

TRIENNIAL STRATEGIC PLAN (TSP)

Evaluation Period: February 1, 2018 to January 31, 2020

This Triennial Strategic Plan for the Standing Committee on Revenue and Finance establishes the strategic goals and objectives for the Committee for the three-year period beginning in February 2018, charting a course for future that is aligned with the Transportation Research Board's strategic direction.

The TSP is organized in five sections, in line with the guidance set forth in the TRB Technical Activities Leadership Guide.

PART 1: Committee Name and Scope

Committee Code	ABE10
Committee Name	Standing Committee on Revenue and Finance
- Date(s) reviewed	N/A
- Change, if proposed***	N/A
- No. of official members approving change/total number of members **	N/A
Committee Scope	Financial planning and financing necessary to meet transportation needs of all modes, including sources of revenue, allocation of costs among users and nonusers, pricing policies, needs studies, economic and social effects of taxes and subsidy programs, intergovernmental financial arrangements and responsibilities for transportation, and accounting and fiscal management of transportation funds.
- Date(s) reviewed	Committee members reviewed the following proposed change at the Committee's January 9, 2018 Annual Meeting.
- Change, if proposed	Financial planning, financing, and funding necessary to meet the transportation needs of surface transportation systems with a focus on advancing research addressing: existing and new revenue sources; cost allocations among users and nonusers; pricing policies; needs analyses; economic and social effects of taxes, user fees, subsidy programs and transportation system investments; intergovernmental financial arrangements and responsibilities; accounting and fiscal management; financial implications of organizational structures and project delivery and operations methods; public education; and innovative approaches to expanding resources and associated organizational structures.
- No. of official members approving change/total number of members	Committee Members attending the Annual Meeting on January 9, 2018 discussed and approved the proposed change of Committee Scope. All 34 current Members and one Emeritus Member subsequently unanimously approved the change in Scope through

	an email distribution of this final 2018-2020 Strategic Plan during late January 2018.
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PART 2: Committee Organization

The Committee works through five Subcommittees and two Joint Subcommittees to fulfill its mission. Each Subcommittee plays a key role in supporting the activities of the Committee. Additional subcommittees or working groups may be created as needed.

Subcommittees:

- The **Membership** Subcommittee fills Committee vacancies and manages the rotation of members. (Membership on this Subcommittee is open only to Members of the Revenue and Finance Committee.)
- The **Outreach and Communications Subcommittee** facilitates interaction between Members and Friends and outreach to the wider community via email, web, and social networking.
- The **Research Subcommittee** prepares the Committee's annual calls for papers and posters as well as Research Needs Statements, which highlight research topics Committee members believe are highest priority and can help form the basis for research by TRB and its Cooperative Research Programs. The Subcommittee also prepares proposed Problem Statements and proposals for Synthesis Reports.
- The **Sessions Subcommittee** plans Committee sessions at the TRB Annual and Mid-Year Meetings and Webinars.
- The **Strategic Plan Subcommittee** charts the Committee's strategic course through the development of a three-year plan that is executed by the full Committee and the coordination of collaboration both within and outside TRB.

Joint Subcommittees:

- **Joint Subcommittee on Mileage-based User Fees.** Co-sponsored with the Congestion Pricing Committee (ABE25).
- **Joint Subcommittee on Public-Private Partnerships.** Co-sponsored with the Transportation Economics (ABE20) and Congestion Pricing (ABE25) Committees. *[Note: additional Committees may be joining]*

PART 3: Committee Future Outlook Statement

VISION: The Revenue and Finance Committee is the premier forum for advancing the theory and practice of 21st century transportation financing and funding, fostering research, coordination, capacity building, and knowledge dissemination about financial and revenue-related aspects of project delivery for surface transportation (including highways and transit).

MISSION: Foster development and use of fair and effective financing and revenue mechanisms to meet the growing investment needs of the nation's surface transportation system.

FOCUS AREAS: The Committee will focus its research activities on the following:

- revenue sources (both existing and new);
- pricing policies;

