

## **ITEM #16: HRTPO DRAFT REPORTS UNDER REVIEW**

### **16A. REGIONAL PERFORMANCE MEASURES – 2013 EVALUATION**

In April 2012, the HRTPO Board approved targets for Hampton Roads' Regional Performance Measures (RPMs) and 2012 values for these RPMs, and forwarded both to the Office of the Secretary of Transportation. In June 2013, the HRTPO staff prepared an annual update of RPM values using the latest data available (attached).

Based on comments received last year from the public and from the HRTPO Board, two new measures have been added: 1) On-Time Performance (Amtrak), 2) Operating Cost Ratio (Amtrak). Examining multi-year trends, the numbers show a declining trend for traffic accidents, increasing on-time performance for Amtrak, and improving air quality.

This data is available for public review and comment from July 8, 2013 through July 22, 2013. The HRTPO Board will be asked to approve the list at its September 2013 meeting.

The HRTPO Board used the HRTPO prioritization tool – being based on many of these RPM measures – in selecting projects for the 2034 Long-Range Transportation Plan (LRTP). The HRTPO staff recommends that the HRTPO Board likewise use the HRPTO prioritization tool when selecting projects for the next LRTP (2040). The HRTPO staff plans to revise the RPM list in the future, as necessary to comply with the new federal transportation bill, MAP-21. In FY 2014, the HRTPO staff plans to prepare freight performance measures for MAP-21.

Attachment 16-A

### **16B. EXISTING AND FUTURE TRUCK DELAY IN HAMPTON ROADS: PREPARATION FOR PROJECT PRIORITIZATION REPORT**

The HRTPO has completed the Draft Existing and Future Truck Delay in Hampton Roads: Preparation for Project Prioritization Report and it is out for public review. This study builds on the work contained within HRTPO's Hampton Roads Regional Freight Study (September 2012), expanding the analysis of existing truck volumes and delays by location to include future truck volumes and delays in Hampton Roads. It uses the new truck component and time-of-day capability of the regional travel demand model to forecast truck volumes and congestion to be faced by trucks in the next 20 years. The report compares existing to forecasted truck delays, highlighting future roadway segments with the highest total weekday truck delays and resulting annual truck congestion costs.

The draft report is available for public review and comment from July 3, 2013 through July 26, 2013. The HRTPO Board will be asked to approve the final report at its September 2013 meeting.

To view a copy of the draft document, please visit:

<http://www.hrtpo.org/uploads/docs/Existing%20and%20Future%20Truck%20Delay%20in%20HR%20DRAFT%20Report.pdf>

## 16C. LRTP VISIONING SURVEY REPORT

The HRTPO has completed the draft Hampton Roads Long-Range Transportation Plan: Visioning Survey Report. This draft report summarizes the results of a non-scientific Visioning Survey, conducted as part of the development of the 2040 Long-Range Transportation Plan (LRTP). The purpose of the survey was to gain public and stakeholder input on regional transportation issues. The survey was open to the public from October 10, 2012 to December 31, 2012. A total of 1,805 responses were received from the Visioning Survey.

The draft report is available for public review and comment from July 3, 2013 to July 17, 2013. The HRTPO Board will be asked to approve the report at its September 2013 meeting.

To view a copy of the draft document, please visit:





















