



Transportation Planning Capacity Building (TPCB) Peer Program

Financial Planning at the MPO Level

A TPCB Peer Exchange

Location: New York, New York

Date: June 30-July 1, 2011

Host Agency: New York Metropolitan Transportation Commission (NYMTC)

Peer Agencies: Chicago Metropolitan Agency for Planning (CMAP)
Delaware Valley Regional Planning Commission (DVRPC)
National Capital Region Transportation Planning Board, Metropolitan Washington Council of Governments (MWCOC)
Southern California Association of Governments (SCAG)

Federal Agencies: Federal Highway Administration (FHWA)
Federal Transit Administration (FTA)
U.S. Department of Transportation Volpe National Transportation Systems Center (Volpe Center)



U.S. Department of Transportation
Federal Highway Administration • Federal Transit Administration

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I. Introduction

This report summarizes key themes from a peer exchange on Financial Planning at the Metropolitan Planning Organization (MPO) Level in New York, New York on June 30-July 1, 2011.

This two-day peer exchange involved representatives from the [Federal Highway Administration \(FHWA\)](#), [Federal Transit Administration \(FTA\)](#), [New York Metropolitan Transportation Commission \(NYMTC\)](#), [Chicago Metropolitan Agency for Planning \(CMAP\)](#), [Delaware Valley Regional Planning Council \(DVRPC\)](#), [Metropolitan Washington Council of Governments \(MWCOG\)](#), [Southern California Association of Governments \(SCAG\)](#), [U.S. DOT Volpe National Transportation Systems Center \(Volpe Center\)](#), as well as approximately 50 participants from local New York governments and transit agencies. The purpose of the exchange was to discuss effective practices in financial planning at the MPO level.

The event was sponsored by the [Transportation Planning Capacity Building \(TPCB\) Program](#), which aims to advance the state of the practice in multimodal transportation planning nationwide. The TPCB Program is jointly funded by the [FHWA](#) and [FTA](#).

II. Background on Financial Planning

FHWA and FTA have issued regulations that require financial planning and fiscal constraint in the transportation planning process. Federal regulations for metropolitan planning require the inclusion of a financial plan that “demonstrates the consistency of proposed transportation investments with already available and projected sources of revenue.” [\[23 CFR 450.322\]](#) Fiscal constraint requires that plans are implemented using only committed, available, or reasonably expected to be available revenue sources. [\[23 CFR 450.104\]](#) : FHWA and FTA revised the joint FHWA/FTA Metropolitan Transportation Planning and Statewide Transportation Planning regulations with a Final Rule published in the Federal Register as a result of SAFETEA-LU, and also jointly developed a supplemental [document](#) that provides additional clarification and answers to frequently asked questions.

III. Overview of the Financial Planning Peer Exchange

NYMTC worked with the FHWA New York Division Office, the New York City Metropolitan Office and the FTA Region 2 Office to frame the discussion on financial planning and include peers from other MPOs around the country with similar challenges and opportunities. The goals of the financial planning roundtable were to:

- Provide planning staff from various MPOs an opportunity to interact with one another and learn from one another’s work, as well as to engage both FHWA and FTA on how to simplify and allow for more transparency, innovation, and efficiency in the metropolitan planning process.
- Share best practices for collaboration among MPOs, implementing agencies, elected officials, local stakeholders, and the general public.
- Highlight notable practices and methodologies for the performance of revenue forecasting and project cost estimation.
- Identify how each agency approaches the planning process for major projects, including any incorporation of innovative financing techniques and the potential for equity investment from the private sector.

Participants included senior representatives from several of the largest MPOs in the country:

- **Gerry Bogacz**, Planning Director, NYMTC
- **Charles Dougherty**, Director, Technical Services Division, DVRPC

- **Joel Ettinger**, Executive Director, NYMTC
- **Angelina Foster**, TIP Manager, NYMTC
- **Ronald Kirby**, Director of Transportation Planning, MWCOG
- **Matt Maloney**, Deputy Chief of Staff and Director of Policy Work, CMAP
- **Annie Nam**, Manager, Aviation, Goods Movement and Transportation Finance, SCAG

The five peer agencies were invited to participate in the roundtable because they all cover large populations and because of their efforts to develop and document financial tools used in the planning process. They also share the complex issues faced by older urban areas with congested aging infrastructure and a multiplicity of governmental jurisdictions.

The peer exchange took place over two days, and included a mix of presentations, question and answer, and facilitated dialogue. The peer exchange began with brief comments by the host and peer MPO senior staff on the state of financial planning at their respective MPOs and on the following four key points:

1. Overview of existing financial plans and the approaches used for their development;
2. Examples of best practices in financial planning;
3. Issues most challenging in developing financial plans; and
4. Experience working within parameters of Federal regulations relating to fiscal constraint and conformity.

