3%

**Rank & Median Value is for all MSAs with Populations greater then 500,000- 103 total*



Chesapeake

City Council:

Dr. Alan Krasnoff, Mayor
Dr. John deTriquet, Vice Mayor
Mr. Lonnie E. Craig
Ms. Susan H. Kelly
Mr. Clifton E. Hayes Jr.
Mr. Scott W. Matheson
Ms. Debbie Ritter
Dr. Ella Ward
Mr. Richard W. West

Population - 2010	222,209
Land Area - 2010	340 Square Miles
Population Density - 2010	653 Persons Per Square Mile
Total Employment - 2009	120,009
Labor Force - 2010	116,385
Unemployment Rate - 2010	6.9%
Per Capita Income - 2009	$39,988
Total Personal Income - 2009	$8,890,725,000
Taxable Retail Sales - 2010	$2,914,222,025
Fair Market Value of Real Estate - 2009	$24,446,289,217

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

Franklin

City Council:

Mr. James P. Councill III, Mayor
Ms. Raystine D. Johnson, Vice Mayor
Mr. Donald Blythe
Mr. Brenton D. Burgess
Mr. Barry W. Cheatham
Mrs. Mary E. Hilliard
Mr. Greg McLemore

Population - 2010	8,582
Land Area - 2010	8 Square Miles
Population Density - 2010	1073 Persons Per Square Mile
Total Employment - 2009	3,687
Labor Force - 2010	4,016
Unemployment Rate - 2010	11.9%
Per Capita Income - 2009	$31,035
Total Personal Income - 2009	$265,230,844
Taxable Retail Sales - 2010	$147,977,590
Fair Market Value of Real Estate - 2009	$672,538,500

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

Gloucester

Board of Supervisors:

Mr. Christian D. Rilee, Chair
Mr. Carter Borden, Vice-Chair
Mr. Robert A. Crewe
Ms. Louise D. Theberge
Mr. John Northstein
Ms. Michelle R. Ressler
Mr. Gregory Woodard

Population - 2010	36,858
Land Area - 2010	225 Square Miles
Population Density - 2010	164 Persons Per Square Mile
Total Employment - 2009	14,654
Labor Force - 2010	21,059
Unemployment Rate - 2010	6.4%
Per Capita Income - 2009	$35,255
Total Personal Income - 2009	$1,360,621,000
Taxable Retail Sales - 2010	$330,092,922
Fair Market Value of Real Estate - 2009	$4,116,418,300

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

Hampton

City Council:

Ms. Molly J. Ward, Mayor
Mr. George E. Wallace, Vice Mayor
Mr. Ross A. Kearney II
Mr. Will J. Moffett
Mr. Joseph H. Spencer III
Mr. Christopher G. Stuart
Mr. Donnie R. Tuck

Population - 2010	137,436
Land Area - 2010	52 Square Miles
Population Density - 2010	2643 Persons Per Square Mile
Total Employment - 2009	77,986
Labor Force - 2010	68,240
Unemployment Rate - 2010	8.4%
Per Capita Income - 2009	$35,903
Total Personal Income - 2009	$5,228,880,000
Taxable Retail Sales - 2010	$1,313,196,923
Fair Market Value of Real Estate - 2009	$11,748,230,600

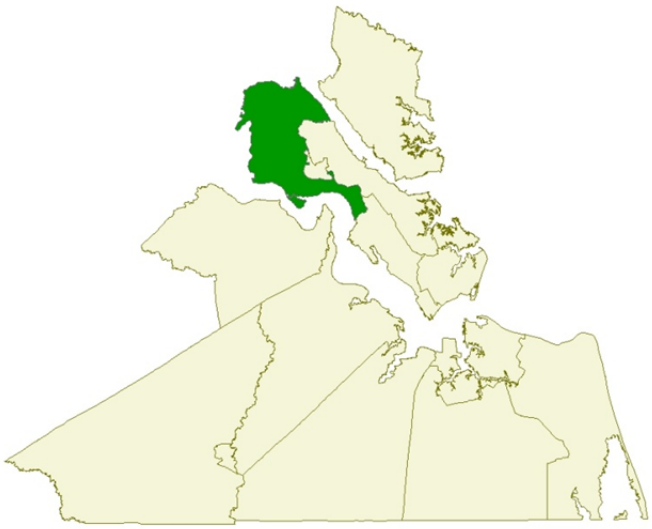
Official Website . . . . . http://www.hampton.gov/

Isle of Wight

Board of Supervisors:
Mr. Thomas J. Wright III, Chair
Mr. Kenneth M. Bunch
Mr. Al Casteen
Mr. Stan D. Clark
Ms. JoAnn W. Hall

Population - 2010	35,270
Land Area - 2010	316 Square Miles
Population Density - 2010	112 Persons Per Square Mile
Total Employment - 2009	16,200
Labor Force - 2010	19,148
Unemployment Rate - 2010	7.1%
Per Capita Income - 2009	$38,495
Total Personal Income - 2009	$1,403,248,000
Taxable Retail Sales - 2010	$193,079,662
Fair Market Value of Real Estate - 2009	$4,843,651,200

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



James City County

Board of Supervisors:

Ms. Mary K. Jones, Chair
Mr. Bruce C. Goodson, Vice-Chair
Mr. James O. Icenhour Jr.
Mr. James G. Kennedy
Mr. John J. McGlennon

Population - 2010	67,009
Land Area - 2010	153 Square Miles
Population Density - 2010	438 Persons Per Square Mile
Total Employment - 2009	49,947
Labor Force - 2010	32,494
Unemployment Rate - 2010	5.6%
Per Capita Income - 2009	$51,244
Total Personal Income - 2009	$3,245,898,749
Taxable Retail Sales - 2010	$779,388,132
Fair Market Value of Real Estate - 2009	$11,287,961,200

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

Newport News

City Council:

Dr. McKinley L. Price, Mayor
Ms. Madeline McMillan , Vice Mayor
Mr. Herbert H. Bateman Jr.
Ms. Sharon P. Scott
Ms. Tina L. Vick
Mr. Joseph C. Whitaker
Dr. Patricia Woodbury

Population - 2010	180,719
Land Area - 2010	70 Square Miles
Population Density - 2010	2582 Persons Per Square Mile
Total Employment - 2009	116,034
Labor Force - 2010	95,526
Unemployment Rate - 2010	7.8%
Per Capita Income - 2009	$30,752
Total Personal Income - 2009	$6,011,449,000
Taxable Retail Sales - 2010	$1,923,436,250
Fair Market Value of Real Estate - 2009	$15,587,961,317

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

Norfolk

City Council:

Mr. Paul D. Fraim, Mayor
Mr. Anthony L. Burfoot, Vice Mayor
Mr. Andrew A. Protogyrou
Mr. Paul R. Riddick
Mr. Thomas R. Smigiel
Dr. Theresa W. Whibley
Ms. Angelia M. Williams
Mr. Barclay C. Winn

Population - 2010	242,803
Land Area - 2010	54 Square Miles
Population Density - 2010	4496 Persons Per Square Mile
Total Employment - 2009	212,974
Labor Force - 2010	100,213
Unemployment Rate - 2010	9.2%
Per Capita Income - 2009	$36,065
Total Personal Income - 2009	$8,595,424,000
Taxable Retail Sales - 2010	$2,554,999,044
Fair Market Value of Real Estate - 2009	$19,066,466,100

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

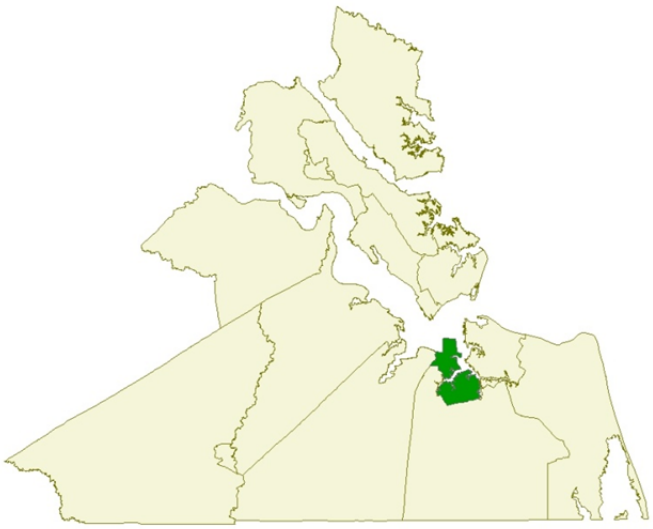
Poquoson

City Council:

Mr. W. Eugene Hunt Jr., Mayor
Mr. Carey L. Freeman, Vice Mayor
Ms. Traci-Dale Crawford
Mr. Herbert R. Green Jr.
Mr. Frank Kreiger
Mr. Charles M. Southall III
Mr. Raymond E. Vernall

Population - 2010	12,150
Land Area - 2010	16 Square Miles
Population Density - 2010	759 Persons Per Square Mile
Total Employment - 2009	6,689
Labor Force - 2010	6,295
Unemployment Rate - 2010	6.0%
Per Capita Income - 2009	$54,458
Total Personal Income - 2009	$613,662,132
Taxable Retail Sales - 2010	$42,249,817
Fair Market Value of Real Estate - 2009	$1,702,517,110

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



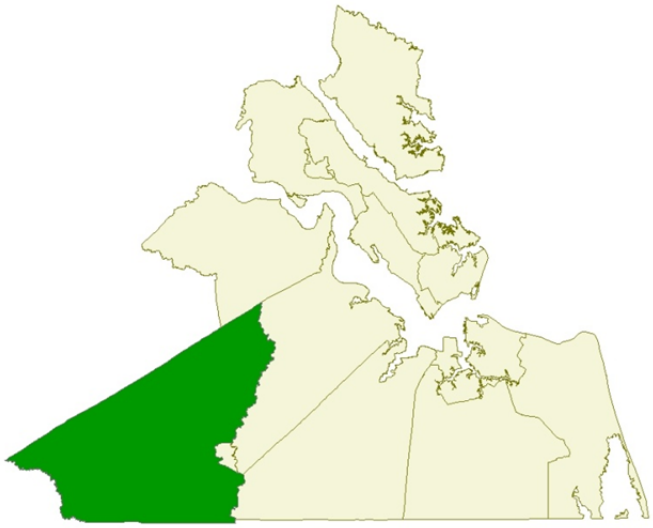
Portsmouth

City Council:

Mr. Kenneth I. Wright, Mayor
Mr. Charles Whitehurst Sr., Vice Mayor
Mr. Paige D. Cherry
Dr. Curtis E. Edmonds, Sr.
Mr. Stephen E. Heretick
Mr. William E. Moody Jr.
Ms. Marlene W. Randall

Population - 2010	95,535
Land Area - 2010	33 Square Miles
Population Density - 2010	2895 Persons Per Square Mile
Total Employment - 2009	56,778
Labor Force - 2010	45,787
Unemployment Rate - 2010	9.1%
Per Capita Income - 2009	$34,102
Total Personal Income - 2009	$3,340,905,000
Taxable Retail Sales - 2010	$559,061,414
Fair Market Value of Real Estate - 2009	$7,467,335,778

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



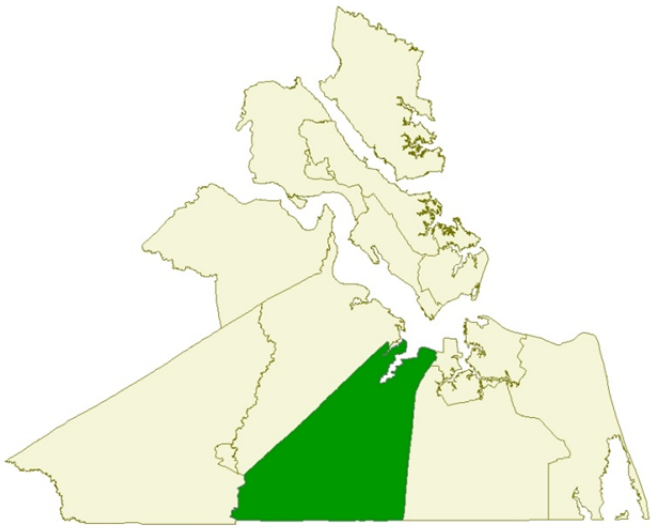
Southampton

Board of Supervisors:

Mr. Dallas O. Jones , Chair
Mr. Walter L. Young Jr., Vice-Chair
Mr. Walter D. Brown III
Mr. Carl J. Faison
Ms. Anita T. Felts
Mr. Ronald M. West
Mr. Moses Wyche

Population - 2010	18,570
Land Area - 2010	600 Square Miles
Population Density - 2010	31 Persons Per Square Mile
Total Employment - 2009	8,215
Labor Force - 2010	8,231
Unemployment Rate - 2010	9.6%
Per Capita Income - 2009	$29,714
Total Personal Income - 2009	$590,997,156
Taxable Retail Sales - 2010	$42,714,936
Fair Market Value of Real Estate - 2009	$1,604,884,000

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



Suffolk

City Council:

Ms. Linda T. Johnson, Mayor
Mr. Curtis R. Milteer Sr., Vice Mayor
Mr. Robert C. Barclay IV
Mr. Leroy Bennett
Mr. Charles F. Brown
Mr. Michael D. Duman
Mr. Jeffrey L. Gardy
Mr. Charles D. Parr Sr.

Population - 2010	84,585
Land Area - 2010	400 Square Miles
Population Density - 2010	211 Persons Per Square Mile
Total Employment - 2009	33,222
Labor Force - 2010	41,302
Unemployment Rate - 2010	7.7%
Per Capita Income - 2009	$36,157
Total Personal Income - 2009	$3,053,030,000
Taxable Retail Sales - 2010	$642,273,819
Fair Market Value of Real Estate - 2009	$9,705,046,100

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

Surry

Board of Supervisors:

Mr. John M. Seward, Chair
Mr. Ernest L. Blount, Vice-Chair
Mr. David A. Harrison
Mr. M Sherlock Holmes
Ms. Judy Lyttle

Population - 2010	7,058
Land Area - 2010	279 Square Miles
Population Density - 2010	25 Persons Per Square Mile
Total Employment - 2009	3,027
Labor Force - 2010	3,767
Unemployment Rate - 2010	8.0%
Per Capita Income - 2009	$31,430
Total Personal Income - 2009	$231,727,000
Taxable Retail Sales - 2010	$26,354,694
Fair Market Value of Real Estate - 2009	$863,002,400

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

Virginia Beach

City Council:

Mr. William D. Sessoms, Mayor
Mr. Louis Jones , Vice Mayor
Mr. Glenn R. Davis
Mr. Bill R. DeSteph
Mr. Harry E. Diezel
Mr. Robert Dyer
Ms. Barbara M. Henley
Mr. John D. Moss
Mr. John E. Uhrin
Ms. Rosemary Wilson
Mr. James L. Wood

Population - 2010	437,994
Land Area - 2010	248 Square Miles
Population Density - 2010	1766 Persons Per Square Mile
Labor Force - 2010	242,119
Labor Force - 2009	222,159
Unemployment Rate - 2010	6.4%
Per Capita Income - 2009	$45,022
Total Personal Income - 2009	$542,956,251
Taxable Retail Sales - 2010	$4,690,141,163
Fair Market Value of Real Estate - 2009	$55,831,647,912

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

Williamsburg

City Council:
Dr. Clyde Haulman, Mayor
Mr. Paul Freiling, Vice Mayor
Mr. Scott Foster
Ms. Judy Knudson
Mr. Douglas Pons

Population - 2010	14,068
Land Area - 2010	9 Square Miles
Population Density - 2010	1563 Persons Per Square Mile
Total Employment - 2009	8,355
Labor Force - 2010	5,605
Unemployment Rate - 2010	15.2%
Per Capita Income - 2009	$41,428
Total Personal Income - 2009	$19,510,331,000
Taxable Retail Sales - 2010	$339,281,019
Fair Market Value of Real Estate - 2009	$1,892,571,800

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

York County

Board of Supervisors:

Mr. George Hrichak, Chair
Mr. Thomas G. Shepperd Jr., Vice-Chair
Ms. Sheila Noll
Mr. Donald E. Wiggins
Mr. Walter Zaremba

Population - 2010	65,464
Land Area - 2010	106 Square Miles
Population Density - 2010	618 Persons Per Square Mile
Total Employment - 2009	30,979
Labor Force - 2010	30,779
Unemployment Rate - 2010	5.7%
Per Capita Income - 2009	$45,472
Total Personal Income - 2009	$2,841,958,868
Taxable Retail Sales - 2010	$869,224,277
Fair Market Value of Real Estate - 2009	$9,056,199,639

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

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SECTION I

The Economy

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

Section I Table of Contents

Economy

Hampton Roads is known as a military bastion, due to the region's impressive concentration of defense installations and large military employment base. While the Department of Defense does play a large role in the region's economy, Hampton Roads also benefits from numerous industries that capitalize on the region's competitive advantages. Deep water access and well-connected rail services provide direct employment opportunities for the port, maritime, and transportation industries. Historic landmarks, theme parks, and sandy beaches help to support a thriving tourism industry. A network of Colleges, Universities, and research centers build human capital and expand opportunities throughout the region. The complex network of assets, employers, opportunities and employees supports approximately one million jobs for nearly 1.7 million Hampton Roads residents.

The relative significance of the region's economy becomes especially evident when compared to other economies throughout the world. Hampton Roads' $80.5 billion in gross regional product (GRP) is similar in size to that of Iraq and Croatia. The region is the 40th largest metropolitan economy in the United States.

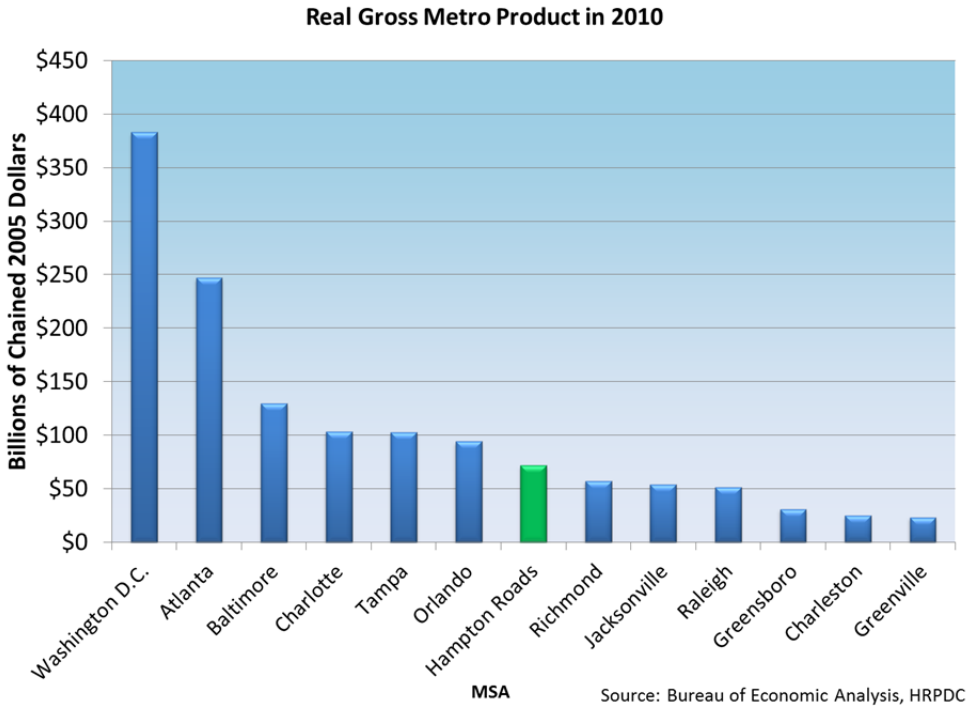
Hampton Roads has long been recognized as a region of moderation. Relatively stable federal dollars have not been a strong source of growth during periods of expansion, but have buoyed the region during periods of economic contraction. The region's diverse occupational and industrial mix is often reflective of national economic well-being. When compared to competitor regions, Hampton Roads' growth in terms of gross product and employment has been average over the past 3 -5 years. While growth has been average over the medium term, the loss of employment since the beginning of the recession has been enormous. Since July of 2007, Hampton Roads has lost in excess of 50,000 jobs. Over the past three years, only three of the region's industry sectors have managed to grow employment, namely education and health Services, federal government, and state government. The region's manufacturing, retail, and construction sectors have seen the largest employment declines, totaling approximately 28,000 in lost jobs.

Employment loss has taken a toll on the region's labor force. Although the unemployment rate in Hampton Roads continues to compare favorably to the national unemployment rate, the region has experienced a substantial rate increase from 2.5% in 2001 to 7.2% in September of 2011. Over the past two years, there has been a notable gulf developing between the regional and statewide unemployment rate.

Measures of income are important quality of life indicators, as increased income often reflects increased opportunity. While per capita income in Hampton Roads continues to lag behind the national average, the region has experienced considerable income growth over the past decade. The per capita income in Hampton Roads compares somewhat favorably to its competitor metro areas. However, when incomes are adjusted for this region's above average cost of living, the purchasing power of regional incomes remains one of the lowest among metro areas in the southeast.

This section of the Regional Benchmarking Study includes twenty four graphs on the regional economy.

Figure 1.1 Gross Regional 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 regional product is comparable to other regional MSAs including Tampa, Orlando, Richmond, and Jacksonville. The region's GRP is the 40th largest in the country, just behind Nashville and ahead of New Orleans

Figure 1.2 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 remains a major economy on a world level, with an economy just smaller than that of Morocco, the Slovak Republic, and Iraq. It is greater than the economies of Croatia, Syria, or Ecuador.

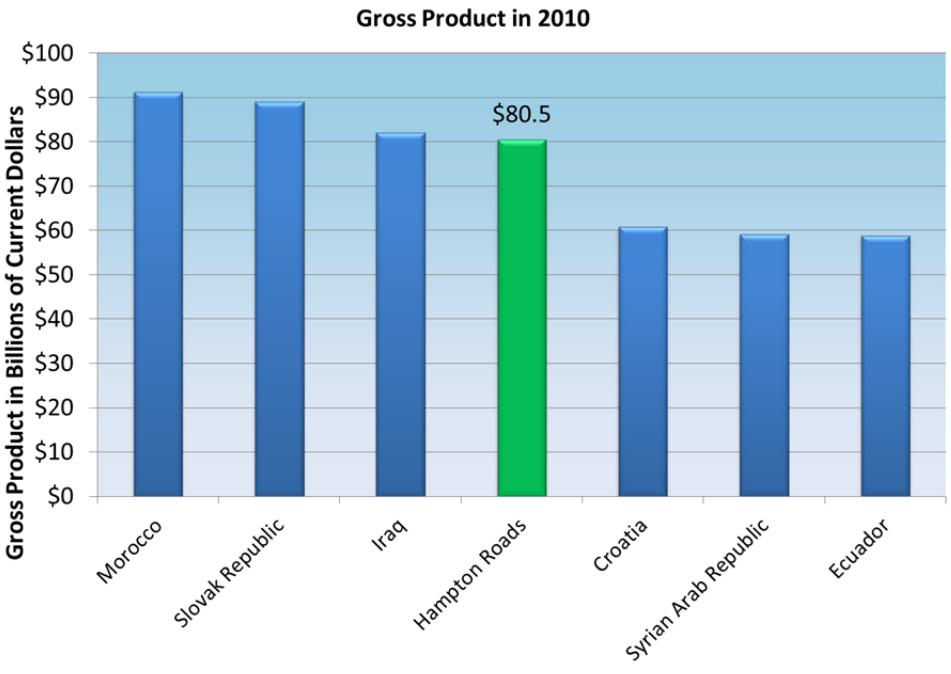
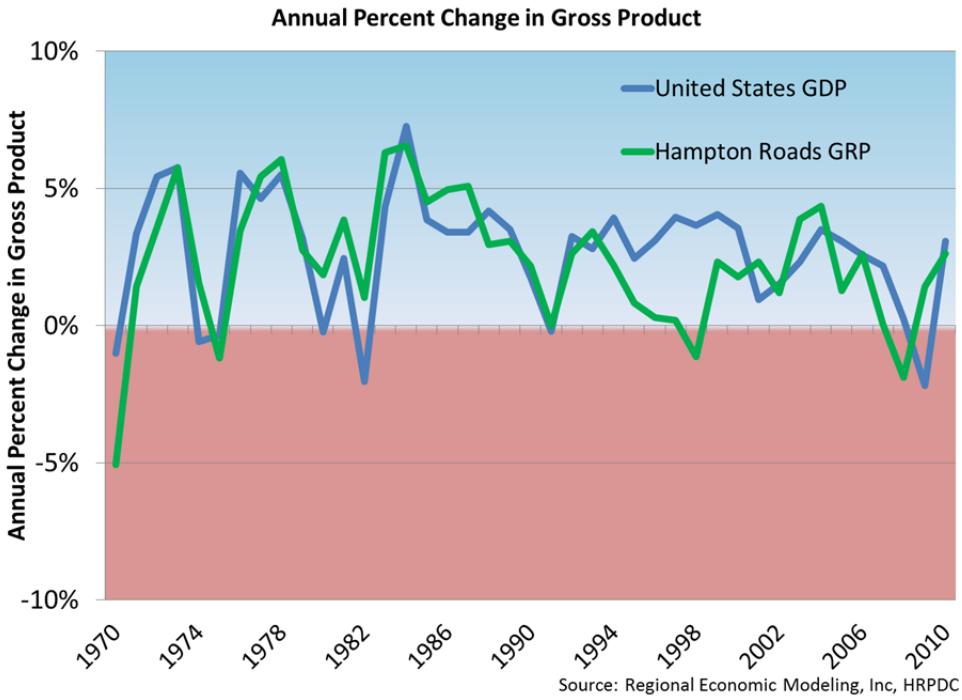


Figure 1.3 National and Regional Gross Product



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?

The Gross Regional Product declined in 2009 Hampton Roads for the first time since 1991. Hampton Roads GRP tends to track the national experience.

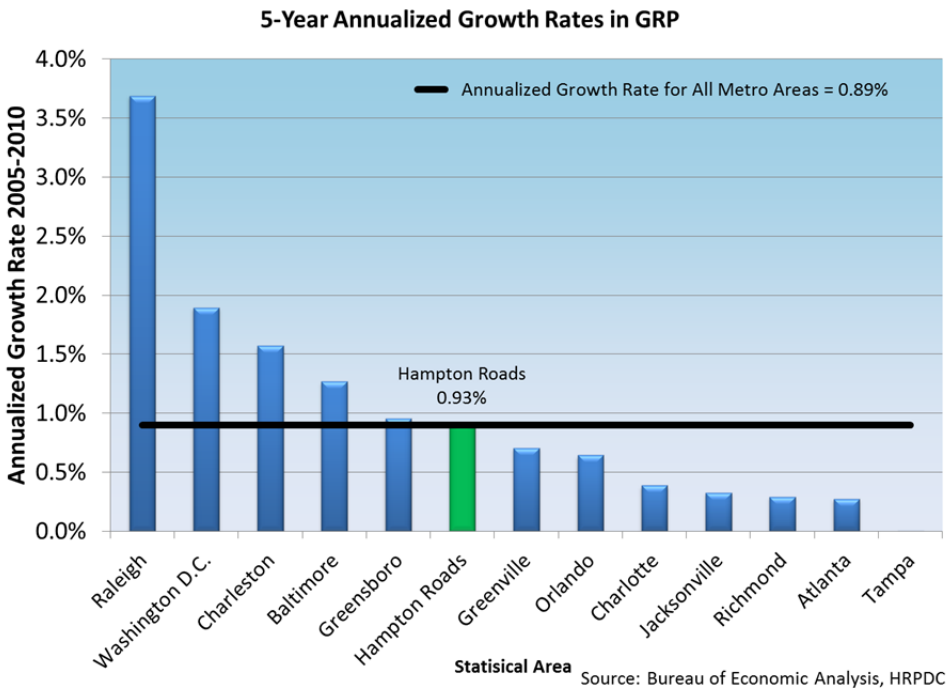
1.4 Growth in Gross Regional Product Comparison for Hampton Roads and Competing Metropolitan Areas from 2005 to 2009

Why is it important?

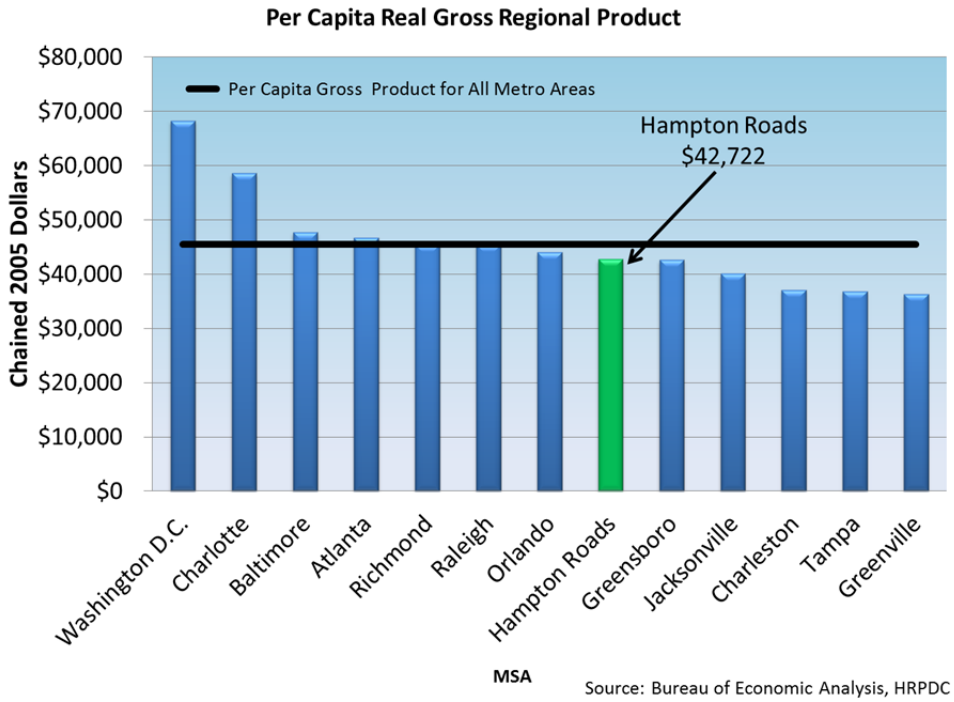
Competing statistical areas are subject to many of the same pressures that influence economic conditions in HR. Benchmarking local economic growth against growth in competing metros allows one to assess a region's performance irrespective of market conditions.

How are we doing?

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



1.5 Per Capita Gross Regional Product for Hampton Roads and Competing Metropolitan Areas



Source: Bureau of Economic Analysis, HRPDC

Why is it important?

Per Capita Gross Regional Product shows productivity in Hampton Roads and competing MSAs. Higher levels of productivity can spur economic growth and increase the quality of life.

How are we doing?

The Per Capita Gross Product in Hampton Roads is slightly below average for this region's competing MSAs. It is clear that Washington D.C. and Charlotte produce at a much higher level per person then the other MSAs with which Hampton Roads competes.

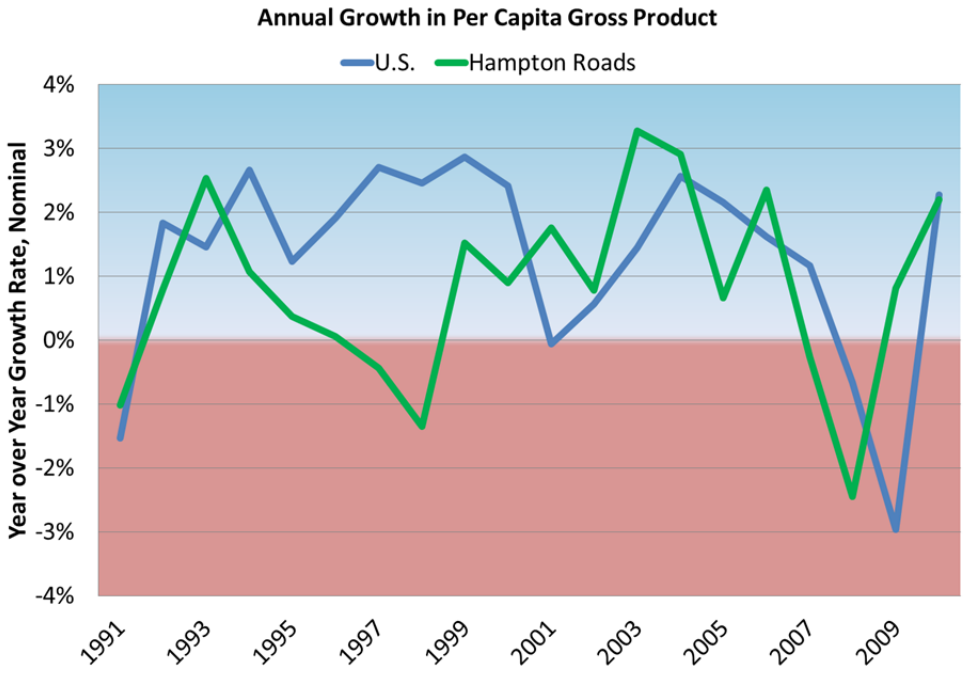
Figure 1.6 Annual Growth In Per Capita GDP And In Hampton Roads Per Capita GRP

Why is it important?

Growth in Per Capita GRP shows the level of progress and technological development in the region, and provides a benchmark for where the region will be in the near future as a measure of productivity growth.

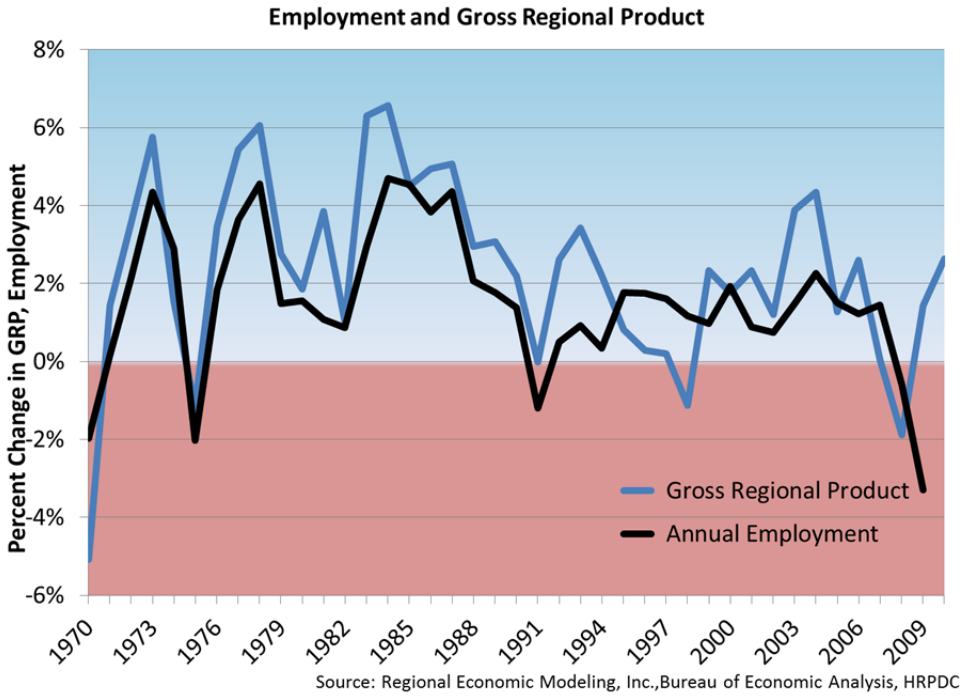
How are we doing?

While the region has fared relatively well since the 2007 recession, over a longer time horizon, productivity growth in Hampton Roads has not matched national growth. Extended periods of slow growth will reduce quality of life in the region.



Source: REMI, U.S. Census Bureau, HRPDC

Figure 1.7 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 product closely tracks the growth in Employment in Hampton Roads, suggesting that the regional level of employment is closely tied to economic prosperity.

Figure 1.8 Year over Year Change in Hampton Roads' Monthly Employment

Why is it important?

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

How are we doing?

Hampton Roads employment has declined significantly during the last recession and has not yet begun to recover. The size of the trough shows the level of economic destruction with which the region (and nation) has been grappling, and represents more than a 50,000 job decline in regional payrolls.

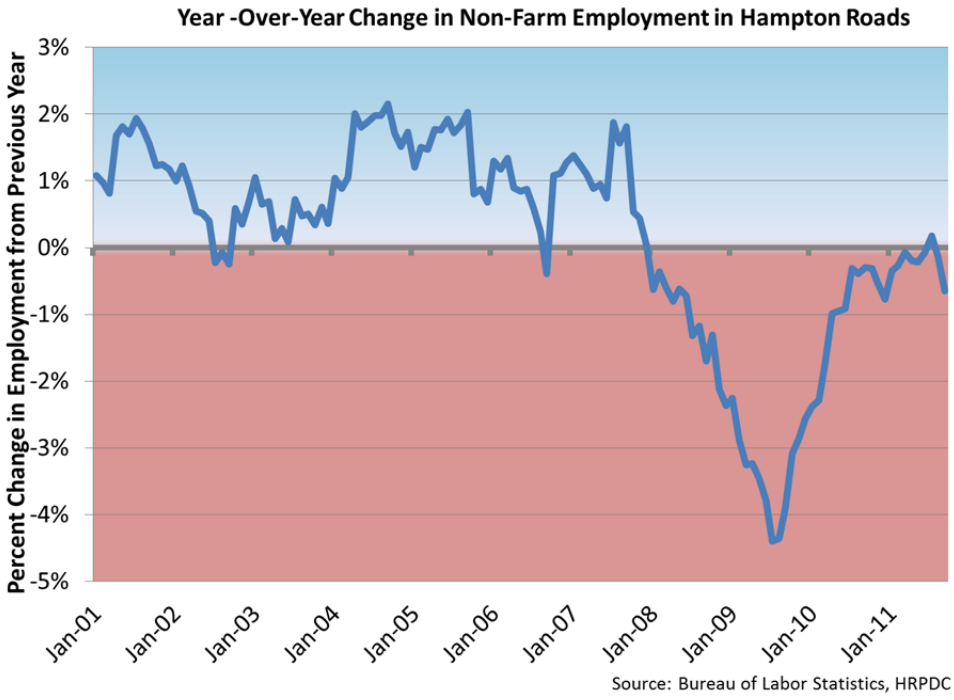
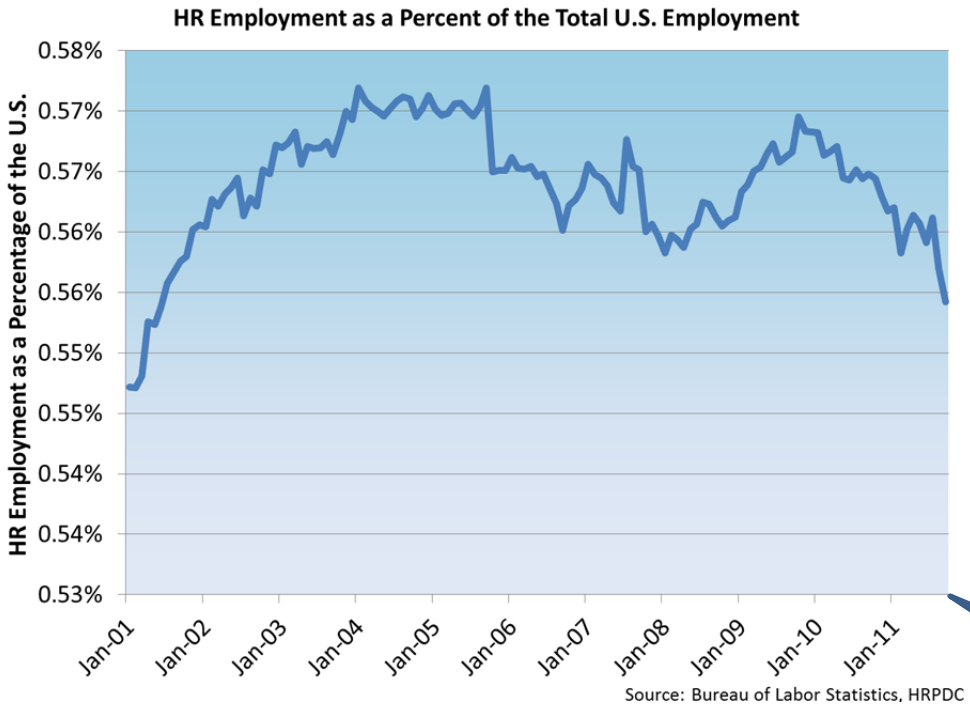


Figure 1.9 Hampton Roads Monthly Employment as a Percent of the United States (Seasonally Adjusted)



Why is it important?