<http://www.hrtpo.org/uploads/docs/Reports/SurveyReportDraft.pdf>

***DRAFT***  
**Update of Hampton Roads  
Regional Performance Measures**

June 2013



## Hampton Roads Regional Performance Measures

	<u>Value.</u> year 2000	<u>Value.</u> year 2001	<u>Value.</u> year 2002	<u>Value.</u> year 2003	<u>Value.</u> year 2004	<u>Value.</u> year 2005	<u>Value.</u> year 2006	<u>Value.</u> year 2007	<u>Value.</u> year 2008	<u>Value.</u> year 2009	<u>Value.</u> year 2010	<u>Value.</u> year 2011	<u>Value.</u> year 2012	<u>Value.</u> year 2013	<u>Desired</u> Trend
<b>A. Transportation System Performance Measures<sup>13</sup></b>															
															goal: maintain value 
															goal: increase value 
															goal: decrease value 
<u>1. congestion reduction</u>															
Annual Delay, hours per peak auto commuter	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	44	40	43	43	n.a.	n.a.	
Annual Excess Fuel Consumed, gallons per peak auto commuter	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	17	17	19	19	n.a.	n.a.	
INRIX Index (extra time during peak period), %	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	12.6	17.5	13.3	10.4	n.a.	
<u>2. safety</u>															
Annual Roadway Fatalities, number	132	153	136	129	131	139	141	155	153	124	121	136	99	n.a.	
Annual Roadway Fatalities, per 100 million VMT <sup>25</sup>	n.a.	n.a.	1.04	1.00	0.92	0.91	0.94	0.99	1.01	0.97	0.89	0.86	n.a. <sup>28</sup>	n.a.	
Annual Roadway Injuries, number	17,860	17,563	17,785	18,065	17,815	16,999	16,026	14,494	14,465	14,004	13,449	14,038	15,034	n.a.	
Annual Roadway Injuries, per million VMT	1.33	1.33	1.29	1.24	1.23	1.16	1.10	0.98	0.97	0.95	0.90	0.96	n.a. <sup>28</sup>	n.a.	
Annual Roadway Crashes, number	29,432	29,393	31,442	33,047	33,108	32,629	32,019	30,276	27,599	24,005	23,142	24,115	25,192	n.a.	
Annual Roadway Crashes, per million VMT	2.20	2.22	2.27	2.27	2.28	2.22	2.19	2.05	1.86	1.63	1.55	1.65	n.a. <sup>28</sup>	n.a.	
Annual Transit Fatalities, number	n.a.	n.a.	0	0	0	0	0	0	0	0	0	0	1	1	n.a.
Annual Transit Fatalities, per 100 million PMT	n.a.	n.a.	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.85	n.a. <sup>29</sup>	n.a.
