

PRO-1 - Approve Revenue Sources

Description

This key decision establishes the revenue basis for both the fiscal constraint of the long range plan as well as the funding sources for the TIP. Using the same revenue projections for the long range plan and the TIP ensures financial consistency between the plan and program. Funding may require legislative approvals: for example, bonding or tolling authority.

There is information developed in Long Range Planning key decisions that informs this step. In order to effectively execute this key decision there is essential information created at LRP-1 related to potential funding partners and resources that can inform this decision.

Purpose

To identify reasonably foreseeable revenue resources to support project programming.

To identify specific funding restrictions and requirements and establish MOU/MOA between funding partners were appropriate.

Outcome

A document that summarizes available revenue that can be used to fund individual projects. This document can be made available to the public, stakeholders, and partners.

Partner	Role Type	Description
MPO	Decision Maker	Approves revenue sources that are reasonable and equitable.
FHWA/FTA	Advisor	Ensures revenue sources identified are reasonable and appropriate.
State DOT	Advisor	Provides support for appropriate inclusion of state and federal revenue sources.
Resource Agency	Observer	Observe the identification of revenue sources.
Public Transportation Operator(s)	Advisor	Provides support for appropriate inclusion of transit revenue sources.

Policy Questions

Questions are a way to elicit information and to validate that the information has been considered. The partners should discuss the listed questions to ensure a broad array of interests is considered at a key decision. Discussions arising from these questions support collaborative decision making.

Questions Partners Discuss

Questions about purpose and roles

- Does the consideration of specific funding resources require additional sharing of decision making that is not currently in place? For example, with a private partner.
- Is there an identified project in the current program for which private or public sector funding can be considered?

Questions about stakeholders, including modal and operational partners

- Does the MOU specify the conditions of the funding agreement for both public and private partners?
- If a public or private partner is involved in financing, has a MOU or other agreement been established/formalized?
- Is an MOU in place for future maintenance and operations of bicycle and pedestrian facilities that may fall under the jurisdiction of local governments, Federal Land Management Agencies, or private ownership?

Questions about the transportation process supporting the decision

- Are any operational projects expected to generate new revenue scenarios (for example, sponsorship, advertising, and HOT lane revenues)?
- Are formal agreements (for example MOA/MOU, contracts, loan agreements, etc.) necessary to ensure funding availability?
- Are there financial plans in place or being developed to address long term management and operations?
- Do any of the funding resources require action outside of the transportation decision making process?
- Has any State or local restrictions on funding for bicycle and pedestrian facilities been identified?
- Have all applicable Federal funding sources eligible support the implementation of pedestrian and bicycle infrastructure been considered in the planning process?
- Have all reasonably foreseeable funding sources and associated requirements and restrictions been identified?
- What additional projects or programs could be funded if a P3 is pursued?

Questions about other phases

- Does the adopted LRP identify projects for potential P3?

Questions about non-transportation sectors/processes

- Are any of the projects that reduce GHG emissions expected to generate new sources of revenue (e.g., congestion pricing or parking pricing projects)?
- Are P3 projects expected to generate new sources of revenue or financing (e.g., toll roads, high occupancy toll lanes, etc.)?
- Are there additional revenue sources specific to the TIP time horizon available to support projects that reduce GHG emissions?
- Do any of the proposed revenue sources provide a competitive advantage for one particular mode /motor carrier over another?
- Have all potential funding sources for non-transportation infrastructure and economic investment been identified?
- Have potential funding sources, especially for advance mitigation, been identified as part of ecological planning?
- How might potential revenues be affected by other conditions? For example, caps on tolls charged by the private sector, unexpected changes in traffic volumes, or availability of future government funding.
- Is the funding available from non-transportation sources committed and available for the first four years of the program? What would be the estimated revenue from these sources after the first four years?
- Is the private sector involved in funding any projects? If so, how much funding is available through the public-private partnership? How will the revenue be allocated between the public and private sectors?
- What would be the estimated financing or revenue available from P3 projects during the TIP period?

Stakeholder Inputs

'Questions to Gather Stakeholder Interests' allow staff to determine which stakeholders have interests at a key decision and to collect those interests for partner consideration. 'Questions to Incorporate Stakeholder Interests' ensure the interests of stakeholders are included in the decision. For more help with stakeholder collaboration visit the Stakeholder Portal

Questions to Gather Stakeholder Interests

- None

Questions to Incorporate Stakeholder Interests

- None

Data

The following is a list of data needed to support the key decision. Practitioners collect this information for decision makers to consider.