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

How are we doing?

Local employment growth out-paced U.S. employment growth between 2001 and 2005, and again during the first half of the current recession. Military spending has helped the region weather the national economic downturns, but Hampton Roads employment share has declined since October 2009.

Note: Non-zero axis

Figure 1.10 Recent Employment Growth in Hampton Roads and Competing Metropolitan Areas

Why is it important?

A change in the level of 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 three year period (2006-2009). While it is not uncommon for an area to have year to year fluctuations in employment, this sustained decline in employment indicates how weak the recession left the U.S. economy.

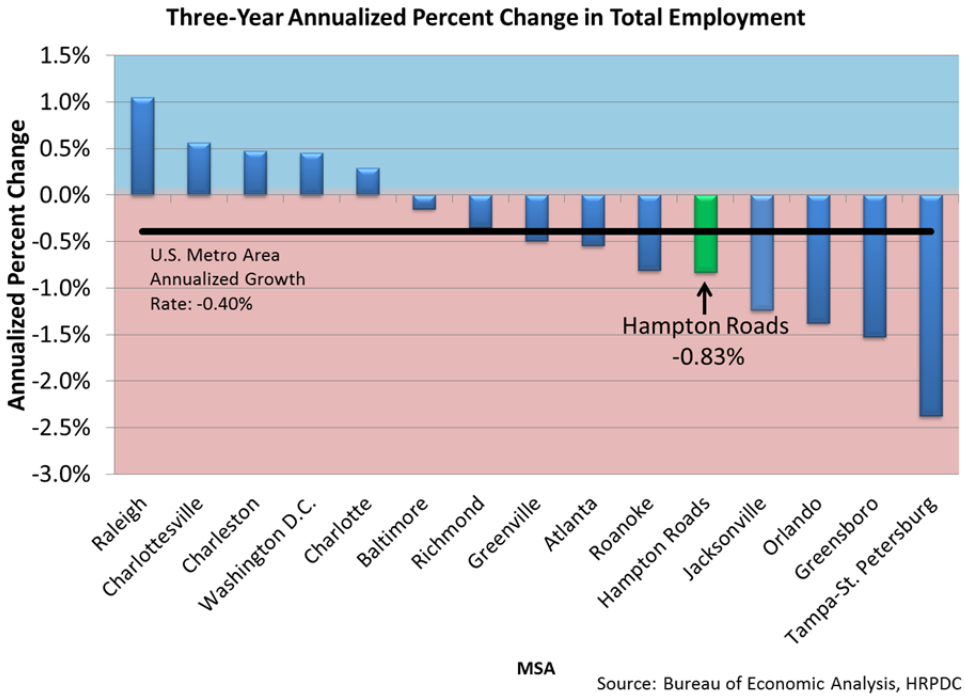
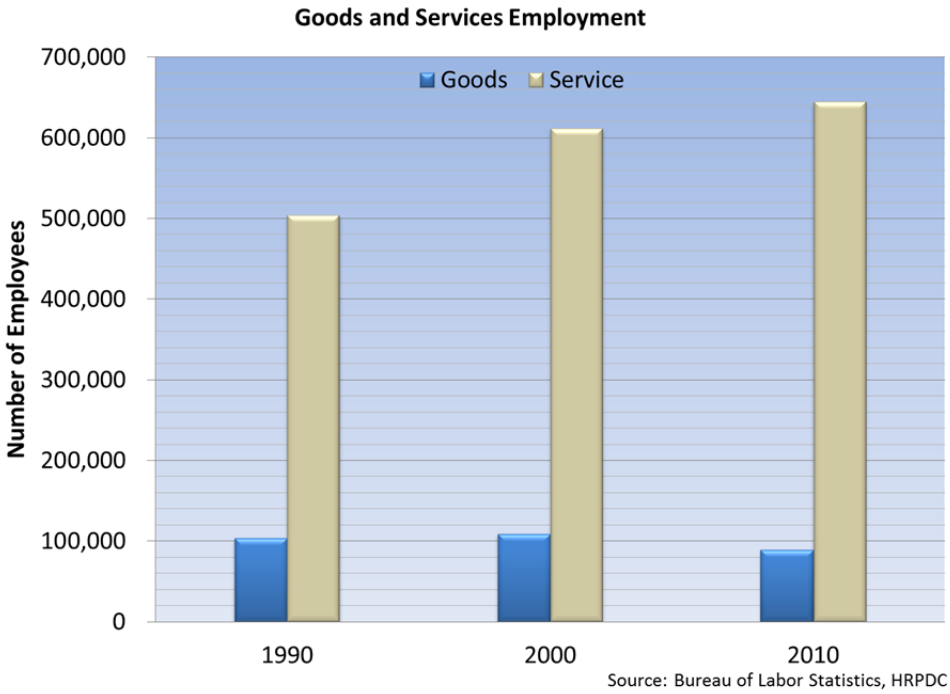


Figure 1.11 Comparison of Goods and Service Employment in Hampton Roads



Source: Bureau of Labor Statistics, HRPDC

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. Note that neither category captures active duty military employment.

How are we doing?

Hampton Roads participates in the trend of declining manufacturing growth. The U.S. experienced a 30% decline in goods producing employment vs. a 18.6% decline in the region (2000-2010).

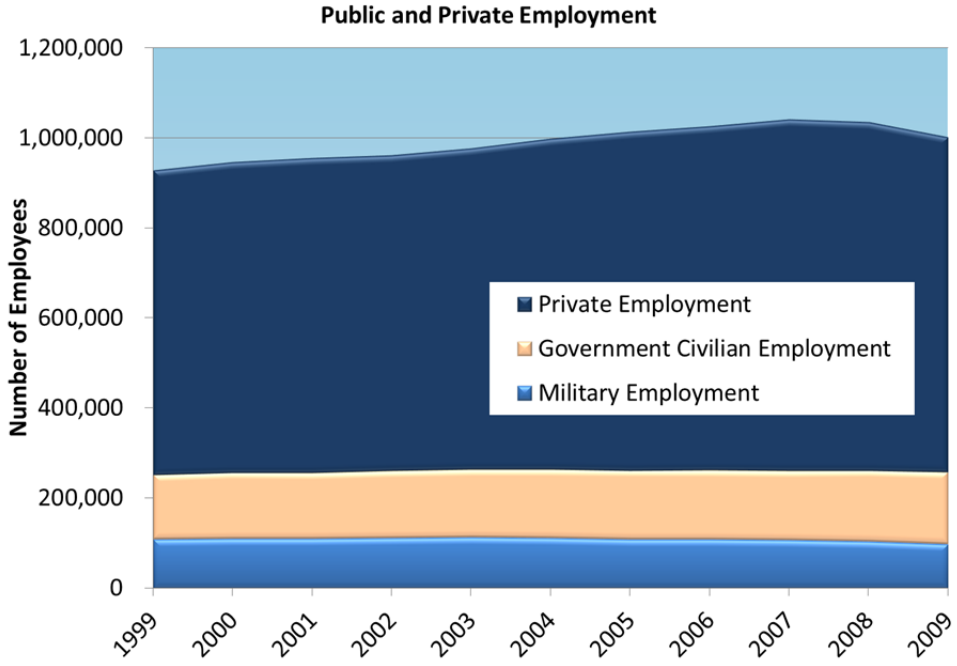
Figure 1.12 Comparison of Public Sector and Private Sector Employment in Hampton Roads

Why is it important?

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

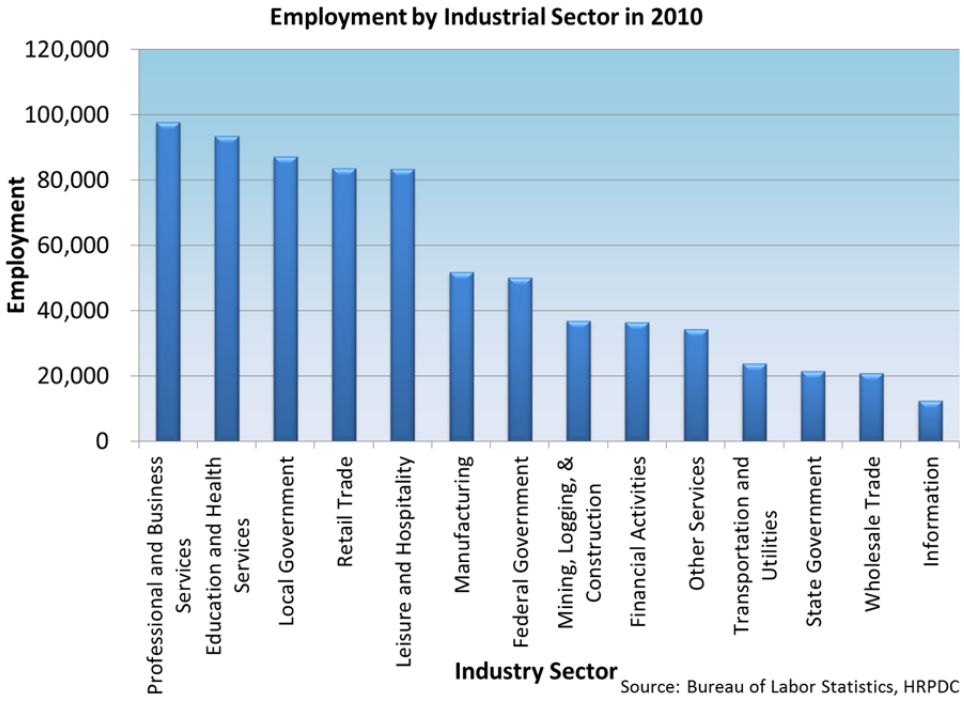
How are we doing?

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 Hampton Roads' variation in employment comes from changes in private sector employment.



Source: Bureau of Economic Analysis, HRPDC

Figure 1.13 Distribution of Employment in Hampton Roads by Industry Sector



Source: Bureau of Labor Statistics, HRPDC

Why is it important?

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

How are we doing?

Professional and business services, retail trade, and local government employment had been the three largest employment sectors in Hampton Roads. Recently Education and Health Services have moved up to the top.

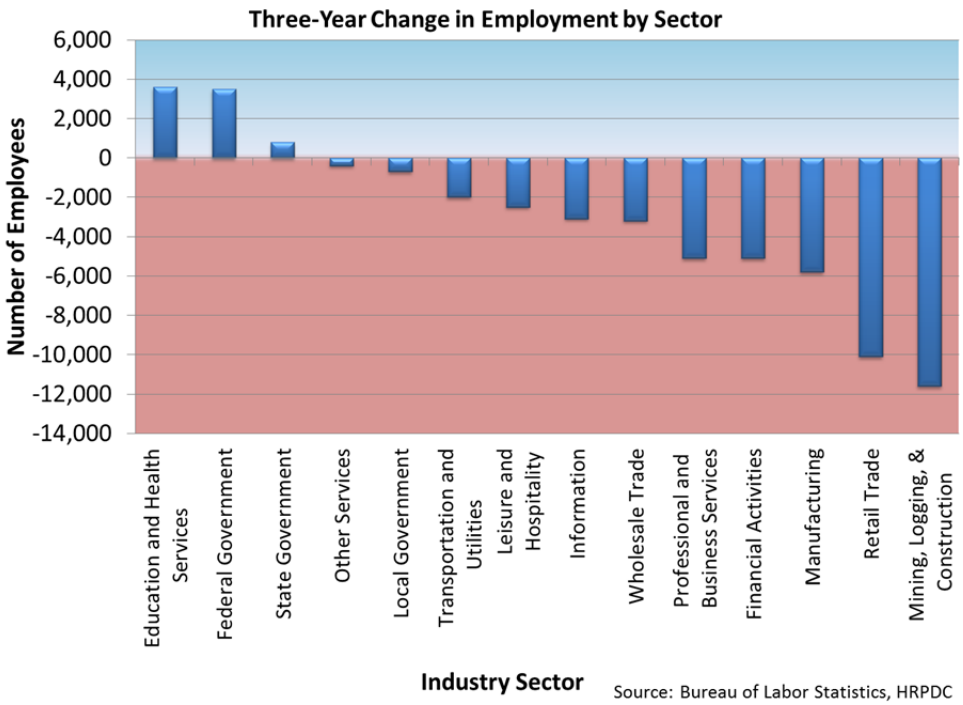
Figure 1.14 Change in Hampton Roads Employment by Industrial Sector from 2007 to 2010

Why is it important?

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

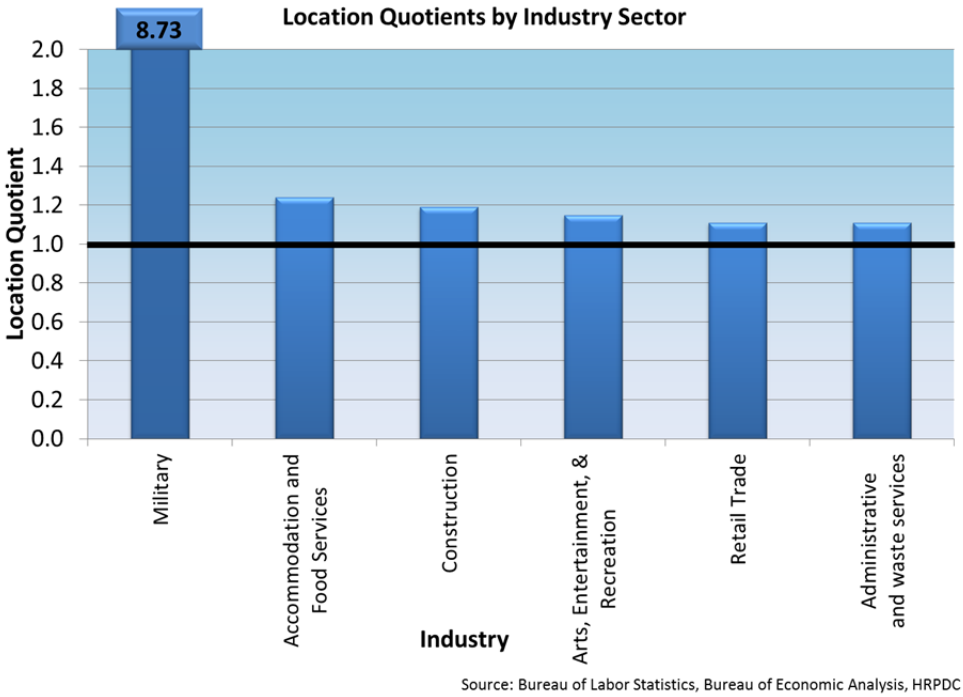
How are we doing?

Hampton Roads saw a significant decline in employment in most of the regional industry base. Following a national pattern, all recent job growth occurred in government jobs, as well as the education and health industries that receive significant funding from the government.



Source: Bureau of Labor Statistics, HRPDC

Figure 1.15 Hampton Roads Industrial Location Quotients in 2009



Source: Bureau of Labor Statistics, Bureau of Economic Analysis, HRPDC

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 1.15 also illustrates high concentrations in other industries associated with tourism, the ports, retail, and construction.

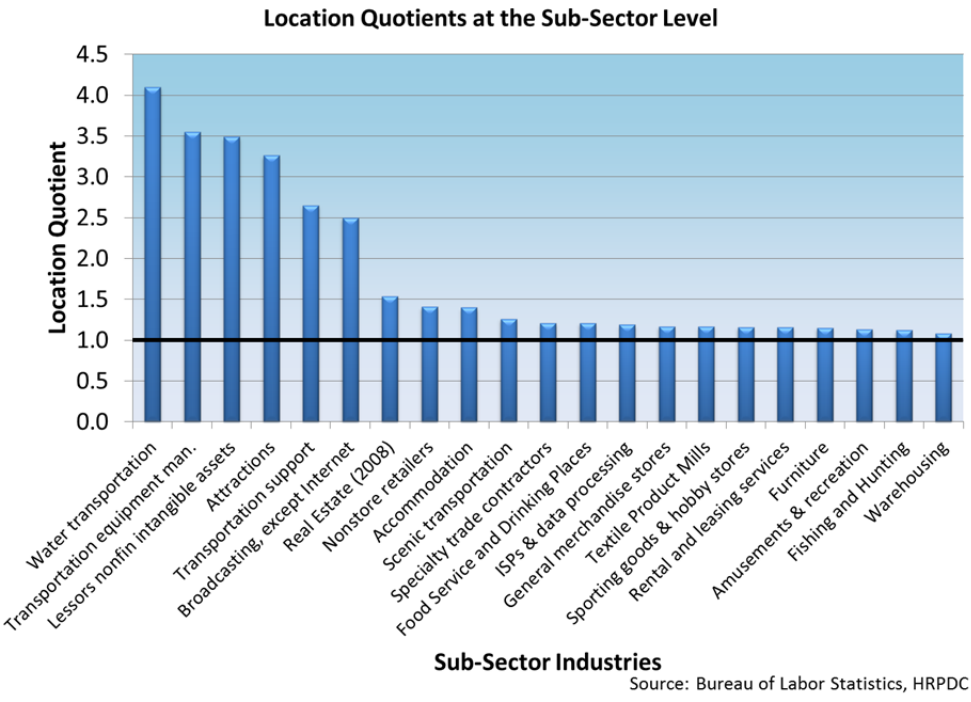
Figure 1.16 Hampton Roads Sub-Sector Location Quotients in 2009

Why is it important?

Sub-sector location quotients reveal specific industries that have a high regional concentration. The industries listed in Figure 1.16 all have a location quotient above 1. These sub-sector industries represent the backbone of the private sector economy in Hampton Roads.

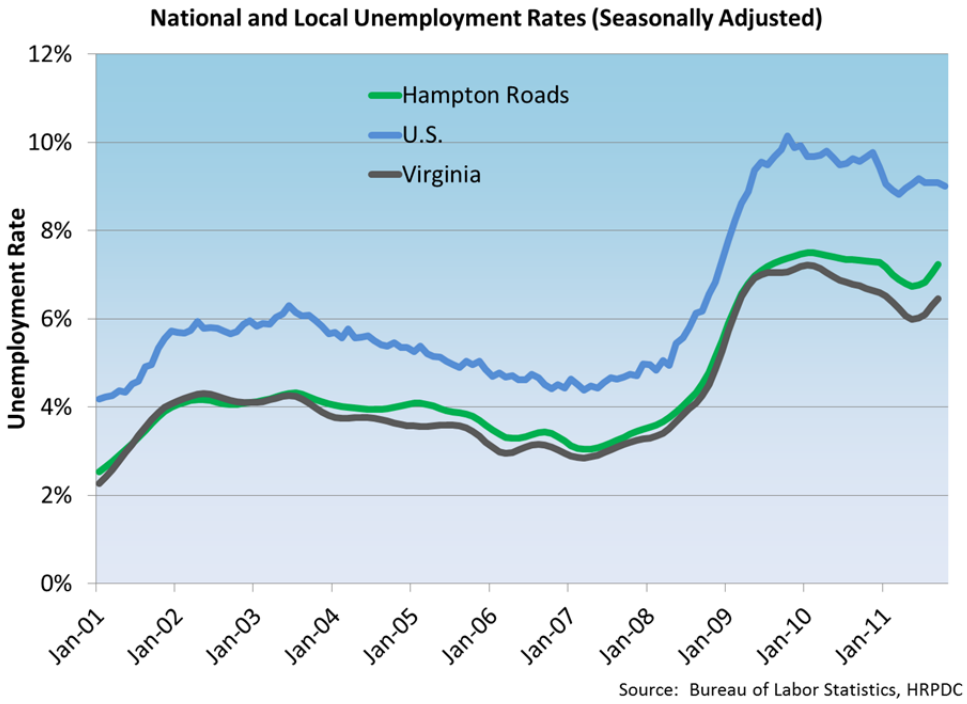
How are we doing?

Water transportation, transportation equipment manufacturing, and lessors of nonfinancial intangible assets have the three highest private sector industrial location quotients in Hampton Roads pointing to the economy clusters associated with the ports and the region's tourism industry



Source: Bureau of Labor Statistics, HRPDC

Figure 1.17 Unemployment Rates in Hampton Roads, Virginia, and the United States (Seasonally Adjusted)



Source: Bureau of Labor Statistics, HRPDC

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 level.

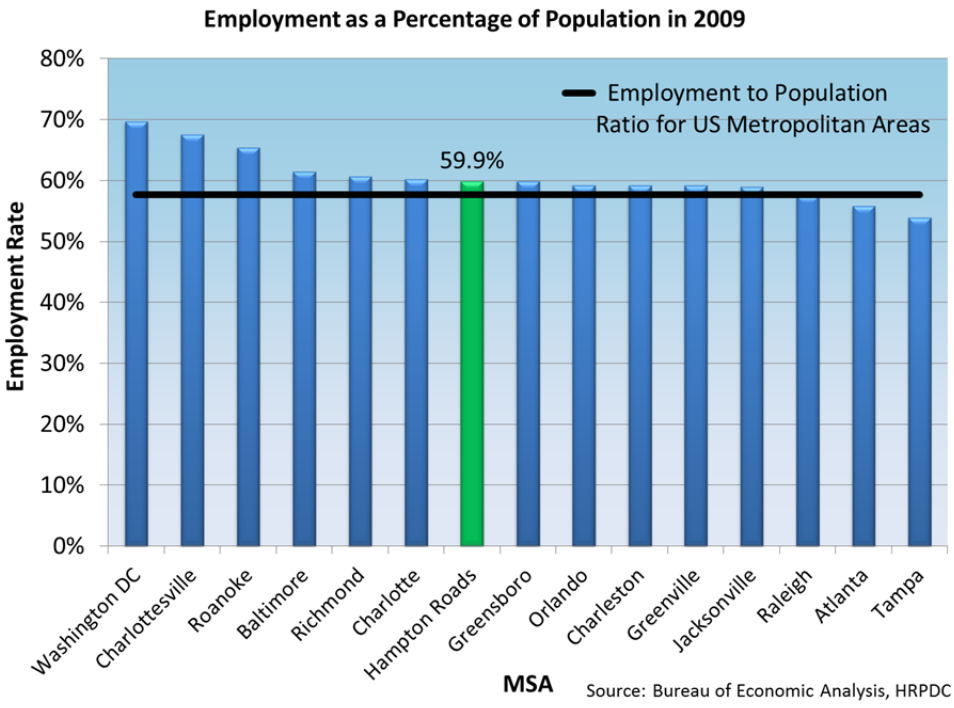
Figure 1.18 Employment to Population Ratios in Hampton Roads and Competing Metro Areas

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.

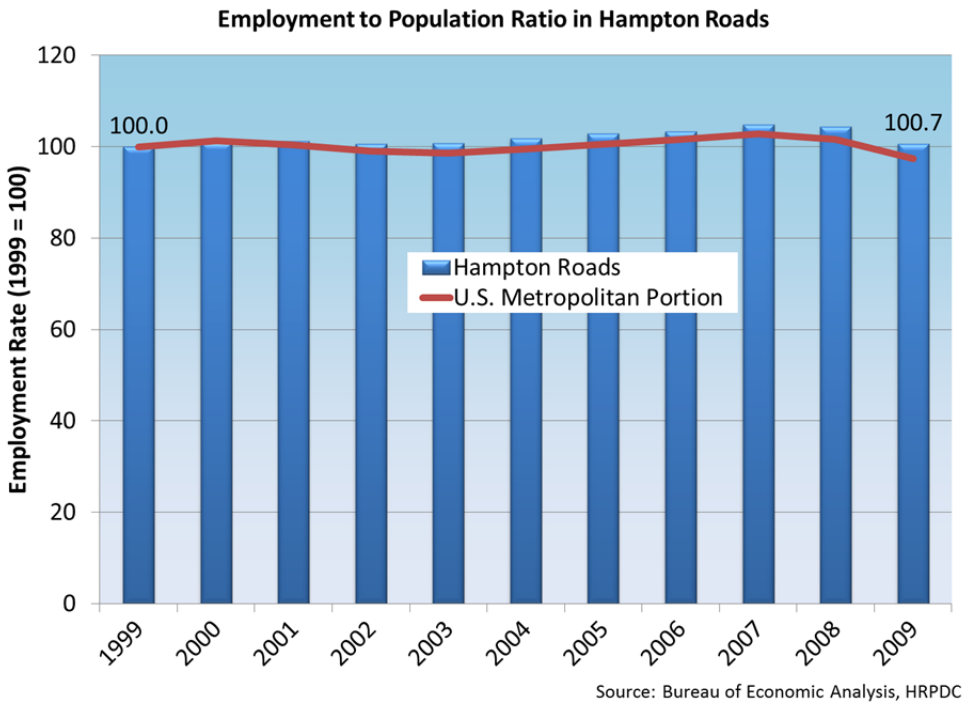
How are we doing?

At 59.9%, Hampton Roads' employment to population ratio is slightly above the average level of U.S. metropolitan areas.



Source: Bureau of Economic Analysis, HRPDC

Figure 1.19 Indexed Employment to Population Ratios in Hampton Roads and U.S. Metropolitan Portion



Source: Bureau of Economic Analysis, HRPDC

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 during the decade but has declined as a result of the recession; this also shows how the region has outperformed the nation in recent years.

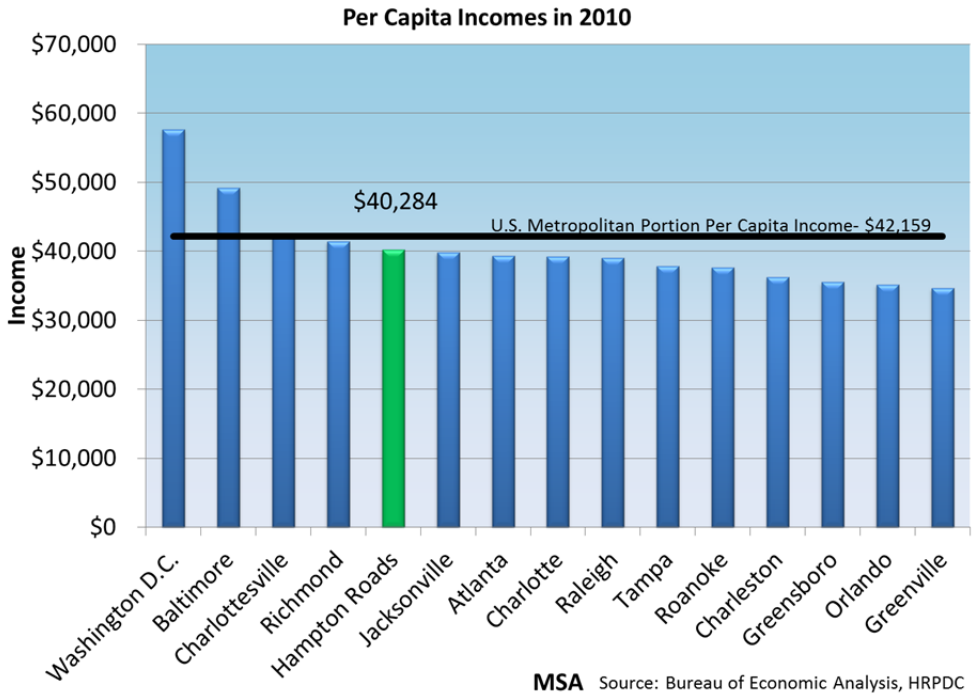
Figure 1.20 Per Capita Income in Hampton Roads and Competing Metro Areas

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.

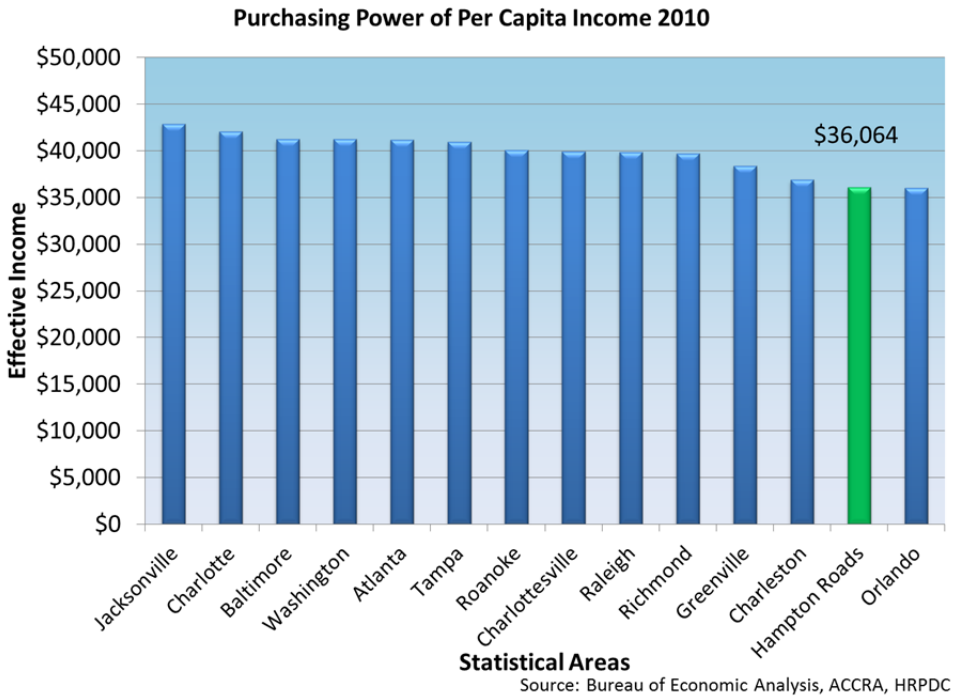
How are we doing?

Hampton Roads per capita income is slightly below the U.S. Metropolitan Portion Per Capita Income, but the region compares favorably to other Southeastern metropolitan areas.



Source: Bureau of Economic Analysis, HRPDC

1.21 Purchasing Power of Per Capita Income in Hampton Roads and Competing Metro Areas in 2010



Source: Bureau of Economic Analysis, ACCRA, HRPDC

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 income growth 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.

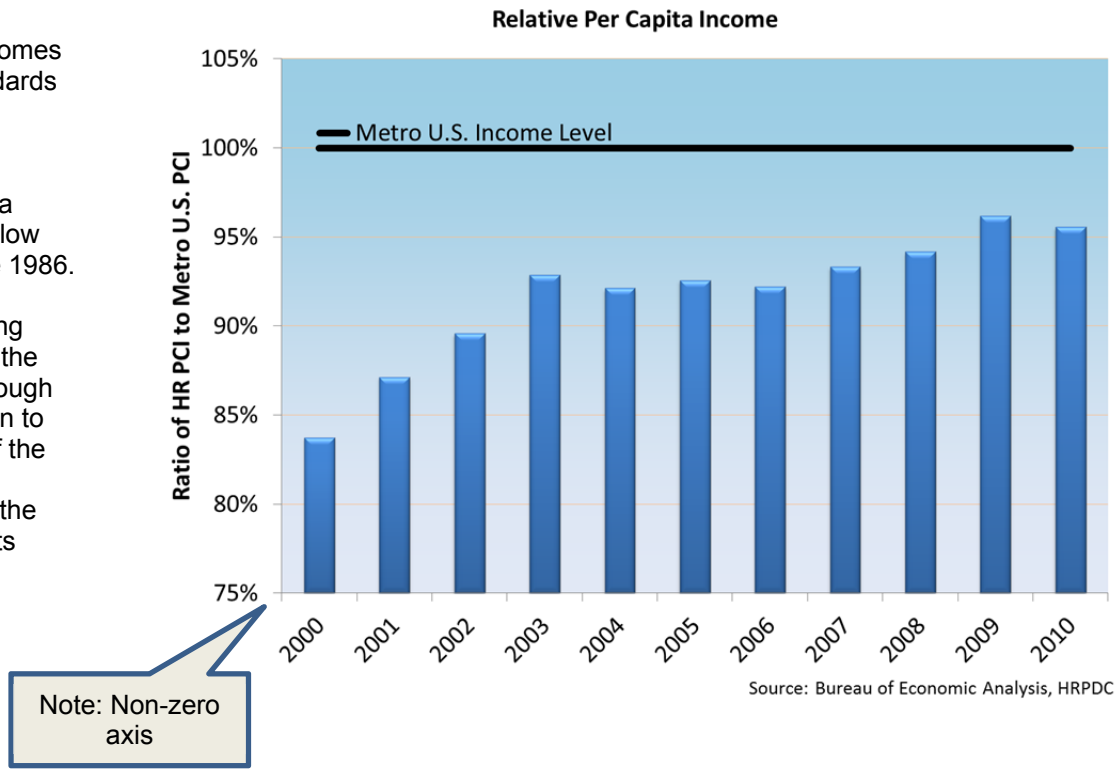
Figure 1.22 Hampton Roads Per Capita Income in Relation to the National Average

Why is it important?

Fluctuations in relative incomes reflect fluctuations in standards of living.

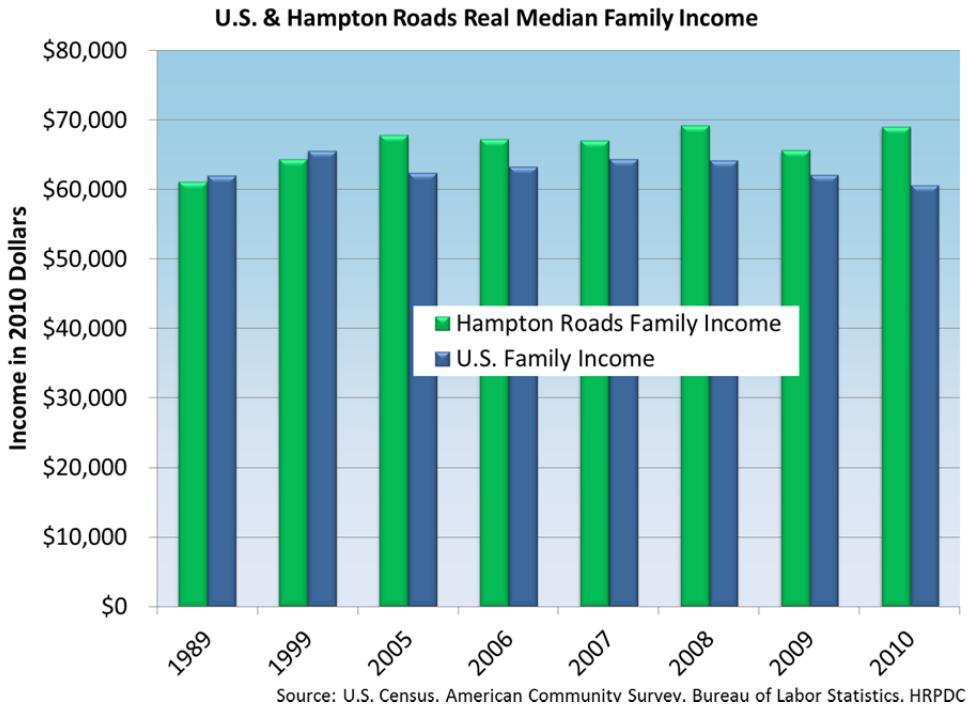
How are we doing?

Hampton Roads' per capita income (PCI) has been below the national average since 1986. Military pay increases and increased defense spending helped to close the gap in the first half of this decade, though Hampton Roads has begun to feel the lingering effects of the 2007 recession. The gap widened again in 2010 as the region struggles to begin its economic recovery.



Source: Bureau of Economic Analysis, HRPDC

Figure 1.23 Real Median Family Income



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?

Real median family incomes have remained fairly constant over the last two decades. Regionally, family incomes have maintained their levels better than median family income on the national level.

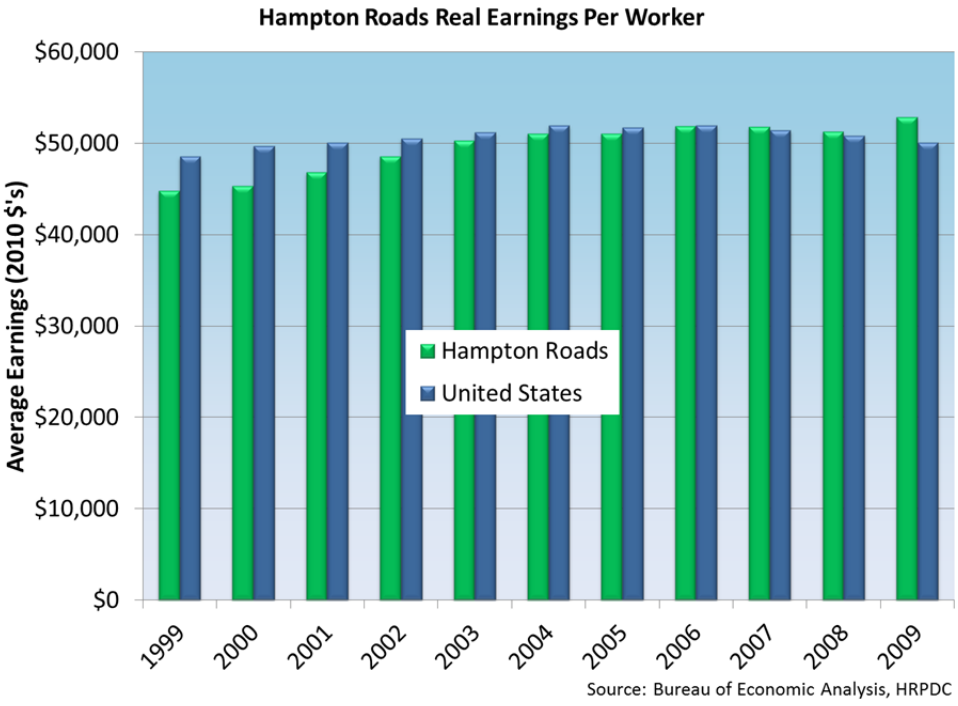
Figure 1.24 Earnings Per Worker in Constant Dollars

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 both signs of limited productivity.

How are we doing?

Inflation adjusted earnings-per-worker in Hampton Roads have made substantial gains over the past decade.



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SECTION II

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

Section II Table of Contents

Industry

While attempts to diversify the regional economy continue, several industry clusters play a vital role in the economy. These basic sector industries bring vital outside dollars into the region providing an economic foundation and enabling economic growth within the region's non-basic sectors. Unfortunately, the relative importance of basic sector industries can make economies vulnerable to weakness when basic sector industries are in a state of decline (the effects of the steel industry on the rust belt and the car industry on the state of Michigan are excellent cautionary tales of industry dependence).

The Defense Sector, both through direct military employment and through contractors and civilian employees, continues to have the greatest impact on the Hampton Roads economy. While military employment as a percentage of total employment continues to decline, procurement dollars as well as the large wage and benefits packages military personnel receive, have maintained Hampton Roads' economy through the past several downturns. While real defense outlays have been increasing over the past decade, concerns over the budget as well as the political process will continue to place Hampton Roads' military assets at risk. The disestablishment of Joint Forces Command (JFCOM) has emphasized the reality of defense cuts and the regional implications of the decision making process in Washington.

