

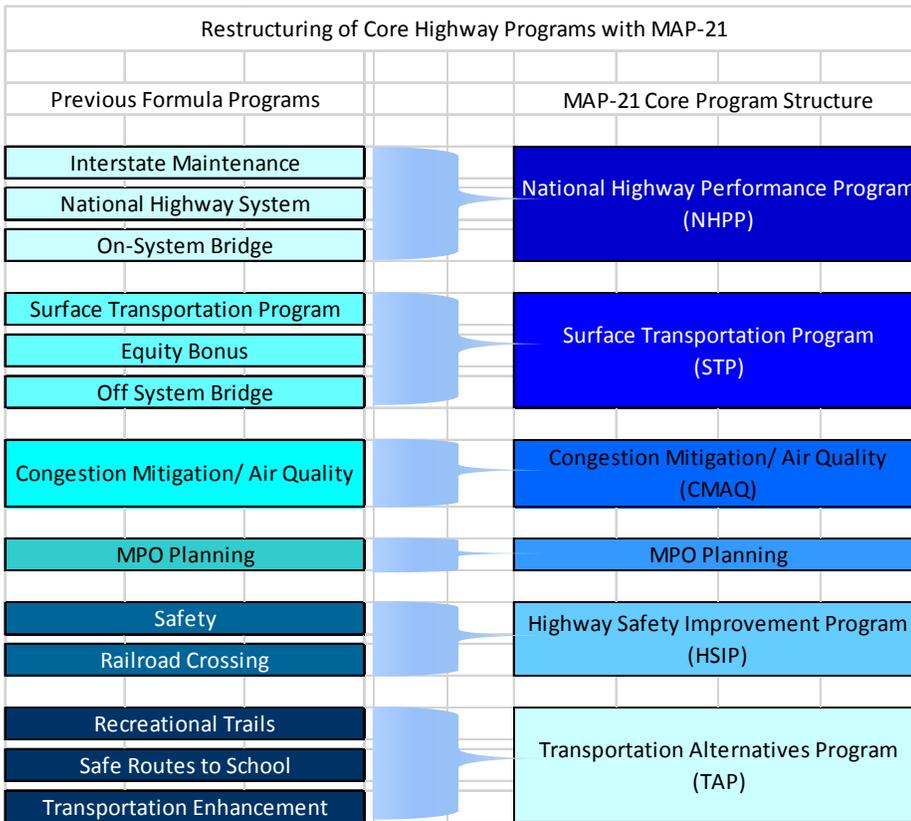
SECTION III

TRANSPORTATION IMPROVEMENT PROGRAM FUNDING SOURCES

Funding sources for transportation improvement projects are needed if the recommended projects of the Transportation Plan are to be built. In the Wasatch Front Region, federal, state, and local governments as well as private developers provide funds to pay for improvements. The following section briefly outlines the available funds and what they may be used for.

FEDERAL SOURCES

On July 6, 2012, MAP-21, Moving Ahead for Progress in the 21st Century Act (P.L.112-141), was signed into law by President Obama. This Act resulted in the funding of surface transportation programs at over \$105 billion for fiscal years (FY) 2013 and 2014, MAP-21 and is the first long-term highway authorization enacted since 2005.



MAP-21 is a milestone for the U.S. economy and the Nation’s surface transportation program. By transforming the policy and programmatic framework for investments to guide the system’s growth and development, MAP-21 creates a streamlined and performance-based surface transportation program and builds on many of the highway, transit, bike, and pedestrian programs and policies established in the previous federal transportation authorizations including ISTEA of 1991 and TEA-21 (Transportation Equity Act for the 21st Century) in 2005.

MAP-21 combined or renamed many of the former federal-aid programs by increasing the flexibility of federal highway and transit programs. In 1991, ISTEA

created new programs, such as the Congestion Mitigation/Air Quality program and Transportation Enhancements that encouraged transportation funding to address additional transportation needs and concerns. The current federal highway and transit authorization bill MAP-21 is a milestone for the U.S. economy and the Nation’s surface transportation program. By transforming the policy and programmatic framework for investments to guide the system’s growth and development, MAP-21 creates a streamlined and performance-based surface transportation program and builds on many of the highway, transit, bike, and pedestrian programs and policies established in ISTEA. *Illustration of core program realignments defined in MAP-21*

Projects programmed prior to the approval of MAP-21, will be listed with the funding programs identified in the previous transportation bill SAFETEA_LU.

The Federal Highway Administration and the Federal Transit Administration provide the major source of funds from the federal government for transportation improvements. However, some funds are also available from several other federal agencies. These funds are discussed on the following pages.

Federal Highway Administration

The FHWA administers the highway programs of the federal government. Included are programs for improvements to the Federal-Aid Interstate System, other highways in rural and urban areas, and for safety related improvements.

National Highway Performance Program (NHPP) – The purposes of the National Highway Performance Program (NHPP) are (1) to provide support for the condition and performance of the National Highway System (NHS); (2) to provide support for the construction of new facilities on the NHS; and (3) to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.