The remainder of the peer exchange was structured around a series of individual topics, with a peer MPO representative designated as the lead panelist for each topic based on their unique or successful approaches to these topic areas. Topics included Collaboration, Development of a Financial Plan, Project Cost Estimation, Major Projects and Innovative Financing, Accounting for Operations & Maintenance and State of Good Repair, Fiscal Constraint, Public Review and Understanding, and Memorializing the Process.

IV. Key Themes

The key themes that emerged from the topic discussions are highlighted in this section.

Collaboration

Collaboration in developing a financial plan entails various stakeholders working together to determine appropriate revenue and cost estimates, as well as other factors such as inflation, construction costs, and availability of expected and potential new revenues. In conducting financial planning and determining fiscal constraint, it is important to involve stakeholders early in the process.

At DVRPC, financial and procedural guidance is developed through a collaborative effort involving the 14 MPOs and 10 regional planning organizations (RPOs) in the state, Pennsylvania DOT (PennDOT), and the Federal partners (FHWA and FTA). The effort is known as the Planning Partners and is a data-driven process, using information from the management systems of PennDOT and other operating agencies. The Planning Partners evaluate the information, identify the available resources, and come to a mutual agreement on the allocation of resources throughout the state. The process allows for a consistent estimation of financial resources across the state as well as agreement on the calculations of costs. In addition, the Pennsylvania MPOs have found that the clear allocation of funds across the state has allowed them to better work with the counties and cities in identifying priorities and needs. In contrast, CMAP noted that in Illinois, a state decision was made to allocate 45% of Federal transportation funding to the Chicago region and 55% for the rest of the state. This is a fixed percentage that does not vary according to changing needs throughout the state. Pennsylvania's Transportation Financial Guidance can be found on-line at: <http://www.dvrpc.org/tip/pafinal/2011/PA2011FinancialGuidance.pdf>

A challenge to collaboration mentioned by several MPOs is the need to collect consistent data from the various implementing agencies. Each of the various implementing agencies may develop and use their own methods for calculating project costs and other future assumptions. A collaborative process at the regional or state level, such as the Planning Partners described above, can allow the MPO to serve as the venue where that information can be shared and compiled and ensure consistency of data.

Development of a Financial Plan

A transportation plan should be defined by the goals and vision of the region, rather than by specific projects or modes. The MPOs noted that in the past their visions often included a list of specific projects they wished to see implemented. Most MPOs now start out with a series of goals, such as increased transportation options or shorter commute times. The MPOs then develop both qualitative and quantitative metrics for measuring these goals. It is from these goals and metrics that specific projects or modal focus areas appear on a priority list in long-range plans. One peer noted that their MPO is seeking to achieve the same goals regardless of location and demographics by setting regional priorities and using their metrics to determine projects to fund.