- innovative approaches to expanding resources;
- leveraging public and private revenue and capital sources;
- needs analyses and financial planning;
- forecasting revenue sources and uses, including future Federal funds necessary to allocate resources for programming of a multi-year work program;
- allocating infrastructure cost responsibilities among users and non-users;
- adequacy and equity of transportation revenue and finance policies;
- economic and social effects of taxes, user fees, subsidy programs and transportation system investments;
- financial implications of project delivery, ownership, and operations methods, including contract types, procurement practices, and project standards and specifications;
- factors such as accounting for more fuel-efficient vehicles, higher weight vehicles, and carbon emissions;
- intergovernmental financial relationships and responsibilities;
- accounting, fiscal management, and controlling expenses;
- public education about transportation revenues and financial and project delivery tools and methods;
- transparent handling of transportation revenue and financial policies and practices to the public;
- education of the public sector of the opportunities and risks associated with “innovative financing tools;”
- integration of alternative finance and project delivery methods within transportation plans and programs;
- understanding the role of finance, pricing and tax and fee revenues in transportation public policy and strategic planning;
- recognition of the importance of financing a transportation system and not only discrete elements of it;
- development of leaders and human capital in transportation finance;
- impact of public policy issues such as combating climate change and protecting the environment on transportation revenues and finance; and
- technology changes affecting funding and the possible impacts on the nation’s surface transportation system resulting from the emergence of connected and automated vehicle technologies.

External Factors and Influences that Will Shape the Work of the Committee, 2018-2020

The Committee’s focus during the next three years on revenue and finance issues continues to be grounded in the 2008 TRB report, "Long Range Strategic Issues Facing the Transportation Industry" (currently under update), which focused on a longer timeframe (30 to 40 years) than is typically examined in research projects and considered linkages between trends and forces that will affect transportation in the future.

[http://onlinepubs.trb.org/onlinepubs/archive/NotesDocs/NCHRP20-80\(2\)_FR.pdf](http://onlinepubs.trb.org/onlinepubs/archive/NotesDocs/NCHRP20-80(2)_FR.pdf)

The Committee also considered to what extent TRB’s subsequent Project 20-83 would influence its future work. Project 20-83 had two principal goals: “(1) anticipate the future issues that may be approaching so that transportation agencies are better prepared to respond to new and emerging challenges; and (2) explore visions of what the future should look like, so that transportation agencies can help shape the future through their decision-making.”

Project 20-83 had seven components and resulted in six volumes (NCHRP Report 750) published in 2013 and 2014:

- 20-83(01) Economic Changes Driving Future Freight Transportation
(Volume 1: Scenario Planning for Freight Transportation Infrastructure Investment)
- 20-83(02) Expediting Future Technologies for Enhancing Transportation System Performance
(Volume 3: Expediting Future Technologies for Enhancing Transportation System Performance)
- 20-83(03) Long-Range Strategic Issues Affecting Preservation, Maintenance, and Renewal of Highway Infrastructure
(no final report published)
- 20-83(04) Preparing State Transportation Agencies for an Uncertain Energy Future
(Volume 5: Preparing State Transportation Agencies for an Uncertain Energy Future)
- 20-83(05) Climate Change and the Highway System: Impacts and Adaptation Approaches
(Volume 2: Climate Change, Extreme Weather Events, and the Highway System: Practitioner's Guide and Research Report)
- 20-83(06) Effects of Socio-Demographics on Travel Demand
(Volume 6: The Effects of Socio-Demographics on Future Travel Demand)
- 20-83(07) Sustainability as an Organizing Principle for Transportation Agencies
(Volume 4: Sustainability as an Organizing Principle for Transportation Agencies)

Volumes 4, 5 and 6 addressed multiple issues relating to funding and financing during the next 30 to 40 years. The Committee believes the topics addressed in NCHRP Report 750 that will influence the Committee's work are summarized by seven major external factors discussed below.

Limitations of conventional tax revenues. During the past two decades, the primary national-level revenue source for surface transportation in the United States – federal motor fuel taxes – have declined in both nominal and real terms. Four conferences sponsored by TRB and two national commissions created by the U.S. Congress have explored and recommended revenue alternatives to fuel taxes, seeking a new national approach to funding infrastructure. Meanwhile, States and localities in the United States have grappled with shrinking federal resources by (i) increasing and restructuring their transportation tax and fee rates, resulting in State and local motor fuel tax revenues increasing by 91% between 1992 and 2015;¹ (ii) pursuing tolling of new capacity; (iii) attracting equity investment by private parties in public-private partnerships; (iv) utilizing new revenue streams for transportation, particularly sales taxes; (v) studying and initiating alternatives to fuel taxes, in particular road usage charges (RUC)/mileage-based user fees (MBUF); (vi) reducing staff and other operational costs to allow shifting more funds to capital projects; and (vii) increasing the amount of debt financing. There has also been a greater emphasis toward localities introducing creative funding and financing techniques. Fiscal constraints have also challenged policymakers in both developed and emerging economies to find sustainable mechanisms to fund transportation programs.