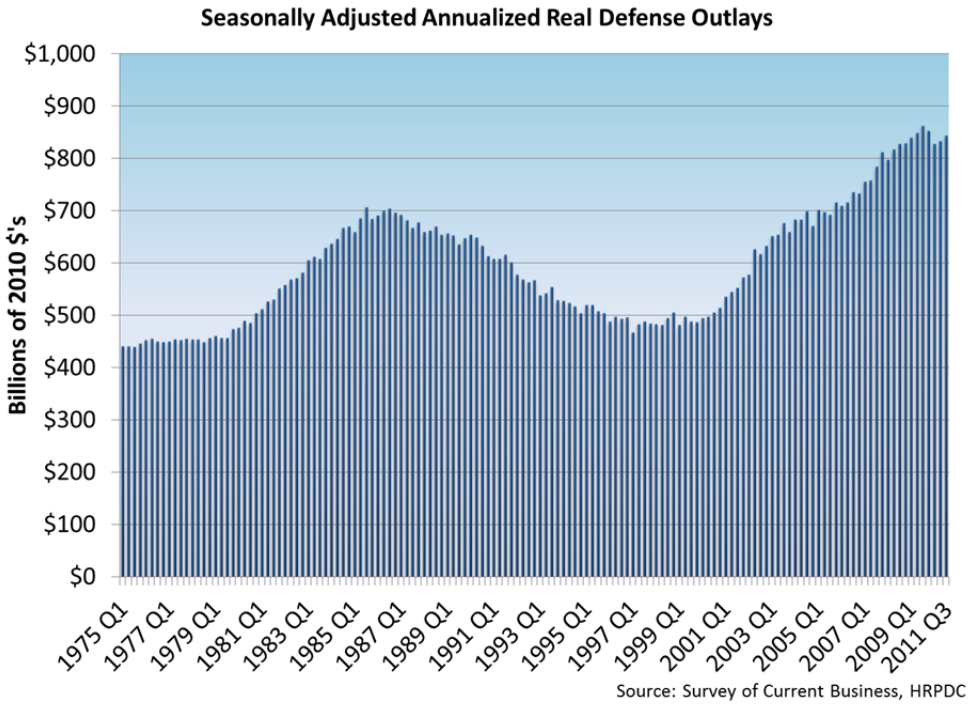
The ports represent another key industry for the region, generating direct employment at numerous port facilities across the region, as well as indirect employment in areas such as warehousing and logistics. The Port of Virginia experienced a significant decline in shipments as a result of the recession in 2001 and the recession that began in December 2007. The global economy is especially visible in port statistics as the decline in global demand is reflected in fewer vessel departures and a reduced number of twenty-foot-equivalent units being shipped. Coal loadings also rise and fall along with global demand and energy prices.

Another fundamental piece of the Hampton Roads economy is built upon the wealth of tourist venues in the region. The Historic Triangle, theme parks, and the region's significant water resources are a constant source of attraction both regionally, and from abroad. While belt tightening across the nation has had an impact on a number of the region's leisure and hospitality venues, tourism expenditures remain a strong source employment opportunities and revenues.

Finally, the construction industry continues to face strong headwinds with the housing market. The lack of demand for housing coupled with significant adjustments to real estate prices has not allowed the construction industry to play its usual role in bringing both the nation and this region out of recession.

This section of the Regional Benchmarking Study includes twenty three graphs that focus on several of the region's core industries.

Figure 2.1 Cycle of National Defense Spending



Source: Survey of Current Business, HRPDC

Why is it important?

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

How are we doing?

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

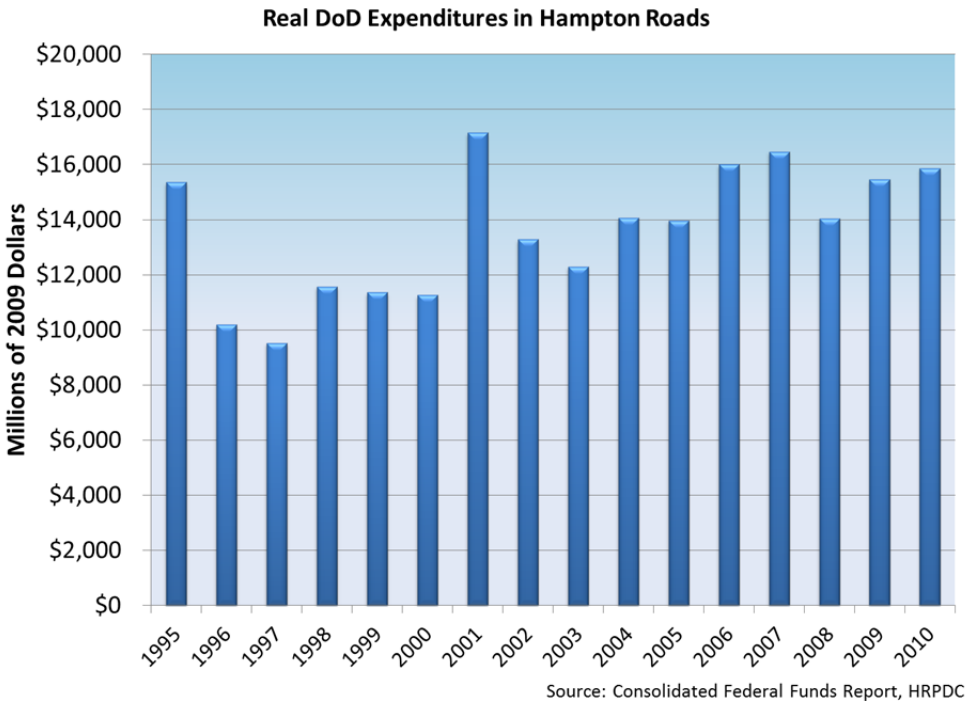
Figure 2.2 Inflation-Adjusted Department of Defense Spending in Hampton Roads

Why is it important?

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

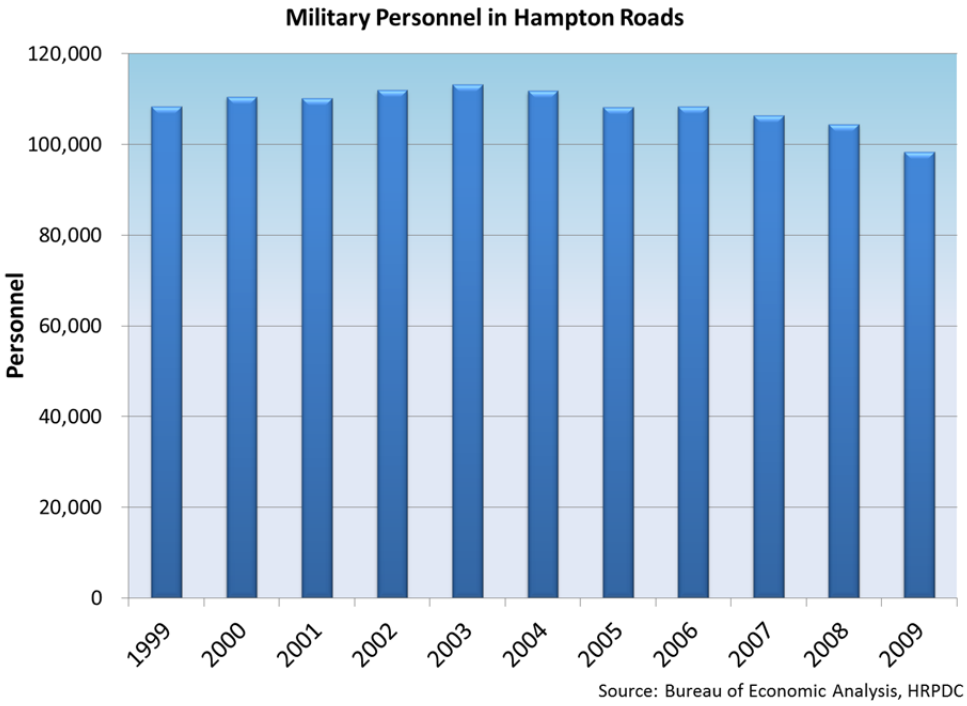
How are we doing?

Defense expenditures in Hampton Roads have stabilized the economy, and rising real defense spending in the region has moderated the effects of the current slowdown/recession. The disestablishment of JFCOM and efforts to move forces and ships based out of Hampton Roads demonstrate the events that could significantly change defense spending in the region.



Source: Consolidated Federal Funds Report, HRPDC

Figure 2.3 Total Military Personnel in Hampton Roads



Why is it important?

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

How are we doing?

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

Figure 2.4 Concentration of Military Personnel

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 1994 to 1998. Military's percentage of total employment has been steadily declining for the past 10 years.

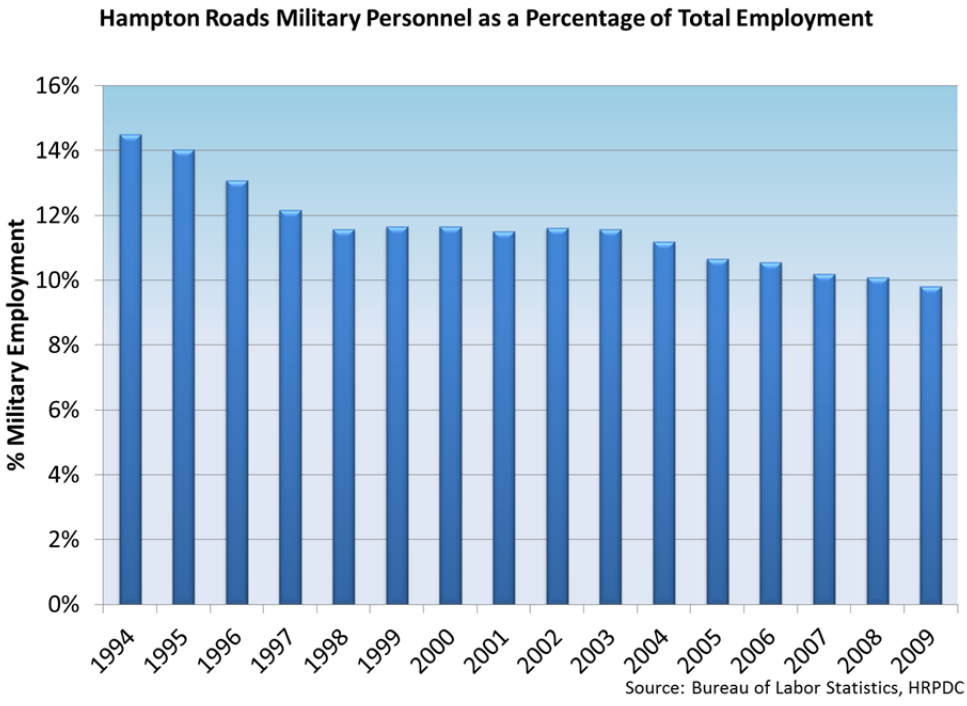
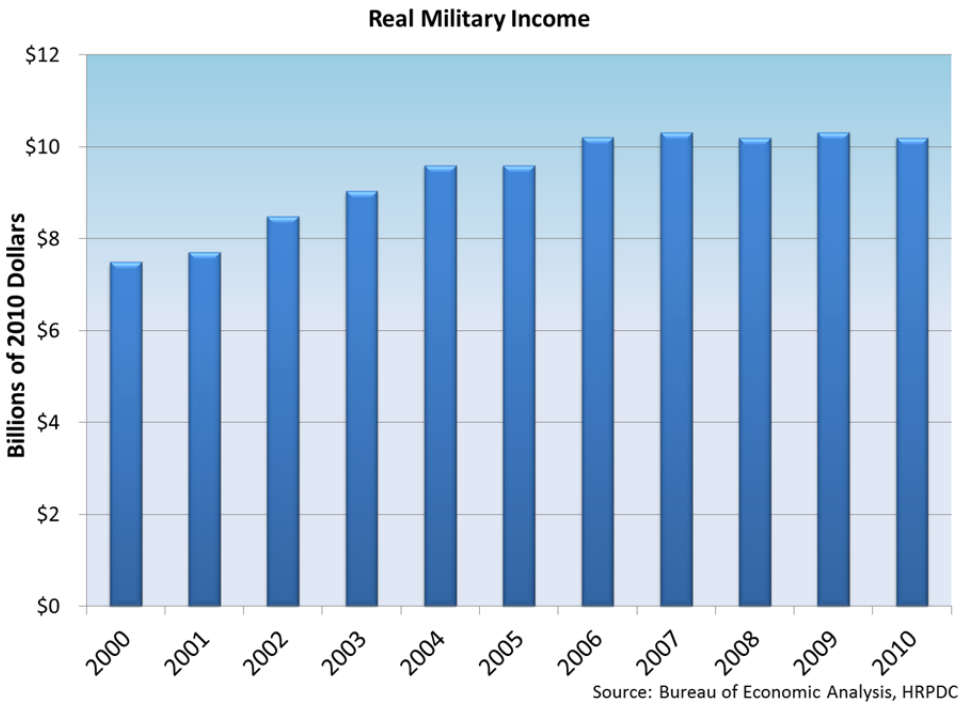


Figure 2.5 Inflation Adjusted Military Incomes



Why is it important?

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

How are we doing?

Military incomes have risen substantially from 1998 due in part to increases in military pay, but real incomes did not rise between 2006 and 2008 due to nationwide inflation. Since then regional military incomes have held steady.

Figure 2.6 Total Ship Building and Repair Employment in Hampton Roads

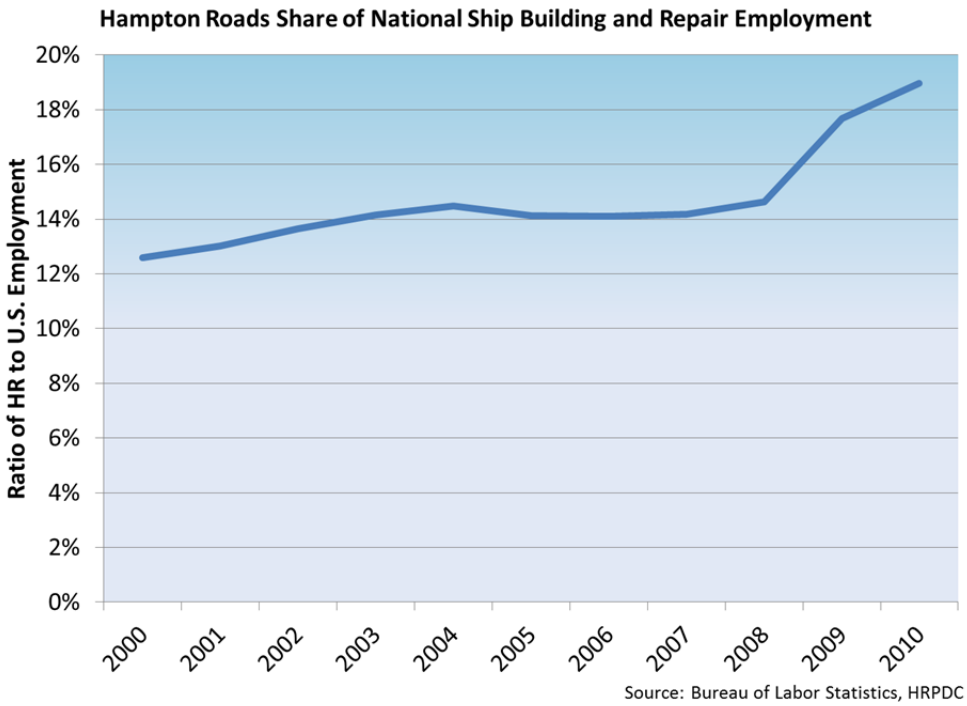
Why is it important?

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

How are we doing?

Ship repair in Hampton Roads declined over the latter half of the nineties before beginning to grow slowly over the past 9 years. The shipbuilding and repair industry is closely tied to military contracts.

Figure 2.7 Concentration of Ship Building and Repair Employment in Hampton Roads



Why is it important?

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

How are we doing?

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

Figure 2.8 Distribution of Market Share for East Coast Ports

Why is it important?

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

How are we doing?

12.1% of the total east coast container traffic flowed through the Hampton Roads region last year, making it the third largest container port on the Atlantic.

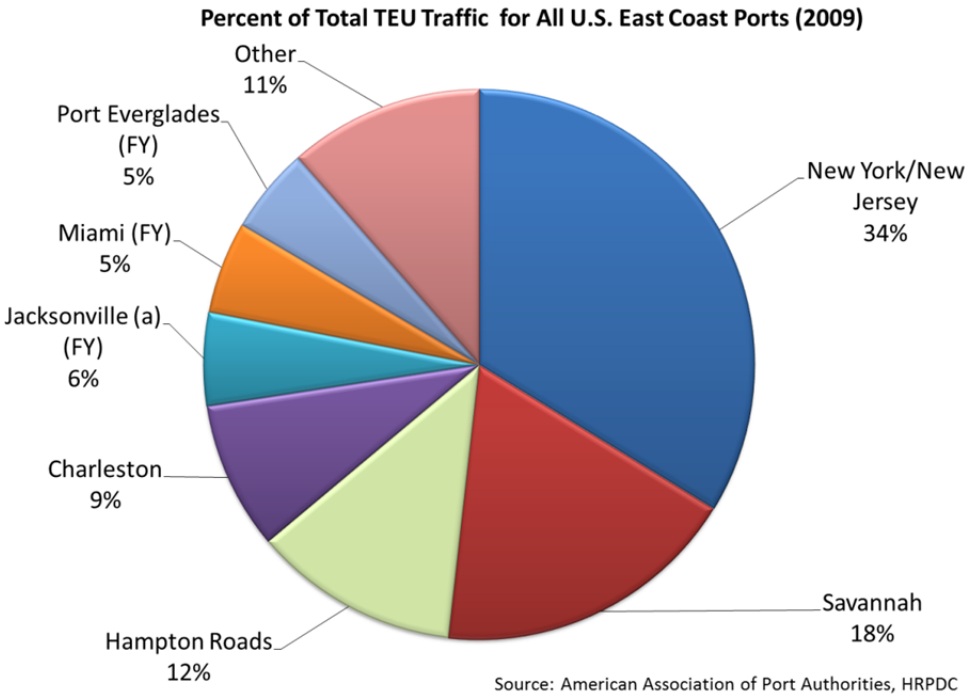
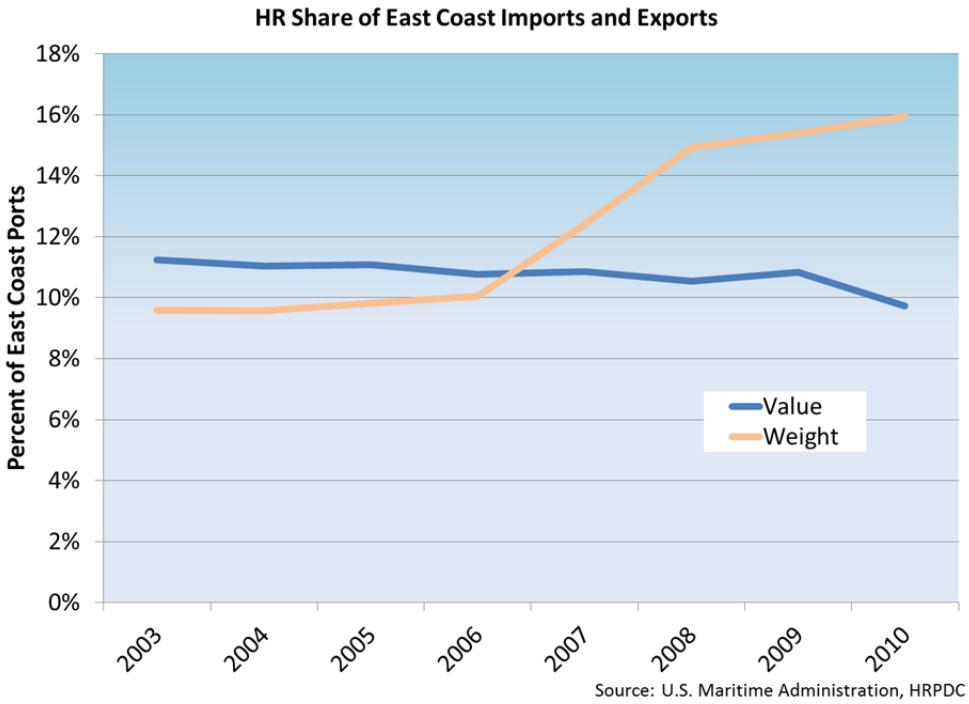


Figure 2.9 Hampton Roads Market Share of Imports and Exports at East Coast Ports



Source: U.S. Maritime Administration, HRPDC

Why is it important?

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

How are we doing?

The value of Hampton Roads market share has held relatively constant over the past decade. Capacity at the ports is expected to grow, though there may be transportation infrastructure limitations to the total level of growth. The large amount of coal that has been shipped out of the port explains why the region is gaining market share in weight of goods transported, but not in value.

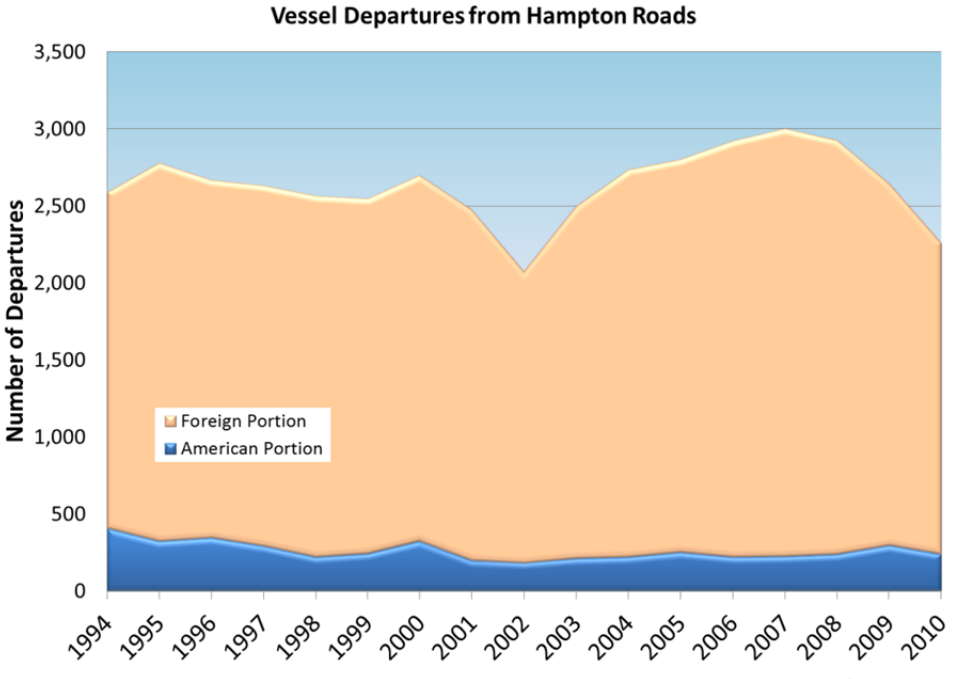
Figure 2.10 Foreign and Domestic Vessel Departures

Why is it important?

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

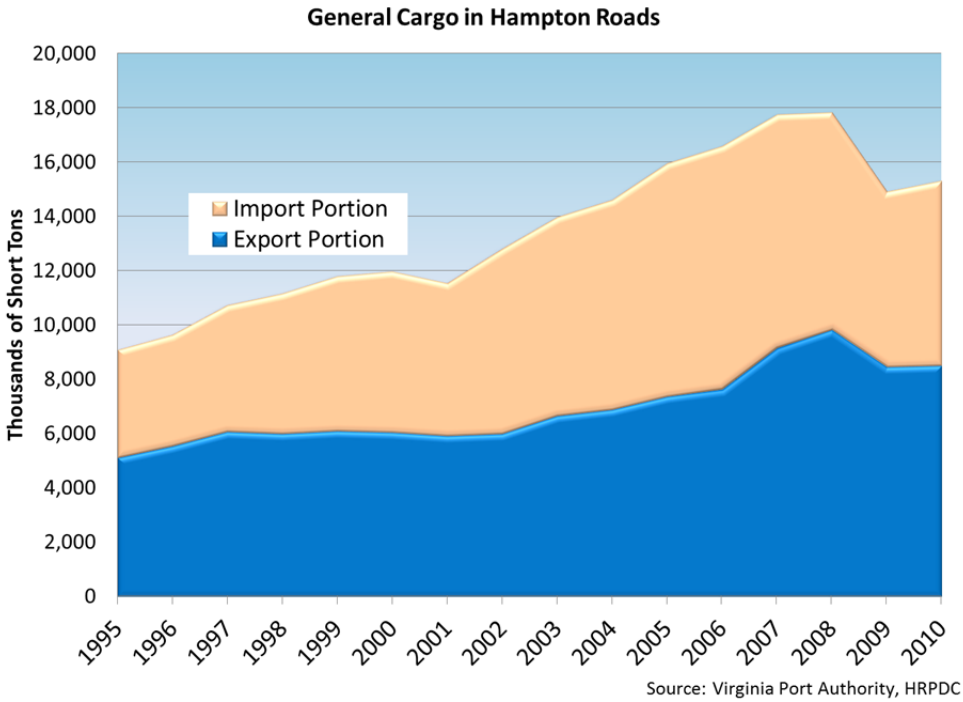
How are we doing?

The number of vessels moving through Hampton Roads is largely tied to the global demand for goods which rests on the overall economic health of the world. There have been large declines in port calls during the past two recessions.



Source: Virginia Port Authority, HRPDC

Figure 2.11 General Cargo Imports and 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 had been steadily increasing in Hampton Roads, but peaked during the second year of the recession and declined significantly between 2008 and 2009.

Figure 2.12 Twenty Foot Equivalent Units through the Port of Virginia

Why is it important?

Increasingly world trade is conducted through the use of containerized units that allow a high degree of automation for the shipping companies, and growth in TEUs shows that Hampton Roads continues to display a high level of productivity in that aspect of shipping.

How are we doing?

Container traffic followed a similar pattern to general cargo, with a decline in 2008 and a steeper fall in 2009 as a result of the recession. Container traffic has recovered more quickly than general cargo in Hampton Roads in 2010.

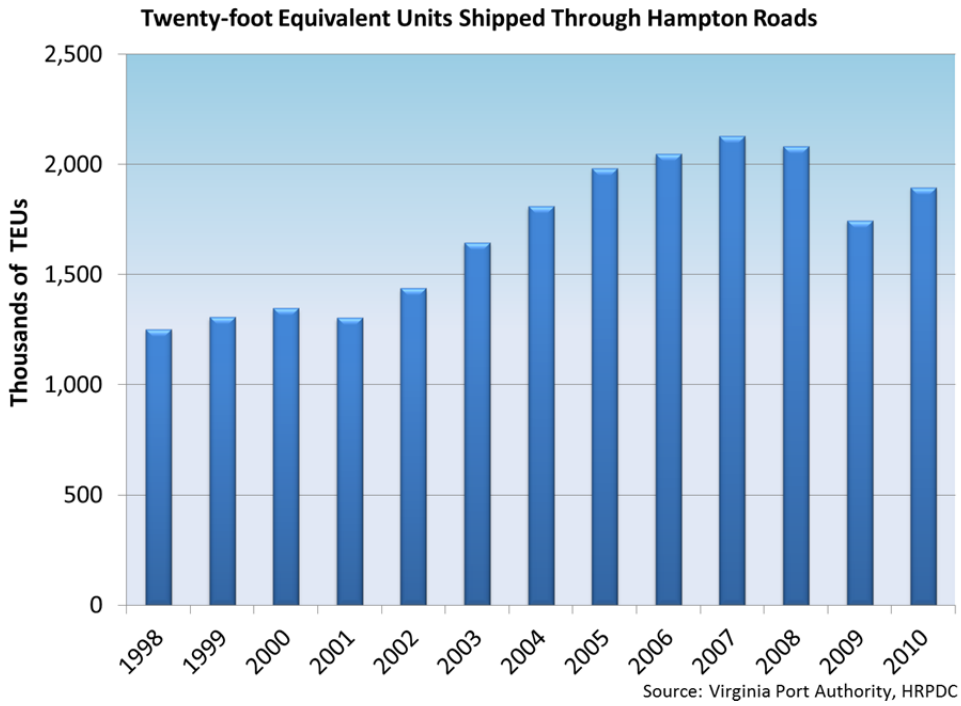
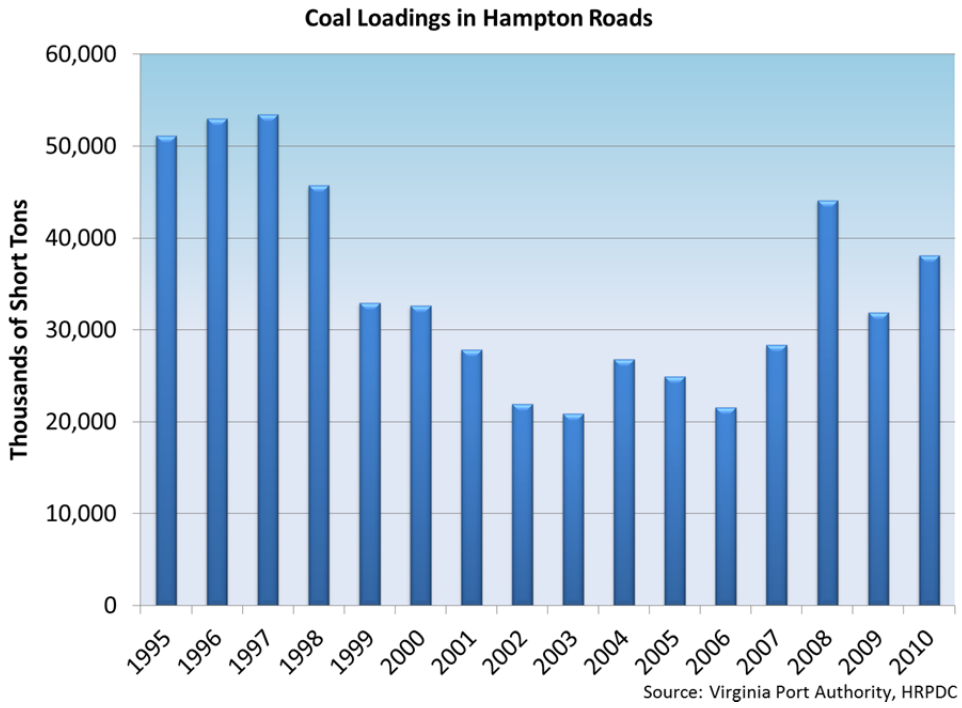


Figure 2.13 Coal Loadings



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. The demand for coal will be closely tied to the world economy and world energy prices, but it should remain a major export for Hampton Roads.

Figure 2.14 Hampton Roads Deseasonalized Taxable Hotel Sales

Why is it important?

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

How are we doing?

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

Figure 2.15 Employment in 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 had been steadily increasing since 2001, but has declined off the previous high due to the prolonged weakness from the recession.

Figure 2.16 Tourism Expenditures in Hampton Roads

Why is it important?

The Virginia Tourism Corporation estimates tourism expenditures in each locality, which measures the impact of the tourism industry on the local economy. As one of the region's major employment clusters, it is important that tourism continues to contribute to growing the regional economy.

How are we doing?

Following the same pattern as leisure and hospitality employment, tourism expenditures peaked in 2008 during the first year of the recession and have declined in 2009 recovering slightly in 2010.

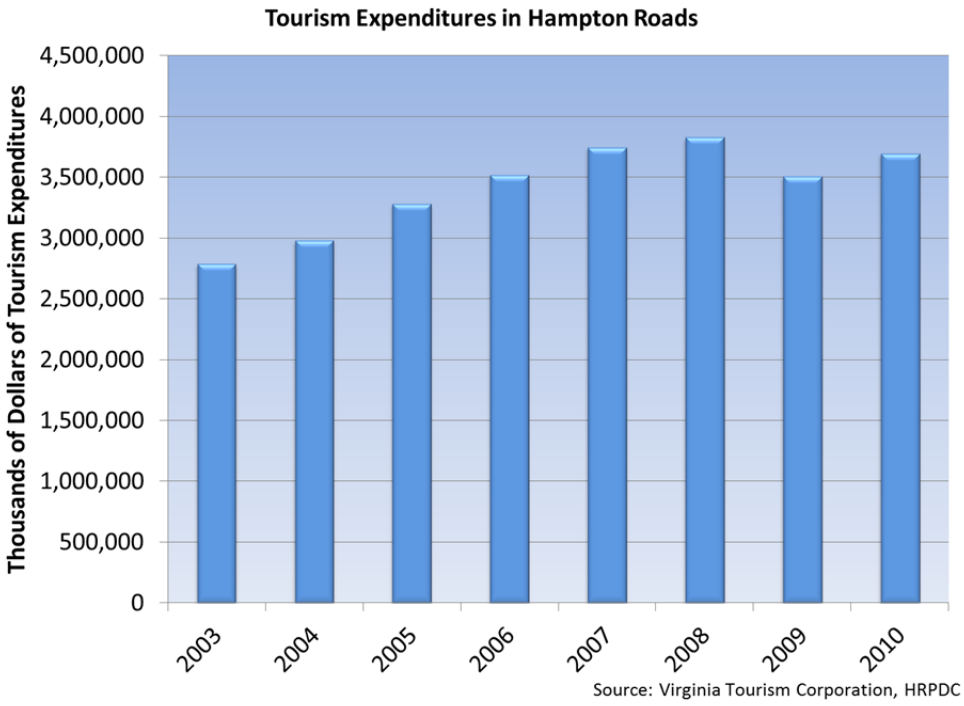


Figure 2.17 Construction Employment in Hampton Roads

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 from 2003 to 2006, construction employment did not surge, and this has led to a smaller decline than would be expected given the size of the housing correction.

Figure 2.18 Distribution of Hampton Roads Construction Employment

Why is it important?

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

How are we doing?

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

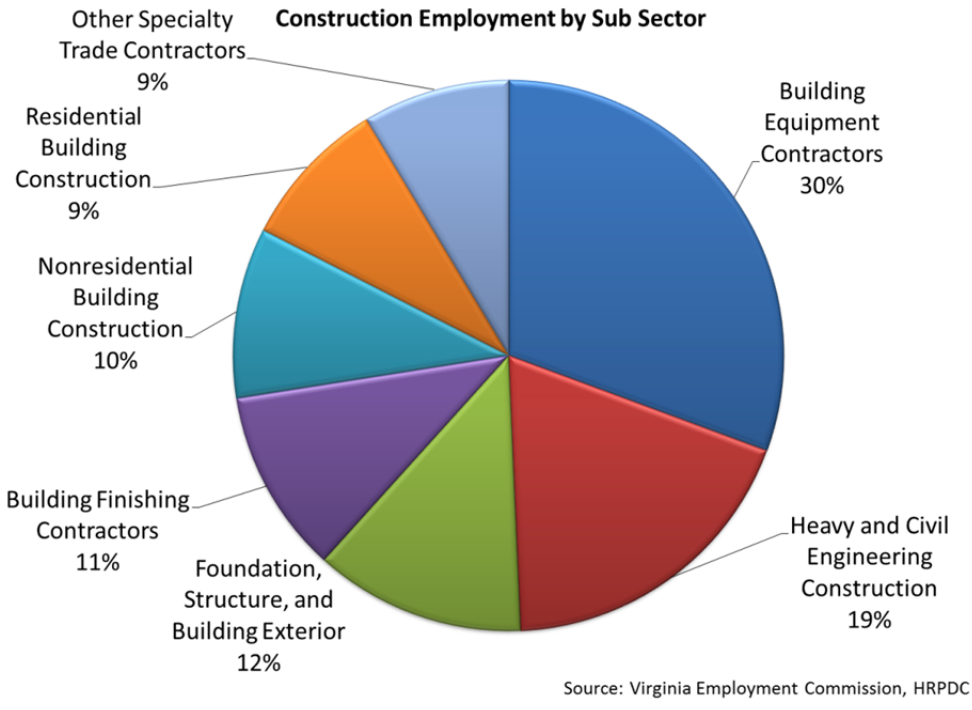
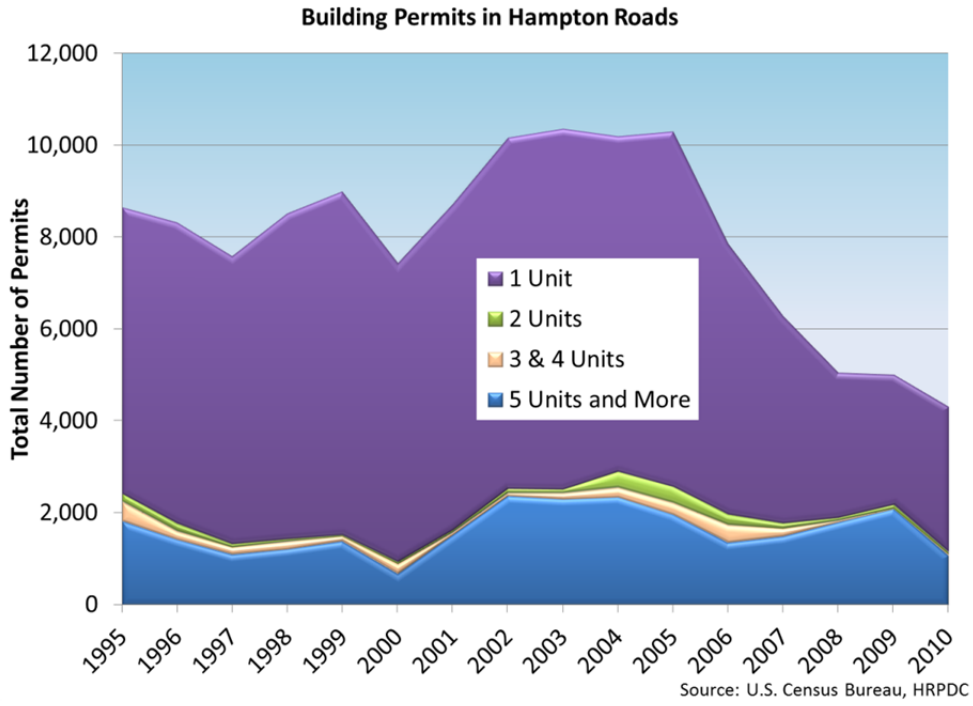


Figure 2.19 New Building Permits Issued in Hampton Roads



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 weakness in the residential construction market.

Figure 2.20 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 fell significantly after 2005, 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. The value of single family permits rebounded some in 2010.

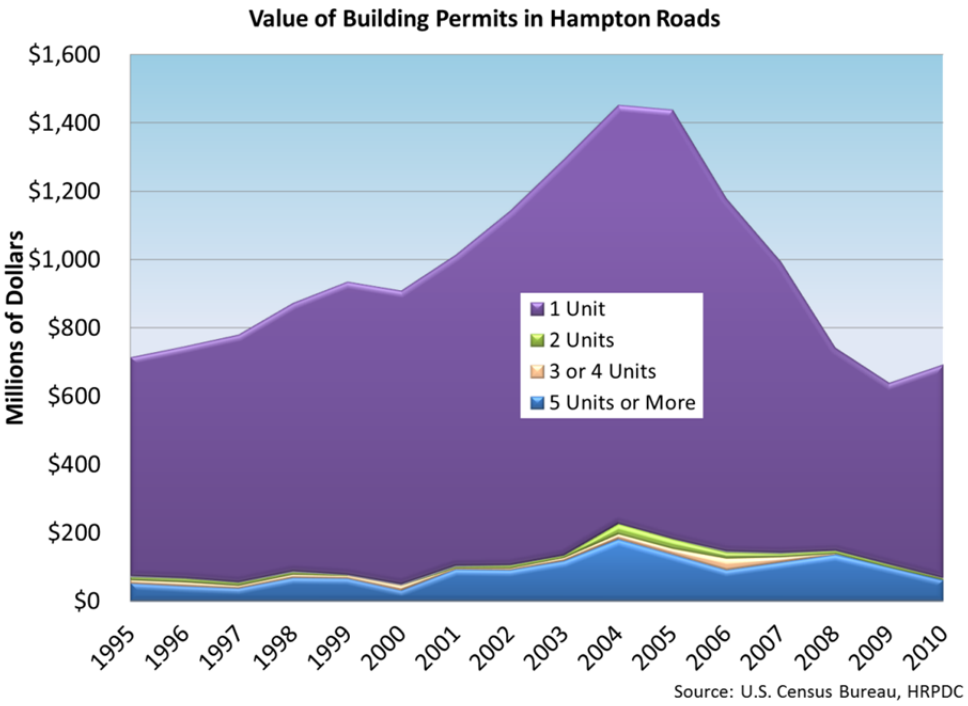
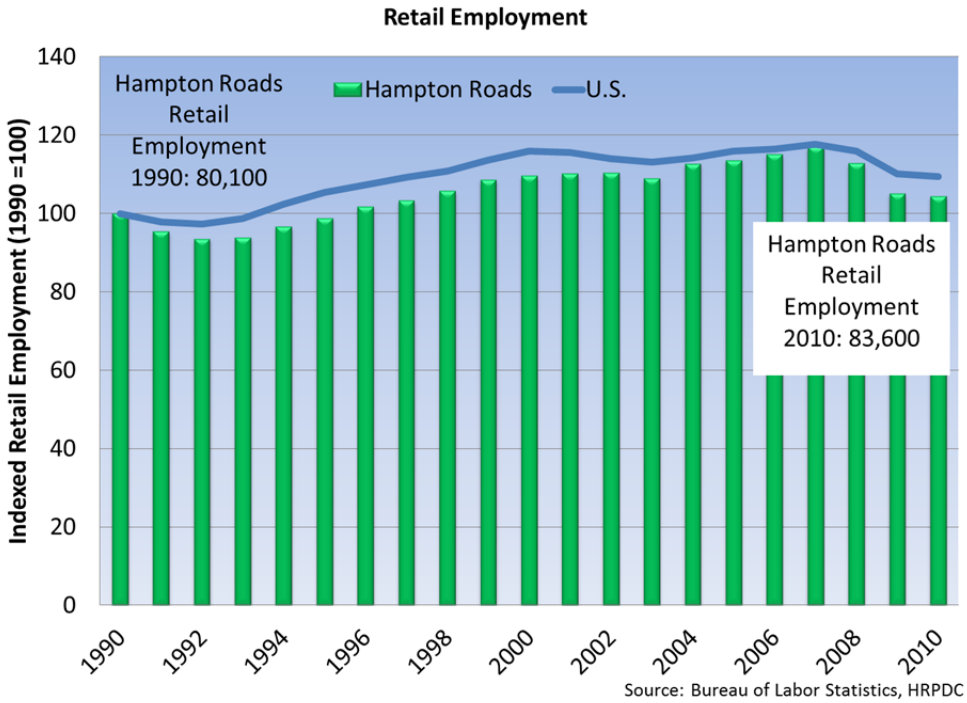


Figure 2.21 Total Retail Employment in Hampton Roads



Why is it important?