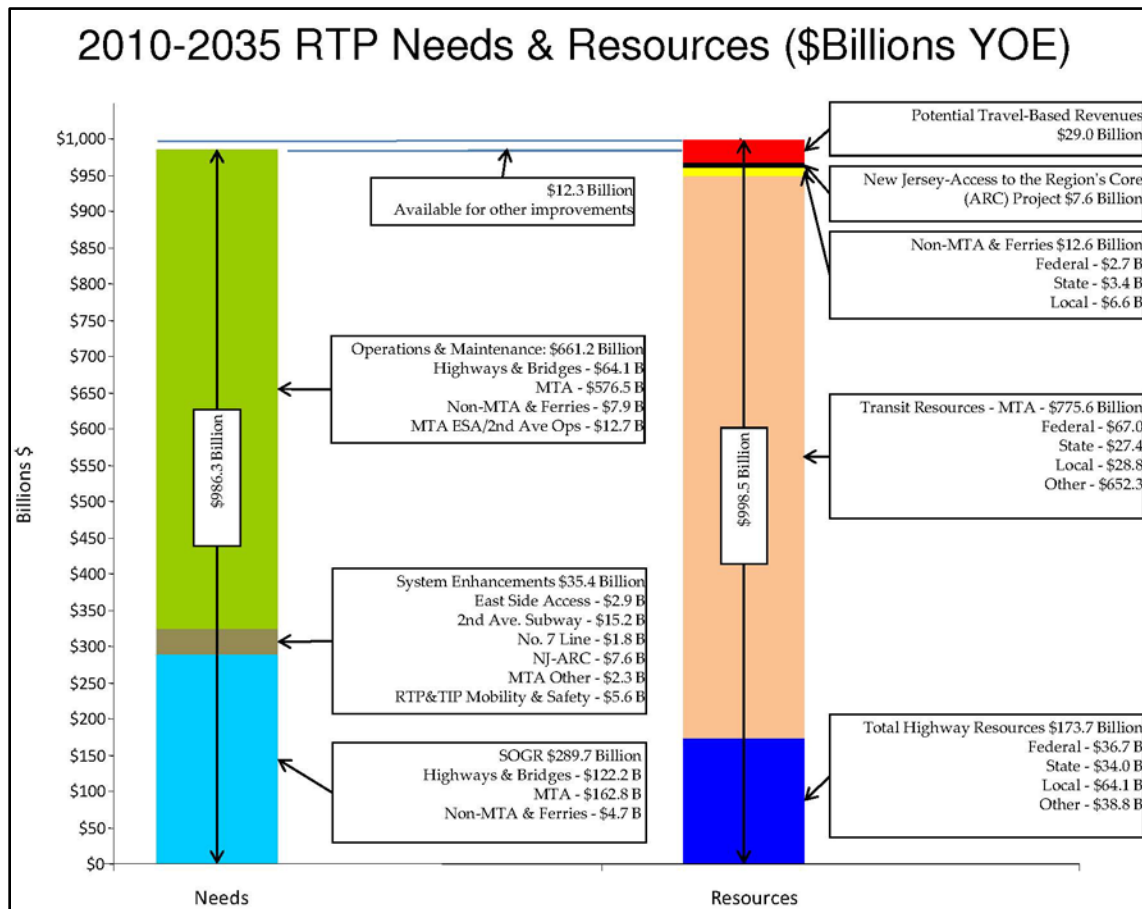
Some of the peer MPOs include a "vision element" in their financial plans, while others do not. Unlike the constrained portion of the transportation plan, the vision element of the plans does not have identified funding associated with the vision projects. The vision elements often do not specify specific projects and are not mode-specific, but rather focus on achieving certain goals for the region.

The MPOs noted that financial requirements are a critical piece of the transportation planning process. The key inputs for the financial plan are the development of revenue assumptions and the estimation of project and program costs. All of the MPOs noted that there is now a greater sense of uncertainty in revenue projections at all levels of government -- Federal, State, and local. In addition, the NYMTC representative noted that even a 1% error in early year revenue projections can drastically impact funding totals over a 20-year time horizon.

The financial plan then requires a region to match up its expected revenues with proposed program and program costs. Figure 1, below, is a graphical depiction of NYMTC's program and project needs as well

as the potential funding sources to cover the costs, as identified in its most recently adopted long-range regional transportation plan (RTP). The chart shows cost allocations for state of good repair (SOGR), Metropolitan Transportation Authority (MTA) and highway system enhancements, operations and maintenance, and other improvements.

Figure 1. NYMTC Needs and Resources Chart from the 2035 Transportation Plan



Long-range financial planning for MPOs is predicated on the ability for the MPO to obtain revenue and cost data and aggregate it to the MPO level. MPOs on their own generally do not collect the data needed to formulate a plan and instead typically rely on data supplied to them by the various implementing agencies that operate and maintain the system. Reliance on the operating agencies can be a challenge, since the implementing agencies may not collect or aggregate the data according to MPO boundaries and timeframes, or the agencies may be reluctant to share certain information with the MPOs. Standard processes for collecting and sharing data would aid the MPOs significantly. As an example, SCAG has to collect data and information from its six counties, 190 cities, and the associated operating agencies. The MPO has found that there is a lack of consistency in the information collected, which can make it difficult to aggregate information up to the MPO level.

To address some of the issues mentioned above, MWCOG hires an external consultant to collect the data and prepare an analysis of resources for its financial plan. The consultant is tasked with gathering the data, developing financial projections, and documenting the possibilities of potentially politically-sensitive new revenue sources. MWCOG feels that by having an external firm compile the work, the agency is able to expose its policy board to a more robust set of options for funding. Figure 2, below, provides a

snapshot of some of the potential revenue sources that are explored in MWCOG's *Analysis of Resources for the 2010 Financially Constrained Long-Range Transportation Plan for the Washington Region*. The document can be found at: <http://www.mwco.org/uploads/pub-documents/pV5fWIs20101201121202.pdf>.