Supporting Data for the Key Decision		
From other phases of transportation decision making	Long Range Planning	Potential funding partners and resources (LRP-1)
	Programming	Funding available within the current TIP/STIP
		Revenue sources from potential P3 investors
		Revenue sources that supported the previous LRTP
	Corridor Planning	No Specific Data.
Environmental Review	No Specific Data.	
From other sectors and processes	Land Use	No Specific Data.
	Transportation Conformity	No Specific Data.
	Natural Environment and Implementing Eco-Logical	Funding options identified through ecological planning for advance mitigation and long-term management of conservation/restoration/mitigation projects
	Capital Improvement	No Specific Data.
	Safety and Security	No Specific Data.
	Human Environment	No Specific Data.
	Economic Development	Reasonably foreseeable non-transportation infrastructure funding sources
	Greenhouse Gas Emissions	Budget and revenue information within jurisdictions
	Freight	Data and information on individual freight stakeholders, as available
From the transportation technical process supporting this key decision	Analysis associated with potential revenue from outside sources including taxes and partnerships	
	Information about cost and revenue sharing agreements between project partners	
	Local, state, and federal funding available for consideration	
	Outside agreements that impact resource availability	
	Potential partners that may support/provide funding	
	Potential public or private revenue sources to consider	
	Restrictions or requirements related to each funding source	
	Bicycle and Pedestrian Funding Opportunities	
From stakeholder collaboration	No Specific Data.	
From public private partnership	No Specific Data.	

Links to Decisions

This table identifies how a key decision is connected to other key decisions. The linkages are a two-way transfer of information. Understanding and applying these linkages means that partners will recognize how a decision will impact other specific key decisions. Recognizing that the transportation processes are linked will: (1) encourage practitioners to produce information that can be used later and (2) remind them to look at information from previous key decisions.

linkages to other phases of transportation decision making

Key Decision	What is Linked?	Purpose of Linkage
To Long Range Transportation Planning		
LRP-1 - Approve Scope of LRTP Process	Potential partnerships and revenue sources	To consider the potential partnerships and potential revenue sources identified during scoping of the LRTP.
From Corridor Planning		
COR-1 - Approve Scope of Corridor Planning Process	Potential partnerships and revenue sources	To consider the potential partnerships and potential revenue sources identified during scoping of the corridor plan

Examples

In-depth case studies of successful practices in collaborative decision making were used to develop the Decision Guide. Links in this table point to a specific paragraph or section of a case study that supports a key decision. It is not necessary to read through an entire case study to find the example; however, full versions are available in the Library.

PlanWorks Case Study Examples

- None

Other Examples

- None

Integrated Planning

Integrated Planning looks at the interaction between the transportation decision making process and other processes. Considering these inputs will ensure that important values and goals outside the transportation process are recognized and considered. For a full understanding of a specific process and how it influences transportation decisions, visit Applications.

Process	Integration Type	Integration Description
Land Use	None.	None.
Transportation Conformity	None.	None.
Natural Environment and Implementing Ecological	Data Between IEF Step 1 - Build & Strengthen Collaborative Partnerships & Vision and PRO-1	IEF Sub-step 1f is to "Initially explore funding and long-term management options, how conservation and restoration actions can be funded in advance of transportation projects, as well as for long-term management." The data collected here can inform and be informed by the approval of revenue sources at PRO-1. Consider how advance mitigation would be funded.
Capital Improvement	None.	None.
Safety and Security	None.	None.
Human Environment	None.	None.
Economic Development	Data	Information about reasonably foreseeable non-transportation infrastructure funding sources.
Greenhouse Gas Emissions	Data	Identified revenue sources specific to the TIP period that are available to support projects to reduce GHG emissions.
Freight	Data	Data and information on freight stakeholders with potential funding sources
Bicycles and Pedestrians	Data	Data and information on bicycle and pedestrian stakeholders with potential funding sources

Special Topics

This table provides an overview of the relationship between a key decision and individual special topics. A special topic may be an external process, a new regulation, or any emerging issue requiring collaboration. For a full understanding of a specific topic and how it influences transportation decisions, visit Applications.

Key Decision Relationship to Other Topics

Topic	Description
Public-Private Partnerships	<p>Identify New Financial Resources - Based on previously identified revenue and funding sources specific to the TIP period and the need for additional financing. Consider how the P3 might support projects from existing program or the long range plan. Establish a Memorandum of Understanding between funding partners where appropriate.</p> <p>Decision Transfer - Agree to pursue private sector funding.</p>
Planning and Environment Linkages	<p>Identify New Financial Resources - The participation of operations staff and partners provides the opportunity for shared resources and funding. This may require formal agreements: new or revisions to existing.</p> <p>Data Transfer - Information on existing or potential revenue sources that may support operations improvements.</p>
Visioning and Transportation	<p>Approve Scope - Identify partnerships made in community visioning and their relevance to programming.</p> <p>Data Transfer - Relevant commitments to PRO 2 and LRP 5.</p>