Although a consensus continues to be sought in the United States for new approaches to funding transportation, congestion continues to increase and the physical condition of the surface transportation infrastructure continues to decline. Recognizing this national context, the work of the

¹ Tax Policy Center, Motor Fuel Tax Revenue, accessed November 22, 2017.
<http://www.taxpolicycenter.org/taxfacts/displayafact.cfm?DocID=401&Topic2id=90&Topic3id=92>

Committee supports development of national policies on revenue and finance, while helping State and local project sponsors with revenue, finance and project delivery innovations that can be accomplished in the absence of national solutions. The Committee's name change from "Taxation and Finance" to "Revenue and Finance" reflects the critical role of non-tax revenue in meeting the financial challenges facing surface transportation. The Committee anticipates revenue innovation to be a key area of research throughout the period covered by this Triennial Strategic Plan.

Economic competitiveness. The Committee recognizes that different ways of raising revenues can have very different impacts on the economic competitiveness of a nation or an affected region. Although funding can be raised through various sources, some sources can improve competitiveness while others can reduce it. For example, the introduction of appropriately-priced user fees to achieve congestion reduction benefits can improve the competitiveness and productivity of the affected firms and workers, respectively. That is particularly true if the new revenues replace traditional tax sources such as income taxes. In contrast, when states or counties introduce incremental sales taxes to fund transportation projects, these may have negative efficiency impacts. In the 2018 – 2020 Triennial Strategic Plan, the Committee proposes to promote research on the efficiency impacts of alternative revenue sources to achieve a better understanding of how alternative revenue sources are likely to impact productivity and competitiveness.

Development of public-private partnerships. A third important external factor is increasing interest in, and use of, public-private partnerships (P3s) for project delivery. While some P3s may be motivated by funding shortfalls, most observers find the primary benefits involve long-term transfer of project risks, more capital and operating efficiencies, and improved asset management practices, with the objective of delivering better overall value to the public sector. Recognizing the critical role that finance and funding issues play in the development of P3s, the Committee has sponsored numerous sessions on P3s and is one of the three TRB Standing Committees which sponsor the Joint Subcommittee on Public-Private Partnerships. Looking ahead, the Revenue and Finance Committee anticipates partnering with other Committees to enable a more holistic view of P3s, learn from international best practices (including value-for-money and public sector comparator methodologies), and enhance stakeholders' and citizens' understanding of the tradeoffs involved in the use of P3s.

Technological innovations. The Committee anticipates that there will continue to be technological innovations with the potential to improve productivity and personal connectivity and is likely to affect how the population utilizes transportation systems. Development and utilization of all-electronic tolling technologies, including for managed and high-occupancy toll lanes, are introducing additional pricing options and flexibility into highway user fees. How such tolled assets fit into the remainder of the highway network and how toll revenues are applied to fund non-toll facilities and other modes of transportation will continue to be a focus of attention and will affect both finance and revenue decisions. Further, the Committee anticipates that technological innovation will have a significant impact on the implementation of both pilot and permanent RUC/MUBF programs. In addition, mobile technologies that facilitate transportation of individuals across multiple modes, provide access to transportation information, and provide information to third parties that can re-process it to create new information products may provide future revenue-generating opportunities from end-users that are at this time not well defined. A critical focus will need to be public awareness and understanding of new user fee programs employing new technologies. Finally, the Committee anticipates that the nation's surface transportation system may change with the emergence of connected and automated vehicle technologies. While it is unclear how these new technologies will affect the surface transportation system and users, the Committee will continue to coordinate and collaborate with other TRB Committees whose research efforts address the impacts of technological innovations on revenue and finance issues and to identify critical revenue and finance related research needs that

emerge from these new technologies.

Demographic shifts and changes in consumer behavior. The United Nations Department of Economic and Social Affairs projected in 2014 that the number of World Mega-Cities (with 10+ million population) will increase from 23 in 2010 to 41 in 2030.² Continued urbanization will place significant stress on urban transportation systems, requiring additional public investment, particularly in transit infrastructure and services. At the same time, the United Nations Department of Economic and Social Affairs projects that the median age of the population in more developed nations (principally in Europe, Japan and North America) in the medium fertility scenario will increase from 41.1 years in 2015 to 45.4 years in 2050.³ A more aged population is likely to place different demands on the transportation network and also is likely to have implications on citizens' willingness and ability to pay for transportation. The Committee anticipates coordinating during the 2018 - 2020 Triennial Strategic Plan period with TRB Committees that focus on how demographic shifts and changes in consumer behavior will impact existing transportation revenue bases and what new approaches may need to be considered to mitigate and optimize future revenue sources.