Figure 2. MWCOG Candidate Revenue Sources

Specific Tool – Primary Purpose	Modes			Scope		
	Highway Bridge		Transit	Capital	Program	Project
	Preservation and Maintenance	New Capacity	Operations and Maintenance			
I. Revenue Generation						
Fuel Taxes						
Raising the motor fuel excise (per gallon) tax	●	●	●	●	●	
Indexing of the motor fuel tax (can be indexed to inflation or to other factors such as program costs)	●	●	●	●	●	
Sales tax on motor fuel	●	●	●	●	●	
Other motor fuel-related taxes	●	●	●		●	
Registration and Vehicle Fees						
Raising registration or related fees	●	●			●	
Vehicle personal property taxes	●	●			●	
Excise tax on vehicle sales	●	●			●	
Tolling and Pricing, and Other User Fees						
Tolling new roads and bridges		●				●
Tolling existing roads	●	●				●
HOT lanes, express toll lanes, truck toll lanes		●				●
VMT fees	●	●	●	●	●	
Transit fees (fares, park-and-ride fees, other)			●		●	
Local Option and Beneficiary Charges						
Beneficiary charges/value capture (special assessment impact fees) and tax increment financing		●	●	●		●
Permitting local option taxes for highway improvements	●	●			●	●
Local option vehicle or registration fees	●	●			●	
Local option sales taxes	●	●			●	
Local option motor fuel taxes	●	●			●	
Permitting local option taxes for transit			●	●	●	
Local option sales taxes			●	●	●	
Local option income or payroll taxes			●	●	●	

Revenue projections

It was noted that revenue forecasting is an inexact science, reliant on many factors outside of the control of an MPO. The current uncertainty about future funding trends for transportation at all levels of government can lead to wildly differing assumptions for revenue projections. To address this issue, several MPOs forecast revenues as a range, rather than a specific number. One MPO, SCAG, noted that it uses a Monte Carlo simulation calculation to better establish a range of possible revenue scenarios. During these calculations, SCAG uses different variables for future funding and runs a large number of computer simulations to estimate results and gain a better understanding of the probability of certain revenue outcomes occurring.

The MPOs typically develop forecasts for both core revenues, defined as traditional revenue sources such as State gas taxes and Federal funds that are fairly predictable and stable, as well as revenues from potential new sources of funding, such as value capture, congestion pricing, real estate transfer taxes, and freight charges. Several of the MPOs noted that it is becoming increasingly difficult to project out core revenues over a twenty-year span given the changes in State gas tax collections due to changes in driving patterns and an unsettled Federal funding landscape. It was also noted that it can be difficult to estimate potential future revenues from Federal discretionary programs, such as FTA's New Starts Program or the American Recovery and Reinvestment Act (ARRA) program, over a 20-year period.

The five MPOs varied in their estimates for revenues from new sources. The estimated range among the MPOs is from 0% to 23% of total revenue projections. Both DVRPC and MWCOG take a very

conservative approach to estimating potential new revenues. They both estimate this segment of revenues to be less than 3% of their total revenues. SCAG, on the other hand, has identified a host of potential new revenue sources and financing strategies to help fund its program. These new revenues account for 23% of the total funding for SCAG's long range plan. Examples of potential new funds identified by SCAG include value capture, new tolling, gas tax adjustments, container and freight fees as well as private equity participation. Federal regulations allow the inclusion of new funding sources as long as strategies to secure those funds are identified. SCAG has done this through an appendix to their Regional Transportation Plan, *Implementation Plan for New Revenue Sources* (http://www.scag.ca.gov/rtp2008/pdfs/finalrtp/reports/fFinance_AppF_Main.pdf).

The composition of funds estimated by each of the five MPOs for their most recent long range transportation plan is displayed in Figure 3, below. Increasingly, MPOs are relying on non-Federal funds, including State and local funding, tolling by local or public authorities, or new sources of "reasonably expected" funding. As can be seen from the chart below, Federal funds compose less than 20% of the projected revenues for the Chicago, Los Angeles, New York and Washington, DC regions.

Figure 3. Sources of Revenue by Peer MPOs

Compilation of Sources of Revenues for Each Peer MPO's Long-Range Transportation Plan										
	CMAP		DVRPC		MWCOC		SCAG		NYMTC	
Revenues by Source in Plan	Estimated Revenues (\$ Billions)	(%)	Estimated Revenues (\$ Billions)	(%)	Estimated Revenues (\$ Billions)	(%)	Estimated Revenues (\$ Billions)	(%)	Estimated Revenues (\$ Billions)	(%)
State	\$80.7	20.9%	\$18.10	29%	\$87	39%	\$83.40	16%	\$65.00	7%
Local/Regional	\$131.8	34.2%	\$1.50	2%	\$27	12%	\$286.50	54%	\$444.80	45%
Federal	\$66.4	17.2%	\$45.30	68%	\$41	18%	\$41.60	8%	\$113.80	11%
Public Authorities (tolls & fares)	\$71.6	18.6%	\$ -	Included in local	\$68	31%	Included in local		346.00	35%
Other (new revenue sources)	\$35	9%	\$ -	0%			\$120.10	23%	\$29.00	3%
Total	\$385	100%	\$64.80	100%	\$223	100%	\$531.50	100%	\$998.60	100%

Note: the table is a simplification of complex funding estimates contained within each of the MPOs financial plans and developed to provide a broad comparison of funding sources across the MPO peers. DVRPC's estimated revenue is for capital only.