Annual Transit Injuries, number	n.a.	n.a.	104	47	58	98	40	71	81	109	135	113	73	n.a.	
Annual Transit Injuries, per 100 million PMT	n.a.	n.a.	127	54	62	91	37	69	69	102	118	96	n.a. <sup>29</sup>	n.a.	
Annual Transit Collisions <sup>19</sup> , number	n.a.	n.a.	73	27	27	70	19	25	15	27	40	30	26	n.a.	
Annual Transit Collisions <sup>19</sup> , per 100 million PMT	n.a.	n.a.	89	31	29	65	17	24	13	25	35	26	n.a. <sup>29</sup>	n.a.	
Annual Aviation Fatalities, number <sup>23</sup>	n.a.	0	0	1	0	1	3	3	0	0	1	2	0	n.a.	
Annual Aviation Accidents <sup>22</sup> , number <sup>23</sup>	n.a.	5	2	4	4	2	5	10	5	6	8	3	1	n.a.	
Annual Highway-Rail Crossing Accidents <sup>20</sup> , per million population	6.3	8.8	5.7	7.5	10.5	6.1	4.3	4.9	4.2	4.8	2.4	1.2	3.5	n.a.	
<u>3. transit usage</u>															
Annual Unlinked Passenger Trips (UPT), number	n.a.	n.a.	1.8.E+07	1.8.E+07	2.0.E+07	2.4.E+07	2.4.E+07	2.7.E+07	2.9.E+07	1.9.E+07	1.9.E+07	1.9.E+07	1.9.E+07	n.a. <sup>29</sup>	n.a.
Annual Unlinked Passenger Trips (UPT), per capita <sup>21</sup>	n.a.	n.a.	12	12	14	17	16	18	20	13	13	13	13	n.a. <sup>29</sup>	n.a.
Annual Vehicle Revenue Miles (VRM), number	n.a.	n.a.	1.3.E+07	1.3.E+07	1.3.E+07	1.3.E+07	1.5.E+07	1.5.E+07	1.6.E+07	1.7.E+07	1.6.E+07	1.6.E+07	1.6.E+07	n.a. <sup>29</sup>	n.a.
Annual Vehicle Revenue Miles (VRM), per capita <sup>21</sup>	n.a.	n.a.	9	9	9	9	10	10	11	11	11	11	11	n.a. <sup>29</sup>	n.a.
Annual Passenger Miles Traveled (PMT), number	n.a.	n.a.	8.2.E+07	8.7.E+07	9.3.E+07	1.1.E+08	1.1.E+08	1.0.E+08	1.2.E+08	1.1.E+08	1.1.E+08	1.2.E+08	1.2.E+08	n.a. <sup>29</sup>	n.a.
Annual Passenger Miles Traveled (PMT), per capita <sup>21</sup>	n.a.	n.a.	58	61	64	74	75	70	80	72	77	78	78	n.a. <sup>29</sup>	n.a.
Passengers Boarding or Departing Amtrak Trains (Peninsula)	n.a.	n.a.	150,575	137,835	128,511	129,832	128,837	138,414	166,839	158,914	163,405	175,494	195,263	n.a.	
On-Time Performance, Amtrak ("Richmond / Newport News") <sup>5</sup>	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	76%	85%	n.a.
Operating Cost Ratio <sup>30</sup> , Amtrak ("Washington-Newport News") <sup>5</sup>	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	0.99	0.87	n.a.

