



## MEMORANDUM

**TO:** TPB Technical Committee  
**FROM:** Cristina Finch, Principal Transportation Planner  
**SUBJECT:** Visualize 2050 Financial Plan Development Updates and Next Steps on Project Inputs  
**DATE:** April 26, 2024

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### PURPOSE

The purpose of this memorandum is to provide additional information on the development of the Visualize 2050 financial plan and the remaining non-regionally significant project inputs the FY2026-2029 Transportation Improvement Program (TIP) and Visualize 2050 plan which are due by June 28, 2024.

### FINANCIAL PLAN PROGRESS

The TPB Technical Committee was briefed at its September 2023 meeting on a preliminary financial analysis for Visualize 2050. Federal planning regulations (§450.324(f)(11)) require a financial plan that demonstrates how the adopted transportation plan can be implemented, for which the forecast revenues reasonably expected to be available must be able to cover the estimated costs of adequately maintaining and operating and of expanding the highway and transit system in the region.

The Visualize 2050 financial analysis work plan has two components. First, high-level “top-down” projections of revenue and expenditures (by type) are collected from the funding agencies, the results of which were briefed in September. Second, a “bottom-up” review of project costs in the Project Info Track (PIT) database is conducted to reconcile project costs with the high-level projections. This project cost review is taking place in tandem with the Technical Inputs Solicitation and submission of projects to the Project Info Track (PIT) database. Other financial analysis work includes a forecast of costs and revenues for transit services.

With the completion of project inputs that are regionally significant for air conformity, financial inputs can be compared to the “top-down” financial projections. Initial results for the regionally significant project inputs are within the high-level projections for expansion project revenues and expenditures submitted by project agencies, though additional refinement of the analysis will continue.

The overall financial analysis requires the submission of non-regionally significant project inputs at the end of June 2024. With all project inputs complete, the overall financial analysis is expected to be complete by the end of the calendar year for inclusion in the Visualize 2050 plan documents.

### NON-REGIONALLY SIGNIFICANT PROJECT INPUTS

In addition to the vehicle- and transit-capacity transportation projects that are important for the air quality conformity analysis, all the other types of transportation projects are also important to the

region for many reasons. As such, agencies should continue submitting the non-regionally significant priority transportation projects planned for construction and implementation through 2050.

These projects, due to their scope, feasibility, and estimated cost, are reasonably anticipated to be programmed for funding in years FY30-50. Projects that are already programmed for funding through FY29 in a state's six-year program and are not already reflected individually or in a grouping category in the FY23-26 Transportation Improvement Program (TIP) should also be submitted **by June 28, 2024.**

In particular, agencies should consider project grant applications that are currently being prepared or considered over the next four years. This includes future RSTP, CMAQ, HSIP, TA, PROTECT, CRP, SMART SCALE, and many other opportunities for funding projects. Any priority project that could receive federal funding should be submitted.

Any non-capacity-related highway, transit, bicycle, and pedestrian project types are included such as innovative intersections, maintenance facilities, trails, sidewalks, streetscapes, intelligent transportation systems, electric vehicle charging stations, transit service operations, passenger facilities, bridge rehabilitations, and many other types of investments that improve the region's transportation network beyond what is captured through the capacity-related projects submitted for use in the air quality conformity analysis.

Types of Project InfoTrak (PIT) records for non-regionally significant for air quality inputs:

T records:

- Carry forward continuing individual and project grouping records from the FY23-26 TIP to FY26-29 TIP.
- Enter any newly funded discrete projects, ongoing programs, or project groupings with planned obligations in FY26-29. **Note:** If any agency has electronic records (e.g. excel file) for sub-projects of TIP project groupings programmed through FY29, please coordinate with Andrew Austin ([aaustin@mwkog.org](mailto:aaustin@mwkog.org)) and Leo Pineda ([lpineda@mwkog.org](mailto:lpineda@mwkog.org)) regarding an initial data upload into the PIT.

CE records:

- Enter non-capacity-related new construction projects for FY30-50 with reasonably anticipated funding
- Enter project grouping categories similar to what exists in the FY23-26 TIP which are anticipated to continue in the future past the FY26-29 TIP up to FY50.

TPB staff will provide each agency with a comprehensive list of all remaining, non-conformity-related/not regionally significant (NRS), CE and T records in the PIT from the 2022 Update to Visualize 2045 and the FY23-26 TIP. Staff will work with each agency to move active projects and programs into the databases for Visualize 2050 and the FY26-29 TIP, noting any records that are complete or being withdrawn. This last phase of project inputs to the PIT encompasses all remaining planned project and program records.

## SCHEDULE

The Visualize 2050 development process has completed the second of three public comment opportunities. Key upcoming dates:

May The TPB will take a key vote in the planning process on May 15, 2024, which will enable the continuation of modeling and analysis work.

TPB staff will hold additional PIT Q&A sessions tentatively scheduled for

Friday, May 10 at 11:00 a.m.

Friday, May 17 at 2:00 p.m.

Friday, May 24 at 11:00 a.m.

Tuesday, June 18 at 11:00 a.m.

June Agencies submit any remaining not-regionally significant for air quality projects into the PIT **by June 28, 2024**.

| Projects in V2050 Financial Plan           | Currently Programmed Through FY29  | For Future Programming In FY30-50 |
|--|--|-----------------------------------|
| Regionally Significant for Air Quality     | Highway or Transit Projects<br>Project Details & Total Cost Estimate<br>due 12/29/23   |                                   |
|  | Financial Details<br>due 1/26/25   | Financial Details<br>due 12/29/23 |
| Not Regionally Significant for Air Quality | Highway, Transit, Bike, Pedestrian, etc.<br>Projects, Phases, or Project Grouping Categories<br>Project Details & Total Cost Estimate<br>due 6/28/24 |                                   |
|  | Financial Details<br>due 1/26/25   | Financial Details<br>due 6/28/24  |

Summer TPB staff review/clarify with agencies not regionally significant projects, transfer data to PIT 2.0 platform, work with agencies to update mapping

Fall Finalize full project list and analyze takeaways for Visualize 2050