Project and Program Cost Estimation

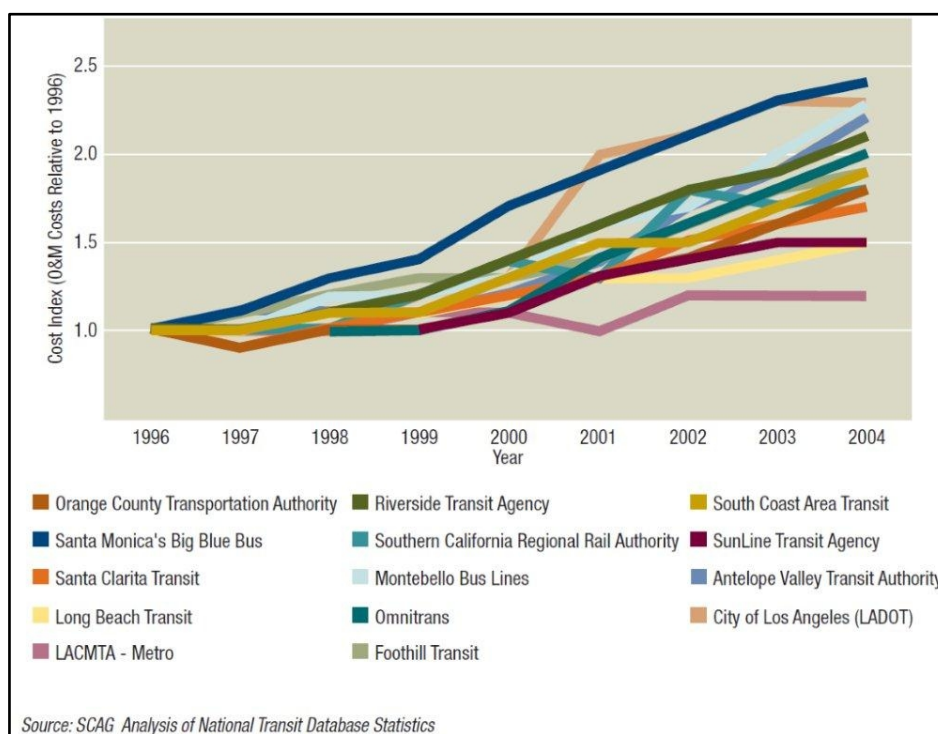
It is the MPO's role to program projects and programs into the long-range transportation plan and the Transportation Improvement Program (TIP), but MPOs often have a limited role in determining how most of the programmed funds are spent. Implementing transportation agencies typically control their own funds. In developing cost estimates for projects and programs, the MPO must collect information from the operating agencies in charge of planning and constructing the transportation assets. Once data is received from implementing agencies, it is incumbent upon the MPOs to validate the information or otherwise trust its accuracy. Peers noted that there can be "optimism bias" that goes into cost estimation by a sponsoring agency. In other words, it may be in the interest of the implementing agencies to underestimate the cost of a particular project if doing so makes it more likely that the project will be

supported by the MPO and included in its plans. Peers remarked about the lack of staff resources available for many essential tasks, including data validation.

Federal regulations require the development of expenditure estimates in Year of Expenditure (YOE) dollars for multi-year projects. This can be a challenging exercise with complex projects and unknown future costs. But the peers noted that the process of developing YOE cost estimations can be a good exercise because it helps the MPO and the sponsoring agency better understand the implications of the time value of money and the compounding effect of inflation.

An MPO may need to incorporate different cost assumptions into the financial planning work depending on the project or sponsoring agency. The various implementing agencies can each have different assumptions for cost depending upon the historical trends of each of the agencies and the type of projects they are trying to construct. As shown in Figure 4, SCAG takes into account the differing historical cost escalations for each of the 14 transit agencies that operate within the SCAG region when developing its overall costs.