	<u>Value.</u> <u>year 2000</u>	<u>Value.</u> <u>year 2001</u>	<u>Value.</u> <u>year 2002</u>	<u>Value.</u> <u>year 2003</u>	<u>Value.</u> <u>year 2004</u>	<u>Value.</u> <u>year 2005</u>	<u>Value.</u> <u>year 2006</u>	<u>Value.</u> <u>year 2007</u>	<u>Value.</u> <u>year 2008</u>	<u>Value.</u> <u>year 2009</u>	<u>Value.</u> <u>year 2010</u>	<u>Value.</u> <u>year 2011</u>	<u>Value.</u> <u>year 2012</u>	<u>Value.</u> <u>year 2013</u>	<u>Desired</u> <u>Trend</u>
<b>4. HOV usage</b>															
Persons per Hour per HOV Ln During Peak Period, avg of count stations	n.a.	n.a.	582	583	554	747	572	703	598	637	685	n.a.	n.a.	n.a.	
# of Park and Ride Spaces	n.a.	n.a.	n.a.	2,544	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	4,423	n.a.	
# of Occupied Park and Ride Spaces, per 100,000 population	n.a.	n.a.	n.a.	34	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	
% of Commuters with Journey-to-Work via Carpool <sup>10</sup>	12.1%	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	9.4%	8.1%	n.a.	n.a.	
<b>5. job-to-housing ratios</b>															
Ratio of Jobs to Labor Force <sup>2</sup>															
Hampton Roads	1.00	0.99	0.97	0.96	0.97	0.97	0.97	0.96	0.95	0.94	0.93	0.93	0.93	n.a.	
Chesapeake city	0.85	0.86	0.84	0.88	0.88	0.88	0.90	0.90	0.89	0.87	0.88	0.86	0.86	n.a.	n.a.
Gloucester county	0.51	0.51	0.51	0.50	0.51	0.51	0.51	0.50	0.49	0.49	0.47	0.51	0.51	n.a.	n.a.
Hampton city	1.00	0.99	0.96	0.92	0.91	0.92	0.90	0.89	0.90	0.90	0.90	0.93	0.93	n.a.	n.a.
Isle of Wight county	0.85	0.82	0.77	0.78	0.77	0.74	0.66	0.65	0.65	0.63	0.57	0.55	0.57	n.a.	n.a.
James City county	0.91	0.89	0.87	0.88	0.82	0.84	0.84	0.84	0.87	0.85	0.85	0.80	0.82	n.a.	n.a.
Newport News city	1.17	1.15	1.14	1.15	1.16	1.18	1.18	1.16	1.16	1.08	1.08	1.18	1.18	n.a.	n.a.
Norfolk city	1.63	1.62	1.56	1.55	1.55	1.57	1.55	1.49	1.51	1.51	1.50	1.45	1.44	n.a.	n.a.
Poquoson city	0.29	0.29	0.30	0.30	0.33	0.34	0.33	0.33	0.33	0.34	0.30	0.29	0.29	n.a.	n.a.
Portsmouth city	0.97	0.95	0.98	1.01	1.01	0.99	0.98	0.97	0.98	1.02	1.02	1.08	1.09	n.a.	n.a.
Suffolk city	0.72	0.72	0.68	0.65	0.65	0.64	0.65	0.65	0.65	0.65	0.66	0.64	0.69	n.a.	n.a.
Virginia Beach city	0.83	0.82	0.81	0.79	0.81	0.82	0.83	0.82	0.80	0.79	0.79	0.76	0.77	n.a.	n.a.
Williamsburg city	4.28	4.43	4.44	4.24	4.02	3.73	3.67	3.29	3.11	2.98	2.99	2.48	2.52	n.a.	n.a.
York county	0.59	0.58	0.58	0.60	0.64	0.66	0.69	0.74	0.72	0.73	0.72	0.68	0.66	n.a.	n.a.
Jobs - Labor Force <sup>2</sup> Regional Linear Dissimilarity Index, 0.0 to 1.0 <sup>3</sup>	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.11	0.11	0.11	0.11	0.12	0.12	n.a.	
% of Workers Working in Locality (City/County) in Which They Live	49.0%	n.a.	n.a.	n.a.	n.a.	50.4%	48.8%	49.7%	48.3%	48.6%	47.9%	46.6%	n.a.	n.a.	
Mean Travel Time to Work, minutes	24.1	n.a.	n.a.	n.a.	n.a.	23.4	23.5	23.3	23.6	23.2	23.7	23.3	n.a.	n.a.	
<b>6. job and housing access to transit</b>															
% of Employment in TAZs <sup>1</sup> Served by Transit <sup>18</sup>	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	84%	84%	n.a.	
% of Households in TAZs <sup>1</sup> Served by Transit <sup>18</sup>	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	73%	73%	n.a.	
<b>7. job and housing access to pedestrian facilities</b>															
% of Housing Units <sup>9</sup> in TAZs <sup>17</sup> with 1%+ Walk-To-Work Mode Share	49%	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	
<b>8. air quality</b>															
Annual # of Days when Ozone Levels were Above 8-Hour Standard	23	14	31	10	4	12	10	9	7	0	6	7	3	n.a.	0
NOx <sup>7</sup> (from motor vehicles), tons per day (near future) <sup>15</sup>	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	43.1	n.a.	n.a.	31.9
NOx <sup>7</sup> (from motor vehicles), grams per capita per day (near future) <sup>15</sup>	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	23.2	n.a.	n.a.	
VOC <sup>7</sup> (from motor vehicles), tons per day (near future) <sup>15</sup>	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	35.1	n.a.	n.a.	27.6
VOC <sup>7</sup> (from motor vehicles), grams per capita per day (near future) <sup>15</sup>	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	18.9	n.a.	n.a.	
CO <sub>2</sub> (greenhouse gas, from motor veh's), tons per day (near future) <sup>15</sup>	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	22,464	n.a.	n.a.	
CO <sub>2</sub> (greenhouse gas, from motor veh's), grams/capita/day (near future)	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	12,076	n.a.	n.a.	