Retail employment tends to be very cyclical in nature, but the relative level of retail employment indicates the strength of the retail industry in the region.

How are we doing?

Employment in the retail sector remained relatively stable over the past two decades both nationally and in the region. The region only added 3,500 retail jobs over the past two decades. Retail employment has decreased substantially since 2007.

Figure 2.22 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.

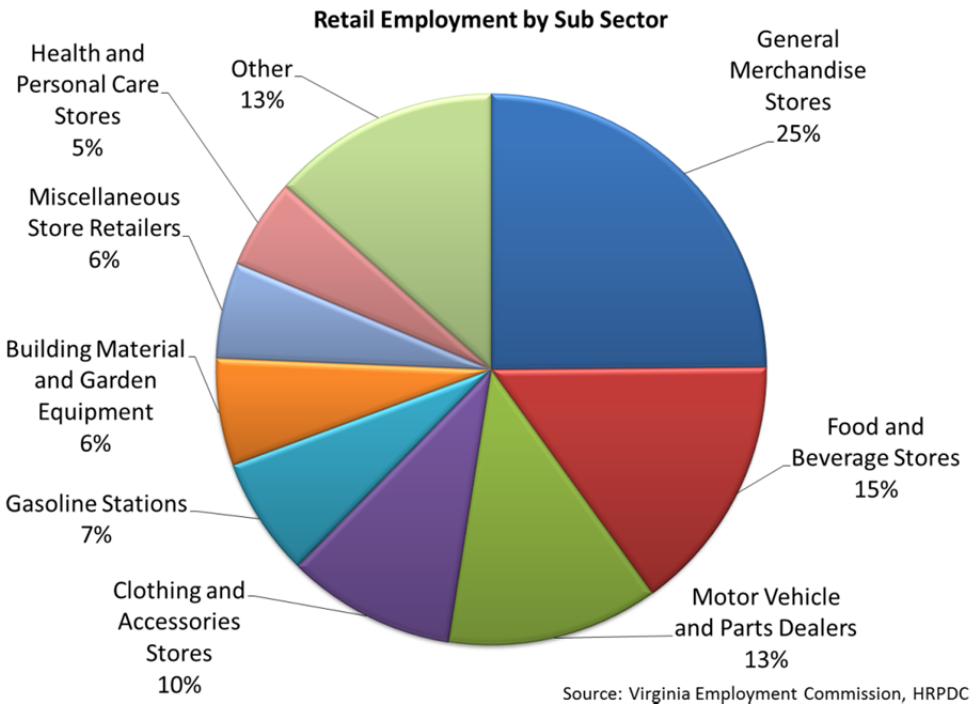
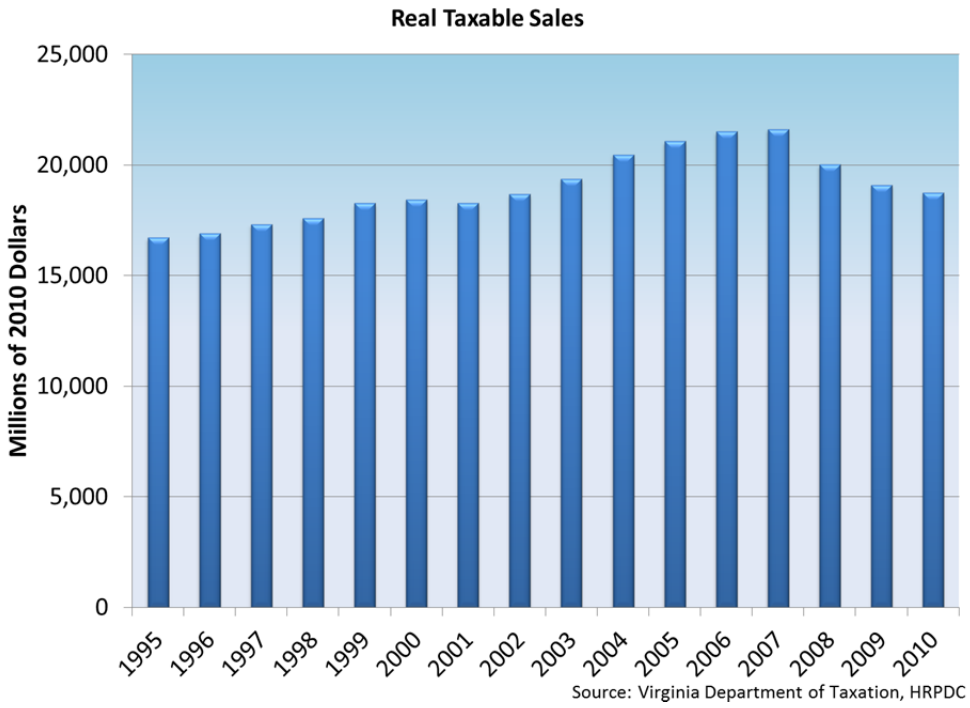


Figure 2.23 Inflation Adjusted Taxable Sales in Hampton Roads



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 declined for three years in a row as a result of the size and duration of the most recent recession. This will reduce state and local revenues placing increased pressure on the budget

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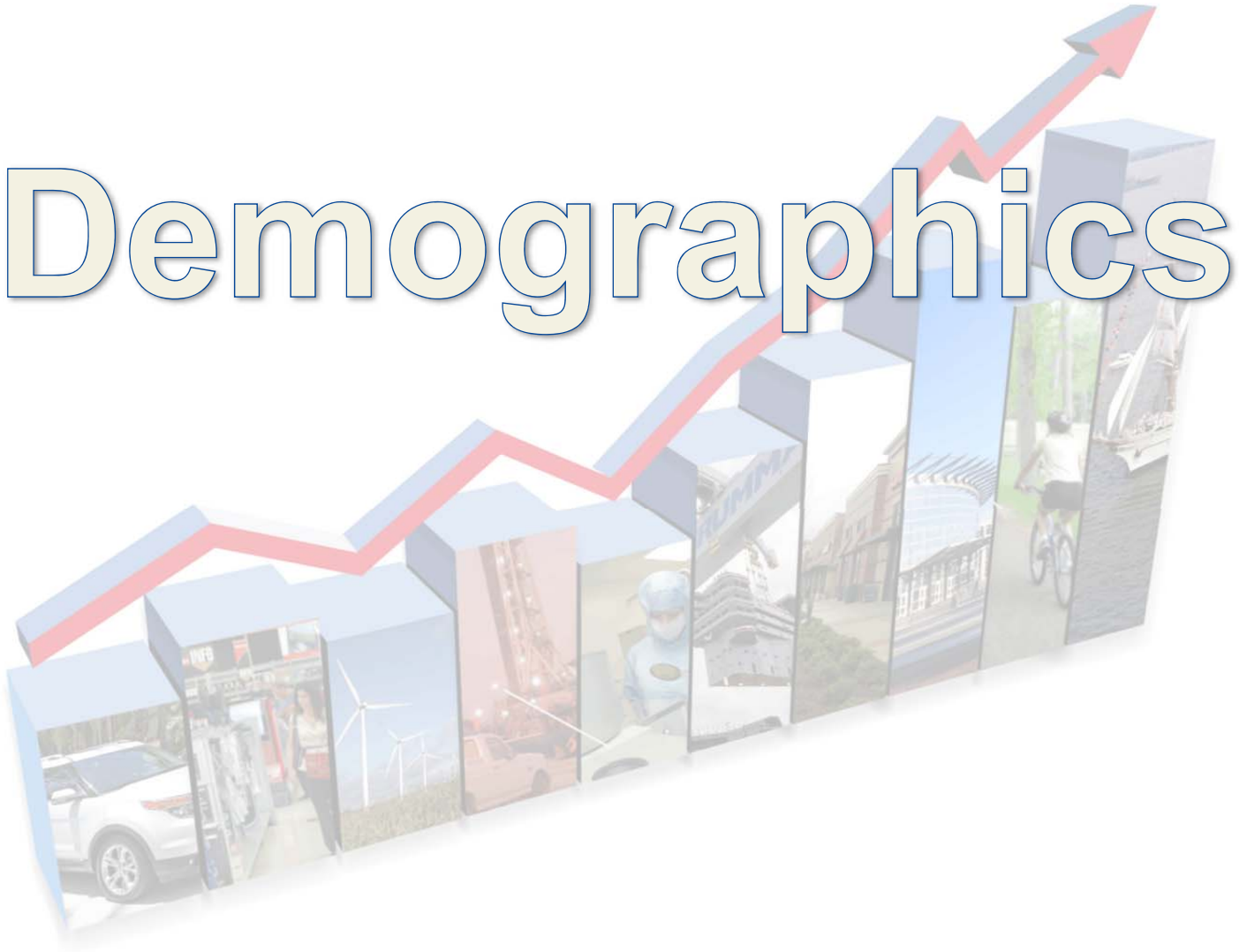
SECTION III



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

Section III Table of Contents

Demographics

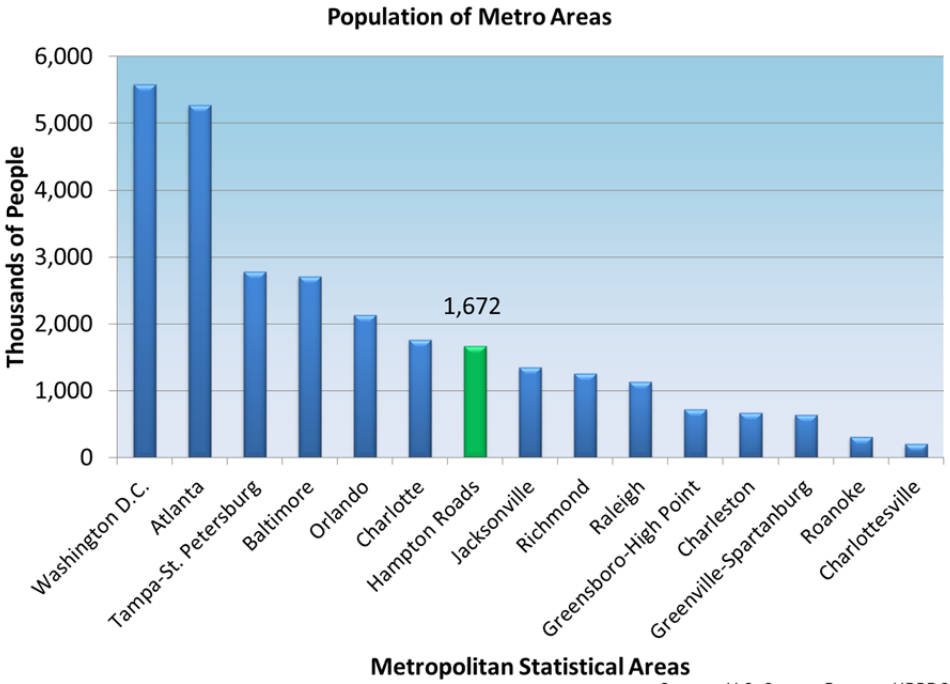
In 2010, Hampton Roads was the 36th largest metropolitan region in the United States in terms of population, down from 33rd just five years ago. The region has experienced very moderate population growth, with regional growth rates below the national level for 14 of the past 15 years and a net out-migration for 11 of the past 15 years. There has not been sufficient research to determine the cause of out-migration in Hampton Roads, though there is strong evidence to suggest that migration patterns are closely tied to economic opportunity.

The population has aged slightly over the last few years, as the only population category that has continued to grow throughout the decade consists of the cohort of those aged 65 years and older. The age cohort under nineteen is now below its previous high from the middle part of the decade, and the same is true of the working aged population (20-64).

Regionally, the number of females in Hampton Roads continues to be greater than the number of males by approximately 4.5%. During the past fifteen years, the African American population grew strongly, leveling off over the past five years. More recent data suggests that population growth has been relatively proportionate across demographic categories.

This section of the Regional Benchmarking Study includes nine graphs on demographic statistics in Hampton Roads.

Figure 3.1 Population of Hampton Roads and Competing Metro Areas in 2010



Source: U.S. Census Bureau, HRPDC

Why is it important?

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

How are we doing?

With a population of 1.672M in 2010, Hampton Roads was the 36th most populated metropolitan statistical area in the United States. While Washington and Atlanta are much bigger, Hampton Roads population level is average for Southeastern metro areas.

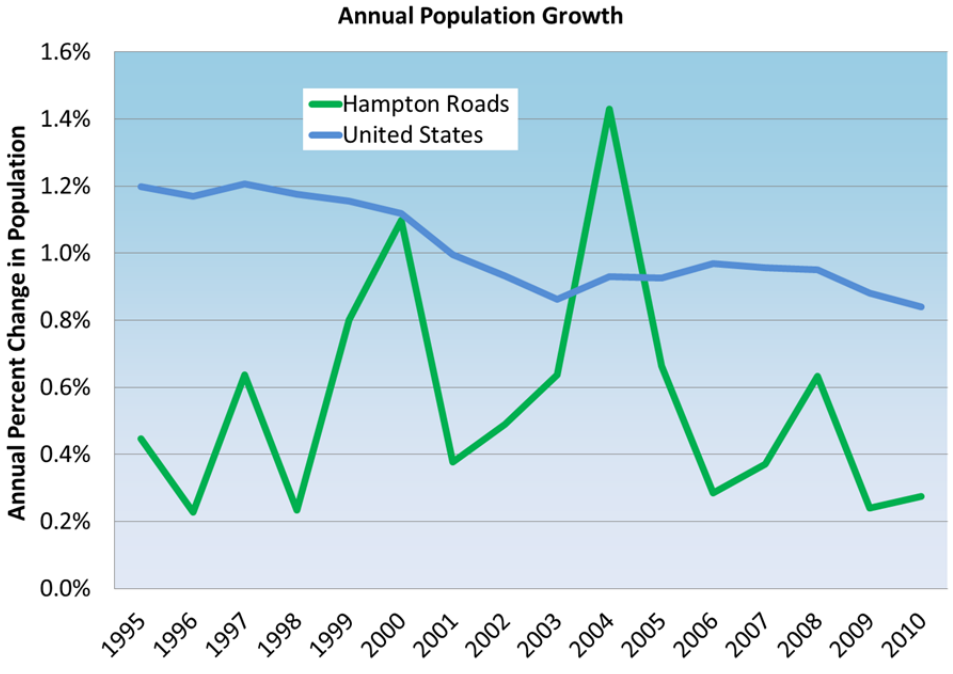
Figure 3.2 Population Growth Rates in Hampton Roads and the United States

Why is it important?

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

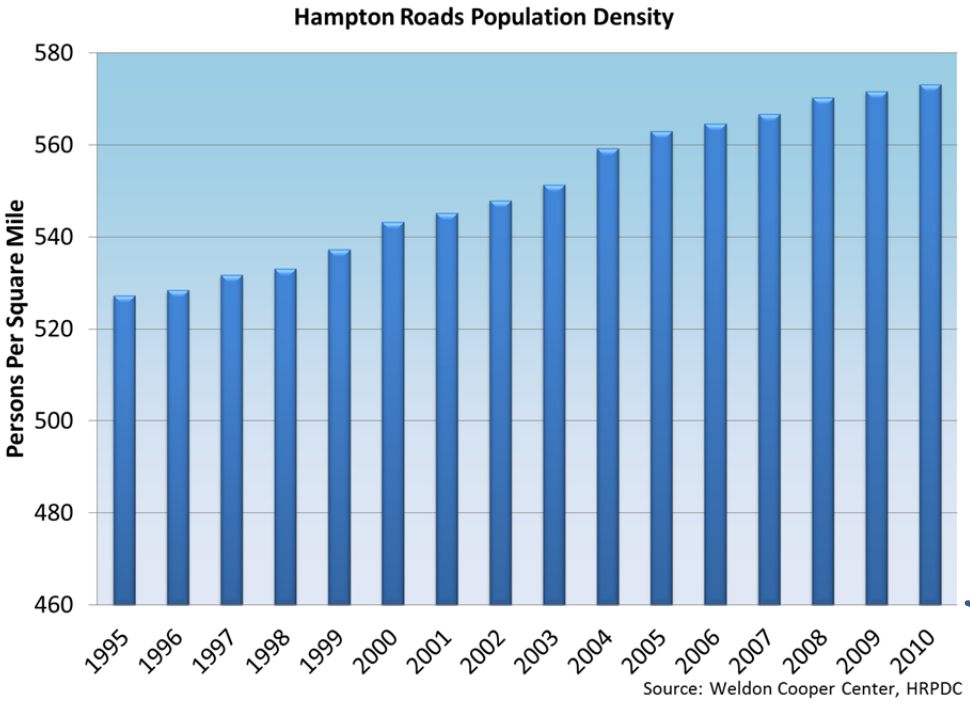
How are we doing?

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



Source: Weldon Cooper Center, U.S. Census Bureau, HRPDC

Figure 3.3 Hampton Roads Population Density



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

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

Note: Non-zero axis

Figure 3.4 Components of Population Change in Hampton Roads

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

How are we doing?
There was significant net out migration during the second half of the nineties and the second half of the aughts with a period of high volatility between. This outmigration is the reason Hampton Roads has a low level of population growth.

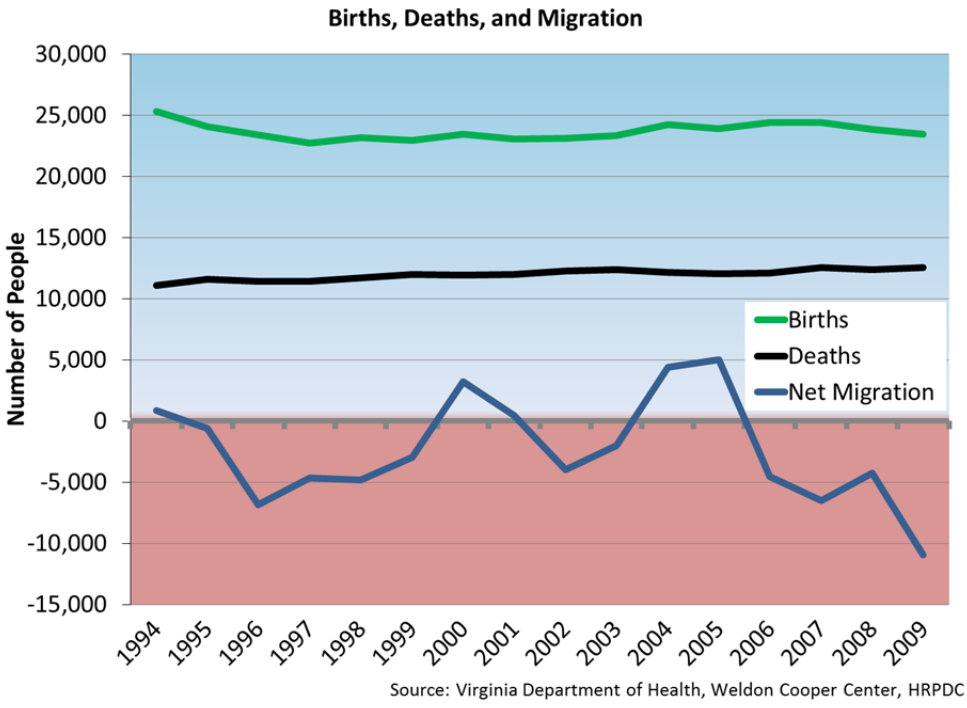
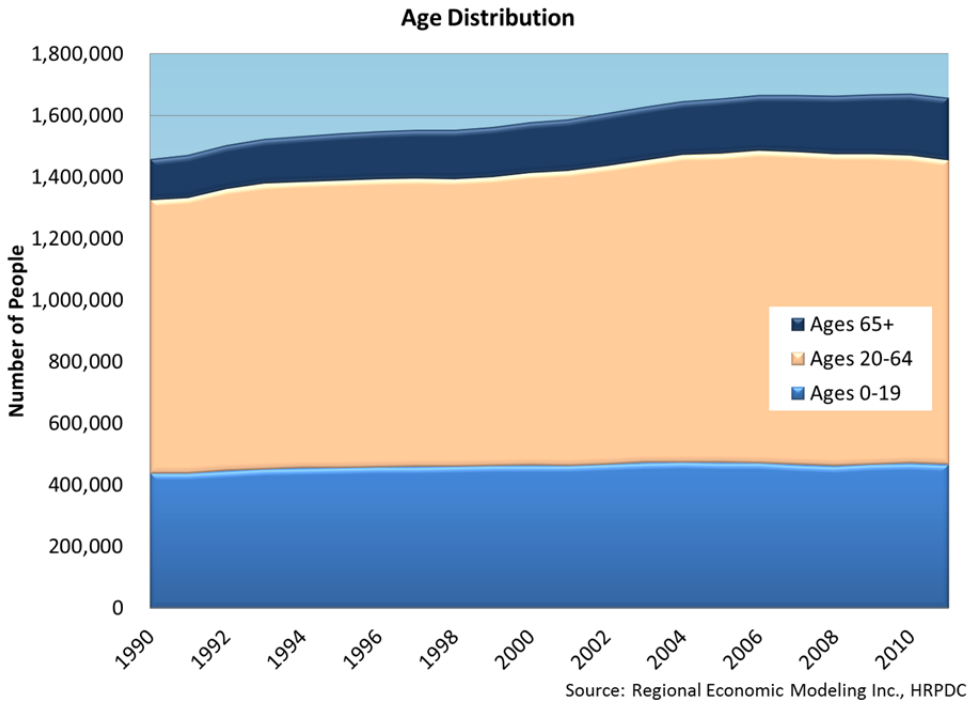


Figure 3.5 Age Distribution of Hampton Roads Population



Why is it important?

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

How are we doing?

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

Figure 3.6 Dependency Ratio in the U.S. and Hampton Roads

Why is it important?

This shows the extent to which the working age population supports dependents (both children and adults). The size of the dependency ratio has a causal link to GDP growth.

How are we doing?

Hampton Road's dependency ratio has shrunk since its peak in 1996, which is in stark contrast to the nation's dependency ratio that has slowly increased over the past two decades as the nation has aged (this ratio hit a local maximum in 1998 and declined slightly before increasing again rapidly in 2008).

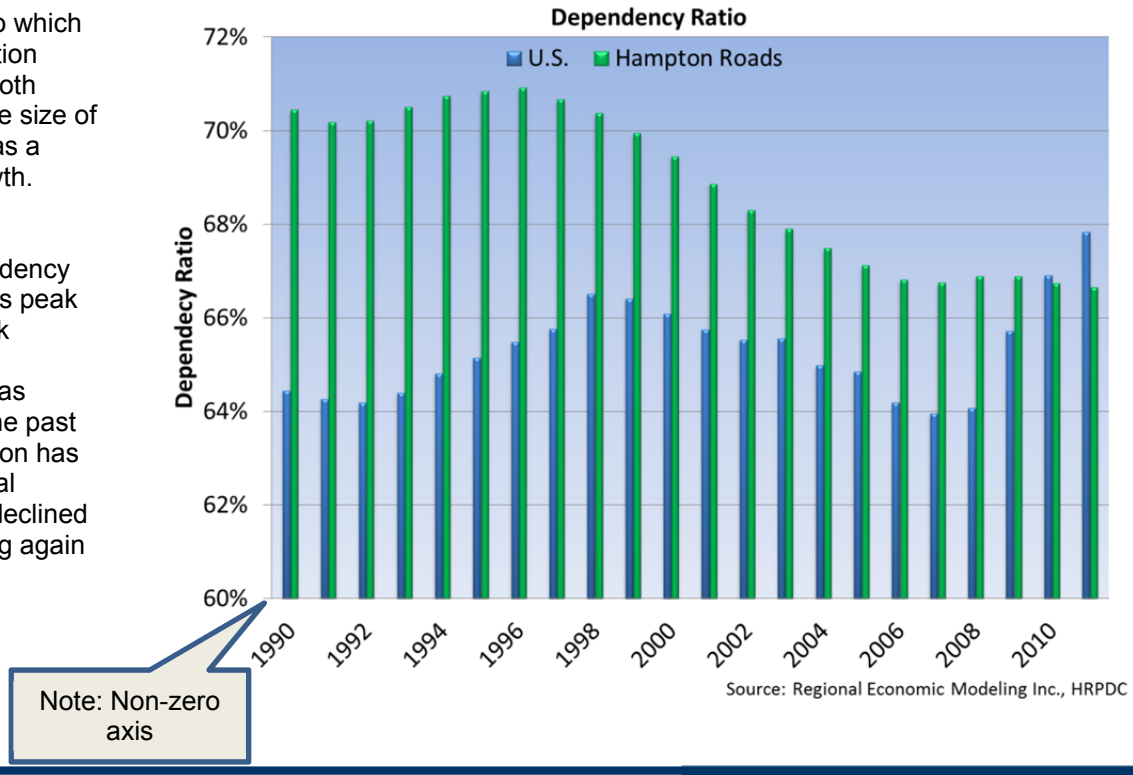
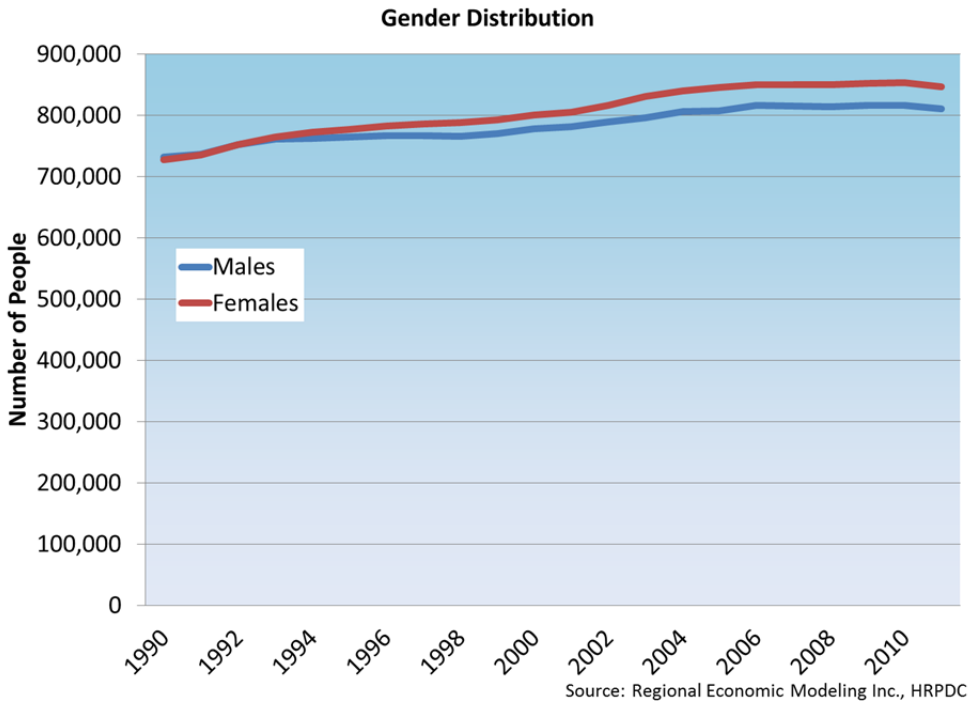


Figure 3.7 Gender Distribution for the Hampton Roads Population



Why is it important?

Men and Women require distinctive services, tend to pursue different occupations, and impact the social and economic landscape in a unique manner.

How are we doing?

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

Figure 3.8 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.

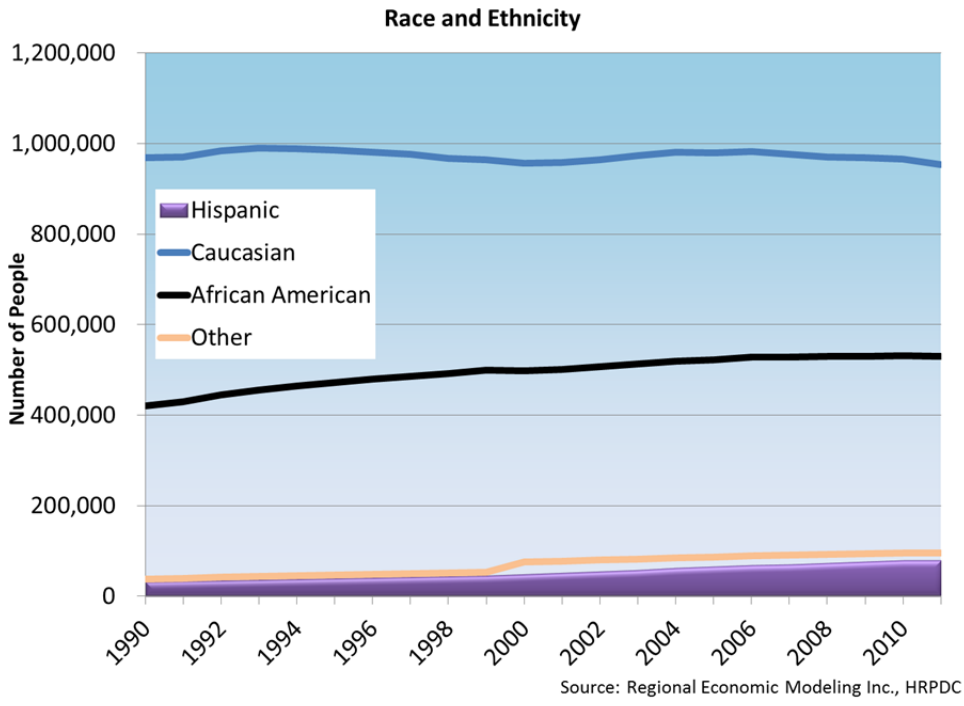
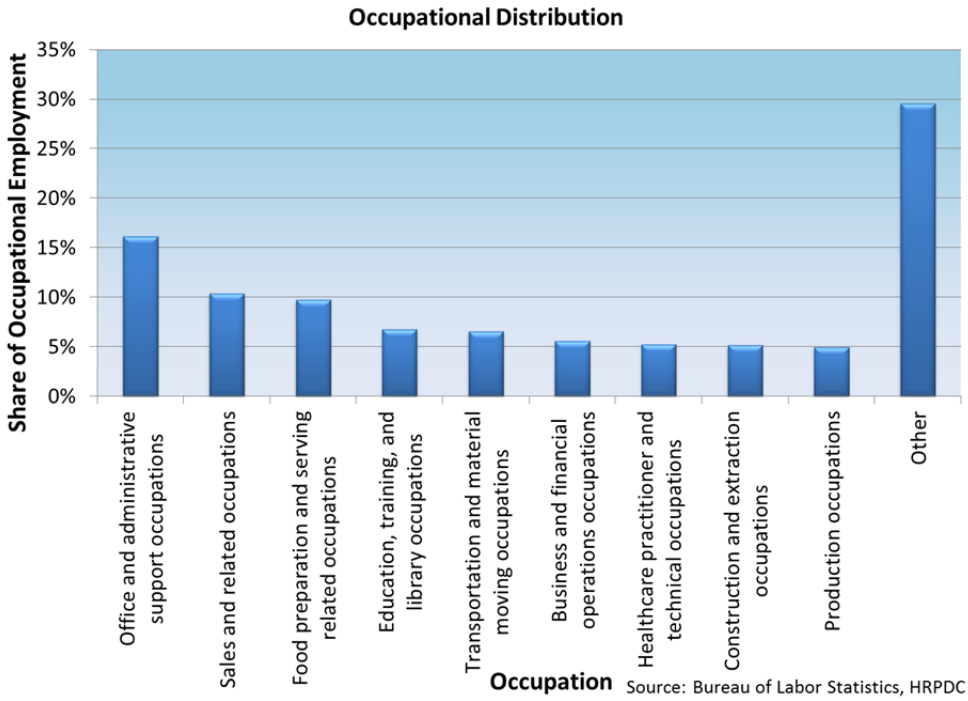


Figure 3.9 Distribution of Occupations in Hampton Roads



Source: Bureau of Labor Statistics, HRPDC

Why is it important?

Employment is often classified by industry, although persons seeking employment typically search by occupation. Figure 3.9 illustrates the occupational and skills distribution of persons working in Hampton Roads.

How are we doing?

Roughly 16.5% of workers in Hampton Roads are employed in office and administrative support occupations. Sales and food related occupations round out the top three occupational categories.

SECTION IV

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

Section IV Table of Contents

Housing

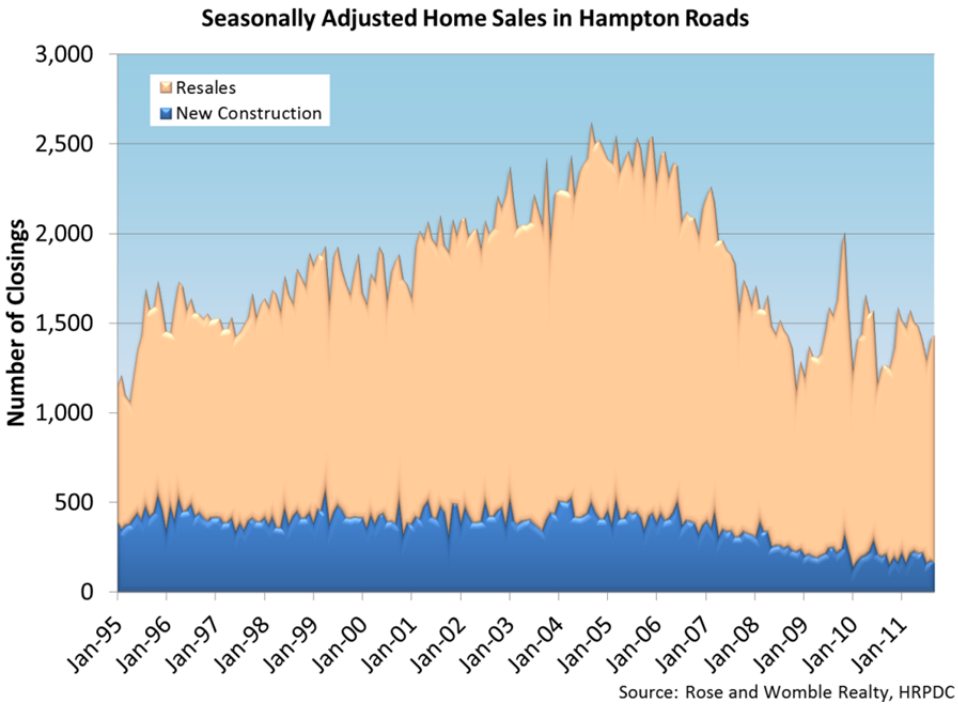
Construction and the housing market play a large role in the quality of life in a community. Residential construction traditionally plays a major role in bringing the nation and region out of recessions, as new home sales and the re-sale of existing homes contribute to spending on residential fixed investment and other home purchases such as furnishings. A healthy housing market would see home sales continue at historic rates, with small adjustments for demographic changes in the regional population. Too few home sales indicate that the housing market cannot achieve equilibrium as a result of either limited access to credit or market prices that have not been established by buyers and sellers. Home re-sales have been almost 16% below the long term average.

The lower sales in the region suggest that there continues to be uncertainty about the economy, but also that the home prices in the region have failed to fully adjust for the spike in housing prices midway through the previous decade. The home price index shows how quickly home prices have changed for the same quality of home (controlling for 'house' inflation in home prices), and it appears that there still exists room for home prices to decline further. Home values are still up 90% over the past decade, compared to a modest 26% during the nineties.

Homeownership rates in the region have been declining since 2003, and this relates both to the expense of homes during the housing bubble as well as the changing perspective in American's view of home ownership since price adjustments first started in the housing market. The housing affordability index has been increasing since 2006 as a result of both historically low interest rates and recent declines in house prices.

This section of the Regional Benchmarking Study includes seven graphs related to housing in Hampton Roads.

Figure 4.1 Pre-Owned and New Construction Home Sales in Hampton Roads



Source: Rose and Womble Realty, HRPDC

Why is it important?

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

How are we doing?

The region had seen a steady decline in existing home sales since July 2005, driven at first by a combination of increased mortgage rates and higher home prices. Sales of existing and new homes have spiked several times because of the home buyer tax credit.

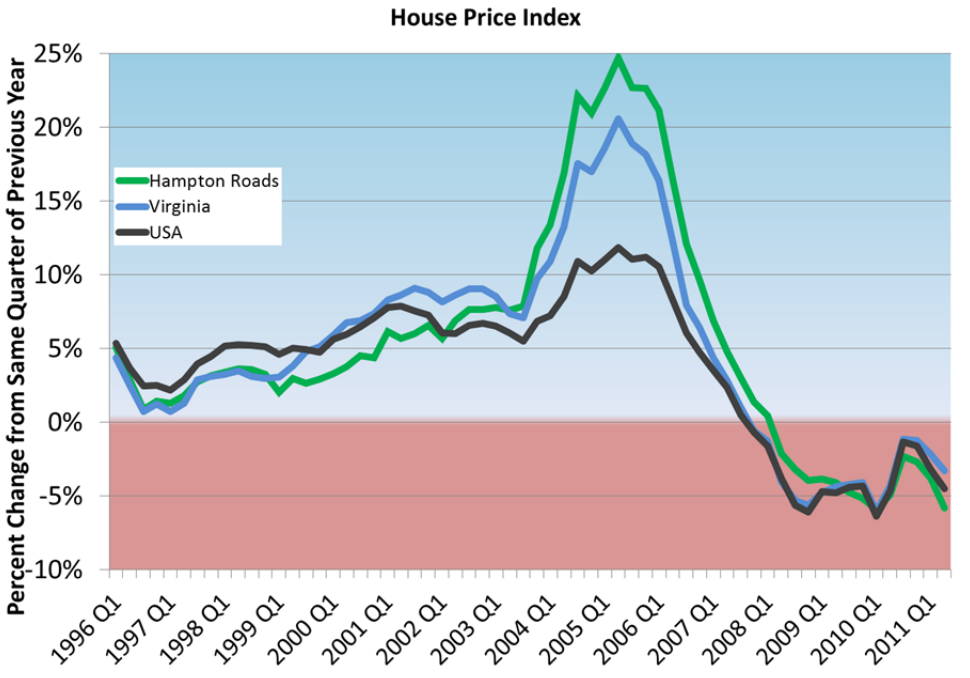
Figure 4.2 Housing Price Indices for Hampton Roads, Virginia, and the United States

Why is it important?

The cost of mortgages or renting 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.