Figure 4. Growth in Transit Operating and Maintenance Costs for Southern California Transit Agencies



Accounting for Operations & Maintenance and State of Good Repair

MPOs now focus their long-range transportation plans more on maintaining existing infrastructure than on advocating for and prioritizing new capital projects. In recent years there has been a clear and consistent recognition among the MPOs that much of the nation's existing infrastructure has either reached or will soon approach the end of its useful life. The peers noted that there is a growing movement towards the concept of "Fix it First." This means allocating funds to those existing assets that need repair and overhaul rather than to new capacity or expansion. Most MPOs now devote a significant percentage of their resources to rehabilitation and SOGR. NYMTC has allocated over 90% of its funds to Operations and Maintenance of the system and SOGR. In its current long-range plan, DVRPC proposes allocating

about 72% of its funding towards SOGR and rehabilitation projects. CMAP has allocated about 85% of its funding towards SOGR and rehabilitation projects. Due to a lack of adequate funding, CMAP noted that it has adopted a standard of “safe and adequate,” a level below maintaining to a “state of good repair.”

Despite pressures to continually outline a vision that puts forth a series of high-profile capital projects, MPOs are applying the techniques of fiscal constraint to make the cogent argument that existing infrastructure is in dire need of rehabilitation. That said, there are select capital expansion projects (for example, Washington Dulles Metro Extension, New York 2nd Avenue Subway, and East Side Access, Los Angeles I-710 Connector) that are progressing.

As noted previously, data systems, including asset management systems that provide insight into SOGR, are usually operated by the implementing agencies and the data is reported to the MPO. Therefore, peers noted that it is important to include the implementing agencies into the discussion on SOGR early in the process.

Major Projects and Innovative Financing

Increasingly, MPOs are faced with the task of programming and identifying funding for major projects (broadly defined as those costing over \$500 million). It can be difficult to show full funding for these projects using just traditional funding sources. To address this, MPOs are increasingly exploring innovative financing techniques to help pay for these major projects. Initiatives that involve innovative financing, in particular, must be scoped collaboratively and involve all the key stakeholders. An issue noted in the discussion is that not all stakeholders share baseline knowledge with which to evaluate innovative financing versus traditional financing.

In order to meet the requirements of matching YOE costs with revenues, MPOs need to integrate financial planning with the development of the major project phasing and construction. A tolling facility, for example, requires the programming of funding during construction, but the revenues from the tolls do not begin until the facility is operational. Therefore, the MPOs are looking at bonding or other finance methods to pay the upfront costs while revenues lag behind.

MPOs are also interested in applying innovative financing techniques to rehabilitating and maintaining existing infrastructure, which is currently more of a focus than major projects. Unfortunately, several MPOs pointed out that rehabilitation and SOGR projects are not typically prime candidates for innovative financing because they tend to lack a dedicated revenue stream such as tolls to repay investors. One peer noted that an availability payment model, whereby a contractor is reimbursed based on the availability of an asset, may be a way to introduce innovative financing for SOGR projects.

Fiscal Constraint

The peers agreed that fiscal constraint requirements have forced the MPOs to rethink how they plan and develop their long-range transportation plans and TIPs. It was noted that long-range plans are not meant to be a “wish list” of projects. Rather, long-range plans are visions of future developments that incorporate a realistic assessment of funding availability. Fiscal constraint is a beneficial instrument to apply this funding to its best use. One peer stated that “the requirement of fiscal constraint is the single most important thing that has happened to empower MPOs. Fiscal constraint has brought the key players together and has made collaboration a fact and not a wish.”

Another peer noted that fiscal constraint is a useful tool to help ground long-range plans in reality. CMAP, for example, uses fiscal constraint as a starting point in helping shape the goals and policies for deciding where and how to invest in transportation infrastructure within the Chicago region.

Fiscal constraint can help focus the implementing agencies and the MPO policy boards into a discussion about determining overall needs and priorities. Fiscal constraint can help set the policy backdrop for the entire long-range plan. As one peer stated, “it institutes an element of strategy into the plan that may not have been there 10-plus years ago.”

Several MPOs noted that determining fiscal constraint in the TIP is different than determining fiscal constraint in the long-range plan. It can be more challenging to determine fiscal constraint on a 20-year long-range plan rather than the more short-term TIP. To help bring consistency to their fiscal constraint analysis, DVRPC breaks their long range financial plan into three time periods. The first long-range plan financial plan period covers the same time period as the TIP.

SCAG has been working to better link their long-range plan with the TIP by using their financial planning tools. But they have found that many of their local operating agencies do not fully understand the requirements of fiscal constraint and do not understand why the MPO needs to collect so much data on projects and their costs. This may point to the need for better training on the requirements and value of financial planning and fiscal constraint.

Public Review and Understanding

All of the MPOs are attempting to improve the public's understanding and review of the complex process of developing and refining a financial plan. MPOs have been shifting more resources to public involvement to better educate the public about how their transportation dollars are being spent.

One peer noted that they are struggling with the types of media that should be used when seeking public involvement. MPO websites now are usually the main source of information. However, other channels such as Twitter and Facebook are being increasingly utilized as well as the traditional methods of paper publications and public meetings. It was mentioned that visualization can be a valuable tool when sharing plans with the public. The public may be much more engaged with visual elements than with dense technical documents.