Climate change. The US EPA estimates that the transportation sector in the US is responsible for approximately 26% of all 2014 US greenhouse gas emissions from human activity.⁴ The European Commission states that "Transport represents almost a quarter of Europe's greenhouse gas emissions..." and "[t]he transport sector has not seen the same gradual decline in emissions as other sectors....Europe's answer to the emission reduction challenge in the transport sector is an irreversible shift to low-emission mobility."⁵ Because a significant portion of US surface transportation revenues derive from fuel-based taxes, continued efforts to reduce carbon emissions, through both incentives and disincentives, are likely to negatively impact the amount of fuel-based transportation revenues. The Committee anticipates that, during the next Triennial Strategic Plan, there will be a more intense focus by some US states on how non-carbon-based revenue structures can be developed and implemented.

Public awareness and acceptance. How transportation is funded remains a mystery to the majority of the travelling public, placing a huge burden on the ability of governments to institute new and alternative revenues sources. The Committee expects to continue to look for ways to improve public awareness of current revenue mechanisms and to investigate/highlight successful public awareness campaigns and best practices that can be instituted at all levels of government. Such research results can be used by practitioners to support political and legislative initiatives and pilot projects that are designed to change current revenue funding sources and financing structures for transportation infrastructure.

TRB Critical and Crosscutting Issues and Strategies

In a report published in 2013 (<http://www.trb.org/publications/Blurbs/169945.aspx>), the Executive Committee of the Transportation Research Board defined critical and crosscutting issues of great importance facing the nation to stimulate awareness, debate and research. Two of these critical issues closely align with the scope of the Revenue and Finance Committee:

² United Nations, Department of Economic and Social Affairs, Population Division (2014). World Urbanization Prospects: The 2014 Revision, CD-ROM Edition. (WUP2014-F17d-City_Size_Class-Population.xls).

³ http://www.un.org/en/development/desa/population/publications/pdf/ageing/WPA2017_Highlights.pdf, accessed October 17, 2017.

⁴ <https://19january2017snapshot.epa.gov/ghgemissions/sources-greenhouse-gas-emissions.html>, accessed October 16, 2017.

⁵ https://ec.europa.eu/clima/policies/transport_en, accessed October 16, 2017.

- “Inadequate funding sources for public infrastructure impede the performance and safety of the transportation system, but alternative sources of funding may place a larger financial burden on users who are least able to pay.”
- “The research and development investment necessary for finding and adopting new solutions is low and declining.”

In addition to the critical issues identified by the TRB’s Executive Committee, the TRB’s Policy and Organization Group (POG) has identified cross-cutting strategies that will require collaboration among the committees that fall under its jurisdiction, including Revenue and Finance. In particular, the Revenue and Finance Committee expects to collaborate with other Committees on the following TRB Policy and Organization Group (POG) crosscutting strategies:

- Foster expanded collaboration on Public Private Partnerships (ABE10(1)) across Committees to better integrate legal, financial, technical and institutional aspects of evaluating and designing effective PPPs.
- Continue collaboration on Mileage-Based Revenue (ABE25(4)) across Committees to promote, facilitate and disseminate research on all aspects of mileage-based user fees.
- Develop guidelines and framework for managing infrastructure investments and services in period of severe fiscal constraints.
- More regularly cross-fertilize disciplines and perspectives on key issues and challenges in initiatives, including broadening the scope of conferences and meeting sessions and sponsoring coordinated research efforts.
- Continue cross-cutting efforts, starting with a research synthesis, to evaluate options and pragmatic strategies for expanding current funding mechanisms and levels of funding.

To avoid duplicative efforts, and maximize effectiveness, the Revenue and Finance Committee will increase collaboration with Committees within and outside of the POG in addressing these issues. This collaboration will include such action items as a more formal liaison effort, greater involvement in developing cross-cutting sessions and workshops at the Annual Meeting, and sponsorship of more joint activities. The Committee’s development of the Sixth International Funding and Finance Conference in 2019 will also incorporate these perspectives.

PART 4: Committee Three-Year Plan

The Committee seeks to collect information and foster research, education and outreach to support development of current and future policy on transportation revenues and financing tools. Through its calls for papers, conferences, sponsorship and co-sponsorship of lectern and poster sessions at TRB Annual Meetings, webinars, and building of institutional and professional relationships among key public and private sector stakeholders, ABE10 serves as a volunteer resource to assist transportation project sponsors – State Departments of Transportation, Metropolitan Planning Organizations, transit agencies, state and local agencies, and other stakeholders – in delivering needed surface transportation infrastructure and services. To achieve its mission, the Committee has established five major goals.

Goal I: Foster research and best practices on revenue, finance, and project delivery (Owner: Research Subcommittee)

The Committee seeks to make meaningful advances in addressing critical and emerging transportation issues through its research-related activities.