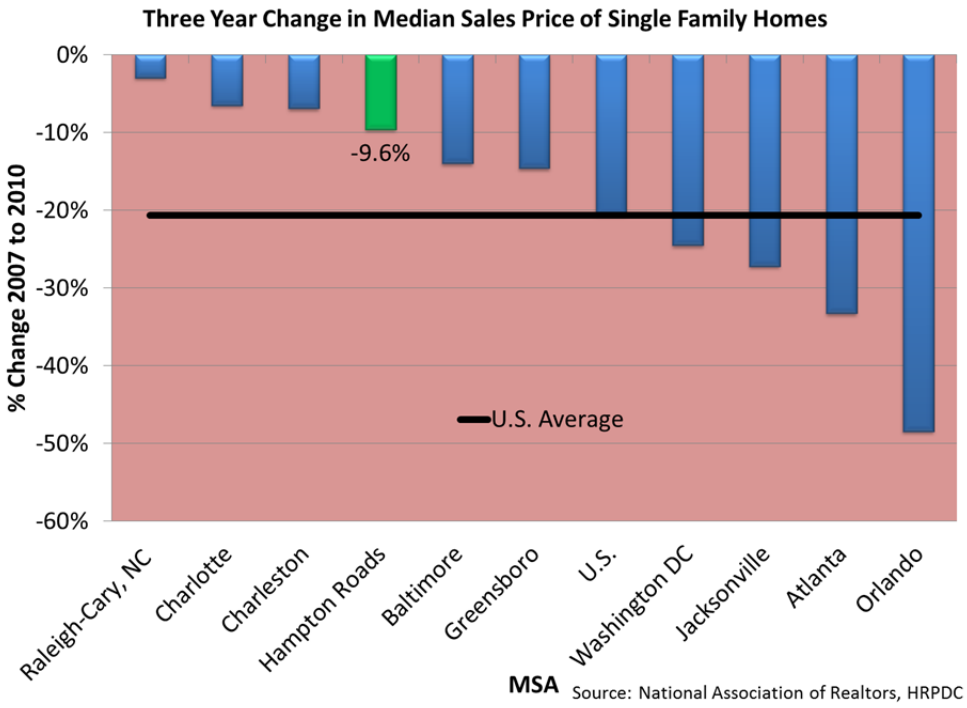
How are we doing?

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 seen since the early nineties.



Source: Federal Housing Finance Agency, HRPDC

Figure 4.3 Housing Price Increases in Hampton Roads and Competing Metro Areas from 2007 to 2010



Why is it important?

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

How are we doing?

Hampton Roads continues to experience a decline in the median value of home sales in 2010, but homes have still appreciated in the region over longer time horizons.

Figure 4.4 Home Ownership Rates in Hampton Roads

Why is it important?

As is so often stated by the Department of Housing and Urban Development, homeownership is part of the American Dream. Increased home ownership builds wealth and creates stable communities, but has the negative effect of reducing labor mobility.

How are we doing?

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

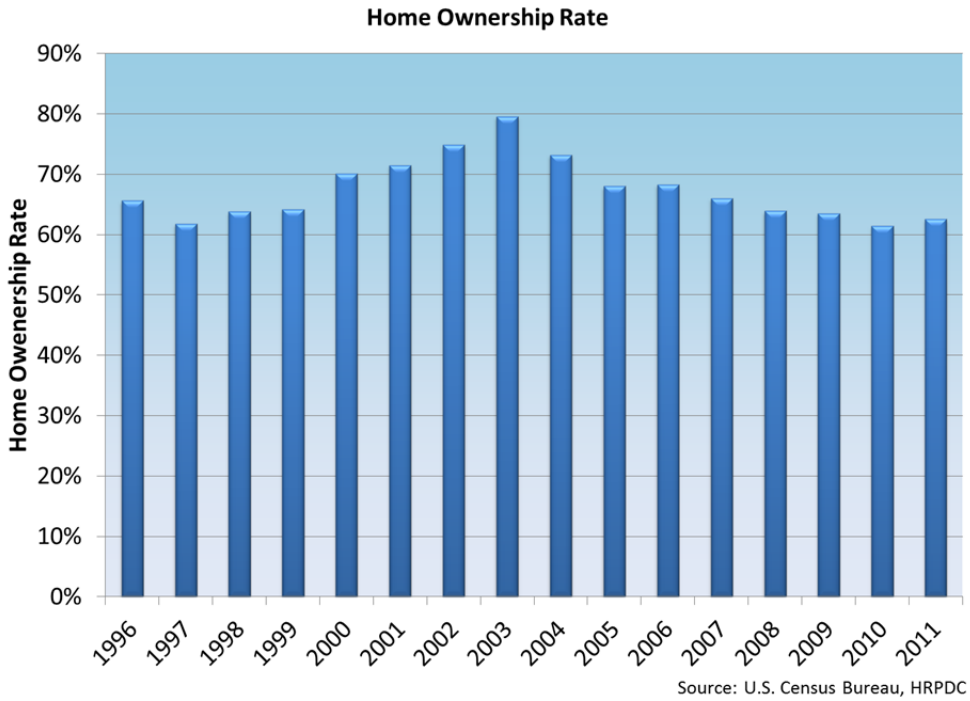
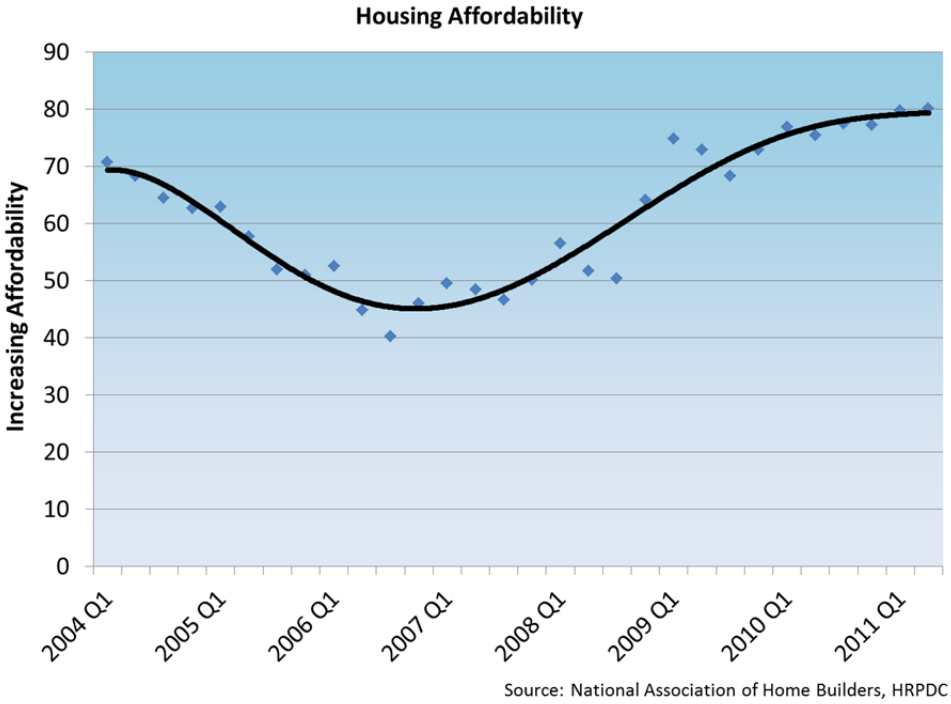


Figure 4.5 Hampton Roads Housing Opportunity Index



Source: National Association of Home Builders, HRPDC

Why is it important?

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

How are we doing?

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

Figure 4.6 Housing Affordability in Hampton Roads

Why is it important?

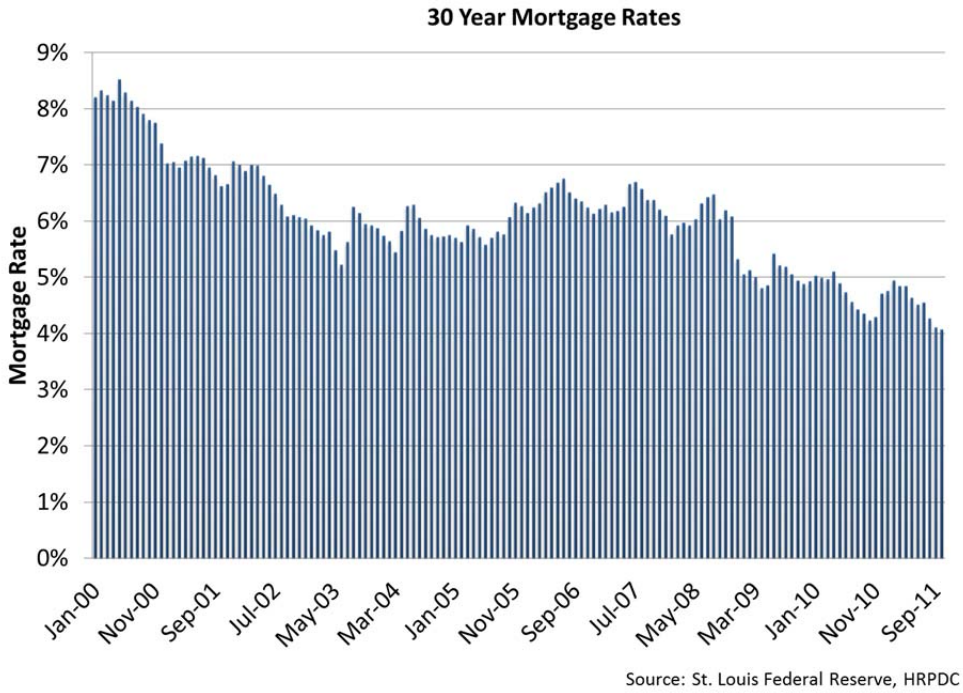
The availability of affordable housing ensures housing opportunities for persons of all income levels. Access to affordable housing prevents homelessness and allows a region to recruit a workforce. The affordability of a 2-bedroom apartment rental is an industry standard in determining affordability.

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. As families have been forced to leave their homes or have been unable to access credit to purchase a home, the rental market has seen increased demand increasing rents in the region.

Source: National Low Income Housing Coalition, HRPDC

Figure 4.7 Mortgage Rates



Source: St. Louis Federal Reserve, HRPDC

Why is it important?

National mortgage rates greatly influence local mortgage rates, and the overall affordability of the mortgage market. Continued low rates allow the market to continue to improve, but any major increase in mortgage rates could greatly impact the housing market.

How are we doing?

Mortgage Rates are now at the lowest levels in the history of the index.

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SECTION V

Transportation

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

Section V Table of Contents

Transportation

The transportation network in Hampton Roads has garnered considerable attention as aging infrastructure and traffic congestion are closely tied to the economy and to quality of life within the region. The recent downturn in the economy has affected many aspects of the Hampton Roads transportation system, with growth in roadway travel coming to a halt and a decrease in air travel from Hampton Roads airports.

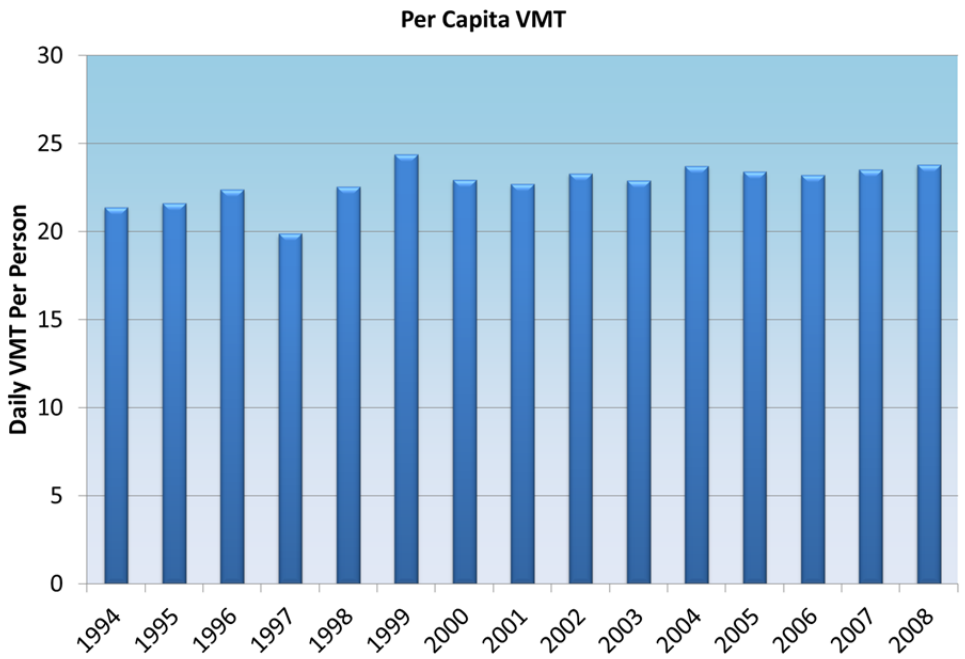
Over the last decade, Hampton Roads has experienced relatively little growth in terms of per capita vehicle miles traveled. In addition, the region also has a lower level of vehicle miles traveled per capita and a lower mean travel time to work than most of the other competitor regions.

In spite of relatively lower amounts of travel per capita in Hampton Roads than in the competitor regions, congestion is a significant issue in the region, particularly at the bridges and tunnels. According to Inrix, among competitor regions only Washington, DC had a higher Travel Time Tax (which measures the extra amount of time trips take in each region during congested peak travel periods) than Hampton Roads did in 2010.

Public transportation continues to play a small role in the region when compared to some other areas of similar size due in part to low population density. Norfolk has completed building the region's first light rail line, running 7.4 miles from Eastern Virginia Medical School to Newtown Road. Light rail has the capacity to impact future land use decisions and encourage increased density in development.

This section of the Regional Benchmarking Study contains 12 graphs on transportation statistics in Hampton Roads.

Figure 5.1 Per Capita Daily Vehicle Miles Traveled in Hampton Roads



Source: Federal Highway Administration, HRPDC

Why is it important?

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

How are we doing?

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

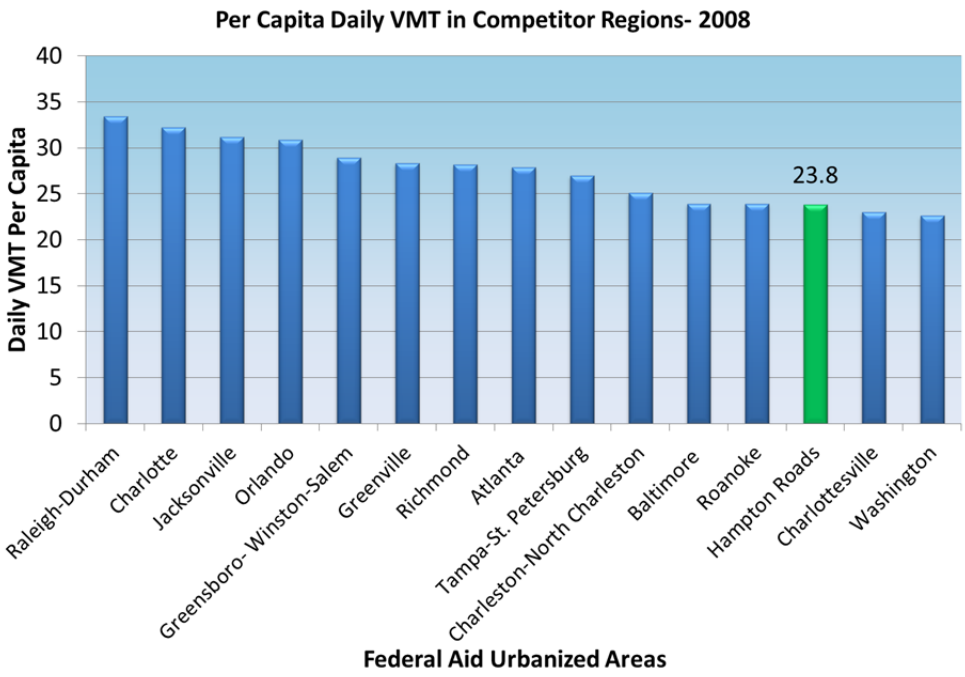
Figure 5.2 Per Capita Daily Vehicle Miles Traveled in Hampton Roads and Competing Metro Areas

Why is it important?

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

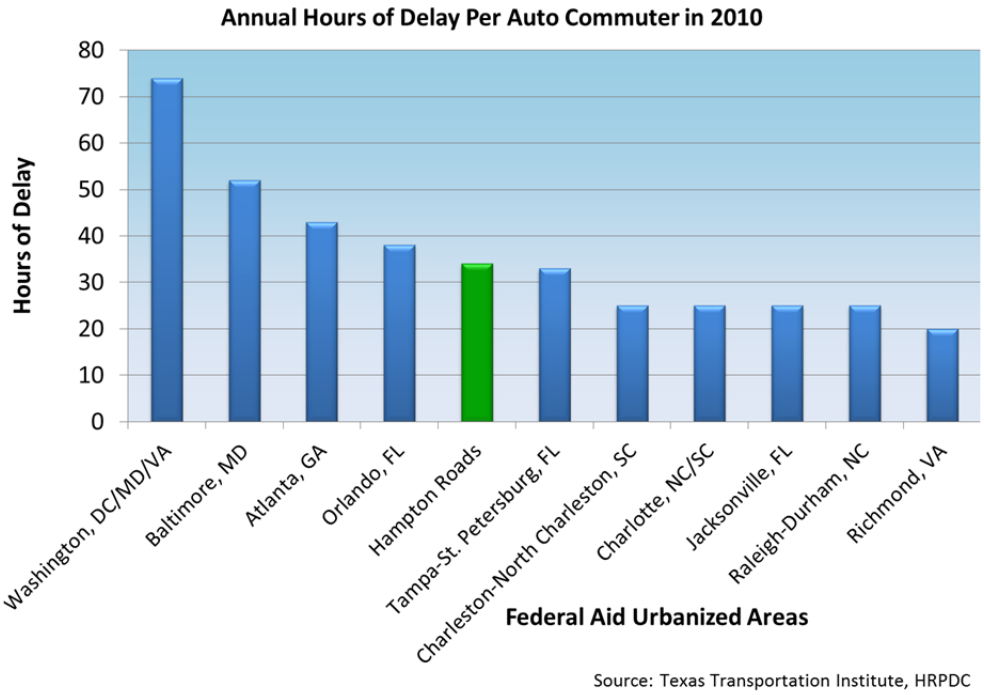
How are we doing?

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



Source: Federal Highway Administration, HRPDC

Figure 5.3 Annual Hours of Delay Per Auto Commuter in 2010 in Hampton Roads and Competing MSAs



Source: Texas Transportation Institute, HRPDC

Why is it important?

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

How are we doing?

Hampton Roads' hours of delay are in the middle of the this region's competitors in the southeast; however, several of the region's that have worse delays have much larger population bases.

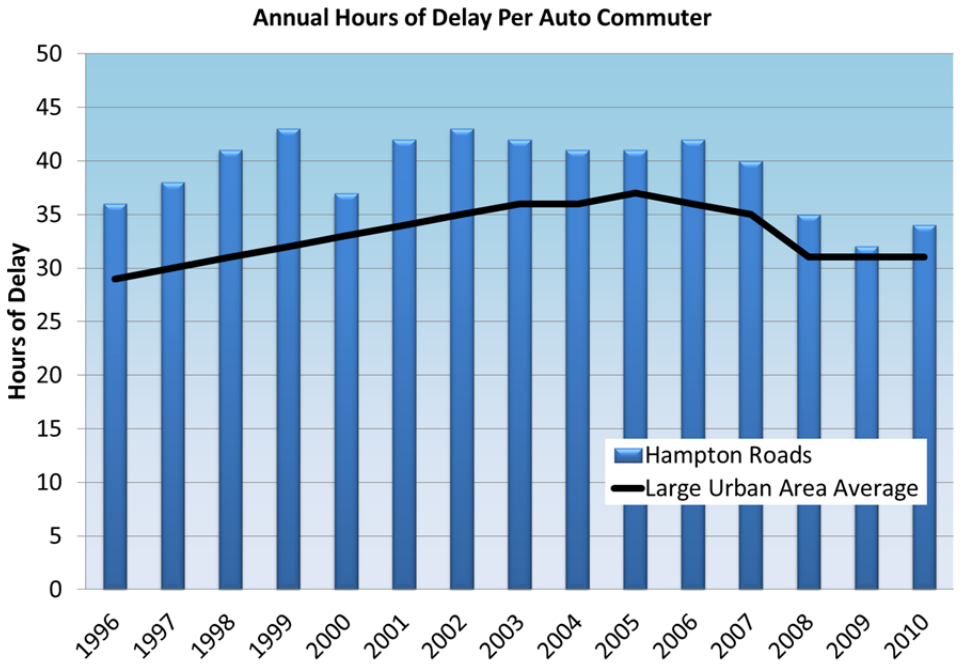
Figure 5.4 Annual Hours of Delay Per Auto Commuter in Hampton Roads

Why is it important?

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

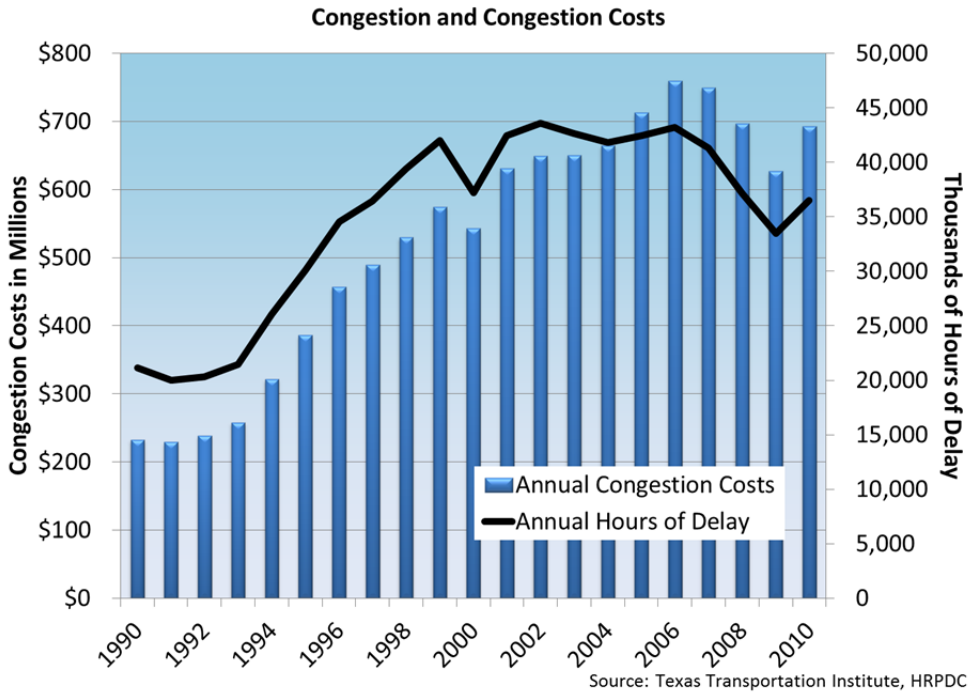
How are we doing?

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



Source: Texas Transportation Institute, HRPDC

Figure 5.5 Hampton Roads Congestion and Congestion Costs



Source: Texas Transportation Institute, HRPDC

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 2010 congestion costs in Hampton Roads reached $693 million dollars. Continued congestion will inhibit the ability of the port to be competitive, restrict the flow of tourists, and reduce the quality of life for Hampton Roads residents.

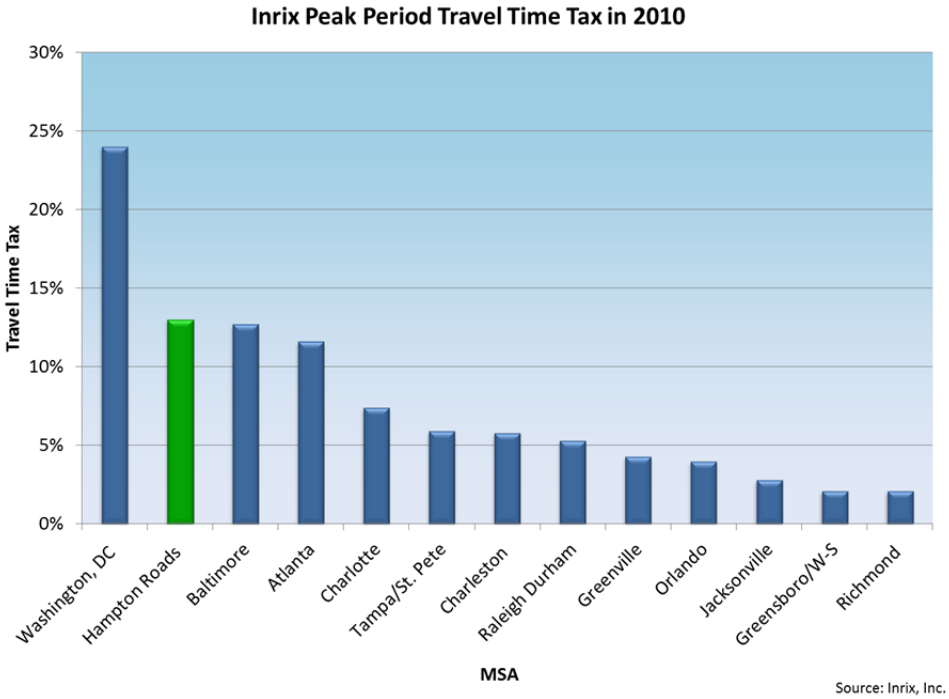
Figure 5.6 Inrix Peak Period Travel Time Tax in 2010

Why is it important?

INRIX data combines real-time data from traditional sensors and over 4-million GPS-enabled vehicles to develop a database of traffic speeds and major traffic events developing a National Traffic Scorecard. Travel time tax effectively conveys the concept that traffic harms economic activity and vitality in a region.

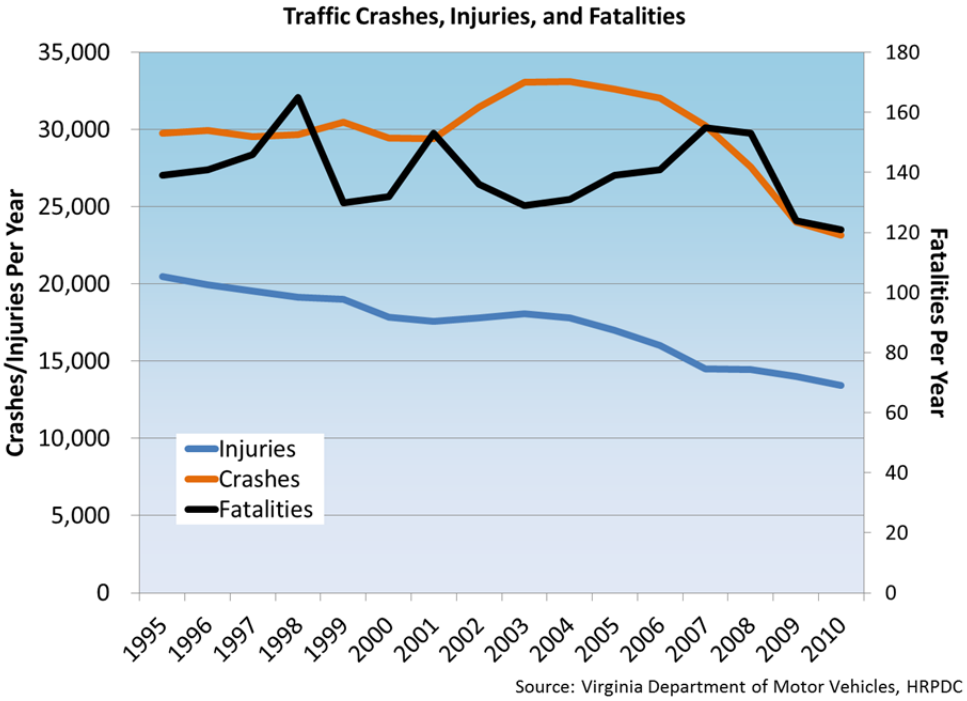
How are we doing?

The data indicates that Hampton Roads has the second worst peak period travel time among competitor regions.



Source: Inrix, Inc.

Figure 5.7 Hampton Roads Traffic Crashes



Source: Virginia Department of Motor Vehicles, HRPDC

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.

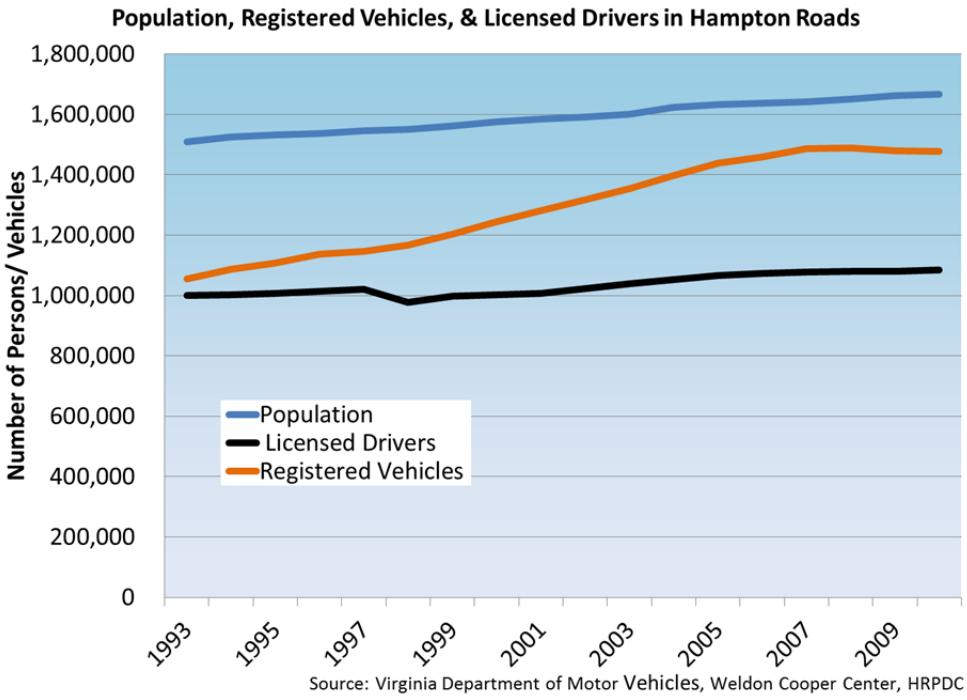
5.8 Hampton Roads Vehicle Registrations

Why is it important?

Population, the number of licensed drivers, and the availability of automobiles are all factors in determining automobile usage.

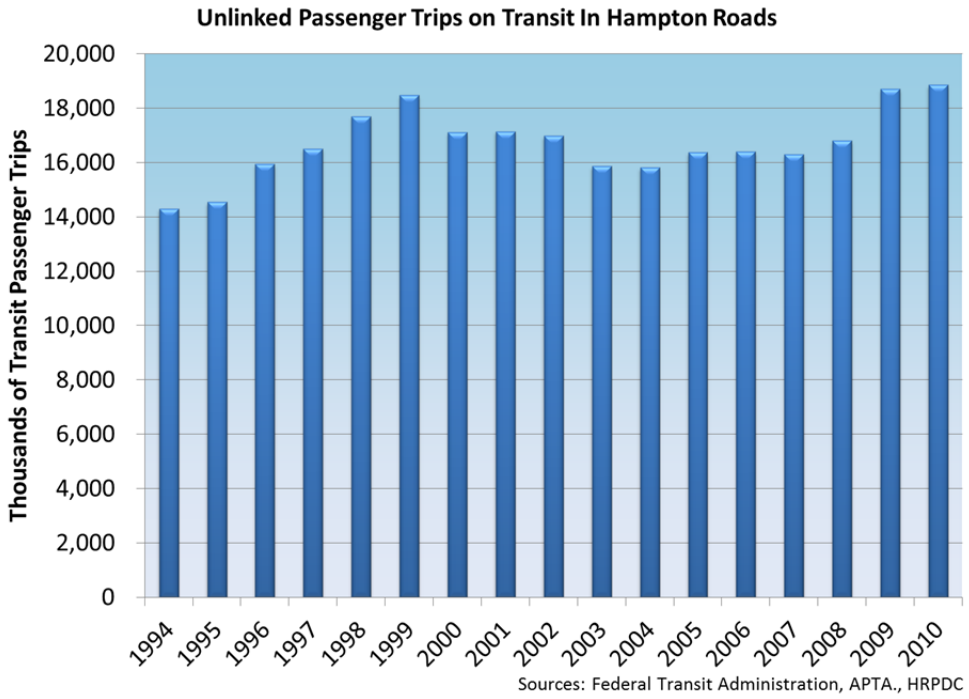
How are we doing?

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.



Source: Virginia Department of Motor Vehicles, Weldon Cooper Center, HRPDC

Figure 5.9 Transit Passenger Trips 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 trips taken on public transit increased through the latter half of the nineties and again during the middle of this decade. Transit ridership has increased substantially in the past two years.

Figure 5.10 Airport Enplanements at Hampton Roads Major Airports

Why is it important?

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

How are we doing?

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

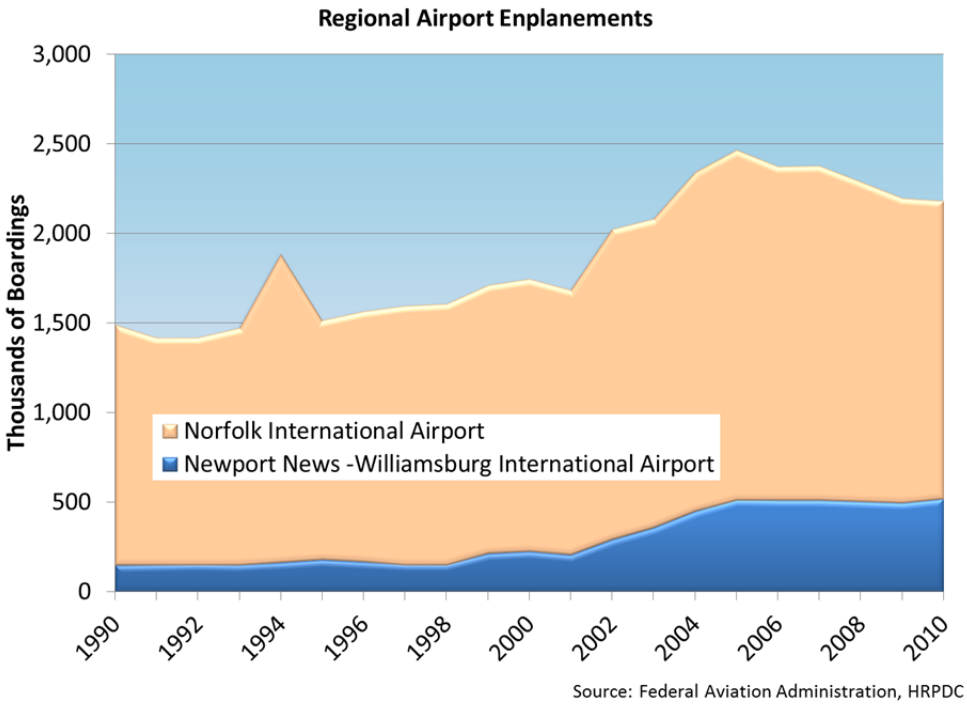
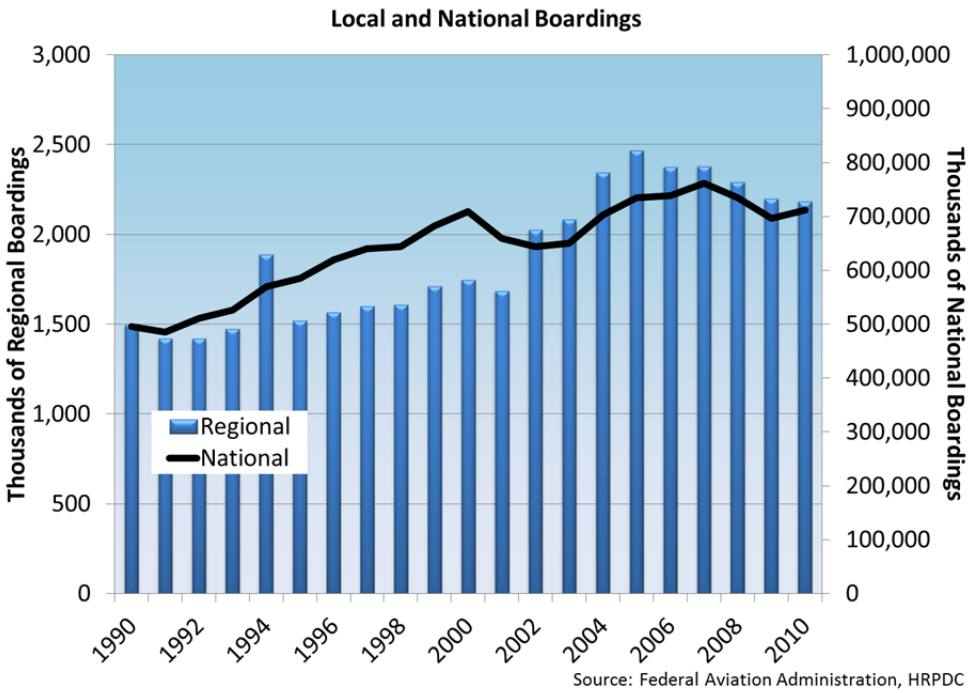


Figure 5.11 Enplanement Trend in Hampton Roads Compared to the National Enplanement Trend



Source: Federal Aviation Administration, HRPDC

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 boarding's had a period of rapid growth before declining with the recession.

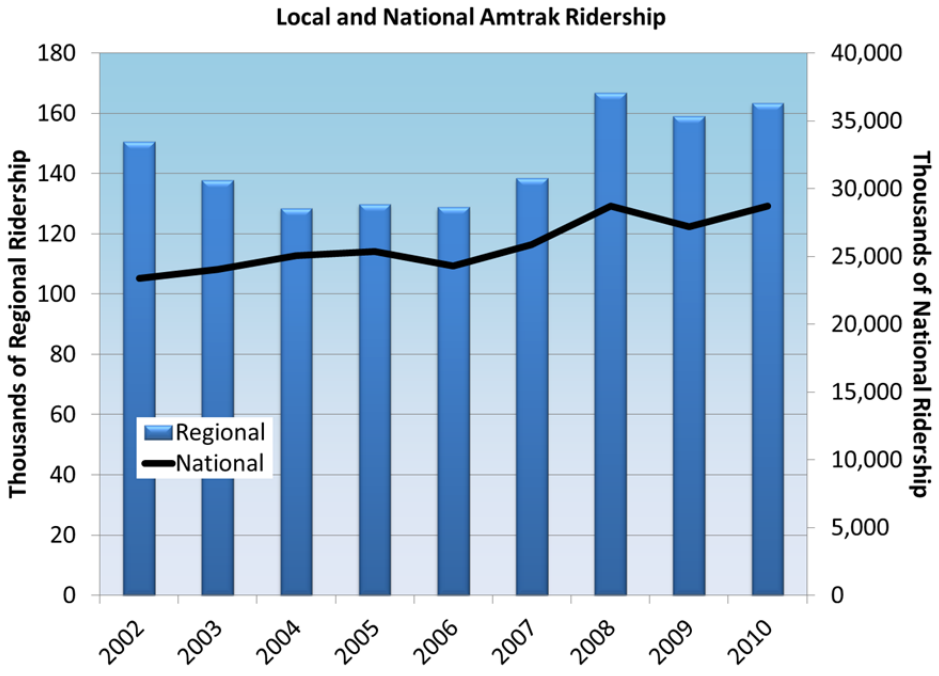
Figure 5.12 Local and National Amtrak Ridership Trend

Why is it important?

As increased attention is placed on transit and environmental issues, train ridership continues to be an area of focus with planners.

How are we doing?

Hampton Roads' passenger train ridership has increased roughly in line with the national trend, and there is room for growth with the proposed Norfolk to Richmond service being added into the regional transportation mix.



Source: Amtrak, HRPDC

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SECTION VI

Quality of Life

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

Section VI Table of Contents

Quality of Life

This section focuses on a variety of data related to both the economy and the quality of life in Hampton Roads.