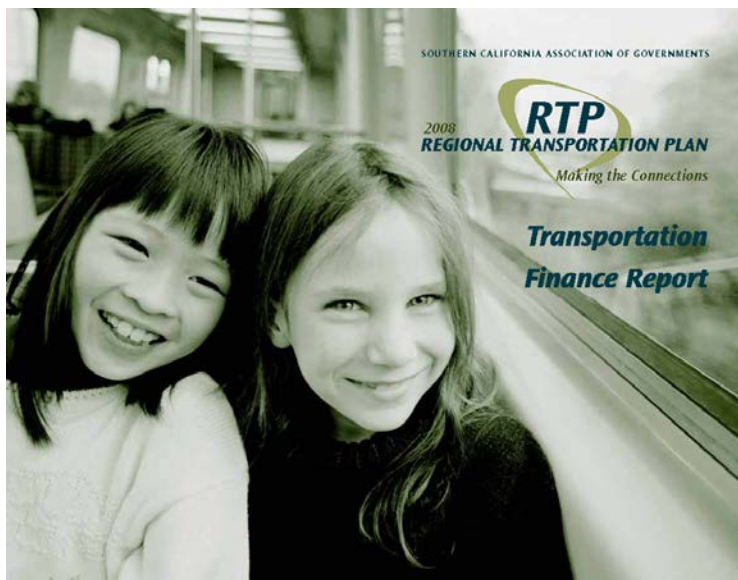
Some peers noted that they are attempting to produce shorter and more simplistic versions of plans to share with the public. These are the "Cliffs Notes" versions. However, the full versions are available for public viewing and comment on the MPO websites.

Memorializing the Process

It was noted that it is crucial to memorialize the financial planning process. This means ensuring that the steps of the process, the assumptions that go into the calculation of financial estimates, and the decision-making approach are documented and presented in a way that is easily understood by stakeholders and the public. This requires transparency in the development of a financial plan. CMAP noted that they begin monthly briefings of CMAP's transportation committee on the financial assumptions and projected costs of projects a year and a half prior to the long range plan's adoption. It also places all the finance committee's meeting minutes and membership on the MPO's website.

Several agencies noted that they prepare separate documentation of the financial plan in addition to the information contained within the long-range transportation plan. In an effort to increase the transparency of how the financial plan is developed, SCAG has developed a transportation finance page for its website. This page includes not only the MPO's financial plan but also includes its revenue model, which includes separate tabs for its assumptions, published data, and estimates for local, state and Federal revenue sources. The model can be viewed at: <http://www.scag.ca.gov/transportation-finance/index.htm>. Figure 5 is the cover for SCAG's current Transportation Finance Report, a 57-page report that details the MPO's revenue assumptions, expenditure categories, and overall methodology.

Figure 5. SCAG Transportation Finance Report



Despite the uniqueness of their coverage areas and constituencies, different MPOs often deal with many of the same issues. Many MPOs only communicate with agencies inside their own jurisdiction and do not think to share best practices with, and seek lessons learned from, fellow MPOs around the country. One peer reflected on the fact that in their many years of service they had not once thought to contact their peers at other MPOs. A key take away for the peers at this exchange is the value that can be gained from communicating with their fellow MPOs across the country.

V. Next Steps

As a result of the peer exchange, NYMTC has identified a series of steps that they are considering initiating. These steps include:

For Discussion with NYMTC's Members:

- Citizens advisory committee
- Technical review committee for cost estimates in TIP and Plan
- Written cost estimation process
- Financial plan back-up on website
- Analyzing the shared vision vs. the "no build"
- Resource scenarios for the next Plan
- Documentation of cost estimates (Plan and TIP)
- A "preferred scenario" in the Vision Plan
- Reformatting financial plan into time periods
- Organize the Principals' review of the shared vision for the next Plan; develop the Principals' role in the next Plan's financial plan

Public Involvement related activities:

- Review and reprint guide to public involvement
- Revisit MetroQuest for Plan workshops
- Develop a record of actions on the website
- Consider working the vision scenarios into the Plan workshops
- Review and consider DVRPC website TIP module
-

Review Analysis & Forecasting related activities:

- DVRPC cost estimation model
- TPCB website - scenario planning
- SCAG Monte Carlo simulations
- SCAG working documents on line
- Documentation of scenarios and assumptions for new revenue sources in the Metropolitan Transportation Plan

Plan Format related activities:

