

SOFMA Survey on Long-Range Transportation Plans (L RTP)

State	Department/Division That Prepares L RTP	Is the info in the L RTP utilized to provide information and education to the public regarding the financial needs of the DOT and economic impact to the community?	If you produce an audited Financial Statement, do you include information from the L RTP?	If yes to last question, where in the financial statement is it listed?
Alaska	Division of Program Development	Yes, the financial needs of the department are identified in the L RTP. The department utilizes the information within the L RTP to inform and educate the public of the department's financial needs on a statewide perspective but not by individual communities. Community economic impacts are more appropriately addressed in area/regional transportation plans.	The department does not produce an audited Financial Statement.	N/A
Arizona	Multimodal Planning Division	Yes.	No.	N/A
California	Division of Transportation Planning, Office of State Planning, in partnership with the regions, many stakeholders, tribal governments and public.	The Plan includes an economic assessment of the impact of the elements of the plan. The economic analysis evaluates the economic impacts due to the changes in travel demand resulting from the implementation of the strategies selected to meet goals set in the Plan, without regard for financial considerations. The information is shared with stakeholders throughout California and the general public through workshops, internet and social media.	No.	N/A
Delaware	Planning Division	Yes, at the MPO and County level.	No.	N/A
D.C.	Policy, Planning and Sustainability Administration	Yes.	Yes.	Notes to Financial Statement.
Georgia	Planning Office within the Division of Planning	Yes, for the last plan (2007, currently in the process of updating), we present the anticipated revenues, the anticipated funding needs and show the gap. We also show the different scenarios, based on growth projections and whether we maintain a highway focus, a maintenance focus, transit, etc. There is also a public involvement process that lasts throughout the plan development.	No.	N/A
Idaho	Division of Transportation Performance	No.	No.	N/A
Kansas	Bureau of Program & Project Management, located within the Division of Planning & Development	It was used for that and was helpful in obtaining our third recent transportation program, Transportation Works for Kansas (T-Works). It is available on our website. We are required to file an Annual Report and Appendix with the Legislature each year which would reflect status of the current T-Works.	We have several brief paragraphs in our Transmittal Letter and in the MD&A section about the current highway program.	See previous answer.
Maine	Bureau of Planning	Yes.	No.	N/A
Maryland	Office of Planning and Capital Programming	Yes. In fact, each year, the Department visits each county within the State to present information about the total Consolidated Transportation Program (CTP) and address projects within each county.	We produce a CAFR, certain summary high-level info provided in the Transmittal Letter and some mention in the MD&A.	See previous answer.
Michigan	Statewide Planning Division	The data underlying the L RTP is used to demonstrate the need for increased revenue but not the L RTP directly.	No.	N/A
Mississippi	Planning Division	The information is made available on MDOT's website and has been used by research outlets to compile statistics on the economic condition.	No.	N/A
Missouri	Transportation Planning	Yes.	We might mention it at a high level as a significant event for the year in which it is completed, but would not mention it every year.	Management Discussion and Analysis
Montana	Rail, Transit & Planning Division	MDT has a policy-based L RTP. Our policy plan is based on specific topic policy papers, which include an Economic Development Policy Paper that draws the links between the transportation system and impacts to Montana's economy. These links are then incorporated into the plan as Economic Development Policy Goals - and associated actions MDT will take to achieve the goals. As a policy plan, we don't include specific financial documents or information (as you would with a project-based plan) that describes MDT's financial needs.	As a policy-based plan, MDT's L RTP does not include specific financial statements/documents that would be subject to financial audit. MDT has audited financial schedules. The presentation is approved by the Legislative Audit Committee and is not GAAP. MDT does not include information from the L RTP.	N/A

New Hampshire	Project Development, and specifically our Planning and Community Assistance Bureau	Somewhat - we go through a 10 year planning process every two years, culminating in a legislatively adopted Bill signed by the Governor specifying the transportation plan along with estimated sources of funds to cover the plan. As an integral part of the plan adoption, dozens of public hearings and meetings are scheduled throughout the state - we are just wrapping this part of the process up now and we had nearly 30 meetings in all regions of the state. Our Regional and Metropolitan Planning Commissions are heavily involved and participate in infrastructure needs assessment and prioritization. Many of these meetings/hearings are covered by local and statewide media, all of which contributes to the public information and education about infrastructure issues including funding operations of the DOT, funding issues and economic contributions of infrastructure investment.	Yes and no - since the NHDOT operates the transportation system and also operates a turnpike system, there are audited financial statements for the Turnpike System as an enterprise fund. The Highway Fund in NH is rolled into the State of NH Consolidated Annual Financial Report. Highway Fund capital assets are not listed separately in the CAFR, but are consolidated with other state capital assets. This has the effect of not fully representing the complete balance sheet impact of investments in infrastructure. Many policy makers view transportation expenditures purely as spending and do not fully value the impact of investment in capital assets.	As mentioned, the LRTP in New Hampshire becomes law. It is not listed as part of the financial statements.
North Carolina	Transportation Planning Branch	There is a calculation of existing and projected needs vs. anticipated revenue in the Long Range Plan which indicates the magnitude of the anticipated revenue shortfall. While we have a methodology to calculate the positive economic impact of constructing a transportation project, we do not have a method to calculate the negative impacts of not building, other than the loss of the positive impacts which understates the negative outcomes.	No.	N/A
Ohio	Division of Planning. Planning seeks input from Finance regarding long-term financial projections.	Yes.	No.	N/A
Oklahoma	Strategic Assets & Performance Management - pieces of our former Planning Division	Yes - our staff provide this as they visit with the local leadership.	No.	N/A
Tennessee	Long Range Planning	In the past, only a limited number of hard copies of the LRTP were printed and distributed to the public. The LRTP final documents were posted on TDOT's website and the public was notified when they became available. This process will be repeated for the update and will also include various electronic formats (thumb drives, DVDs, CDs) to distribute the plan.	No.	N/A
Texas	Transportation Planning and Programming Division	Yes.	No.	N/A
Vermont	Policy and Planning Unit	Yes.	VTrans does not produce a CAFR, however if a planning situation arises that is a significant event, then it is noted in the footnotes.	Footnotes.
Virginia	Transportation Planning Division provides information to the Secretary of Transportation's Intermodal Planning and Investment office, who has responsibility for the LRTP. Other Virginia state transportation offices (DMV, Public Transportation, etc.) also provide info that goes into the plan.	The plan focuses on policy and strategic issues and does not include details on financial needs. It also includes information on the economic impact of transportation and this information is provided to the public.	No.	N/A
West Virginia	Planning Division	Yes, this info is included in the Statewide Transportation Improvement Plan, the WVDOT Fact Book, and the annual WVDOT Appropriation Request.	Yes.	Management Discussion and Analysis.
Wisconsin	Division of Investment Management	Although the state's LRTP - Connections 2030 - is a policy plan, it includes both financial policy and statewide economic development impacts.	WisDOT does not produce a CAFR, but financial info involving the Transportation Fund is included in the State of Wisconsin CAFR.	In the Statistical Section and as supplementary info.
Wyoming	Planning	Yes.	No.	N/A