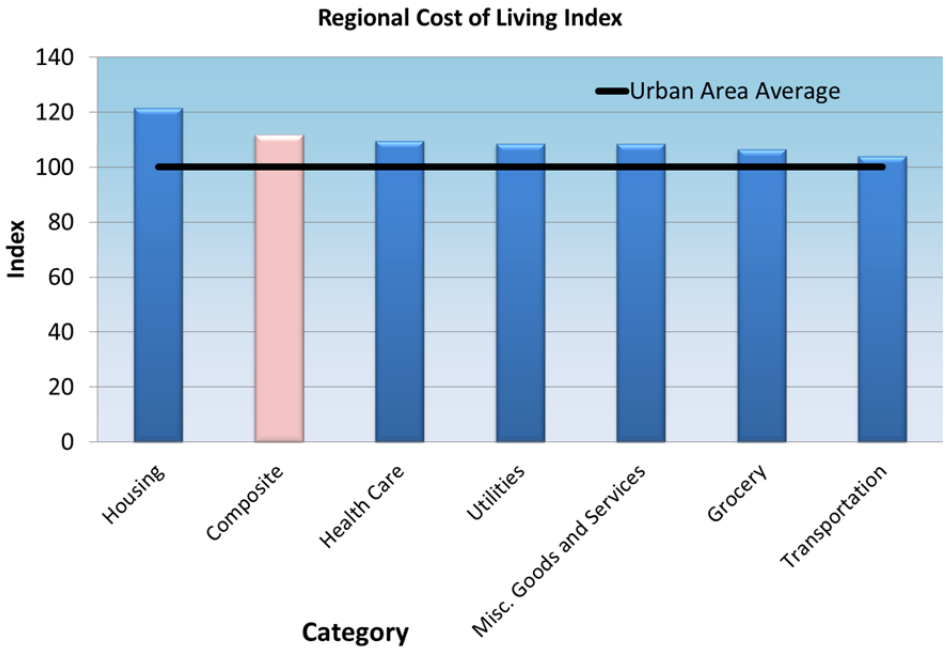
One key issue concerning the Hampton Roads economy is the high cost of living in this metropolitan area as compared to the average urban area. These costs are driven mainly by housing costs that are 20% over the urban area average. When one adjusts regional incomes for the high cost of living, the wages begin to fall into the lower end of Southeastern MSAs that compete with Hampton Roads.

Tax collections have begun to decrease in real per capita terms; a reflection of the current economic condition. Property tax collections decreased in the past year, as a result of declining property values. It should also be noted that localities in the region devote a large portion of revenue to fund education, with public safety and public works trailing the investments in the school system. Reduced local government revenues have cut government expenditures.

Graduation rates in the region continue to improve, but lag behind the Virginia average. The use of a more accurate cohort measuring method shows the gap between regional and state achievement was not as great as previous measurements indicated.
This section of the Regional Benchmarking Study includes sixteen graphs on various quality of life indicators in Hampton Roads.

This section of the Regional Benchmarking Study contains sixteen graphs on quality of life statistics in Hampton Roads.

Figure 6.1 Hampton Roads Cost of Living Index



Source: The Council for Community and Economic Research, HRPDC

Why is it important?

Variations in the cost of living are not constant across regions but vary by commodity from city to city.

How are we doing?

According to the most recent ACCRA survey, the cost of living in Hampton Roads is above the Urban Average, and the region's costs are above the national Urban Area Average in each spending category. They are particularly high in housing costs.

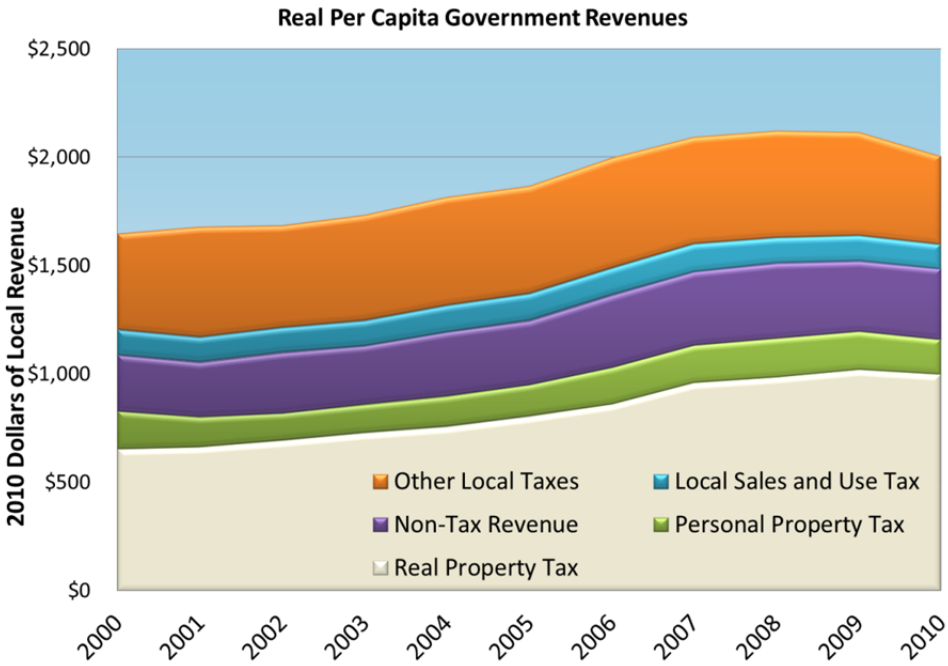
Figure 6.2 Revenue Sources for Local Governments in Hampton Roads

Why is it important?

Local governments generate revenues from a host of different sources. Virginia state law restricts the ability of local governments to tax, requiring localities to concentrate their efforts.

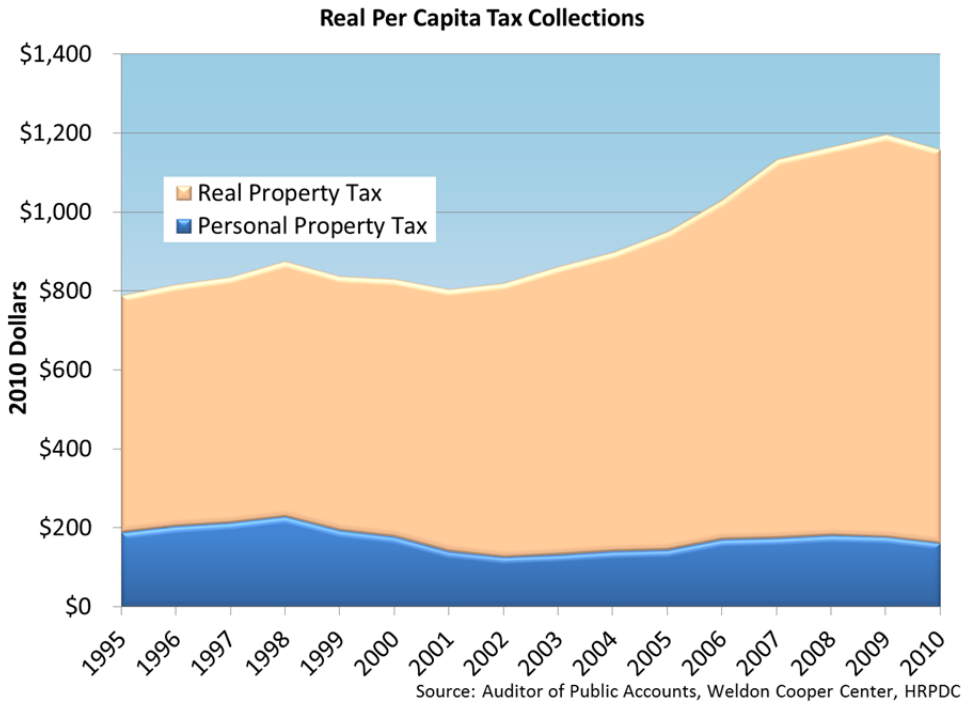
How are we doing?

The majority of Hampton Roads local government revenues are generated from real & personal property taxes. Other taxes, such as the BPOL tax and the utility tax, contribute significantly as well. Local government revenues have experienced significant reductions in recent years.



Source: Auditor of Public Accounts, Weldon Cooper Center, HRPDC

Figure 6.3 Property Tax Collections in Hampton Roads



Why is it important?

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

How are we doing?

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

Figure 6.4 Expenditure Categories for Local Governments in Hampton Roads

Why is it important?

Local governments provide a variety of services to their citizenry. The provision of services is based on federal and 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 decreases in revenues have reduced funding for public works and other projects.

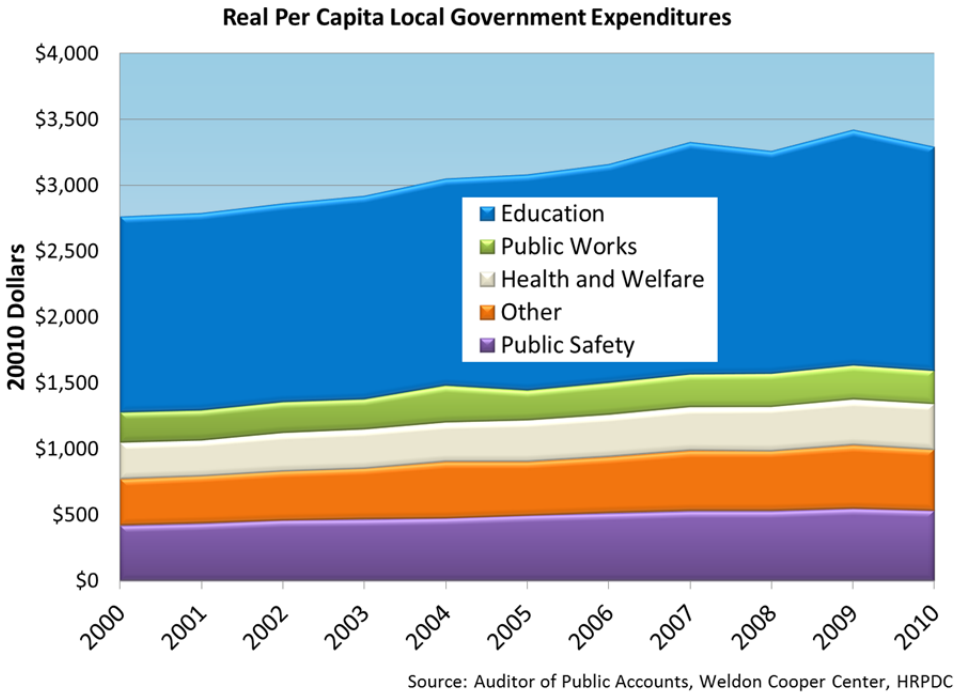
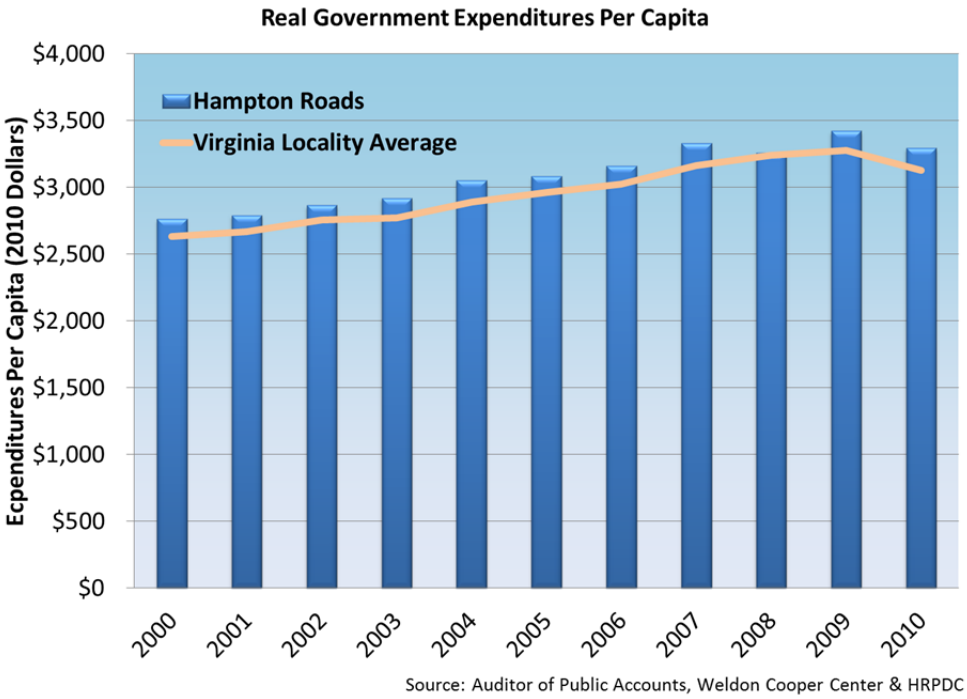


Figure 6.5 Per Capita Local Government Expenditures in Hampton Roads and Virginia



Source: Auditor of Public Accounts, Weldon Cooper Center & HRPDC

Why is it important?

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

How are we doing?

Over the past decade, per person expenditures by local governments in Hampton Roads have exceeded the state average. Localities have absorbed an increasing share of education and other services, though reduced revenues are cutting back expenditures.

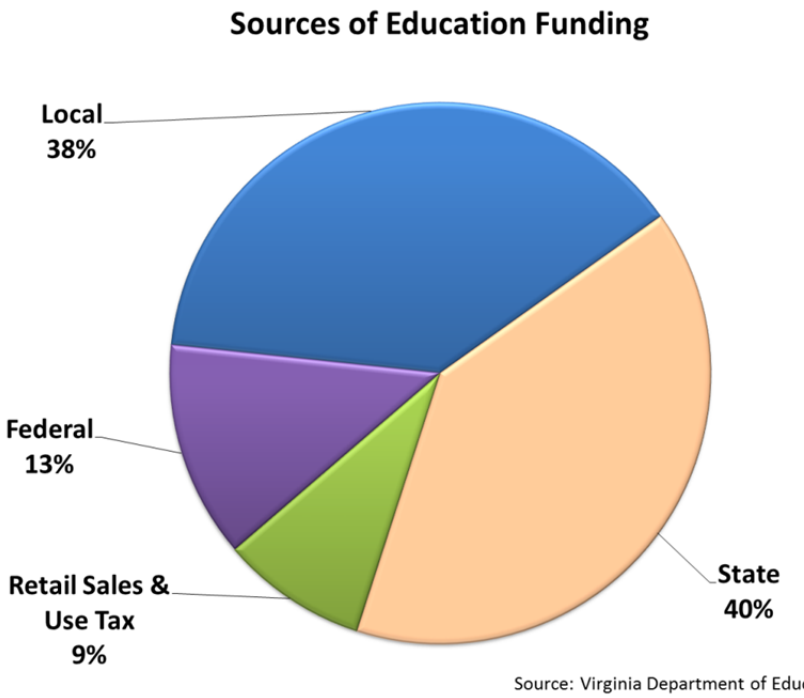
Figure 6.6 Distribution of Education Financing for Hampton Roads Jurisdictions in FY2010

Why is it important?

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

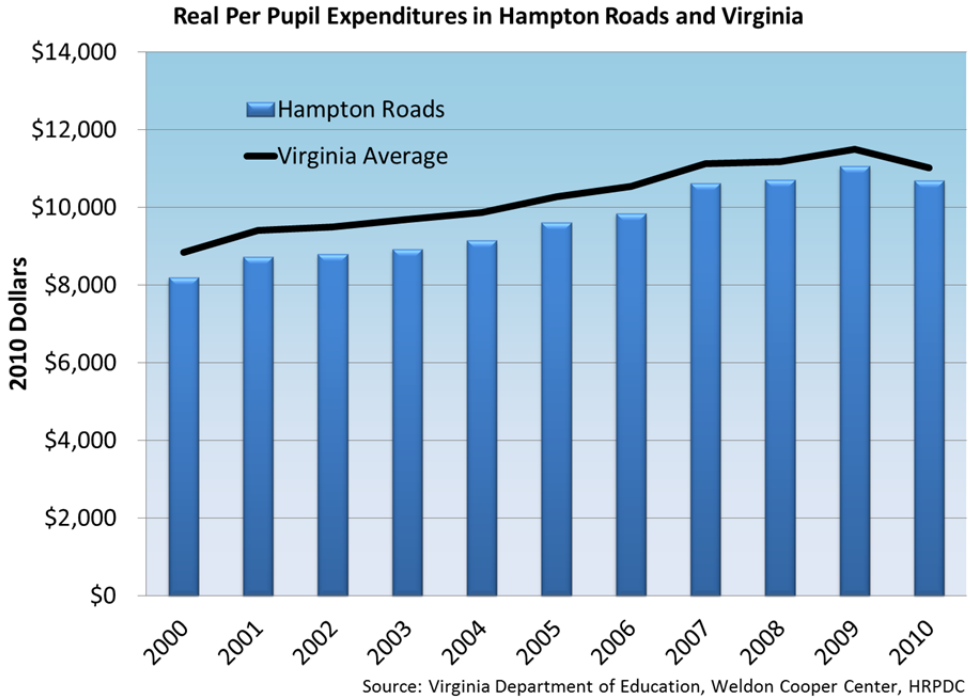
How are we doing?

The distribution of education funding has shifted in recent years. The state share of education funding has declined while local and federal shares have increased.



Source: Virginia Department of Education, HRPDC

Figure 6.7 Expenditures Per Pupil in Hampton Roads and Virginia



Why is it important?

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

How are we doing?

Per pupil education expenditures in Hampton Roads remain lower than the state average. Hampton Roads and the state have reduced spending on education over the past year.

Figure 6.8 Graduation Rates in Hampton Roads and Virginia

Why is it important?

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

How are we doing?

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

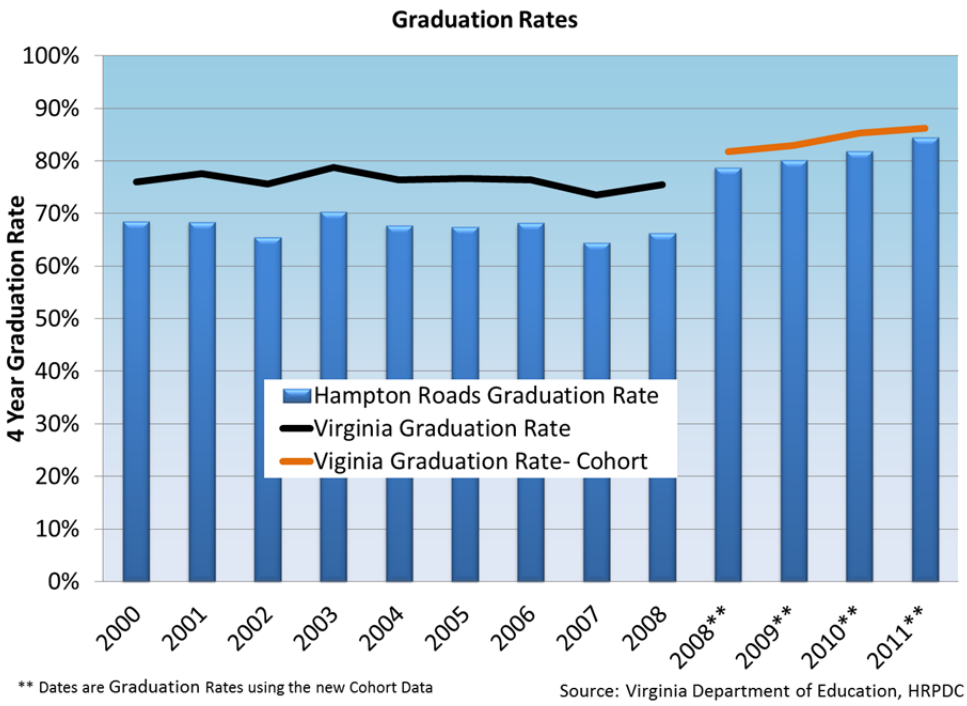
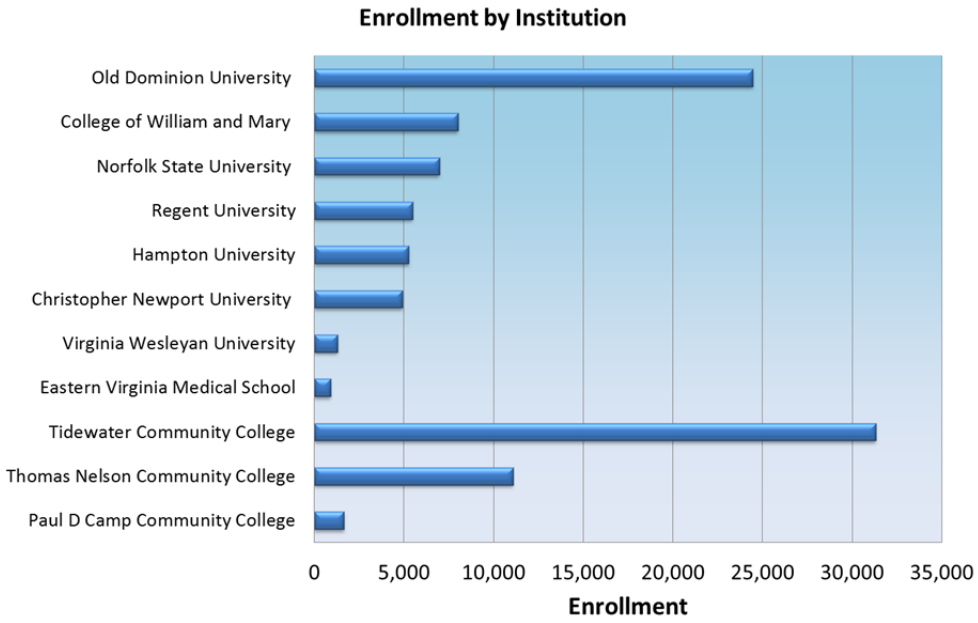


Figure 6.9 Number of Enrolled Students at Regional Universities in 2010



Source: State Council for Higher Education, HRPDC

Why is it important?

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

How are we doing?

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

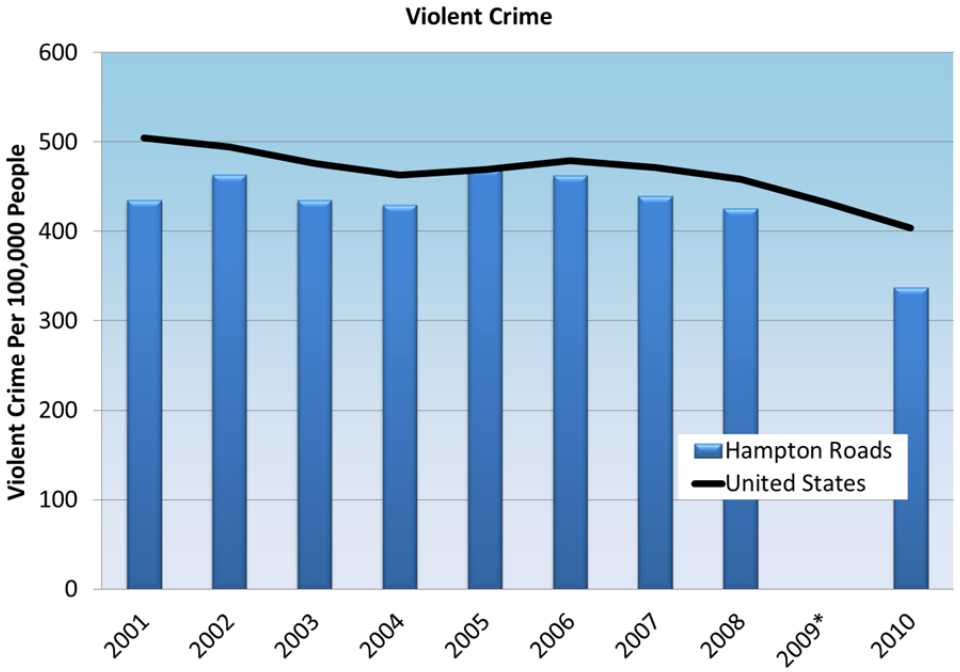
Figure 6.10 Violent Crime in Hampton Roads

Why is it important?

Crime statistics are a reflection of social conditions and quality of life. Crime trends reflect underlying social issues, including inequality and lack of opportunity.

How are we doing?

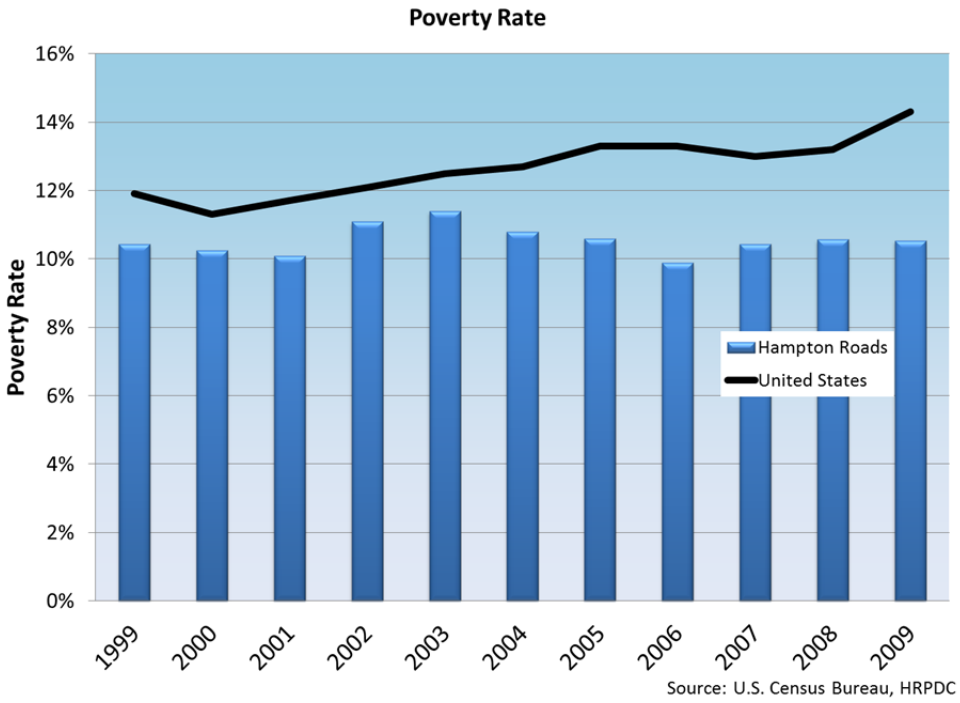
The rate of violent crime in Hampton Roads tends to be below the national average. In 2010, Hampton Roads had significantly fewer crimes per 100,000 persons as compared to the nation.



*The FBI did not report data for Hampton Roads in 2009

Source: Federal Bureau of Investigations, HRPDC

Figure 6.11 Poverty Rates for Hampton Roads and the United States



Why is it important?

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

How are we doing?

Historically, poverty rates in Hampton Roads tended to follow the national trend. The region's poverty rate has been below the national average since 1997. The poverty rate has stayed flat in Hampton Roads while it has risen nationally.

Figure 6.12 Hampton Roads Air Quality in 2010

Why is it important?

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

How are we doing?

Of the four air pollutants monitored by Virginia's DEQ, only ozone is not in compliance with the primary standard of 75 parts per billion as set by the United States government.

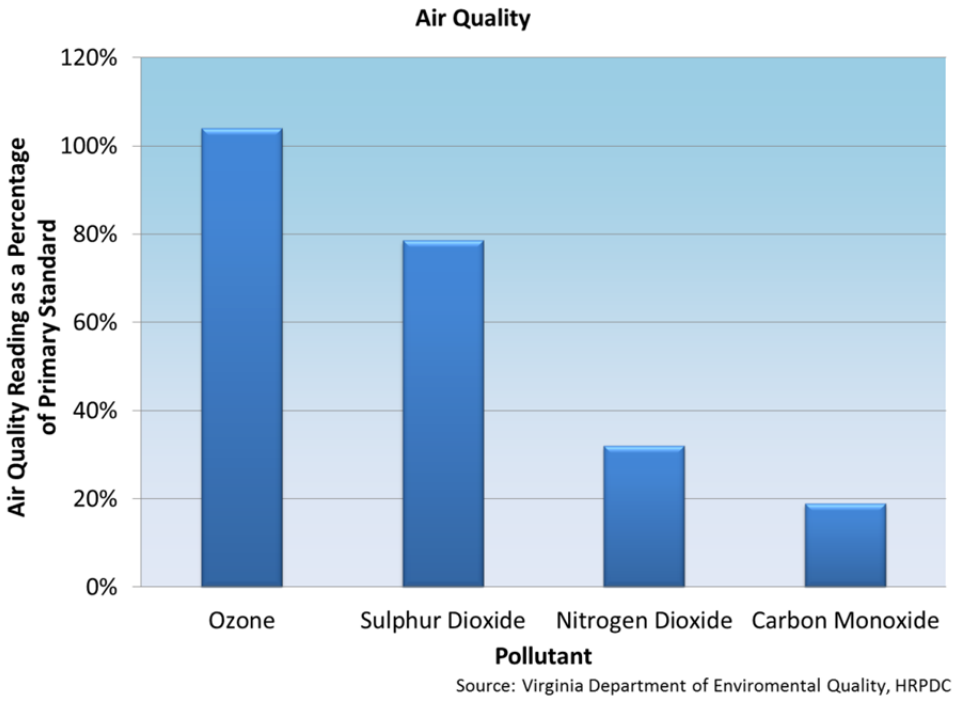
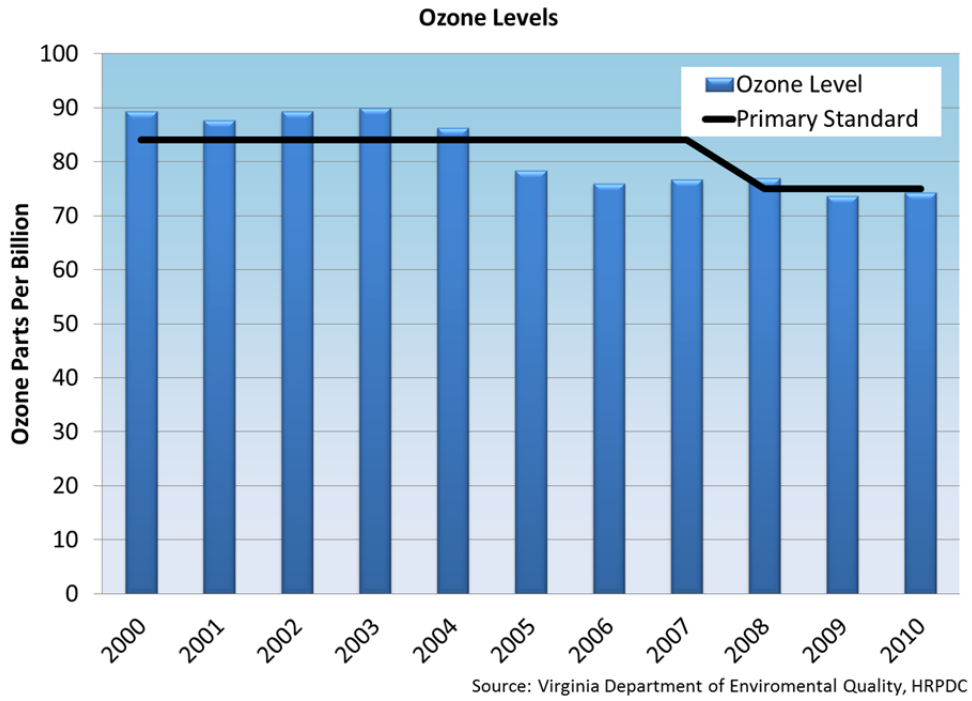


Figure 6.13 Ozone Levels in Hampton Roads Compared to the Primary Standard- 3 Year Moving Average



Why is it important?

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

How are we doing?

The U.S. increased the air quality standard for ozone, lowering the acceptable level to 75ppb (versus 80ppb); this tighter standard has moved Hampton Roads barely out of compliance in one of the past three years.

Figure 6.14 Gross Leasable Retail Space in Hampton Roads

Why is it important?

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

How are we doing?

Regional gross leasable retail space has grown slowly since 2000. During that time, expanding retail business caused the vacancy rate to dip below 6%. It bounced up again during the recession, but the vacancy rate has begun declining again.

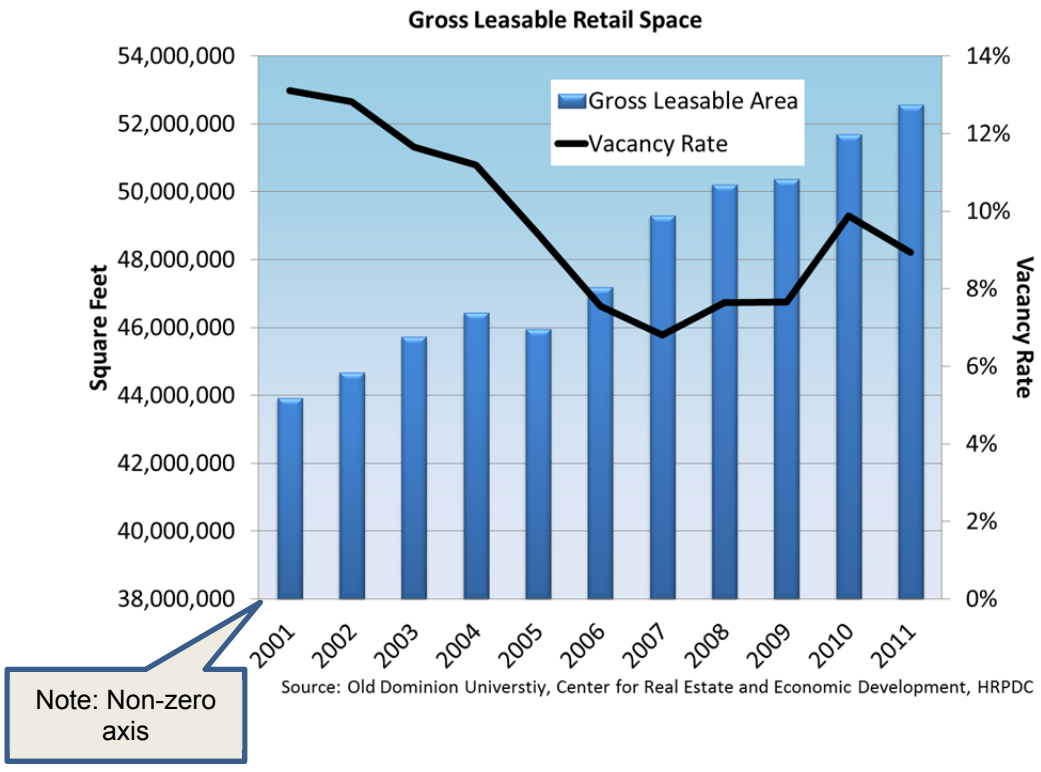
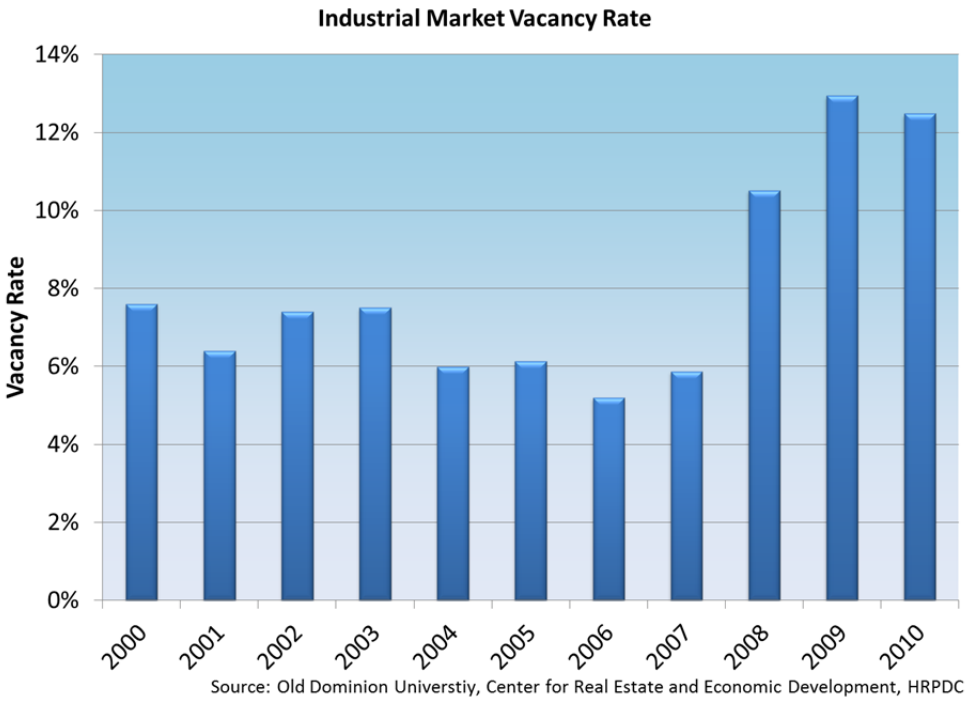


Figure 6.15 Hampton Roads Industrial Market Vacancy Rate



Why is it important?

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

How are we doing?

Industrial vacancy rates have shot up between 2007 and 2009, indicating weakness in Hampton Roads industrial sector that only began to ease in 2010..

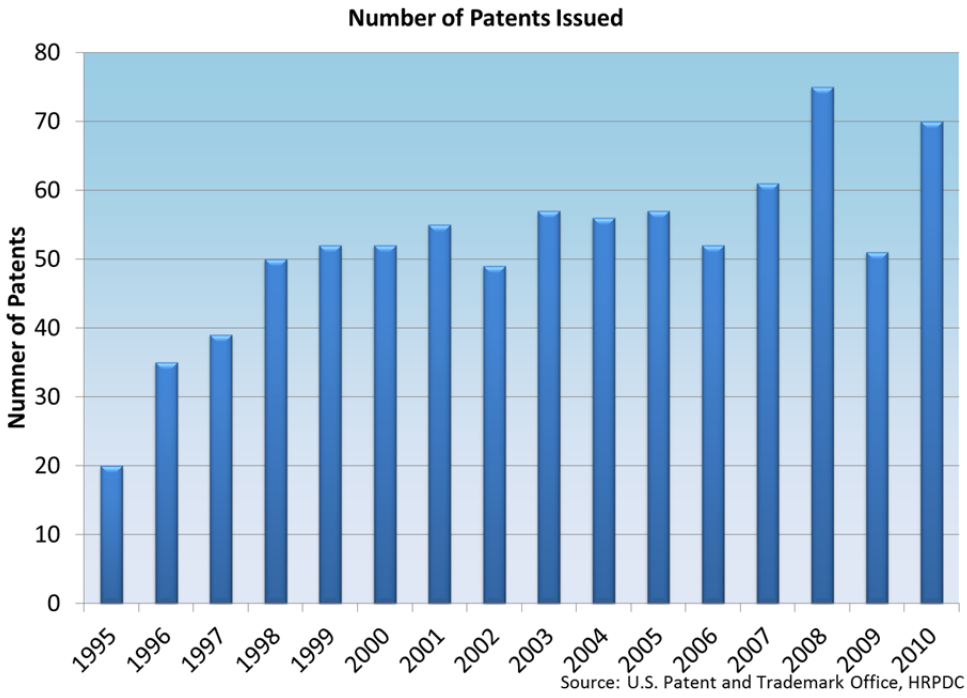
Figure 6.16 Number of Patents Issued in Hampton Roads

Why is it important?

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

How are we doing?

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



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Data Tables

Figure 1.1 Comparable Gross Product in 2010	
Country / Region	Billions of U.S. Dollars
Morocco	$91.2
Slovak Republic	$89.0
Iraq	$82.2
Hampton Roads	$80.5
Croatia	$60.9
Syrian Arab Republic	$59.1
Ecuador	$58.9

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

Figure 1.2 Gross Metro Product in 2010	
Metropolitan Area	(billions)
Washington D.C.	$383.1
Atlanta	$247.0
Baltimore	$129.5
Charlotte	$103.4
Tampa	$102.9
Orlando	$94.2
Hampton Roads	$71.6
Richmond	$57.3
Jacksonville	$54.1
Raleigh	$51.6
Greensboro	$30.9
Charleston	$24.8
Greenville	$23.2

Source: Bureau of Economic Analysis

Figure 1.3 National and Regional Gross Product		
Year	United States GDP	Hampton Roads GRP
1970	-1.00%	-5.08%
1971	3.35%	1.43%
1972	5.43%	3.57%
1973	5.77%	5.75%
1974	-0.59%	1.55%
1975	-0.36%	-1.17%
1976	5.57%	3.47%
1977	4.64%	5.43%
1978	5.51%	6.06%
1979	3.18%	2.76%
1980	-0.23%	1.86%
1981	2.45%	3.85%
1982	-2.03%	1.03%
1983	4.33%	6.30%
1984	7.26%	6.57%
1985	3.85%	4.50%
1986	3.42%	4.95%
1987	3.40%	5.07%
1988	4.17%	2.95%
1989	3.51%	3.08%
1990	1.76%	2.19%
1991	-0.21%	-0.01%
1992	3.26%	2.62%
1993	2.80%	3.43%
1994	3.93%	2.21%
1995	2.44%	0.82%
1996	3.10%	0.29%
1997	3.95%	0.20%
1998	3.66%	-1.13%
1999	4.06%	2.34%
2000	3.56%	1.77%
2001	0.96%	2.33%
2002	1.52%	1.21%
2003	2.32%	3.88%
2004	3.51%	4.35%
2005	3.09%	1.27%
2006	2.59%	2.60%
2007	2.17%	0.05%
2008	0.26%	-1.88%
2009	-2.17%	1.44%
2010	3.07%	2.63%

Source: Regional Economic Modeling, Inc.