	<u>Value</u> <u>year 2000</u>	<u>Value</u> <u>year 2001</u>	<u>Value</u> <u>year 2002</u>	<u>Value</u> <u>year 2003</u>	<u>Value</u> <u>year 2004</u>	<u>Value</u> <u>year 2005</u>	<u>Value</u> <u>year 2006</u>	<u>Value</u> <u>year 2007</u>	<u>Value</u> <u>year 2008</u>	<u>Value</u> <u>year 2009</u>	<u>Value</u> <u>year 2010</u>	<u>Value</u> <u>year 2011</u>	<u>Value</u> <u>year 2012</u>	<u>Value</u> <u>year 2013</u>	<u>Desired</u> <u>Trend</u>
<u>9. movement of freight</u>															
Barge, Rail, and Truck Shares (%) of General Cargo Handled by Port of Virginia, by weight															
Barge	n.a.	n.a.	n.a.	n.a.	n.a.	8%	10%	4%	5%	4%	4%	4%	4%	n.a.	
Rail	n.a.	n.a.	n.a.	n.a.	n.a.	25%	24%	31%	31%	30%	28%	30%	32%	n.a.	
Truck	n.a.	n.a.	n.a.	n.a.	n.a.	67%	66%	65%	64%	66%	68%	66%	64%	n.a.	
Rail Mode Share (%), freight with Hampton Roads origins, by value and tonnage															
by tonnage <sup>26</sup>	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	29%	n.a.	n.a.	35%	n.a.	n.a.	n.a.	
by value <sup>26</sup>	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	3%	n.a.	n.a.	3%	n.a.	n.a.	n.a.	
Rail Mode Share (%), freight with Hampton Roads destinations, by value and tonnage															
by tonnage <sup>26</sup>	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	40%	n.a.	n.a.	44%	n.a.	n.a.	n.a.	
by value <sup>26</sup>	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	4%	n.a.	n.a.	5%	n.a.	n.a.	n.a.	
<u>10. per capita vehicle miles traveled</u>															
Daily Vehicle Miles Traveled (VMT) per capita	n.a.	n.a.	23	25	24	24	24	24	24	24	24	24	n.a.	n.a.	
% of Commuters with Journey-to-Work by Alternate Modes <sup>8</sup>	21.1%	n.a.	n.a.	n.a.	n.a.	17.3%	21.4%	20.1%	20.0%	17.5%	19.0%	18.8%	n.a.	n.a.	
<u>11. maintenance</u>															
% of Pavement in Non-Deficient Condition, VDOT-maintained roads <sup>27</sup>	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	69.5%	69.2%	65.6%	n.a.	74.6%	n.a.	
% of Bridges Not Structurally Deficient	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	95.6%	n.a.	94.7%	94.4%	93.9%	93.7%	n.a.	
Total Transit Revenue Service Interruptions (mechanical) per million PM <sup>1</sup>	n.a.	n.a.	63	n.a.	82	62	59	56	40	34	45	38	n.a.	n.a.	
<b>B. Financial System Performance Measures</b>															
Actual Obligations / Planned Obligations <sup>11</sup>	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	1.28	n.a.	n.a.
Average Age of Federal Dollars Spent on TIP Projects <sup>14</sup>	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Mid-Fiscal-Year Total of Unspent Obligations for TIP Projects <sup>12</sup>	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
% of Total District Allocations in SYIP (i.e. omitting Statewide allocations), by District, current year <sup>4</sup>															
Bristol	n.a.	n.a.	n.a.	n.a.	n.a.	8%	7%	10%	8%	8%	8%	10%	10%	11%	n.a.
Culpeper	n.a.	n.a.	n.a.	n.a.	n.a.	3%	2%	4%	4%	3%	3%	2%	3%	8%	n.a.
Fredericksburg	n.a.	n.a.	n.a.	n.a.	n.a.	4%	4%	5%	5%	3%	4%	3%	6%	5%	n.a.
Hampton Roads	n.a.	n.a.	n.a.	n.a.	n.a.	19%	26%	25%	18%	18%	13%	16%	21%	29%	
Lynchburg	n.a.	n.a.	n.a.	n.a.	n.a.	5%	5%	4%	4%	3%	3%	2%	2%	2%	n.a.
Northern VA	n.a.	n.a.	n.a.	n.a.	n.a.	34%	23%	29%	35%	39%	46%	51%	37%	25%	n.a.
Richmond	n.a.	n.a.	n.a.	n.a.	n.a.	15%	20%	13%	12%	13%	11%	8%	8%	8%	n.a.
Salem	n.a.	n.a.	n.a.	n.a.	n.a.	7%	8%	5%	8%	7%	7%	3%	7%	8%	n.a.
Staunton	n.a.	n.a.	n.a.	n.a.	n.a.	5%	4%	5%	7%	5%	6%	5%	6%	4%	n.a.
total						100%	100%	100%	100%	100%	100%	100%	100%	100%	

