

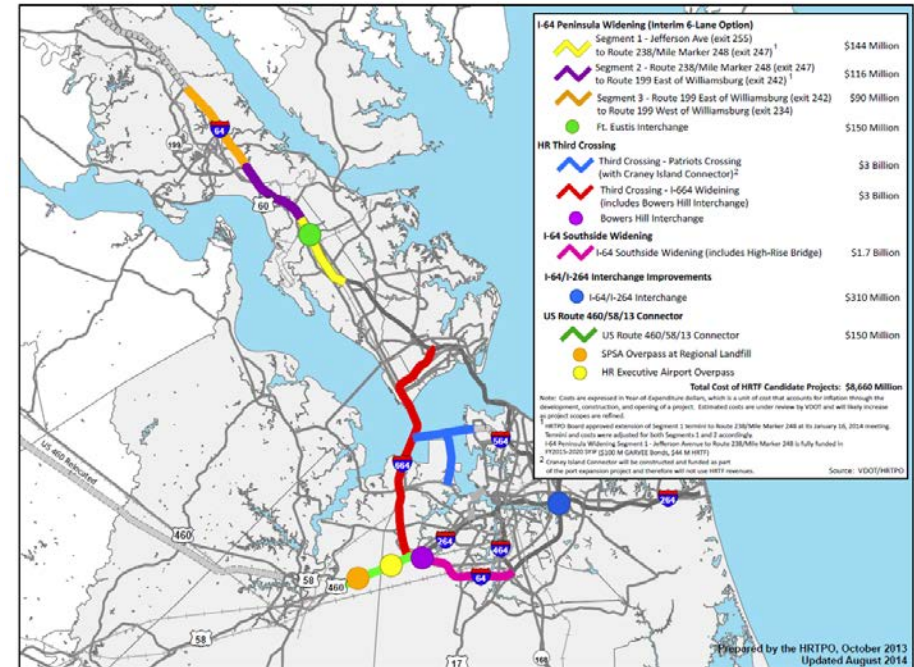
# 2034 Long-Range Transportation Plan Amendment: **Clarification of Revenue Assumptions**

Presented to the Hampton Roads Transportation Planning Organization  
April 18, 2015

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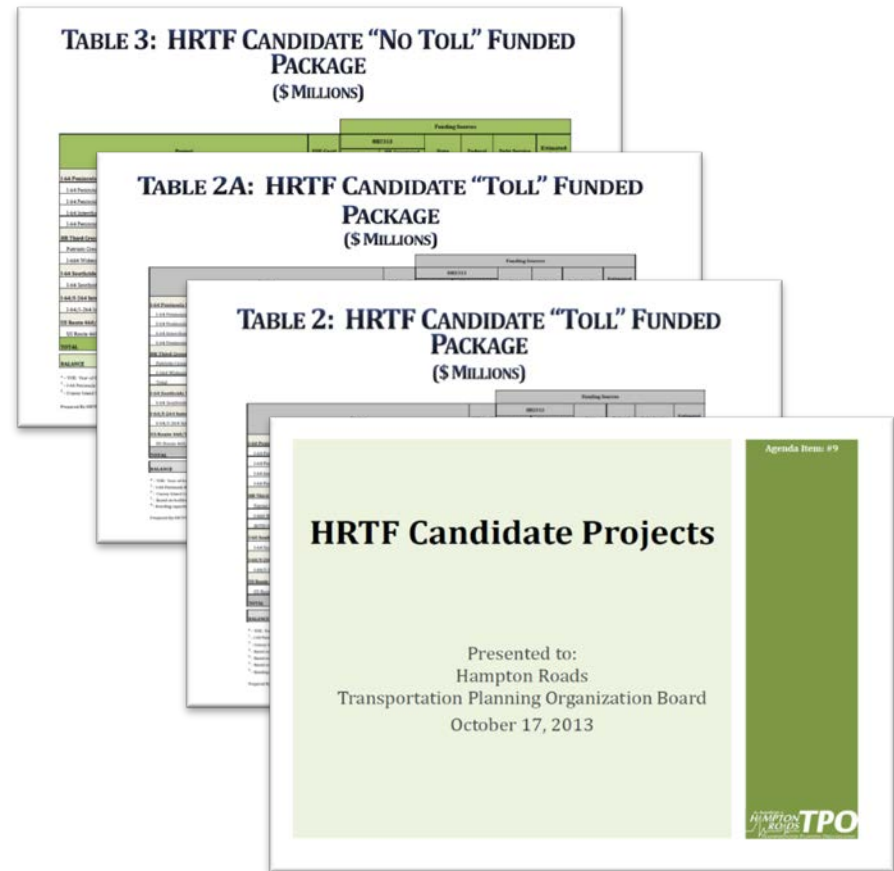
# 2034 LRTP Amendment #5

- September 18, 2014 – HRTPO Board approved an amendment to include the remaining HRTF Projects in the 2034 LRTP



# 2034 LRTP Amendment #5

- Fiscal-constraint assumptions based on October 17, 2013 presentation to HRTPO Board
  - Best available data at the time
  - Reasonable forecast assumptions based on historical data



# FHWA Concerns

- FHWA has expressed concerns regarding fiscal constraint of the 2034 LRTP
  - January 16, 2015 letter to VDOT Commissioner
- HRTPO staff requested a meeting with Senior staff from FHWA and VDOT (Central Office and Hampton Roads District)
  - Discuss January 16, 2015 Letter
  - Discuss options to address FHWA concerns

# Meeting – March 10, 2015

- Meeting in Williamsburg (VDOT Residency)
- Staff in Attendance:
  - FHWA
  - VDOT (Central Office and Hampton Roads District)
  - HRTPO
- **Consensus reached to resolve FHWA concerns:**
  - ✓ Provide clarification of revenue assumptions to HRTPO Board at the April 16, 2015 Meeting
  - ✓ Response letter from VDOT supporting fiscal-constraint assumptions

# Clarification of Revenue Assumptions

- This fiscal constraint analysis for 2034 LRTP Amendment #5 was based on the following revenue assumptions:
  - **\$5.5 Billion in forecasted HRTF Revenues (through 2034)**
  - **Other (balance-to-complete) will come from a combination of:**
    - **Federal Funds**
    - **Portion of the Statewide HB2313 Revenues**
    - **Other State Funds**
    - **Other Sources (which could include tolls)**

# Additional Questions from FHWA

1. What are the assumed sources of Federal funds in support of the \$1.976 Billion over the 20-year life of the 2034?
  2. How was the \$1.976 Billion figure derived?
- HRTPO staff provided detailed response to FHWA outlining funding assumptions and historical data to support reasonable planning assumptions

# Comments from TTAC

- During its meeting on April 1, 2015, the consensus of the Transportation Technical Advisory Committee (TTAC) was that the **financial plan related to the HRTF Candidate Projects** as presented to the HRTPO Board on October 17, 2013 was **consistent with federal regulations with regard to cost estimates, revenue sources, and additional financing strategies reasonably expected to be available at that time**



# Discussion