Figure 1.4 Growth in Real Gross Regional Product For Hampton Roads And Competing Metropolitan Areas From 2005 To 2010	
Statistical Area	Anualized Growth Rate
Raleigh	3.69%
Washington D.C.	1.90%
Charleston	1.57%
Baltimore	1.27%
Greensboro	0.95%
Hampton Roads	0.93%
Greenville	0.71%
Orlando	0.65%
Charlotte	0.39%
Jacksonville	0.33%
Richmond	0.29%
Atlanta	0.27%
Tampa	0.00%

Source: Bureau of Economic Analysis

Figure 1.5 Real Per Capita Gross Metro Product	
MSA	2010
Washington D.C.	$68,283
Charlotte	$58,607
Baltimore	$47,720
Atlanta	$46,723
Richmond	$45,446
Raleigh	$45,386
Orlando	$44,001
Hampton Roads	$42,722
Greensboro	$42,619
Jacksonville	$40,070
Charleston	$37,085
Tampa	$36,876
Greenville	$36,331

Sources: Bureau of Economic Analysis

Figure 1.6 Annual Growth in Per Capita GDP		
Year	U.S.	Hampton Roads
1991	-1.53%	-1.02%
1992	1.83%	0.79%
1993	1.46%	2.53%
1994	2.66%	1.07%
1995	1.23%	0.37%
1996	1.90%	0.06%
1997	2.71%	-0.44%
1998	2.45%	-1.36%
1999	2.87%	1.52%
2000	2.41%	0.90%
2001	-0.06%	1.76%
2002	0.57%	0.78%
2003	1.44%	3.28%
2004	2.56%	2.91%
2005	2.15%	0.66%
2006	1.62%	2.35%
2007	1.16%	-0.26%
2008	-0.66%	-2.45%
2009	-2.96%	0.81%
2010	2.27%	2.20%

Sources: REMI, HRPDC, U.S. Census Bureau

Figure 1.7 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%	4.55%
1979	2.76%	1.49%
1980	1.86%	1.56%
1981	3.85%	1.07%
1982	1.03%	0.86%
1983	6.30%	2.97%
1984	6.57%	4.70%
1985	4.50%	4.53%
1986	4.95%	3.83%
1987	5.07%	4.37%
1988	2.95%	2.06%
1989	3.08%	1.76%
1990	2.19%	1.37%
1991	-0.01%	-1.19%
1992	2.62%	0.49%
1993	3.43%	0.91%
1994	2.21%	0.33%
1995	0.82%	1.77%
1996	0.29%	1.75%
1997	0.20%	1.60%
1998	-1.13%	1.16%
1999	2.34%	0.97%
2000	1.77%	1.92%
2001	2.33%	0.89%
2002	1.21%	0.75%
2003	3.88%	1.49%
2004	4.35%	2.26%
2005	1.27%	1.51%
2006	2.60%	1.22%
2007	0.05%	1.45%
2008	-1.88%	-0.59%
2009	1.44%	-3.29%
2010	2.63%	

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

Figure 1.8 Year-Over-Year Change in Hampton Roads Monthly Employment					
Date	Percent Change	Date	Percent Change	Date	Percent Change
Oct-01	1.23%	Feb-05	1.51%	Jun-08	-0.72%
Nov-01	1.25%	Mar-05	1.48%	Jul-08	-1.32%
Dec-01	1.18%	Apr-05	1.77%	Aug-08	-1.17%
Jan-02	1.00%	May-05	1.77%	Sep-08	-1.70%
Feb-02	1.22%	Jun-05	1.93%	Oct-08	-1.31%
Mar-02	0.93%	Jul-05	1.72%	Nov-08	-2.12%
Apr-02	0.55%	Aug-05	1.84%	Dec-08	-2.37%
May-02	0.52%	Sep-05	2.02%	Jan-09	-2.26%
Jun-02	0.40%	Oct-05	0.81%	Feb-09	-2.88%
Jul-02	-0.23%	Nov-05	0.87%	Mar-09	-3.25%
Aug-02	-0.07%	Dec-05	0.68%	Apr-09	-3.23%
Sep-02	-0.24%	Jan-06	1.30%	May-09	-3.46%
Oct-02	0.59%	Feb-06	1.17%	Jun-09	-3.79%
Nov-02	0.35%	Mar-06	1.33%	Jul-09	-4.39%
Dec-02	0.69%	Apr-06	0.90%	Aug-09	-4.36%
Jan-03	1.05%	May-06	0.85%	Sep-09	-3.90%
Feb-03	0.65%	Jun-06	0.88%	Oct-09	-3.09%
Mar-03	0.69%	Jul-06	0.59%	Nov-09	-2.85%
Apr-03	0.14%	Aug-06	0.23%	Dec-09	-2.56%
May-03	0.28%	Sep-06	-0.39%	Jan-10	-2.38%
Jun-03	0.08%	Oct-06	1.08%	Feb-10	-2.29%
Jul-03	0.72%	Nov-06	1.11%	Mar-10	-1.72%
Aug-03	0.47%	Dec-06	1.28%	Apr-10	-0.98%
Sep-03	0.50%	Jan-07	1.38%	May-10	-0.95%
Oct-03	0.34%	Feb-07	1.24%	Jun-10	-0.92%
Nov-03	0.61%	Mar-07	1.11%	Jul-10	-0.31%
Dec-03	0.36%	Apr-07	0.89%	Aug-10	-0.39%
Jan-04	1.04%	May-07	0.94%	Sep-10	-0.30%
Feb-04	0.88%	Jun-07	0.74%	Oct-10	-0.31%
Mar-04	1.05%	Jul-07	1.88%	Nov-10	-0.54%
Apr-04	2.01%	Aug-07	1.57%	Dec-10	-0.77%
May-04	1.80%	Sep-07	1.81%	Jan-11	-0.35%
Jun-04	1.89%	Oct-07	0.53%	Feb-11	-0.26%
Jul-04	1.97%	Nov-07	0.44%	Mar-11	-0.07%
Aug-04	1.98%	Dec-07	0.04%	Apr-11	-0.19%
Sep-04	2.15%	Jan-08	-0.63%	May-11	-0.22%
Oct-04	1.71%	Feb-08	-0.36%	Jun-11	-0.07%
Nov-04	1.51%	Mar-08	-0.61%	Jul-11	0.18%
Dec-04	1.73%	Apr-08	-0.80%	Aug-11	-0.14%
Jan-05	1.21%	May-08	-0.62%	Sep-11	-0.65%

Source: Bureau of Labor Statistics

Figure 1.9 Hampton Roads Monthly Employment as a Percent of the U.S.							
Date	Percent	Date	Percent	Date	Percent	Date	Percent
Jan-01	0.547%	Oct-03	0.568%	Jul-06	0.563%	Apr-09	0.565%
Feb-01	0.547%	Nov-03	0.570%	Aug-06	0.562%	May-09	0.566%
Mar-01	0.548%	Dec-03	0.569%	Sep-06	0.560%	Jun-09	0.567%
Apr-01	0.553%	Jan-04	0.572%	Oct-06	0.562%	Jul-09	0.566%
May-01	0.552%	Feb-04	0.571%	Nov-06	0.563%	Aug-09	0.566%
Jun-01	0.554%	Mar-04	0.570%	Dec-06	0.564%	Sep-09	0.567%
Jul-01	0.556%	Apr-04	0.570%	Jan-07	0.566%	Oct-09	0.570%
Aug-01	0.557%	May-04	0.570%	Feb-07	0.565%	Nov-09	0.568%
Sep-01	0.558%	Jun-04	0.570%	Mar-07	0.564%	Dec-09	0.568%
Oct-01	0.558%	Jul-04	0.571%	Apr-07	0.564%	Jan-10	0.568%
Nov-01	0.560%	Aug-04	0.571%	May-07	0.562%	Feb-10	0.566%
Dec-01	0.561%	Sep-04	0.571%	Jun-07	0.562%	Mar-10	0.567%
Jan-02	0.560%	Oct-04	0.570%	Jul-07	0.568%	Apr-10	0.567%
Feb-02	0.563%	Nov-04	0.570%	Aug-07	0.565%	May-10	0.564%
Mar-02	0.562%	Dec-04	0.571%	Sep-07	0.565%	Jun-10	0.564%
Apr-02	0.563%	Jan-05	0.570%	Oct-07	0.560%	Jul-10	0.565%
May-02	0.564%	Feb-05	0.570%	Nov-07	0.561%	Aug-10	0.564%
Jun-02	0.564%	Mar-05	0.570%	Dec-07	0.560%	Sep-10	0.565%
Jul-02	0.561%	Apr-05	0.571%	Jan-08	0.558%	Oct-10	0.564%
Aug-02	0.563%	May-05	0.571%	Feb-08	0.560%	Nov-10	0.563%
Sep-02	0.562%	Jun-05	0.570%	Mar-08	0.559%	Dec-10	0.562%
Oct-02	0.565%	Jul-05	0.570%	Apr-08	0.559%	Jan-11	0.562%
Nov-02	0.565%	Aug-05	0.570%	May-08	0.560%	Feb-11	0.558%
Dec-02	0.567%	Sep-05	0.572%	Jun-08	0.561%	Mar-11	0.560%
Jan-03	0.567%	Oct-05	0.565%	Jul-08	0.562%	Apr-11	0.561%
Feb-03	0.567%	Nov-05	0.565%	Aug-08	0.562%	May-11	0.561%
Mar-03	0.568%	Dec-05	0.565%	Sep-08	0.561%	Jun-11	0.559%
Apr-03	0.566%	Jan-06	0.566%	Oct-08	0.561%	Jul-11	0.561%
May-03	0.567%	Feb-06	0.565%	Nov-08	0.561%	Aug-11	0.557%
Jun-03	0.567%	Mar-06	0.565%	Dec-08	0.561%	Sep-11	0.554%
Jul-03	0.567%	Apr-06	0.565%	Jan-09	0.563%		
Aug-03	0.567%	May-06	0.565%	Feb-09	0.564%		
Sep-03	0.566%	Jun-06	0.565%	Mar-09	0.565%		

Source: Bureau of Labor Statistics

Figure 1.10 Recent Employment Growth In Hampton Roads And Competing Statistical Areas	
Statistical Area	Percent Change
Raleigh	1.05%
Charlottesville	0.57%
Charleston	0.47%
Washington D.C.	0.45%
Charlotte	0.29%
Baltimore	-0.15%
Richmond	-0.35%
Greenville	-0.49%
Atlanta	-0.55%
Roanoke	-0.81%
Hampton Roads	-0.83%
Jacksonville	-1.24%
Orlando	-1.38%
Greensboro	-1.53%
Tampa-St. Petersburg	-2.37%

Source: Bureau of Economic Analysis

Figure 1.11 Comparison Of Goods And Service Employment In Hampton Roads		
Year	Goods Employment	Service Employment
2000	109,100	611,300
2001	108,500	622,100
2002	104,700	629,300
2003	106,500	631,200
2004	108,500	641,300
2005	109,900	650,900
2006	108,200	659,100
2007	106,200	669,100
2008	101,600	664,800
2009	91,900	648,900
2010	88,800	644,700

Source: Bureau of Labor Statistics

Figure 1.12 Comparison Of Public Sector And Private Sector Employment In Hampton Roads			
Year	Private	Government Civilian	Military
1999	675,705	143,775	108,382
2000	687,907	147,318	110,522
2001	696,907	147,164	110,148
2002	699,962	149,444	111,995
2003	711,004	151,493	113,193
2004	733,411	152,829	111,830
2005	750,813	154,276	108,269
2006	762,870	154,489	108,375
2007	778,698	155,626	106,326
2008	771,922	158,153	104,443
2009	741,701	160,244	98,409

Sources: Bureau of Economic Analysis

Figure 1.13 Distribution of Employment in Hampton Roads by Industry Sector	
Industry Sector	Employment
Professional and Business Services	97,800
Education and Health Services	93,500
Local Government	87,100
Retail Trade	83,600
Lesiure and Hospitality	83,400
Manufacturing	51,900
Federal Government	50,100
Mining, Logging, & Construction	36,900
Financial Activities	36,400
Other Services	34,400
Trasnportation and Utilities	23,800
State Government	21,400
Wholesale Trade	20,900
Information	12,400

Source: Bureau of Labor Statistics

Figure 1.14 Change In Hampton Roads Employment By Industrial Sector From 2007 To 2010	
Industry Sector	Change in Employment
Education and Health Services	3,600
Federal Government	3,500
State Government	800
Other Services	(400)
Local Government	(700)
Trasnportation and Utilities	(2,000)
Lesiure and Hospitality	(2,500)
Information	(3,100)
Wholesale Trade	(3,200)
Professional and Business Services	(5,100)
Financial Activities	(5,100)
Manufacturing	(5,800)
Retail Trade	(10,100)
Mining, Logging, & Construction	(11,600)

Source: Bureau of Labor Statistics

Figure 1.15 Hampton Roads Industrial Location Quotients In 2009	
Industry	LQ
Military	8.73
Accomidations and Food Services	1.24
Construction	1.19
Arts, Entertainment, & Recreation	1.15
Retail Trade	1.11
Administrative and waste services	1.11

Sources: Bureau of Economic Analysis
Bureau of Labor Statistics, HRPDC

Figure 1.16 Hampton Roads Sub-Sector Location Quotients In 2009	
Sub-Sector Industry	LQ
Water transportation	4.10
Transportation equipment man.	3.55
Lessors nonfin intangible assets	3.49
Attractions	3.26
Transportation support	2.65
Broadcasting, except Internet	2.50
Real Estate (2008)	1.54
Nonstore retailers	1.41
Accommodation	1.40
Scenic transportation	1.26
Specialty trade contractors	1.21
Food Service and Drinking Places	1.21
ISPs & data processing	1.19
General merchandise stores	1.17
Textile Product Mills	1.17
Sporting goods & hobby stores	1.16
Rental and leasing services	1.16
Furniture	1.15
Amusements & recreation	1.13
Fishing and Hunting	1.12
Warehousing	1.08

Source: Bureau of Labor Statistics

Figure 1.17 Deseasonalized Unemployment Rates In Hampton Roads And The United States											
Month	U.S.	VA	HR	Month	U.S.	VA	HR	Month	U.S.	VA	HR
Jan-01	4.19%	2.27%	2.5%	Aug-04	5.41%	3.72%	4.0%	Mar-08	5.06%	3.41%	3.7%
Feb-01	4.24%	2.41%	2.6%	Sep-04	5.38%	3.68%	4.0%	Apr-08	4.95%	3.52%	3.8%
Mar-01	4.27%	2.59%	2.8%	Oct-04	5.45%	3.64%	4.0%	May-08	5.44%	3.67%	3.9%
Apr-01	4.37%	2.78%	2.9%	Nov-04	5.35%	3.61%	4.0%	Jun-08	5.57%	3.82%	4.0%
May-01	4.34%	2.97%	3.0%	Dec-04	5.36%	3.58%	4.1%	Jul-08	5.80%	3.96%	4.2%
Jun-01	4.52%	3.16%	3.2%	Jan-05	5.26%	3.57%	4.1%	Aug-08	6.14%	4.09%	4.3%
Jul-01	4.58%	3.35%	3.3%	Feb-05	5.38%	3.57%	4.1%	Sep-08	6.18%	4.26%	4.5%
Aug-01	4.91%	3.54%	3.5%	Mar-05	5.21%	3.57%	4.1%	Oct-08	6.57%	4.51%	4.8%
Sep-01	4.96%	3.72%	3.6%	Apr-05	5.15%	3.58%	4.0%	Nov-08	6.82%	4.85%	5.1%
Oct-01	5.34%	3.88%	3.8%	May-05	5.13%	3.59%	4.0%	Dec-08	7.33%	5.27%	5.5%
Nov-01	5.55%	3.99%	3.9%	Jun-05	5.04%	3.59%	3.9%	Jan-09	7.77%	5.72%	5.9%
Dec-01	5.72%	4.07%	4.0%	Jul-05	4.96%	3.59%	3.9%	Feb-09	8.25%	6.15%	6.3%
Jan-02	5.69%	4.14%	4.1%	Aug-05	4.90%	3.57%	3.9%	Mar-09	8.62%	6.50%	6.6%
Feb-02	5.68%	4.20%	4.1%	Sep-05	5.04%	3.53%	3.8%	Apr-09	8.89%	6.75%	6.8%
Mar-02	5.75%	4.25%	4.2%	Oct-05	4.97%	3.45%	3.8%	May-09	9.37%	6.92%	7.0%
Apr-02	5.94%	4.29%	4.2%	Nov-05	5.04%	3.34%	3.7%	Jun-09	9.55%	7.01%	7.1%
May-02	5.79%	4.31%	4.2%	Dec-05	4.85%	3.20%	3.6%	Jul-09	9.49%	7.05%	7.2%
Jun-02	5.80%	4.29%	4.1%	Jan-06	4.70%	3.09%	3.5%	Aug-09	9.69%	7.05%	7.3%
Jul-02	5.79%	4.25%	4.1%	Feb-06	4.77%	2.99%	3.4%	Sep-09	9.84%	7.05%	7.3%
Aug-02	5.73%	4.19%	4.1%	Mar-06	4.69%	2.95%	3.3%	Oct-09	10.15%	7.07%	7.4%
Sep-02	5.67%	4.15%	4.1%	Apr-06	4.72%	2.97%	3.3%	Nov-09	9.89%	7.12%	7.4%
Oct-02	5.72%	4.11%	4.1%	May-06	4.62%	3.03%	3.3%	Dec-09	9.93%	7.18%	7.5%
Nov-02	5.87%	4.10%	4.1%	Jun-06	4.63%	3.09%	3.3%	Jan-10	9.68%	7.22%	7.5%
Dec-02	5.96%	4.10%	4.1%	Jul-06	4.74%	3.14%	3.4%	Feb-10	9.68%	7.20%	7.5%
Jan-03	5.84%	4.11%	4.1%	Aug-06	4.67%	3.16%	3.4%	Mar-10	9.71%	7.14%	7.5%
Feb-03	5.90%	4.13%	4.2%	Sep-06	4.51%	3.14%	3.4%	Apr-10	9.80%	7.06%	7.4%
Mar-03	5.88%	4.16%	4.2%	Oct-06	4.42%	3.10%	3.4%	May-10	9.65%	6.96%	7.4%
Apr-03	6.04%	4.20%	4.2%	Nov-06	4.51%	3.03%	3.3%	Jun-10	9.50%	6.88%	7.4%
May-03	6.11%	4.24%	4.3%	Dec-06	4.43%	2.96%	3.2%	Jul-10	9.53%	6.83%	7.3%
Jun-03	6.30%	4.26%	4.3%	Jan-07	4.64%	2.90%	3.1%	Aug-10	9.63%	6.79%	7.3%
Jul-03	6.15%	4.24%	4.3%	Feb-07	4.51%	2.86%	3.1%	Sep-10	9.57%	6.75%	7.3%
Aug-03	6.07%	4.18%	4.3%	Mar-07	4.39%	2.85%	3.0%	Oct-10	9.66%	6.69%	7.3%
Sep-03	6.09%	4.09%	4.2%	Apr-07	4.48%	2.87%	3.1%	Nov-10	9.77%	6.64%	7.3%
Oct-03	5.95%	3.98%	4.2%	May-07	4.43%	2.91%	3.1%	Dec-10	9.42%	6.60%	7.3%
Nov-03	5.83%	3.89%	4.1%	Jun-07	4.56%	2.97%	3.1%	Jan-11	9.05%	6.53%	7.2%
Dec-03	5.67%	3.82%	4.1%	Jul-07	4.67%	3.03%	3.2%	Feb-11	8.92%	6.38%	7.0%
Jan-04	5.70%	3.77%	4.0%	Aug-07	4.64%	3.09%	3.2%	Mar-11	8.83%	6.25%	6.9%
Feb-04	5.57%	3.75%	4.0%	Sep-07	4.69%	3.15%	3.3%	Apr-11	8.96%	6.07%	6.8%
Mar-04	5.78%	3.74%	4.0%	Oct-07	4.75%	3.20%	3.4%	May-11	9.05%	5.99%	6.7%
Apr-04	5.56%	3.76%	4.0%	Nov-07	4.72%	3.25%	3.5%	Jun-11	9.18%	6.02%	6.8%
May-04	5.58%	3.77%	4.0%	Dec-07	4.98%	3.27%	3.5%	Jul-11	9.09%	6.10%	6.8%
Jun-04	5.62%	3.76%	4.0%	Jan-08	4.97%	3.30%	3.5%	Aug-11	9.09%	6.30%	7.0%
Jul-04	5.51%	3.74%	3.9%	Feb-08	4.84%	3.34%	3.6%	Sep-11	9.08%	6.45%	7.2%

Source: Bureau of Labor Statistics

Figure 1.18 Employment To Population Ratios In Hampton Roads And Competing Metro Areas	
Metro Area	Employment to Population Ratio
Washington DC	69.7%
Charlottesville	67.6%
Roanoke	65.4%
Baltimore	61.4%
Richmond	60.7%
Charlotte	60.2%
Hampton Roads	59.9%
Greensboro	59.8%
Orlando	59.2%
Charleston	59.2%
Greenville	59.2%
Jacksonville	58.9%
Raleigh	57.5%
Atlanta	55.8%
Tampa	53.9%

Source: Bureau of Economic Analysis

Figure 1.19 Historic Employment To Population Ratios In Hampton Roads		
Year	Hampton Roads	U.S. Metropolitan Portion
1999	100.0	100.0
2000	100.9	101.3
2001	101.2	100.3
2002	100.7	99.0
2003	100.8	98.6
2004	101.9	99.4
2005	102.9	100.5
2006	103.4	101.7
2007	104.9	102.8
2008	104.4	101.6
2009	100.7	97.4

Source: Bureau of Economic Analysis

Figure 1.20 Per Capita Income In Hampton Roads And Competing Metro Areas	
Region	Per Capita Income
Washington	$ 57,671
Baltimore	$ 49,218
Charlottesville	$ 42,667
Richmond	$ 41,437
Hampton Roads	$ 40,284
Jacksonville	$ 39,840
Atlanta	$ 39,360
Charlotte	$ 39,236
Raleigh	$ 39,090
Tampa	$ 37,860
Roanoke	$ 37,678
Charelston	$ 36,232
Greensboro	$ 35,537
Orlando	$ 35,169
Greenville	$ 34,681
United States- Metropolitan Portion	$ 42,159

Source: Bureau of Economic Analysis

Figure 1.21 Purchasing Power Of Per Capita Income In Hampton Roads And Competing Metro Areas In 2010	
Metro Area	Purchasing Power of PCI
Jacksonville	$42,885
Charlotte	$42,099
Baltimore	$41,256
Washington	$41,223
Atlanta	$41,215
Tampa	$40,974
Roanoke	$40,083
Charlottesville	$39,913
Raleigh	$39,847
Richmond	$39,691
Greenville	$38,406
Charleston	$36,896
Hampton Roads	$36,064
Orlando	$35,997

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

Figure 1.22 Hampton Roads Per Capita Income In Relation To The National Average	
Year	Ratio of HR to U.S. PCI
2000	83.7%
2001	87.1%
2002	89.6%
2003	92.9%
2004	92.1%
2005	92.6%
2006	92.2%
2007	93.3%
2008	94.2%
2009	96.2%
2010	*95.6%*

Source: Bureau of Economic Analysis

Figure 1.23 Real Median Family Incomes		
Year	Hampton Roads	U.S.
1989	$61,170	$61,944
1999	$64,378	$65,503
2005	$67,841	$62,337
2006	$67,220	$63,303
2007	$67,076	$64,334
2008	$69,205	$64,176
2009	$65,689	$62,084
2010	$69,011	$60,609

Source: U.S. Census, American Community Survey
Bureau of Labor Statistics, HRPDC

Figure 1.24 Real Earnings Per Worker (2009 $'s)		
Year	HR Earnings Per Worker	US Earnings Per Worker
1999	$44,775	$48,549
2000	$45,351	$49,727
2001	$46,842	$50,095
2002	$48,548	$50,534
2003	$50,282	$51,185
2004	$51,037	$51,956
2005	$51,060	$51,692
2006	$51,840	$51,940
2007	$51,788	$51,422
2008	$51,305	$50,817
2009	$52,881	$50,098

Source Bureau of Economic Analysis

Figure 2.1 Cycle Of National Defense Spending (2011 Dollars)									
Quarter	Billions	Quarter	Billions	Quarter	Billions	Quarter	Billions	Quarter	Billions
1976 Q1	$ 441.3	1983 Q2	$ 568.0	1990 Q3	$ 636.1	1997 Q4	$ 495.7	2005 Q1	$ 683.3
1976 Q2	$ 441.1	1983 Q3	$ 570.7	1990 Q4	$ 647.6	1998 Q1	$ 467.4	2005 Q2	$ 683.0
1976 Q3	$ 440.1	1983 Q4	$ 582.0	1991 Q1	$ 654.1	1998 Q2	$ 483.3	2005 Q3	$ 699.1
1976 Q4	$ 446.1	1984 Q1	$ 606.0	1991 Q2	$ 649.1	1998 Q3	$ 488.4	2005 Q4	$ 671.3
1977 Q1	$ 451.9	1984 Q2	$ 612.2	1991 Q3	$ 633.5	1998 Q4	$ 484.4	2006 Q1	$ 701.8
1977 Q2	$ 455.3	1984 Q3	$ 607.4	1991 Q4	$ 612.7	1999 Q1	$ 483.4	2006 Q2	$ 698.2
1977 Q3	$ 450.5	1984 Q4	$ 629.7	1992 Q1	$ 608.2	1999 Q2	$ 481.0	2006 Q3	$ 692.5
1977 Q4	$ 449.1	1985 Q1	$ 637.3	1992 Q2	$ 608.4	1999 Q3	$ 494.8	2006 Q4	$ 715.7
1978 Q1	$ 450.6	1985 Q2	$ 646.1	1992 Q3	$ 615.6	1999 Q4	$ 505.6	2007 Q1	$ 709.8
1978 Q2	$ 454.5	1985 Q3	$ 667.0	1992 Q4	$ 601.5	2000 Q1	$ 481.1	2007 Q2	$ 715.8
1978 Q3	$ 452.4	1985 Q4	$ 670.3	1993 Q1	$ 577.4	2000 Q2	$ 497.9	2007 Q3	$ 735.1
1978 Q4	$ 455.8	1986 Q1	$ 659.9	1993 Q2	$ 568.6	2000 Q3	$ 488.6	2007 Q4	$ 732.8
1979 Q1	$ 453.4	1986 Q2	$ 685.0	1993 Q3	$ 563.4	2000 Q4	$ 486.7	2008 Q1	$ 755.5
1979 Q2	$ 454.4	1986 Q3	$ 706.9	1993 Q4	$ 567.6	2001 Q1	$ 494.5	2008 Q2	$ 757.9
1979 Q3	$ 448.5	1986 Q4	$ 683.7	1994 Q1	$ 538.2	2001 Q2	$ 496.8	2008 Q3	$ 784.2
1979 Q4	$ 456.7	1987 Q1	$ 691.6	1994 Q2	$ 541.6	2001 Q3	$ 504.9	2008 Q4	$ 812.8
1980 Q1	$ 460.8	1987 Q2	$ 699.7	1994 Q3	$ 554.4	2001 Q4	$ 514.4	2009 Q1	$ 798.3
1980 Q2	$ 457.0	1987 Q3	$ 703.8	1994 Q4	$ 528.9	2002 Q1	$ 535.5	2009 Q2	$ 817.4
1980 Q3	$ 456.1	1987 Q4	$ 695.9	1995 Q1	$ 528.0	2002 Q2	$ 544.2	2009 Q3	$ 828.2
1980 Q4	$ 473.2	1988 Q1	$ 692.1	1995 Q2	$ 524.1	2002 Q3	$ 552.1	2009 Q4	$ 828.8
1981 Q1	$ 476.3	1988 Q2	$ 682.1	1995 Q3	$ 517.5	2002 Q4	$ 572.5	2010 Q1	$ 839.8
1981 Q2	$ 488.9	1988 Q3	$ 667.8	1995 Q4	$ 504.6	2003 Q1	$ 577.1	2010 Q2	$ 849.4
1981 Q3	$ 485.5	1988 Q4	$ 677.8	1996 Q1	$ 519.8	2003 Q2	$ 626.2	2010 Q3	$ 862.7
1981 Q4	$ 504.1	1989 Q1	$ 659.3	1996 Q2	$ 519.2	2003 Q3	$ 617.4	2010 Q4	$ 853.1
1982 Q1	$ 512.0	1989 Q2	$ 662.6	1996 Q3	$ 507.8	2003 Q4	$ 632.5	2011 Q1	$ 828.1
1982 Q2	$ 526.6	1989 Q3	$ 670.4	1996 Q4	$ 503.4	2004 Q1	$ 652.0	2011 Q2	$ 832.7
1982 Q3	$ 529.8	1989 Q4	$ 654.4	1997 Q1	$ 488.2	2004 Q2	$ 653.6	2011 Q3	$ 843.9
1982 Q4	$ 551.3	1990 Q1	$ 656.4	1997 Q2	$ 497.9	2004 Q3	$ 675.9		
1983 Q1	$ 558.4	1990 Q2	$ 653.2	1997 Q3	$ 493.4	2004 Q4	$ 659.7		

Sources: Bureau of Economic Analysis, Bureau of Labor Statistics, HRPDC

Figure 2.2 Inflation-Adjusted Department Of Defense Spending In Hampton Roads

Year	Millions of Dollars
1995	$ 15,354
1996	$ 10,183
1997	$ 9,524
1998	$ 11,567
1999	$ 11,364
2000	$ 11,258
2001	$ 17,154
2002	$ 13,286
2003	$ 12,297
2004	$ 14,064
2005	$ 13,970
2006	$ 16,002
2007	$ 16,471
2008	$ 14,040
2009	$ 15,450
2010	$ 15,867

Source: Consolidated Federal Funds Report

Figure 2.3 Total Military Personnel In Hampton Roads

Year	Employment
1999	108,382
2000	110,522
2001	110,148
2002	111,995
2003	113,193
2004	111,830
2005	108,269
2006	108,375
2007	106,326
2008	104,443
2009	98,409

Source: Bureau of Economic Analysis

Figure 2.5 Inflation Adjusted Military Incomes

Year	Billions of Dollars
2000	$7.49
2001	$7.70
2002	$8.48
2003	$9.03
2004	$9.60
2005	$9.60
2006	$10.21
2007	$10.31
2008	$10.20
2009	$10.31
2010	$10.20

Source: Bureau of Economic Analysis

Figure 2.4 Concentration Of Military Employment

Year	HR Military Employment as a Percent of Total Employment	Military Employment
1994	14.5%	125,553
1995	14.0%	123,577
1996	13.1%	117,290
1997	12.2%	110,795
1998	11.6%	106,541
1999	11.7%	108,382
2000	11.7%	110,522
2001	11.5%	110,148
2002	11.6%	111,995
2003	11.6%	113,193
2004	11.2%	111,830
2005	10.7%	108,269
2006	10.5%	108,375
2007	10.2%	106,326
2008	10.1%	104,443
2009	9.8%	98,409

Source: Bureau of Labor Statistics

Figure 2.6 Total Ship Building And Repair Employment In Hampton Roads

Year	Employment
2000	19,400
2001	19,300
2002	20,100
2003	20,800
2004	21,600
2005	21,800
2006	22,200
2007	22,700
2008	22,800
2009	23,100
2010	23,800

Source: Bureau of Labor Statistics

Figure 2.7 Concentration Of Ship Building And Repair Employment In Hampton Roads	
Year	HR Share of National Employment
2000	12.6%
2001	13.0%
2002	13.6%
2003	14.1%
2004	14.5%
2005	14.1%
2006	14.1%
2007	14.2%
2008	14.6%
2009	17.7%
2010	19.0%

Source: Bureau of Labor Statistics

Figure 2.8 Distribution of Market Share For East Coast Container Ports	
Port	Market Share
New York/New Jersey	33.8%
Savannah	18.0%
Hampton Roads	12.1%
Charleston	8.7%
Jacksonville (a) (FY)	5.5%
Miami (FY)	5.4%
Port Everglades (FY)	5.1%
Other	11.5%

Source: American Association of Port Authorities

Figure 2.9 Hampton Roads Market Share Of Imports & Exports At East Coast Ports		
Year	Value	Weight
2003	11.2%	9.6%
2004	11.0%	9.6%
2005	11.1%	9.8%
2006	10.8%	10.1%
2007	10.9%	12.4%
2008	10.6%	14.9%
2009	10.8%	15.4%
2010	9.7%	15.9%

Source: Census Bureau's Foreign Trade Division

Figure 2.10 Foreign And Domestic Vessel Departures		
Year	American	Foreign
1994	407	2181
1995	322	2459
1996	344	2325
1997	290	2342
1998	219	2346
1999	240	2305
2000	323	2376
2001	197	2279
2002	182	1892
2003	212	2285
2004	218	2517
2005	250	2550
2006	219	2704
2007	222	2780
2008	236	2691
2009	294	2353
2010	237	2019

Source: Virginia Port Authority

Figure 2.11 General Cargo Imports & Exports (Short Tons)		
Year	Exports	Imports
1995	5,111,799	3,974,419
1996	5,539,072	4,101,667
1997	6,085,257	4,663,576
1998	6,000,501	5,169,144
1999	6,093,460	5,719,588
2000	6,048,584	5,920,522
2001	5,916,152	5,630,328
2002	5,992,936	6,831,494
2003	6,668,908	7,314,709
2004	6,896,749	7,711,766
2005	7,373,355	8,590,662
2006	7,632,798	8,950,681
2007	9,155,856	8,610,395
2008	9,829,139	8,004,007
2009	8,458,851	6,449,641
2010	8,501,716	6,820,986

Source: Virginia Port Authority

Figure 2.12 Twenty-Foot Equivalent Units Handled by the Virginia Port Authority	
Year	TEUs
1998	1,251,891
1999	1,306,537
2000	1,347,517
2001	1,303,797
2002	1,437,779
2003	1,646,279
2004	1,808,933
2005	1,981,955
2006	2,046,285
2007	2,128,366
2008	2,083,278
2009	1,745,228
2010	1,895,018

Source: Virginia Port Authority

Figure 2.13 Coal Loadings	
Year	Thousands of Short Tons
1995	51,145,891
1996	52,999,164
1997	53,459,811
1998	45,724,231
1999	32,944,738
2000	32,619,006
2001	27,831,820
2002	21,939,775
2003	20,865,282
2004	26,804,489
2005	24,903,074
2006	21,587,423
2007	28,340,278
2008	44,090,371
2009	31,898,482
2010	38,110,152

Source: Virginia Port Authority

Figure 2.14 Hampton Roads Deseasonalized Taxable Hotel Sales							
Month	Sales	Month	Sales	Month	Sales	Month	Sales
Jun-00	$ 45,646,084	Dec-02	$ 45,993,711	Jun-05	$ 52,641,077	Dec-07	$ 54,373,014
Jul-00	$ 43,830,300	Jan-03	$ 51,676,800	Jul-05	$ 54,337,756	Jan-08	$ 57,410,544
Aug-00	$ 43,587,847	Feb-03	$ 47,574,888	Aug-05	$ 53,628,271	Feb-08	$ 58,386,442
Sep-00	$ 46,279,782	Mar-03	$ 45,425,652	Sep-05	$ 53,769,936	Mar-08	$ 58,056,068
Oct-00	$ 45,292,631	Apr-03	$ 50,234,190	Oct-05	$ 52,646,880	Apr-08	$ 54,890,316
Nov-00	$ 46,127,787	May-03	$ 50,321,955	Nov-05	$ 53,777,193	May-08	$ 57,097,596
Dec-00	$ 44,929,670	Jun-03	$ 50,295,328	Dec-05	$ 56,337,637	Jun-08	$ 55,879,108
Jan-01	$ 42,516,201	Jul-03	$ 51,061,779	Jan-06	$ 56,542,363	Jul-08	$ 55,309,066
Feb-01	$ 43,864,784	Aug-03	$ 52,972,457	Feb-06	$ 56,365,529	Aug-08	$ 59,193,644
Mar-01	$ 44,024,771	Sep-03	$ 47,346,571	Mar-06	$ 55,715,471	Sep-08	$ 48,779,294
Apr-01	$ 44,250,880	Oct-03	$ 60,506,890	Apr-06	$ 56,069,364	Oct-08	$ 54,895,712
May-01	$ 44,821,150	Nov-03	$ 55,470,293	May-06	$ 54,463,711	Nov-08	$ 53,864,722
Jun-01	$ 44,962,629	Dec-03	$ 53,905,353	Jun-06	$ 55,236,760	Dec-08	$ 53,472,929
Jul-01	$ 45,637,163	Jan-04	$ 52,254,099	Jul-06	$ 54,304,090	Jan-09	$ 55,675,383
Aug-01	$ 45,898,210	Feb-04	$ 51,471,474	Aug-06	$ 54,825,461	Feb-09	$ 56,842,705
Sep-01	$ 40,272,518	Mar-04	$ 49,214,192	Sep-06	$ 56,723,873	Mar-09	$ 53,692,217
Oct-01	$ 43,777,911	Apr-04	$ 51,449,594	Oct-06	$ 54,384,991	Apr-09	$ 53,884,532
Nov-01	$ 46,409,252	May-04	$ 51,839,842	Nov-06	$ 57,010,128	May-09	$ 51,628,071
Dec-01	$ 46,997,821	Jun-04	$ 50,164,070	Dec-06	$ 55,234,428	Jun-09	$ 50,148,453
Jan-02	$ 47,610,298	Jul-04	$ 50,285,006	Jan-07	$ 57,963,563	Jul-09	$ 53,275,239
Feb-02	$ 49,115,307	Aug-04	$ 49,231,507	Feb-07	$ 57,971,635	Aug-09	$ 54,176,833
Mar-02	$ 53,969,436	Sep-04	$ 51,525,802	Mar-07	$ 60,017,939	Sep-09	$ 54,169,132
Apr-02	$ 49,777,467	Oct-04	$ 51,740,670	Apr-07	$ 61,080,504	Oct-09	$ 52,029,692
May-02	$ 49,210,590	Nov-04	$ 50,307,296	May-07	$ 60,992,513	Nov-09	$ 53,582,381
Jun-02	$ 50,044,458	Dec-04	$ 52,403,148	Jun-07	$ 60,881,314	Dec-09	$ 55,018,516
Jul-02	$ 49,066,258	Jan-05	$ 52,012,829	Jul-07	$ 56,254,440	Jan-10	$ 53,205,993
Aug-02	$ 50,142,380	Feb-05	$ 52,474,366	Aug-07	$ 58,908,729	Feb-10	$ 50,415,663
Sep-02	$ 46,980,649	Mar-05	$ 52,275,013	Sep-07	$ 58,156,903	Mar-10	$ 50,705,645
Oct-02	$ 48,957,345	Apr-05	$ 50,515,924	Oct-07	$ 61,636,706	Apr-10	$ 49,797,778
Nov-02	$ 46,530,228	May-05	$ 50,600,251	Nov-07	$ 59,731,994	May-10	$ 50,483,546

Sources: Virginia Department of Taxation, ODU Forecasting, HRPDC

Figure 2.15 Employment In The Hampton Roads Leisure And Hospitality Industry

Year	Employment
1995	67,900
1996	69,500
1997	71,700
1998	72,400
1999	72,900
2000	74,200
2001	76,200
2002	76,500
2003	76,400
2004	79,000
2005	82,000
2006	84,500
2007	85,900
2008	85,900
2009	83,300
2010	83,400

Source: Bureau of Labor Statistics

Figure 2.16 Estimates of Tourism Expenditures and Local Tax Reciepts in Hampton Roads (Thousands of $s)