Goal I Activities:

1. Track Emerging Trends in Transportation Revenue and Finance Issues
 - Provide a relevant list of major initiatives and activities in the area of innovative strategies for funding and financing transportation projects in the U.S. (at the federal, state, and local levels) and elsewhere in the world. A brief list will be prepared in advance of each TRB Annual Meeting and made available to all TRB Revenue and Finance Committee Members and Friends.
2. Develop and Maintain Comprehensive Inventory of Research Needs
 - Identify gaps and areas worthy of further investigation, including focus on cross-cutting issues. This inventory will be comprehensive and cumulative. (2018: updated annually)
3. Use Inventory of Research Needs to Develop
 - Annual Calls for Papers and Posters that will focus on research needs identified by the Committee, TRB's Critical Issues series, and crosscutting issues from the POG related to the Committee's Scope.
 - Proposals for Cooperative Research Programs, Synthesis Projects, and Special Projects. (goal of two per year)
4. Research Needs Statements
 - Using the inventory of research needs as well as ongoing input from Committee Members and Friends, enter at least two Research Needs Statements (RNS) into TRB's system per year.
5. Cooperative Research Program Project Panels
 - Foster membership of Committee Members and Friends on project panels for CRP research topics related to the Committee's areas of interest.

**Goal II: Improve collaboration within and outside of TRB
(Owners: Outreach and Communications Subcommittee/Strategic Plan Subcommittee)**

The Committee will seek opportunities to collaborate and coordinate with other TRB Committees as well as industry stakeholders.

Goal II Activities:

1. Develop list of, and establish formal liaisons with related Committees, to be updated annually. A list of suggested liaison responsibilities should be developed.
2. Formalize the reporting from liaison committees to enable cross-cutting sessions and the exchange of research results. Report on activities at the Committee Meeting during the TRB Annual Meeting.
3. Continue to co-sponsor at least 2 sessions with other Committees. (annual)
4. Enhance ongoing communications between and among TRB staff and leaders of other Standing Committees.
5. Develop list of partner and user organizations in the industry (e.g., AASHTO, IBTTA, ARTBA, APTA, UTCs, MPOs, NCSL, NGA, etc.) to improve sharing of research and information. Designate liaisons to each. Report on activities at the Committee Meeting during the TRB Annual Meeting.
6. Hold TRB Mid-Year Committee meeting in conjunction with related committees and organizations.
7. Seek opportunities to collaborate with stakeholder organization such as AASHTO, ARTBA and IBTTA to co-sponsor Mid-Year Meetings, conferences, webinars, and workshops. (ongoing)

**Goal III: Conduct outreach on research and best practices across the industry
(Owner: Outreach and Communications Subcommittee)**

The Committee seeks to educate public and private sector stakeholders on the role of revenue and finance – both traditional approaches and innovations – in delivering a transportation system, as well as equity, environmental, operational, and other considerations. The Committee also seeks to improve information exchange and networking opportunities by providing opportunities throughout the year for knowledge sharing, via social media and the Committee website.

Goal III Activities:

1. Maintain Committee website (a Google Site) and LinkedIn group. (ongoing)
2. Consider the pros and cons of expanding the Committee's presence to other social network / online tools.
3. Maintain list of Committee Members and Friends using MyTRB, including regular reminders to Members and Friends to self-initiate updates to MyTRB.
4. Disseminate notices of general interest to Committee Members and Friends.
5. Sponsor Sixth International Conference on Funding and Financing Surface Transportation (2019).
6. Co-sponsor other industry conferences, and track opportunities for facilitating the Mid-Year Committee meeting as part of these conferences.
7. Create recurring schedule of international conferences (every three years) to facilitate planning and implementation. (ongoing)
8. In coordination with the Sessions Subcommittee, conduct periodic Webinars. (ongoing)
9. Identify and implement additional strategies for communicating the activities and expertise of the Committee to external parties.

**Goal IV: Recruit and retain effective, diverse Committee Members
(Owner: Membership Subcommittee)**

An important objective of the Committee is to foster interactive working relationships among stakeholders in the public and private sectors (including members of the international community), and among professionals representing diverse, yet interrelated interests (e.g., highway and transit, including intermodal connections with airports and seaports, passenger and freight, rural and urban, etc.). To fulfill this objective, the Committee seeks to recruit and retain active, qualified Members with diverse backgrounds, with a special emphasis on public agency practitioners to ensure that the activities of the Committee serve the needs of transportation agencies at all levels of government. In seeking and appointing new Members, the Committee will endeavor to foster TRB goals of diverse individuals, including women and minorities.