## Footnotes

- <sup>1</sup>Transportation Analysis Zone (TAZ) data from regional 4-step model
- <sup>2</sup>Data: -employment by job location (Quarterly Census of Employment and Wages, QCEW) as "jobs" measure  
-employment by home location (Local Area Unemployment Statistics, LAUS) as "labor force" measure
- <sup>3</sup>Linear Dissimilarity Index: Calculated via equation 2 in "Feasibility of Using Jobs/Housing Balance in Virginia Statewide Planning", VTRC, Aug 2010, pg. 26, rendering a value between 0 (perfectly balanced) and 1 (perfectly unbalanced) for the region.  
See above footnote for source of data.
- <sup>4</sup>First fiscal year shown in SYIP, e.g. the "2013" number shown herein comes from the FY13 column of the FY13-18 SYIP.
- <sup>5</sup>New performance measure for FY13 evaluation (i.e. not included in FY12 evaluation).
- <sup>6</sup>FTA's National Transit Database
- <sup>7</sup>These two pollutants (NOx and VOC)--precursors of ground-level ozone--are measured in several Va. MPOs for AQ conformity.  
Note: "2011" numbers are from VDOT's MOBILE 6.2 model; subsequent numbers will be calculated using MOVES model, making comparison to earlier numbers difficult.
- <sup>8</sup>Sum of all modes other than Drove Alone (i.e. including bike, ped, transit, work-at-home, carpool, etc.).
- <sup>9</sup>Given the necessary proximity of jobs to houses of persons who walk to work, this measure is intended to cover both job and housing access to pedestrian facilities.
- <sup>10</sup>The goal of HOV lanes--carpooling--is measured herein.
- <sup>11</sup>Actual obligations ("Obligated") / planned obligations ("TIP"); source: Annual Obligation Report (AOR).
- <sup>12</sup>"Total" = "Unspent Obligations" for each project, summed over all projects in TIP.  
Due to large amount of funds typically obligated near end of fiscal years, "Total" calculated via financial "snapshot" taken near middle of subject fiscal year.  
"Unspent Obligations" for a project = (total obligations for any year up to and including FY of snapshot) - (total spent in any year up to snapshot date).  
Because the "total obligations" will exclude matching funds, the "total spent" should exclude matching funds.
- <sup>13</sup>The source of the first ten category names is Section 33.1-23.03 Code of Va. [amended via Chapter 670],  
except that "movement of freight" is used herein instead of original "movement of freight by rail"; category 11 and financial RPMs were added by HRTPO.
- <sup>14</sup>This calculation covers all federal transportation dollars spent during the subject fiscal year.  
"Average Age" is a weighted average of the ages of each payment made during the subject fiscal year.  
The age of a specific payment is calculated by comparing the date of the payment to the date of the appropriate obligation for that payment.  
To calculate "Average Age", weight the age of each payment by the amount of that payment.  
If the actual dates are not available, monthly or FY data may be used, e.g. the age of a payment made in FY11 for an obligation made in FY09 is 2.0 years.
- <sup>15</sup>For air quality conformity, VDOT estimates emissions for various future years including one near future year, e.g. "2011" estimated in 2010.  
Note that VDOT estimates NOx and VOC emissions for the ozone season, and CO<sub>2</sub> emissions as annual averages.
- <sup>16</sup>In addition to the pollutants required for AQ conformity, VDOT calculates CO<sub>2</sub> when it conducts analyses for conformity.
- <sup>17</sup>Transportation Analysis Zones (TAZs) are the smallest Census areas for which journey-to-work data is reported for Hampton Roads.
- <sup>18</sup>Due to the relatively large size of a typical TAZ, consider only those TAZs which are bordered or penetrated by transit as being served by transit.
- <sup>19</sup>FTA's "National Transit Database" uses the term "collisions" ("Collision\_Total"), instead of "crashes".
- <sup>20</sup>FRA uses the term "accidents".
- <sup>21</sup>Using July estimates from Weldon Cooper for nine localities (Ches., Norf., Ports., Suf., VaB., Hamp., JCC, NN, Wlmbg.).  
Note: The Urbanized Area (UZA) population (which is typically used by FTA) could not be found for inter-census years.  
For year 2000, the HR9 Weldon Cooper population (1,413,272) is similar to the Urbanized Area (UZA) population (1,394,439).
- <sup>22</sup>NTSB and FAA use the term "accidents".
- <sup>23</sup>No rate (e.g. "per PMT") is included here because the number of person-miles-of-travel (PMT) in the airspace above Hampton Roads is not known.
- <sup>24</sup>"NHTSA": National Highway Traffic Safety Administration.
- <sup>25</sup>Rate shown is for a 3-year period ending in year shown.
- <sup>26</sup>Including domestic portion of international freight movement.
- <sup>27</sup>VDOT-maintained roadways only.
- <sup>28</sup>2012 VMT was not available as of June 2013.
- <sup>29</sup>The "2012" transit usage numbers in the National Transit Database being the same as the "2011" numbers in that database, true 2012 numbers were not available.
- <sup>30</sup>OCR = "Total Costs excl. OPEB's, Capital Charge and Other Costs" / "Total Revenue". (OPEB: other post-employment benefits)