- Review SCAG implementation plan and its demonstration of progress since its last Plan
- Consider a "Plan Booklet" - summary document - for the next Plan
- Revisit the format of the next Plan and the location of the financial plan
- Plan format - delineate the constrained plan [check CMP]; vision - scenarios - constrained – TIP
- Review other MPOs' RTP video(s)

VI. About the Transportation Planning Capacity Building (TPCB) Program

The [Transportation Planning Capacity Building \(TPCB\) Program](#) is a joint venture of the FHWA and the FTA that delivers products and services to provide information, training, and technical assistance to the transportation professionals responsible for planning for the capital, operating, and maintenance needs of our nation's surface transportation system. The TPCB Program website (www.planning.dot.gov) serves as a one-stop clearinghouse for state-of-the-practice transportation planning information and resources. This includes more than 70 peer exchange reports covering a wide range of transportation planning topics.

The [TPCB Peer Program](#) advances the state of the practice in multi-modal transportation planning nationwide by organizing, facilitating, and documenting peer events to share noteworthy practices among state departments of transportation (DOTs), MPOs, transit agencies, and local and Tribal transportation planning agencies. During peer events, transportation planning staff interact with one another to share information, accomplishments, and lessons learned from the field and help one another overcome shared transportation planning challenges.

VII. Appendix

A. Agenda

Thursday, June 30, 2011

8:30-8:45	Welcome
8:45-9:00	Peer Exchange Overview, Goals
9:00-10:00	Participant Goals and Overview of Financial Planning at the Peer Agencies
10:00-10:45	Collaboration
10:45-11:00	<i>Break</i>
11:00-12:30	Development of a Financial Plan: Revenue Forecasting
12:30- 1:30	<i>Break</i>
1:30-2:30	Project Cost Estimation
2:30-2:45	<i>Break</i>
2:45-3:30	Major Projects and Innovative Financing
3:30-4:30	Accounting for O&M and SOGR Costs in the RTP and TIP
4:30-5:00	Q&A

Friday, July 1, 2011

8:15-9:30	Fiscal Constraint
9:30-10:00	Financial Planning and the Federal Planning Certification Review Process
10:00-10:15	<i>Break</i>
10:15-11:15	Public Review and Understanding
11:15-11:45	Memorializing the Process
11:45-12:30	<i>Break</i>
12:30-1:15	Q&A
1:15-1:45	Wrap-up: Best Practices and Peer Exchange Take-Aways

B. Key Event Contacts

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C. Agency Website and Resource Links

Transportation Planning Capacity Building (TPCB) Program
www.planning.dot.gov

Federal Highway Administration
<http://www.fhwa.dot.gov/>

Federal Transit Administration
<http://www.fta.dot.gov/>

U.S. DOT Volpe National Transportation Systems Center
<http://www.volpe.dot.gov/>

NYMTC
<http://www.nymtc.org/>

NYMTC TIP
<http://www.nymtc.org/abouttip.cfm>

NYMTC RTP
<http://www.nymtc.org/rtp/default.aspx>

NYMTC Public Involvement Plan
<http://www.nymtc.org/project/PIP/pip.html>

CMAP
<http://www.cmap.illinois.gov/>

CMAP TIP
<http://www.cmap.illinois.gov/tip>

CMAP GO TO 2040 Long-range Plan
<http://www.cmap.illinois.gov/2040/main>

DVRPC
<http://www.dvrpc.org/>

DVRPC Long-range Plan
<http://www.dvrpc.org/LongRangePlan/>

DVRPC TIP
<http://www.dvrpc.org/TIP/>

MWCOG
<http://www.mwcoq.org/>

MWCOG LRP
<http://www.mwcoq.org/clrp/>

MWCOG TIP
<http://www.mwcoq.org/clrp/projects/tip/>

SCAG
<http://www.scag.ca.gov/>

SCAG TIP
<http://www.scag.ca.gov/ftip/index.htm>

SCAG 2008 Regional Transportation Plan: Making the Connections
<http://www.scag.ca.gov/rtp2008/index.htm>

SCAG Strategic Plan
<http://www.scag.ca.gov/strategicplan/index.htm>

SCAG Baseline Revenue Forecast Model:
http://www.scag.ca.gov/transportation-finance/excel/SCAGRevenue_040108.xls

D. Acronyms

CMAP	Chicago Metropolitan Agency for Planning
DOT	Department of Transportation
DVRPC	Delaware Valley Regional Planning Commission
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
MPO	Metropolitan Planning Organization
MWCOG	Metropolitan Washington Council of Governments
NYMTC	New York Metropolitan Transportation Commission
SCAG	Southern California Association of Governments

SOGR	State of Good Repair
TIP	Transportation Improvement Program
TPCB	Transportation Planning Capacity Building
YOE	Year of Expenditure