Goal IV Activities:

1. Manage 3-year rotation to achieve diverse, representative, and active Committee membership, with a focus on Members with interest in sponsored research activities of TRB and the Committee.
2. Solicit interest and seek nominations (both self-nomination and nomination of others) at each Annual and Mid-Year Meeting. (ongoing)
3. Maintain standing list (with up-to-date organizational affiliation and contact information) of interested individuals to fill vacancies as they occur. (ongoing)
4. Evaluate candidates for potential membership as needed. (ongoing)
5. Solicit interest from AASHTO and APTA member organizations as well as other partner organizations (IBTTA, ARTBA, NCSL, NGA, AMPO, etc.). (as part of 3-year rotation and ongoing)

6. Promote Committee Members and Friends to attend appropriate conferences and meetings of partner organizations. (ongoing)
7. Send liaison to TRB Annual Meeting new attendee session. (annually)
8. Send liaison to TRB Young Member Council activities. (ongoing)
9. Work with other Subcommittees to ensure members play an active role in the activities of the Committee. (ongoing)
10. Coordinate recruitment activities with sponsored Joint Subcommittees (e.g., Public-Private Partnership, Mileage Based User Fees).

Goal V: Achieve a high level of Committee effectiveness and responsiveness to emerging trends (Owners: Sessions Subcommittee/Strategic Plan Subcommittee)

The Committee continually strives to improve its operating effectiveness and ability to address critical issues and respond to emerging research needs.

Goal V Activities:

1. Sponsor a minimum of two Lectern Sessions at each TRB Annual Meeting, at least one of which is a Paper Session, as well as one Workshop and two Poster Sessions.
2. Seek co-sponsorship of the Committee's Annual Meeting Sessions and Workshops from other TRB Committees.
3. Co-Sponsor and assist other Committees in developing their Lectern Sessions and Workshops that have particular relevance to revenue and finance issues.
4. Formalize reporting of Subcommittee activities at the Annual Meeting with a written-one page report on accomplishments during the prior calendar year.
5. Annually update Triennial Strategic Plan and assess progress in achieving objectives. (ongoing)
6. Proactively support TRB's initiatives to address critical and crosscutting issues.
7. Enhance the value of the Annual and Mid-Year Committee meetings by scheduling presentations and briefings on current revenue and finance topics and best practices.
8. Sponsor one or more Webinars annually to broadcast research results and reprise popular conference sessions to a broader audience of practitioners.
9. Improve tracking of Committee activities and accomplishments.
10. Advance the dialogue among Committee Members by scheduling at least one Conference call each year with Members to address Committee progress and future plans.

To focus attention on progress toward achieving the goals, each Subcommittee will prepare an annual implementation plan that will identify tasks to accomplish specific strategies or action items, the Subcommittee members willing to complete the task, tasks that have been completed during the past year and a time horizon indicating when each task is expected to be completed.

PART 5: Committee History

5.1 Committee Membership

As of January 2018, ABE10 consisted of 37 members.

MEMBERSHIP TYPES	
Regular Member	23
State Department of Transportation Member	2
International Member	5
Young Member	4
Emeritus Member	2
GENDER	
Male	25
Female	11
DIVERSITY	
White	21
Black	0
Hispanic	1
Asian or Pacific Islander	3
American Indian	0
Two or More Races	0
Unknown	11
MEMBER AFFILIATION	
Public-Sector	8
Private-Sector	19
Academia	6
Nonprofit/Other	3

The Committee Membership rotation in 2018 will endeavor to (a) increase the balance between male and female Members and (b) diversify Members by reaching out to candidates that would promote these goals, while at the same time ensuring that the Committee Members represent a wide range of organizations and expertise.

5.2 Attendance and Paper Reviews

Year	2015	2016	2017	2018
Number of Members in Attendance at Annual Meeting	23	N/A	19	28
Number of Visitors in Attendance at Annual Meeting	59	N/A	38	42
Number of Papers Reviewed	29	34	40	37
Total Number in Attendance at Mid-Year Meeting	42	N/A	33	N/A
<i>*Estimated</i>				

5.3 Sessions and workshops sponsored/co-sponsored at the Mid-Year Meeting

The Committee's Mid-Year Meetings in 2015, 2016 and 2017 have not included any sponsored/co-sponsored sessions or workshops.

5.4 Sessions and workshops sponsored/co-sponsored at the Annual Meeting

See attachment A.