Year	Expenditures	Tax Reciepts
2003	2,786,324	107,535
2004	2,980,716	114,956
2005	3,279,009	123,741
2006	3,516,232	144,794
2007	3,743,069	139,344
2008	3,826,405	145,063
2009	3,506,024	132,786

Source: Virginia Tourism Corporation

Figure 2.18 Distribution Of Hampton Roads Construction Employment in 2009

Sub Sector	Percent of Total
Building Equipment Contractors	30.6%
Heavy and Civil Engineering Construction	18.7%
Foundation, Structure, and Building Exterior	12.4%
Building Finishing Contractors	10.8%
Nonresidential Building Construction	10.0%
Residential Building Construction	8.9%
Other Specialty Trade Contractors	8.6%

Source: Virginia Employment Commision

Figure 2.17 Construction Employment In Hampton Roads

Year	Employment
2000	43,275
2001	45,259
2002	44,083
2003	44,858
2004	47,667
2005	49,109
2006	48,592
2007	46,984
2008	44,282
2009	37,531
2010	36,090

Source: Virginia Employment Commision

Figure 2.19 New Building Permits Issued In Hampton Roads					
Year	Total	1 Unit	2 Units	3 & 4 Units	5 Units and More
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	10,290	7,719	358	251	1,962
2006	7,859	5,892	232	382	1,353
2007	6,276	4,519	112	164	1,491
2008	5,045	3,150	66	40	1,789
2009	5,000	2,830	82	7	2,081
2010	4,306	3,170	38	24	1,074

Source: U.S. Census Bureau

Figure 2.20 Value Of New Building Permits Issued In Hampton Roads (Millions of Dollars)					
Year	Total	1 Unit	2 Units	3 & 4 Units	5 Units and More
1995	$ 714	$ 641	$ 8	$ 11	$ 54
1996	$ 747	$ 679	$ 9	$ 11	$ 47
1997	$ 781	$ 725	$ 7	$ 7	$ 41
1998	$ 874	$ 787	$ 7	$ 10	$ 70
1999	$ 935	$ 857	$ 1	$ 8	$ 69
2000	$ 909	$ 859	$ 3	$ 14	$ 34
2001	$ 1,014	$ 911	$ 5	$ 3	$ 96
2002	$ 1,143	$ 1,037	$ 8	$ 5	$ 93
2003	$ 1,295	$ 1,161	$ 6	$ 10	$ 118
2004	$ 1,453	$ 1,226	$ 30	$ 16	$ 181
2005	$ 1,440	$ 1,257	$ 27	$ 19	$ 136
2006	$ 1,240	$ 1,035	$ 19	$ 34	$ 92
2007	$ 994	$ 853	$ 10	$ 16	$ 115
2008	$ 756	$ 593	$ 9	$ 3	$ 137
2009	$ 639	$ 531	$ 8	$ 1	$ 100
2010	$ 694	$ 626	$ 4	$ 2	$ 62

Source: U.S. Census Bureau

Figure 2.21 Total Retail Trade Employment for Hampton Roads and the U.S.		
Year	Hampton Roads	U.S.
1990	80,100	13,182,300
1991	76,400	12,896,400
1992	74,900	12,827,900
1993	75,100	13,020,500
1994	77,400	13,490,800
1995	79,100	13,896,700
1996	81,500	14,142,500
1997	82,700	14,388,900
1998	84,700	14,609,300
1999	87,000	14,970,100
2000	87,800	15,279,800
2001	88,200	15,238,600
2002	88,300	15,025,100
2003	87,200	14,917,300
2004	90,200	15,058,200
2005	90,900	15,279,600
2006	92,200	15,353,300
2007	93,700	15,520,000
2008	90,300	15,283,100
2009	84,100	14,522,400
2010	83,600	14,413,900

Source: Bureau of Labor Statistics

Figure 2.22 Distribution Of Hampton Roads Retail Employment	
Sector	Percent of Retail Employment
General Merchandise Stores	24.9%
Food and Beverage Stores	15.2%
Motor Vehicle and Parts Dealers	12.4%
Clothing and Clothing Accessories Stores	9.9%
Gasoline Stations	7.0%
Building Material and Garden Equipment and Su	6.3%
Miscellaneous Store Retailers	5.6%
Health and Personal Care Stores	5.3%
Other	13.4%

Source: Virginia Employment Commision

Figure 2.23 Inflation Adjusted Taxable Sales In Hampton Roads	
Year	Taxable Sales
1995	$ 16,712,765,763
1996	$ 16,890,830,447
1997	$ 17,326,160,357
1998	$ 17,605,380,202
1999	$ 18,270,472,023
2000	$ 18,433,722,657
2001	$ 18,284,982,865
2002	$ 18,674,999,407
2003	$ 19,361,068,272
2004	$ 20,463,480,900
2005	$ 21,067,502,100
2006	$ 21,515,716,938
2007	$ 21,623,326,966
2008	$ 20,010,353,965
2009	$ 19,095,630,662
2010	$ 18,755,138,300

Source: Virginia Department of Taxation

Figure 3.1 Population Of Hampton Roads And Competing Metro Areas In 2010	
Metro Area	Population
Washington D.C.	5,582,170
Atlanta	5,268,860
Tampa-St. Petersburg	2,783,243
Baltimore	2,710,489
Orlando	2,134,411
Charlotte	1,758,038
Hampton Roads	1,671,683
Jacksonville	1,345,596
Richmond	1,258,251
Raleigh	1,130,490
Greensboro-High Point	723,801
Charleston	664,607
Greenville-Spartanburg	636,986
Roanoke	308,707
Charlottesville	201,559

Source: U.S. Census Bureau

Figure 3.2 Population Growth Rates In Hampton Roads And The United States		
Year	Hampton Roads	United States
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	1.10%	1.12%
2001	0.38%	0.99%
2002	0.49%	0.93%
2003	0.64%	0.86%
2004	1.43%	0.93%
2005	0.66%	0.93%
2006	0.29%	0.97%
2007	0.37%	0.96%
2008	0.63%	0.95%
2009	0.24%	0.88%
2010	0.27%	0.84%

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

Figure 3.3 Hampton Roads Population Density	
Year	Persons Per Square Mile
1995	527.2
1996	528.4
1997	531.8
1998	533.0
1999	537.3
2000	543.2
2001	545.2
2002	547.9
2003	551.4
2004	559.3
2005	563.0
2006	564.6
2007	566.7
2008	570.3
2009	571.6
2010	573.2

Source: Weldon Cooper Center

Figure 3.4 Components Of Population Change In Hampton Roads			
Year	Births	Deaths	Net Migration
1994	25,290	11,069	829
1995	24,094	11,568	(626)
1996	23,392	11,400	(6,842)
1997	22,737	11,420	(4,667)
1998	23,186	11,683	(4,803)
1999	22,968	11,977	(2,991)
2000	23,465	11,911	3,219
2001	23,047	11,964	461
2002	23,114	12,251	(4,006)
2003	23,359	12,370	(2,032)
2004	24,264	12,155	4,422
2005	23,885	12,029	4,991
2006	24,398	12,122	(4,553)
2007	24,437	12,543	(6,508)
2008	23,842	12,378	(4,272)
2009	23,477	12,535	(10,942)

Sources: Virginia Department of Health
Weldon Cooper Center

Figure 3.5 Age Distribution Of The Hampton Roads Population			
Year	Ages 0-19	Ages 20-64	Ages 65+
1990	438,339	888,082	133,986
1991	438,354	896,429	137,754
1992	446,964	916,812	141,529
1993	452,663	928,184	144,988
1994	455,420	931,247	148,144
1995	457,239	933,910	151,095
1996	458,873	936,152	154,150
1997	460,009	937,483	156,500
1998	461,593	932,957	158,957
1999	463,151	939,588	160,853
2000	465,064	950,532	163,078
2001	463,819	957,529	165,708
2002	467,973	970,676	168,117
2003	473,645	983,015	170,780
2004	475,170	998,048	173,372
2005	473,947	1,003,046	176,550
2006	472,303	1,014,879	179,211
2007	467,168	1,016,155	182,689
2008	462,017	1,014,425	187,985
2009	468,470	1,007,237	193,403
2010	471,197	1,000,763	198,333
2011	467,318	987,735	202,671

Source: Regional Economic Modeling, Inc.

Figure 3.6 Dependecy Ratios for the U.S. and Hampton Roads		
Year	U.S.	Hampton Roads
1990	64.45%	70.44%
1991	64.27%	70.18%
1992	64.19%	70.21%
1993	64.39%	70.50%
1994	64.81%	70.73%
1995	65.14%	70.84%
1996	65.48%	70.91%
1997	65.76%	70.66%
1998	66.51%	70.37%
1999	66.41%	69.94%
2000	66.08%	69.45%
2001	65.74%	68.86%
2002	65.53%	68.29%
2003	65.56%	67.90%
2004	64.98%	67.49%
2005	64.85%	67.11%
2006	64.20%	66.81%
2007	63.95%	66.75%
2008	64.08%	66.89%
2009	65.71%	66.88%
2010	66.90%	66.73%
2011	67.83%	66.65%

Source: Regional Economic Modeling, Inc.

Figure 3.7 Gender Distribution For The Hampton Roads

Year	Males	Females
1990	732,568	727,839
1991	736,718	735,819
1992	752,862	752,443
1993	760,906	764,929
1994	762,711	772,100
1995	764,668	777,576
1996	766,477	782,698
1997	767,512	786,480
1998	765,673	787,834
1999	770,253	793,339
2000	777,826	800,848
2001	781,520	805,537
2002	789,986	816,780
2003	795,947	831,494
2004	806,257	840,333
2005	807,579	845,964
2006	816,738	849,656
2007	815,623	850,389
2008	814,537	849,890
2009	816,257	852,853
2010	816,525	853,768
2011	810,456	847,268

Source: Regional Economic Modeling, Inc.

Figure 3.8 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	36,416
1994	988,570	463,851	44,959	37,431
1995	984,790	471,877	46,542	39,035
1996	980,843	479,252	48,163	40,917
1997	975,446	485,909	49,832	42,805
1998	966,306	491,631	51,200	44,370
1999	964,522	499,352	53,291	46,427
2000	956,107	497,108	76,148	49,311
2001	957,398	500,264	77,648	51,747
2002	964,629	506,798	80,116	55,223
2003	973,207	513,779	82,534	57,921
2004	980,735	519,246	84,692	61,917
2005	979,372	522,878	86,544	64,749
2006	981,486	527,544	88,733	68,631
2007	976,756	528,388	90,301	70,567
2008	970,729	529,484	91,815	72,399
2009	968,929	530,166	93,879	76,136
2010	965,107	530,959	95,467	78,761
2011	953,071	529,706	95,810	79,137

Source: Regional Economic Modeling, Inc

Figure 3.9 Distribution Of Occupations In Hampton Roads

Occupation	Percent of Total
Office and administrative support occupations	16.2%
Sales and related occupations	10.4%
Food preparation and serving related occupations	9.7%
Education, training, and library occupations	6.8%
Transportation and material moving occupations	6.5%
Business and financial operations occupations	5.6%
Healthcare practitioner and technical occupations	5.3%
Construction and extraction occupations	5.1%
Production occupations	4.9%
Other	29.5%

Source: Bureau of Labor Statistics

Figure 4.1 Deseasonalized Pre-Owned And New Construction Home Sales In Hampton Roads								
Month	New Construction	Resales	Month	New Construction	Resales	Month	New Construction	Resales
Jan-02	384	1693	Apr-05	409	1940	Jul-08	261	1259
Feb-02	471	1620	May-05	412	1998	Aug-08	246	1218
Mar-02	427	1560	Jun-05	450	2012	Sep-08	259	1172
Apr-02	390	1627	Jul-05	434	1944	Oct-08	233	1126
May-02	390	1638	Aug-05	445	2096	Nov-08	226	911
Jun-02	395	1525	Sep-05	416	2058	Dec-08	240	1051
Jul-02	503	1573	Oct-05	349	1969	Jan-09	204	1005
Aug-02	424	1578	Nov-05	423	2102	Feb-09	213	1161
Sep-02	424	1605	Dec-05	438	2107	Mar-09	199	1118
Oct-02	453	1760	Jan-06	387	1910	Apr-09	193	1119
Nov-02	468	1681	Feb-06	437	2005	May-09	205	1127
Dec-02	373	1846	Mar-06	401	2057	Jun-09	216	1243
Jan-03	514	1862	Apr-06	411	1907	Jul-09	247	1343
Feb-03	396	1769	May-06	445	1954	Aug-09	250	1297
Mar-03	378	1653	Jun-06	506	1873	Sep-09	223	1410
Apr-03	394	1658	Jul-06	373	1697	Oct-09	243	1706
May-03	401	1648	Aug-06	400	1722	Nov-09	321	1687
Jun-03	404	1659	Sep-06	395	1702	Dec-09	228	1332
Jul-03	379	1843	Oct-06	383	1703	Jan-10	138	1106
Aug-03	363	1776	Nov-06	326	1671	Feb-10	174	1235
Sep-03	344	1711	Dec-06	374	1777	Mar-10	196	1242
Oct-03	405	2024	Jan-07	395	1822	Apr-10	206	1456
Nov-03	444	1537	Feb-07	359	1903	May-10	230	1330
Dec-03	437	1787	Mar-07	444	1734	Jun-10	288	1283
Jan-04	507	1738	Apr-07	311	1652	Jul-10	212	962
Feb-04	504	1740	May-07	352	1611	Aug-10	200	1064
Mar-04	501	1735	Jun-07	337	1573	Sep-10	213	1056
Apr-04	521	1917	Jul-07	343	1545	Oct-10	154	1098
May-04	419	1803	Aug-07	310	1523	Nov-10	196	1168
Jun-04	416	1930	Sep-07	311	1260	Dec-10	169	1423
Jul-04	425	1959	Oct-07	337	1407	Jan-11	218	1300
Aug-04	439	1981	Nov-07	327	1365	Feb-11	163	1314
Sep-04	501	2123	Dec-07	320	1287	Mar-11	214	1360
Oct-04	445	2060	Jan-08	307	1406	Apr-11	230	1275
Nov-04	410	2115	Feb-08	391	1192	May-11	216	1267
Dec-04	410	2061	Mar-08	342	1238	Jun-11	220	1187
Jan-05	452	1962	Apr-08	338	1321	Jul-11	163	1138
Feb-05	379	2016	May-08	254	1232	Aug-11	179	1236
Mar-05	512	2041	Jun-08	261	1180	Sep-11	164	1272

Source: Rose and Womble Realty

Figure 4.2 % Change in Housing Price Indices For Hampton Roads, The Virginia, And The United States							
Quarter	Hampton Roads	Virginia	United States	Quarter	Hampton Roads	Virginia	United States
1996 Q1	5.07%	4.38%	5.34%	2004 Q1	13.39%	10.90%	7.24%
1996 Q2	2.88%	2.53%	3.67%	2004 Q2	16.90%	13.26%	8.52%
1996 Q3	0.86%	0.72%	2.48%	2004 Q3	22.15%	17.57%	10.90%
1996 Q4	1.45%	1.25%	2.49%	2004 Q4	20.99%	16.98%	10.25%
1997 Q1	1.28%	0.75%	2.17%	2005 Q1	22.65%	18.59%	11.02%
1997 Q2	1.80%	1.28%	2.89%	2005 Q2	24.70%	20.60%	11.84%
1997 Q3	2.76%	2.89%	3.95%	2005 Q3	22.69%	18.90%	11.05%
1997 Q4	3.16%	3.10%	4.48%	2005 Q4	22.64%	18.18%	11.22%
1998 Q1	3.38%	3.27%	5.18%	2006 Q1	21.16%	16.40%	10.52%
1998 Q2	3.65%	3.50%	5.26%	2006 Q2	16.50%	12.27%	8.30%
1998 Q3	3.60%	3.13%	5.23%	2006 Q3	12.11%	7.95%	6.08%
1998 Q4	3.24%	2.99%	5.12%	2006 Q4	9.64%	6.43%	4.77%
1999 Q1	2.05%	3.08%	4.60%	2007 Q1	6.91%	4.39%	3.53%
1999 Q2	2.99%	3.82%	5.02%	2007 Q2	4.80%	2.84%	2.38%
1999 Q3	2.67%	4.80%	4.95%	2007 Q3	3.05%	1.03%	0.51%
1999 Q4	2.91%	5.14%	4.75%	2007 Q4	1.38%	-0.59%	-0.68%
2000 Q1	3.31%	5.90%	5.64%	2008 Q1	0.46%	-1.28%	-1.59%
2000 Q2	3.79%	6.78%	5.97%	2008 Q2	-2.13%	-4.04%	-3.79%
2000 Q3	4.53%	6.89%	6.49%	2008 Q3	-3.18%	-5.30%	-5.60%
2000 Q4	4.37%	7.35%	7.08%	2008 Q4	-3.95%	-5.61%	-6.07%
2001 Q1	6.16%	8.32%	7.78%	2009 Q1	-3.85%	-4.76%	-4.70%
2001 Q2	5.67%	8.65%	7.87%	2009 Q2	-4.08%	-4.37%	-4.77%
2001 Q3	6.01%	9.12%	7.56%	2009 Q3	-4.75%	-4.23%	-4.39%
2001 Q4	6.56%	8.83%	7.26%	2009 Q4	-5.17%	-4.10%	-4.33%
2002 Q1	5.68%	8.16%	6.05%	2010 Q1	-5.88%	-6.06%	-6.38%
2002 Q2	6.89%	8.62%	6.02%	2010 Q2	-4.90%	-4.30%	-4.66%
2002 Q3	7.66%	9.04%	6.56%	2010 Q3	-2.32%	-1.11%	-1.33%
2002 Q4	7.63%	9.03%	6.73%	2010 Q4	-2.69%	-1.25%	-1.60%
2003 Q1	7.81%	8.51%	6.51%	2011 Q1	-3.80%	-2.16%	-3.20%
2003 Q2	7.62%	7.35%	6.06%	2011 Q2	-5.79%	-3.30%	-4.48%
2003 Q3	7.90%	7.07%	5.49%				
2003 Q4	11.81%	9.76%	6.85%				

Source:Office of Federal Housing Enterprise Oversight

Figure 4.3 Housing Price Increases In Hampton Roads And Competing Metro Areas From 2007 To 2010	
Metro Area	Increase in Price
Raleigh-Cary, NC	-2.9%
Charlotte	-6.5%
Charleston	-6.9%
Hampton Roads	-9.6%
Baltimore	-14.0%
Greensboro	-14.6%
U.S.	-20.6%
Washington DC	-24.5%
Jacksonville	-27.2%
Atlanta	-33.3%
Orlando	-48.5%

Source: National Association of Realtors

Figure 4.4 Home Ownership Rates In Hampton Roads	
Year	Home Ownership Rate
1996	65.6%
1997	61.8%
1998	63.8%
1999	64.2%
2000	70.1%
2001	71.5%
2002	74.9%
2003	79.6%
2004	73.2%
2005	68.0%
2006	68.3%
2007	66.0%
2008	63.9%
2009	63.5%
2010	61.5%
2011	62.6%

Source: U.S. Census Bureau

Figure 4.5 Hampton Roads Housing Opportunity Index			
Quarter	Index	Quarter	Index
2004 Q1	70.8	2007 Q4	50.1
2004 Q2	68.3	2008 Q1	56.5
2004 Q3	64.5	2008 Q2	51.7
2004 Q4	62.7	2008 Q3	50.4
2005 Q1	62.9	2008 Q4	64.1
2005 Q2	57.7	2009 Q1	74.9
2005 Q3	51.9	2009 Q2	72.9
2005 Q4	51.0	2009 Q3	68.4
2006 Q1	52.6	2009 Q4	72.9
2006 Q2	44.8	2010 Q1	76.9
2006 Q3	40.3	2010 Q2	75.4
2006 Q4	46.0	2010 Q3	77.5
2007 Q1	49.5	2010 Q4	77.2
2007 Q2	48.5	2011 Q1	79.8
2007 Q3	46.7	2011 Q2	80.1

Source: National Association of Home Builders

Figure 4.6 Housing Affordability In Hampton Roads		
Year	Hourly Wage Needed to Rent a Two Bedroom Apartment in HR	Hourly Wage as a Percent of Minimum Wage
2000	11.27	219%
2001	12.54	243%
2002	14.29	277%
2003	14.38	279%
2004	15.15	294%
2005	15.6	303%
2006	16.23	315%
2007	17.38	297%
2008	17.38	297%
2009	17.38	265%
2010	17.96	248%

Source: National Low Income Housing Coalition

Figure 4.7 30 Year Fixed Mortgage Rates							
Date	Rate	Date	Rate	Date	Rate	Date	Rate
Jan-00	8.21%	Jan-03	5.92%	Jan-06	6.15%	Jan-09	5.06%
Feb-00	8.33%	Feb-03	5.84%	Feb-06	6.25%	Feb-09	5.13%
Mar-00	8.24%	Mar-03	5.75%	Mar-06	6.32%	Mar-09	5.00%
Apr-00	8.15%	Apr-03	5.81%	Apr-06	6.51%	Apr-09	4.81%
May-00	8.52%	May-03	5.48%	May-06	6.60%	May-09	4.86%
Jun-00	8.29%	Jun-03	5.23%	Jun-06	6.68%	Jun-09	5.42%
Jul-00	8.15%	Jul-03	5.63%	Jul-06	6.76%	Jul-09	5.22%
Aug-00	8.03%	Aug-03	6.26%	Aug-06	6.52%	Aug-09	5.19%
Sep-00	7.91%	Sep-03	6.15%	Sep-06	6.40%	Sep-09	5.06%
Oct-00	7.80%	Oct-03	5.95%	Oct-06	6.36%	Oct-09	4.95%
Nov-00	7.75%	Nov-03	5.93%	Nov-06	6.24%	Nov-09	4.88%
Dec-00	7.38%	Dec-03	5.88%	Dec-06	6.14%	Dec-09	4.93%
Jan-01	7.03%	Jan-04	5.74%	Jan-07	6.22%	Jan-10	5.03%
Feb-01	7.05%	Feb-04	5.64%	Feb-07	6.29%	Feb-10	4.99%
Mar-01	6.95%	Mar-04	5.45%	Mar-07	6.16%	Mar-10	4.97%
Apr-01	7.08%	Apr-04	5.83%	Apr-07	6.18%	Apr-10	5.10%
May-01	7.15%	May-04	6.27%	May-07	6.26%	May-10	4.89%
Jun-01	7.16%	Jun-04	6.29%	Jun-07	6.66%	Jun-10	4.74%
Jul-01	7.13%	Jul-04	6.06%	Jul-07	6.70%	Jul-10	4.56%
Aug-01	6.95%	Aug-04	5.87%	Aug-07	6.57%	Aug-10	4.43%
Sep-01	6.82%	Sep-04	5.75%	Sep-07	6.38%	Sep-10	4.35%
Oct-01	6.62%	Oct-04	5.72%	Oct-07	6.38%	Oct-10	4.23%
Nov-01	6.66%	Nov-04	5.73%	Nov-07	6.21%	Nov-10	4.30%
Dec-01	7.07%	Dec-04	5.75%	Dec-07	6.10%	Dec-10	4.71%
Jan-02	7.00%	Jan-05	5.71%	Jan-08	5.76%	Jan-11	4.76%
Feb-02	6.89%	Feb-05	5.63%	Feb-08	5.92%	Feb-11	4.95%
Mar-02	7.01%	Mar-05	5.93%	Mar-08	5.97%	Mar-11	4.84%
Apr-02	6.99%	Apr-05	5.86%	Apr-08	5.92%	Apr-11	4.84%
May-02	6.81%	May-05	5.72%	May-08	6.04%	May-11	4.64%
Jun-02	6.65%	Jun-05	5.58%	Jun-08	6.32%	Jun-11	4.51%
Jul-02	6.49%	Jul-05	5.70%	Jul-08	6.43%	Jul-11	4.55%
Aug-02	6.29%	Aug-05	5.82%	Aug-08	6.48%	Aug-11	4.27%
Sep-02	6.09%	Sep-05	5.77%	Sep-08	6.04%	Sep-11	4.11%
Oct-02	6.11%	Oct-05	6.07%	Oct-08	6.20%	Oct-11	4.07%
Nov-02	6.07%	Nov-05	6.33%	Nov-08	6.09%		
Dec-02	6.05%	Dec-05	6.27%	Dec-08	5.33%		
			Source: St. Louis Federal Reserve, Freddie Mac				

Figure 5.1 Per Capita Daily Vehicle Miles Traveled In Hampton Roads	
Year	Daily VMT/Capita
1994	21.4
1995	21.6
1996	22.4
1997	19.9
1998	22.5
1999	24.4
2000	23.0
2001	22.7
2002	23.3
2003	22.9
2004	23.7
2005	23.4
2006	23.2
2007	23.5
2008	23.8

Source: Federal Highway Administration

Figure 5.2 Per Capita Daily Vehicle Miles Traveled In Hampton Roads And Competing Metro Areas	
Metro Area	Daily VMT/Capita
Raleigh-Durham	33.5
Charlotte	32.2
Jacksonville	31.2
Orlando	30.9
Greensboro- Winston-Salem	28.9
Greenville	28.3
Richmond	28.2
Atlanta	27.9
Tampa-St. Petersburg	27.0
Charleston-North Charleston	25.1
Baltimore	23.9
Roanoke	23.9
Hampton Roads	23.8
Charlottesville	23.0
Washington	22.6

Source: Federal Highway Administration

Figure 5.3 Delay Per Auto Commuter For Hampton Roads And Competing Regions In 2010	
Urban Area	Annual Delay Per Traveler, 2010
Washington, DC/MD/VA	74
Baltimore, MD	52
Atlanta, GA	43
Orlando, FL	38
Hampton Roads	34
Tampa-St. Petersburg, FL	33
Charleston-North Charleston, SC	25
Charlotte, NC/SC	25
Jacksonville, FL	25
Raleigh-Durham, NC	25
Richmond, VA	20

Source: Texas Transportation Institute

Figure 5.4 Delay Per Peak Period Traveler In Hampton Roads		
Year	Hampton Roads	Large Urban Area Average
1996	36	29
1997	38	30
1998	41	31
1999	43	32
2000	37	33
2001	42	34
2002	43	35
2003	42	36
2004	41	36
2005	41	37
2006	42	36
2007	40	35
2008	35	31
2009	32	31
2010	34	31

Source: Texas Transportation Institute

Figure 5.5 Hampton Roads Congestion And Congestion Costs		
Year	Millions of Dollars	Annual Hours of Delay (000's)
1990	$ 233	21,172
1991	$ 229	19,998
1992	$ 239	20,349
1993	$ 258	21,475
1994	$ 322	26,075
1995	$ 386	30,135
1996	$ 457	34,530
1997	$ 490	36,434
1998	$ 530	39,405
1999	$ 575	42,018
2000	$ 543	37,195
2001	$ 631	42,472
2002	$ 649	43,577
2003	$ 650	42,631
2004	$ 665	41,843
2005	$ 713	42,444
2006	$ 760	43,203
2007	$ 750	41,324
2008	$ 697	37,133
2009	$ 627	33,469
2010	$ 693	36,538

Source: Texas Transportation Institute

Figure 5.6 Inrix Peak Period Travel Time Tax in 2010	
Durisdiction	Travel Time Tax
Washington, DC	24.0%
Hampton Roads	13.0%
Baltimore	12.7%
Atlanta	11.6%
Charlotte	7.4%
Tampa/St. Pete	5.9%
Charleston	5.8%
Raleigh Durham	5.3%
Greenville	4.3%
Orlando	4.0%
Jacksonville	2.8%
Greensboro/W-S	2.1%
Richmond	2.1%

Source: INRIX, Inc

Figure 5.7 Hampton Roads Traffic Crashes			
Year	Injuries	Crashes	Fatalities
1995	20,504	29,783	139
1996	19,963	29,954	141
1997	19,531	29,553	146
1998	19,155	29,666	165
1999	19,011	30,462	130
2000	17,860	29,432	132
2001	17,563	29,393	153
2002	17,785	31,442	136
2003	18,065	33,047	129
2004	17,815	33,108	131
2005	16,999	32,629	139
2006	16,026	32,019	141
2007	14,494	30,276	155
2008	14,465	27,599	153
2009	14,004	24,005	124
2010	13,449	23,142	121

Source: Virginia Department of Motor Vehicles

Figure 5.8 Hampton Roads Vehicle Registrations			
Year	Population	Licensed Drivers	Registered Vehicles
1993	1,508,800	999,351	1,054,301
1994	1,525,800	1,003,585	1,087,907
1995	1,532,600	1,006,359	1,107,876
1996	1,536,100	1,015,005	1,137,807
1997	1,545,900	1,021,590	1,147,227
1998	1,549,500	978,401	1,167,361
1999	1,561,900	997,468	1,202,672
2000	1,575,348	1,002,643	1,244,998
2001	1,584,200	1,006,433	1,281,810
2002	1,591,000	1,023,995	1,317,220
2003	1,600,300	1,039,634	1,355,215
2004	1,622,800	1,053,065	1,398,328
2005	1,632,610	1,066,382	1,439,344
2006	1,636,514	1,073,176	1,459,511
2007	1,641,673	1,078,411	1,487,396
2008	1,651,250	1,080,528	1,489,584
2009	1,661,754	1,079,710	1,480,500
2010	1,666,310	1,084,462	1,478,292

Sources: Virginia Department of Motor Vehicles, Weldon Cooper Center

Figure 5.9 Unlinked Passenger Trips on Transit In Hampton Roads (000's)	
Year	Transit Passenger Trips
1994	14,302
1995	14,547
1996	15,940
1997	16,512
1998	17,704
1999	18,478
2000	17,109
2001	17,149
2002	16,982
2003	15,860
2004	15,813
2005	16,366
2006	16,392
2007	16,290
2008	16,797
2009	18,703
2010	18,860

Sources: Federal Transit Administration, APTA

Figure 5.10 Airport Enplanements At Hampton Roads Major Airports		
Year	Newport News - Williamsburg International Airport	Norfolk International Airport
1990	149,978	1,345,571
1991	154,331	1,266,060
1992	157,168	1,261,896
1993	153,460	1,320,542
1994	166,786	1,721,333
1995	181,971	1,335,378
1996	171,367	1,394,658
1997	158,502	1,440,680
1998	157,647	1,450,994
1999	217,047	1,494,396
2000	227,635	1,518,552
2001	206,750	1,478,687
2002	293,181	1,731,105
2003	360,018	1,722,999
2004	450,943	1,892,016
2005	514,361	1,953,003
2006	513,367	1,862,325
2007	513,381	1,867,307
2008	504,292	1,786,594
2009	498,205	1,701,246
2010	519,906	1,663,291

Source: Federal Aviation Administration

Figure 5.11 Enplanement Trend In Hampton Roads Compared To The National Enplanement Trend		
Year	Regional Boardings	National Boardings
1990	1,495,549	495,005,528
1991	1,420,391	485,046,484
1992	1,419,064	510,681,119
1993	1,474,002	525,675,232
1994	1,888,119	570,346,146
1995	1,517,349	584,688,039
1996	1,566,025	619,795,370
1997	1,599,182	640,188,563
1998	1,608,641	643,300,000
1999	1,711,443	682,614,094
2000	1,746,187	708,638,875
2001	1,685,437	659,422,828
2002	2,024,286	643,776,534
2003	2,083,017	650,808,785
2004	2,342,959	702,997,034
2005	2,467,364	734,681,934
2006	2,375,692	738,364,097
2007	2,380,688	761,503,056
2008	2,290,886	735,032,434
2009	2,199,451	696,156,304
2010	2,183,197	711,264,076

Source: Federal Aviation Administration

Figure 5.12 Boardings and Alightings at Amtrak Stations In Hampton Roads Compared To The National Trend		
Year	Regional Ridership	National Ridership
2002	150,575	23,406,597
2003	137,835	24,028,119
2004	128,511	25,053,564
2005	129,832	25,374,998
2006	128,837	24,306,965
2007	138,414	25,847,531
2008	166,839	28,716,407
2009	158,914	27,167,014
2010	163,405	28,716,857

Source: Amtrak

Figure 6.1 Hampton Roads Cost Of Living Index	
Category	Index
Housing	121.6
Composite	**111.7**
Health Care	109.4
Utilities	108.6
Misc. Goods and Services	108.4
Grocery	106.6
Transportation	104.1

Source: Council for Community and Economic Research

Figure 6.3 Per Capita Property Tax Collections In Hampton Roads (2010 Dollars)		
Year	Real Property Tax	Personal Property Tax
1995	$ 601	$ 188
1996	$ 612	$ 204
1997	$ 622	$ 213
1998	$ 647	$ 228
1999	$ 644	$ 194
2000	$ 653	$ 178
2001	$ 663	$ 140
2002	$ 693	$ 127
2003	$ 728	$ 133
2004	$ 757	$ 142
2005	$ 805	$ 145
2006	$ 860	$ 170
2007	$ 958	$ 175
2008	$ 983	$ 181
2009	$ 1,020	$ 177
2010	$ 997	$ 161

Source: Auditor of Public Accounts

Figure 6.2 Revenue Sources Per Capita For Local Governments In Hampton Roads (2009 Dollars)					
Year	Real Property Tax	Personal Property Tax	Non-Tax Revenue	Local Sales and Use Tax	Other Local Taxes
2000	$ 653	$ 178	$ 260	$ 116	$ 443
2001	$ 663	$ 140	$ 254	$ 115	$ 507
2002	$ 693	$ 127	$ 282	$ 115	$ 471
2003	$ 728	$ 133	$ 271	$ 116	$ 487
2004	$ 757	$ 142	$ 296	$ 123	$ 498
2005	$ 805	$ 145	$ 297	$ 126	$ 497
2006	$ 860	$ 170	$ 334	$ 124	$ 508
2007	$ 958	$ 175	$ 339	$ 129	$ 494
2008	$ 983	$ 181	$ 346	$ 120	$ 492
2009	$ 1,020	$ 177	$ 324	$ 119	$ 476
2010	$ 997	$ 161	$ 326	$ 113	$ 407

Source: Auditor of Public Accounts

Figure 6.4 Per Capita Local Governments Expenditures In Hampton Roads (2010 Dollars)					
Year	Education	Public Safety	Public Works	Health and Welfare	Other
2000	$ 1,481	$ 422	$ 229	$ 277	$ 354
2001	$ 1,494	$ 437	$ 228	$ 272	$ 361
2002	$ 1,506	$ 461	$ 233	$ 293	$ 373
2003	$ 1,538	$ 469	$ 230	$ 298	$ 386
2004	$ 1,568	$ 477	$ 279	$ 299	$ 428
2005	$ 1,637	$ 495	$ 229	$ 316	$ 408
2006	$ 1,657	$ 516	$ 243	$ 319	$ 427
2007	$ 1,762	$ 531	$ 248	$ 333	$ 457
2008	$ 1,684	$ 531	$ 253	$ 337	$ 455
2009	$ 1,784	$ 550	$ 263	$ 346	$ 479
2010	$ 1,697	$ 533	$ 255	$ 346	$ 463

Source: Auditor of Public Accounts

Figure 6.5 Real Per Capita Local Government Expenditures In Hampton Roads And Virginia		
Year	Hampton Roads	Virginia Average
2000	$ 2,762.14	$ 2,633.28
2001	$ 2,791.80	$ 2,667.59
2002	$ 2,865.82	$ 2,758.13
2003	$ 2,920.79	$ 2,771.68
2004	$ 3,052.42	$ 2,891.33
2005	$ 3,084.08	$ 2,964.04
2006	$ 3,160.67	$ 3,022.75
2007	$ 3,330.03	$ 3,163.36
2008	$ 3,260.10	$ 3,240.09
2009	$ 3,422.90	$ 3,278.70
2010	$ 3,294.40	$ 3,129.94

Source: Auditor of Public Accounts

Figure 6.6 Distribution Of Education Financing For Hampton Roads Jurisdictions In FY 2010	
Source	Percent of Total
Local	38.5%
State	39.8%
Retail Sales & Use Tax	8.7%
Federal	13.0%

Source: Virginia Department of Education

Figure 6.7 Real Per Pupil Expenditures in Hampton Roads And Virginia		
Year	Hampton Roads	Virginia
2000	$ 8,188.89	$ 8,844.44
2001	$ 8,721.58	$ 9,415.78
2002	$ 8,792.98	$ 9,497.68
2003	$ 8,923.72	$ 9,701.36
2004	$ 9,148.69	$ 9,872.23
2005	$ 9,607.70	$ 10,274.19
2006	$ 9,848.64	$ 10,551.47
2007	$ 10,622.69	$ 11,130.83
2008	$ 10,718.33	$ 11,178.27
2009	$ 11,058.79	$ 11,501.61
2010	$ 10,690.21	$ 11,018.75

Source: Virginia Department of Education

Figure 6.8 Graduation Rates In Hampton Roads And Virginia		
Year	Hampton Roads	Virginia
2000	68.5%	76.0%
2001	68.4%	77.6%
2002	65.5%	75.7%
2003	70.4%	78.7%
2004	67.7%	76.3%
2005	67.4%	76.7%
2006	68.2%	76.4%
2007	64.5%	73.6%
2008	66.3%	75.5%
2008**	78.8%	81.8%
2009**	80.2%	83.0%
2010**	81.9%	85.3%
2011**	84.5%	86.2%

**From the new Logitudinal Study

Source: Virginia Department of Education

Figure 6.9 Number of Enrolled Students at Regional Universities In Fall 2010	
Institution	Enrollment
Old Dominion University	24,466
College of William and Mary	8,000
Norfolk State University	6,964
Regent University	5,477
Hampton University	5,255
Christopher Newport University	4,916
Virginia Wesleyan University	1,287
Eastern Virginia Medical School	904

Source: State Council for Higher Education

Figure 6.10 Violent Crime Rate In Hampton Roads		
Year	Hampton Roads	United States
2001	434.8	504.5
2002	463.1	494.4
2003	434.9	475.8
2004	429.3	463.2
2005	470.3	469.0
2006	462.3	479.3
2007	439.9	471.8
2008	425.5	458.6
2009*		431.9
2010	336.9	403.6

Source: Federal Bureau of Investigation

*Hampton Roads not included on 2009 Data

Figure 6.11 Poverty Rates For Hampton Roads And The United States		
Year	Hampton Roads	United States
1999	10.4%	11.9%
2000	10.2%	11.3%
2001	10.1%	11.7%
2002	11.1%	12.1%
2003	11.4%	12.5%
2004	10.8%	12.7%
2005	10.6%	13.3%
2006	9.9%	13.3%
2007	10.4%	13.0%
2008	10.6%	13.2%
2009	10.5%	14.3%

Source: U.S. Census Bureau

Figure 6.12 Hampton Roads Air Quality In 2010	
Pollutant	Percent of Primary Standard
Ozone	104.0%
Sulphur Dioxide	78.6%
Nitrogen Dioxide	32.0%
Carbon Monoxide	18.9%

Source: Virginia Department of Environmental Quality

Figure 6.13 Ozone Levels In Hampton Roads	
Year	Ozone Parts Per Billion- 3 Year Average
2000	89
2001	88
2002	89
2003	90
2004	86
2005	78
2006	76
2007	77
2008	77
2009	74
2010	74

Source: Virginia Department of Environmental Quality

Figure 6.14 Gross Leasable Retail Space In Hampton Roads		
Year	Gross Leasable Area	Vacancy Rate
2001	43,914,485	13.1%
2002	44,666,973	12.8%
2003	45,726,776	11.6%
2004	46,430,427	11.2%
2005	45,954,173	9.4%
2006	47,189,668	7.5%
2007	49,302,916	6.8%
2008	50,219,239	7.6%
2009	50,377,040	7.7%
2010	51,696,243	9.9%
2011	52,567,962	8.9%

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

Figure 6.15 Hampton Roads Industrial Market Vacancy Rate	
Year	Industrial Market Vacancy Rate
2000	7.60%
2001	6.40%
2002	7.40%
2003	7.50%
2004	5.99%
2005	6.13%
2006	5.20%
2007	5.87%
2008	10.51%
2009	12.94%
2010	12.48%

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

Figure 6.16 Number Of Patents Issued In Hampton Roads	
Year	Number of Patents
1995	20
1996	35
1997	39
1998	50
1999	52
2000	52
2001	55
2002	49
2003	57
2004	56
2005	57
2006	52
2007	61
2008	75
2009	51
2010	70

Source: U.S. Patent and Trademark Office