5.5 Informal presentations made at Annual Meeting and Mid-Year Committee meetings

2015 Mid-Year Meeting (ABE10):

"White Paper on Revenue Risk for Highway Facilities," Sasha Page, IMG Rebel

"TIFIA Update," Jorianne Jernberg, USDOT

"Overview of AASHTO Project Finance Center," Joung Lee, AASHTO

"Public Perception of Mileage-Based User Fees," Asha Weinstein Agrawal, Mineta Transportation Institute

2015 Mid-Year Meeting (P3 Joint Subcommittee):

"Update on TIFIA JPO," Jorianne Jernberg, USDOT

"Update on Public-Private Partnerships," Patrick DeCorla Souza, USDOT

"Overview of Ohio Portsmouth Bypass," Francois Wasselin, ACS Infrastructure Development

"Approach to Availability Payment (AP) Transactions," Scott Zuchorski, Fitch Ratings

2016 Annual Meeting (ABE10):

"FAST Act Summary," Joung Lee, AASHTO

"Comments on Infrastructure Funding," Sarah Puro, CBO

"TIFIA Update," Mark Polston, TIFIA JPO

"BATIC Institute," Jodie Misiak and Ann Ahikany, USDOT, and Jennifer Brickett, AASHTO

"Milan Metro Line 4 Procurement," Remy Cohen, Cohen&Co.

2016 Mid-Year Meeting (ABE10):

None

2017 Annual Meeting (ABE10):

"NCDOT Cash Flow Management Project," Burt Tasaico, NCDOT

"Build America Bureau," Jodie Misiak, Build America Bureau, USDOT

"TIFIA Update," Kevin McDonald, TIFIA

"BATIC Institute," Jennifer Brickett, AASHTO

"Update to Transportation Governance: A 50-State Review of State Legislatures and Departments of Transportation (NCHRP 20-24(107)), Jaime Rall, J. R. Rall Consulting LLC

2017 Mid-Year Meeting (ABE10):

None

2017 Mid-Year Meeting (P3 Joint Subcommittee):

"Rating Toll Express Lanes 'Managed Lanes'," Scott Zuchorski, Fitch Ratings

2018 Annual Meeting (ABE10): (programmed as of 12/4/2017)

“ISRRPP – Solicitation for Projects,” Cynthia Essenmacher, Center for Innovative Finance Support, FHWA

“Update on the Build America Bureau,” Duane Callender, Director, Credit Programs Office, USDOT Build America Bureau

“S&P Global Ratings Green Evaluation Analytic Approach,” Nicole Martin, Senior Director and Kurt Forsgren, Managing Director, S&P Global Ratings

“Indiana’s Long Range Infrastructure Funding Drives Performance Metrics,” Daniel Brassard, CFO and Deputy Commissioner, Finance, Indiana DOT and Louis Feagans, Statewide Technical Services Director, Indiana DOT

“Caltrans’ Transportation Funding Initiative,” Carrie Pourvahidi, California DOT

5.6 New research need statements (RNS) posted in TRB’s RNS database (by year):**P3 Risk Valuation Guide**

Committee: ABE10, Revenue and Finance

Date Posted: 6/9/2017

Date Modified: 7/3/2017

P3 Fiscal Impact Assessment Guide

Committee: ABE10, Revenue and Finance

Date Posted: 6/9/2017

Date Modified: 7/3/2017

ABE10 posted no new RNS’s in 2015 and 2016.

5.7 RNS submitted for funding consideration**Framework for Development and Management of a National Database of Major Surface Transportation Projects in the United States (proposed Problem Statement)**

Committee: ABE10, Revenue and Finance

Date Submitted to AASHTO for submission to the AASHTO Standing Committee on Research:

10/13/2016 - Not Accepted by SCOR

5.8 Synthesis topics submitted (by year)

- NCHRP Synthesis 20-05/Topic 47-07 “Evolving Debt Finance Practices for Surface Transportation (2015) – Jointly sponsored with FHWA
- NCHRP Synthesis 20-05/Topic 49-13 “Leveraging Private Capital for Infrastructure Renewal (2017)

5.9 Other Committee-sponsored Activities in the 2015-2017 Period

- TRB webinar “Debt Finance Practices for Surface Transportation: Current Issues and Research Needs” – April 2, 2015
- TRB webinar “Creative Ways to Consider Funding Future Transportation” – April 15, 2015
- TRB webinar “Results of the NCHRP Synthesis 479 - Forecasting Transportation Revenue Sources: Survey of State Practices – August 13, 2015
- TRB webinar “Innovative Financing for Public Transportation: Value Capture and Small-and Medium-sized Public-Private Partnership Initiatives” – June 7, 2017
- TRB webinar “Don’t Sit on Your Assets: Innovative Approaches to Raise Revenue” – October 18, 2017
- Call for Papers for the 2016 Annual Meeting “Best Practices for P3 Program Policies, Guidelines and Training”
- Call for Posters for the 2016 Annual Meeting “Current Trends in Transportation Funding and Financing”
- Call for Papers for the 2017 Annual Meeting “Funding Surface Transportation through Non-Traditional Revenue Sources and Financing Approaches”
- Call for Posters for the 2017 Annual Meeting “Current Issues in Transportation Funding and Financing”
- Call for Papers for the 2018 Annual Meeting “Funding Surface Transportation through Non-Traditional Revenue Sources and Financing Approaches”
- Call for Posters for the 2018 Annual Meeting “Current Issues in Transportation Funding and Financing”
- Co-located 2015 Mid-Year Meeting with ARTBA Public-Private Partnerships in Transportation Conference, July 14-15, 2015 in Washington DC
- Co-located 2016 Mid-Year Meeting with TRB 15th International Conference on Managed Lanes, May 4-6, 2016 in Miami, Florida
- Co-located 2017 Mid-Year Meeting with and co-sponsor of the AASHTO Joint Meeting on Performance-Based Transportation Planning Financing, and Management, July 30-August 3, 2017 in Cincinnati, Ohio
- Planning 6th International Conference in 2019 on Funding and Financing Surface Transportation

ATTACHMENT A Annual Meeting Activities	
2018	
Session Number & Name	Number of Podium Sessions: 3 Number of Poster Sessions: 2 Workshops: 1 Number of Co-Sponsored Sessions: 4
Session 148 (Workshop)	Disruptive Technologies: Impacts on Transportation Revenues (co-sponsored by ABE30, ABE50, ADD20, AP020, AP025, AP075)
Session 260 (Lectern)	Where to Go with Transportation Taxes? Past Evidence and Future Visions
Session 733 (Lectern)	Projecting and Evaluating P3 Project Performance: From Value for Money to Handback (co-sponsored by AFH15, AL010, AP075)
Session 398 (Lectern)	Midcourse Corrections for Troubled P3s: What Can We Learn? (co-sponsored by AFH15, AL010)
Session 377 (Poster)	Revenue and Finance Issues in Public–Private Partnerships
Session 376 (Poster)	Current Trends and Opportunities in Transportation Funding and Financing
Session 175 (Workshop)	Managed Lanes: Driving Tomorrow’s Regional Economic and Mobility Goals (AHB35) (ABE10 co-sponsor)
Session 425 (Lectern)	Packaging P3 Procurements for Complex Projects (AL030) (ABE10 co-sponsor)
Session 476 (Lectern)	Economic Benefits of Connected, Autonomous, and Shared Mobility Futures (ADD10) (ABE10 co-sponsor)
Session 494 (Lectern)	The Aftermath of the Deal: Why Many P3 Transportation Deals Struggle During Implementation and Operations (AL010) (ABE10 co-sponsor)
2017	
Session Number & Name	Number of Podium Sessions: 3 Number of Poster Sessions: 2 Workshops: 1 Number of Co-Sponsored Sessions: 3
Session 104 (Workshop)	Don’t Sit on Your A\$\$ets! Innovative Approaches to Raise Revenue (co-sponsored by ABE20, ADD10, AL070)
Session 612 (Lectern)	What You Thought You Would Never Learn About Funding and Financing the Maryland Purple Line LRT P3 Project (co-sponsored by AFH15, AP010, AP075, ABC40)
Session 817 (Lectern)	Hindsight Is 20/20: Benefits and Shortfalls of Recent Innovative State Transportation Funding Initiatives
Session 203 (Lectern)	Advancing Transportation Infrastructure Development: Funding and Delivery Approaches
Session 349 (Poster)	P3 Transportation Solutions: Issues and Considerations
Session 348 (Poster)	Current Issues in Transportation Funding and Financing
Session 181 (Workshop)	Managed Lane Networks to Accelerate Connected Mobility Technology (AHB35) (ABE10 co-sponsor)
Session 615 (Lectern)	Transforming Highway Right-of-Way for Generating Energy, Data, and Revenue (ABG30) (ABE10 co-sponsor)

Session 684 (Lectern)	We Know There Is a Climate Problem; Why Aren't We Doing Something? (ABC10) (ABE10 co-sponsor)
2016	
Session Number & Name	Number of Podium Sessions: 2 Number of Poster Sessions: 1 Workshops: 2 Number of Co-Sponsored Sessions: Not Available
Session 152 (Workshop)	Transportation Funding Prospects: Will Washington Ever Deliver, and How Are States and Regions Forging Ahead?
Session 374 (Poster)	Current Trends in Transportation Funding and Financing
Session 599 (Lectern)	New Attitudes, New Frameworks: Public Opinion and Funding Mechanisms for Infrastructure
Session 831 (Lectern)	Breaking Down Barriers: Funding and Finance Issues and Innovations in Public Transportation Modes
Session 867 (Workshop)	The Future of Toll Financing and Its Policy Ramifications