Surface Transportation Program (STP) – The Surface Transportation Program provides funds for projects on all federal-aid eligible streets and highway, not just on the Interstate System or the National Highway System. The funds are intended to benefit any road that is functionally classified as a collector or higher for urban streets or as a major collector or higher for rural areas. The type of projects may range from rehabilitation to new construction. These funds may also be used on bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities. The federal share for STP projects is 93 percent. STP funds are divided into several sub-programs that are allocated as follows: 62.5 % to areas around the state based on population, 27.5 % for use in any part of the state, and 10 % for transportation enhancements.

STP – Urban (STP) – These funds may be spent on projects within cities and counties that are in an urbanized area with a population of 200,000 or more. It is part of the STP program. In Utah, local jurisdictions can apply for these funds through the Metropolitan Planning Organization (MPO) responsible for the urbanized area.

STP – Small-Urban (STP) – These funds may be spent on projects within cities that have a population between 5,000 and 50,000 and are outside of urbanized areas. It is part of the STP program. In Utah, local jurisdictions can apply for these funds through the Joint Highway Committee (JHC).

STP – Non-Urban (STP) – These funds may be spent on projects within cities that are outside of urbanized and small-urban areas as part of the STP program. Local jurisdictions in these areas can apply for these funds through the JHC.

STP – Flexible (Any Area) (STP) – These funds under the discretion of the Utah Transportation Commission provide flexible funding that may be used by the State and localities for projects on any Federal-aid highway, including the NHS, bridge projects on any functionally classified public road, transit capital projects, and intra-city and intercity bus terminals and facilities. A portion of funds reserved for rural areas may be spent on rural minor collectors.

Congestion Mitigation/ Air Quality (CMAQ) – Congestion Mitigation/ Air Quality is a program created specifically to address congestion and air quality problems. Funds must be used for projects that reduce congestion and/or vehicular emissions. The funds are intended to help achieve the goal of the 1990 federal Clean Air Act Amendments. Examples of eligible activities include: signal coordination, park and ride lots, ridesharing, bus service expansion, alternative transportation modes, which include bicycle and pedestrian facilities, transit improvements, travel demand management strategies, traffic flow improvements, and public fleet conversions to cleaner fuels.

Highway Safety Improvement Program (HSIP) – Beginning in FY2006, safety improvement projects are funded through the new Highway Safety Improvement Program, which was established under SAFETEA-LU “to achieve a significant reduction in traffic fatalities and serious injuries on all public roads.” These funds may be used to carry out any highway safety improvement project on any public road or publicly owned bicycle or pedestrian pathway or trail. High priority projects under this program are railway-highway crossings, improvements on high risk rural roads, and infrastructure needs related to highway safety improvement projects. The state prioritizes and selects projects for funding. Environmentally neutral and non-Regionally significant safety projects may be included

STP – Transportation Alternatives Program (TAP) – The TAP provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

Safe Routes to Schools (SR2S) – This program initially developed from SAFETEA-LU will continue as part of the TAP program and will enable and encourage children, including those with disabilities, to walk and bicycle to school; to make walking and bicycling to school safe and more appealing; and to facilitate the planning, development and implementation of projects that will improve safety, and reduce traffic, fuel consumption and air pollution in the vicinity of schools.

Recreational Trails Program - MAP-21 authorized funding for the Recreational Trails Program (RTP) as a set aside of the new Transportation Alternatives Program (TAP) - This program was created in TEA-21 replacing the National Recreational Trails Funding Program of ISTEA of 1991. Funds may be used to maintain and restore trails, develop trailside and trailhead facilities, acquire easements or land for trails, and to construct new trails. The federal share for these projects is 80 percent.

Post MAP-21 - Programs with residual funding in existing Program –

MAP-21 continues to build on and refine many of the highway, transit, bike, and pedestrian programs and policies established in 1991. The following programs have been removed from MAP-21 but are listed below for explanation of projects that have remaining funding.

Interstate Maintenance (IM) – The Interstate Maintenance program provides federal funds to rehabilitate, restore, and resurface the Interstate highway system. The program will not fund reconstruction projects that add new travel lanes to the freeways unless the new lanes are High Occupancy Vehicle (HOV) lanes or Auxiliary lanes (a freeway lane dedicated to traffic entering and/or exiting the freeway, reducing interference with through traffic). However, reconstruction of bridges and interchanges along existing Interstate routes, including the acquisition of right-of-way, may be funded under this program. These funds can only be used on Interstate highways. The federal share of these projects in Utah is approximately 94 percent.

National Highway System (NHS) – The National Highway System (NHS) funds can be used for any type of improvement (new lanes, reconstruction, resurfacing, etc.) on roadways designated as part of the National Highway System. These include all the Interstate routes as well as other freeways and specially designated “principal arterials”. These eligibility guidelines for NHS funds are more flexible than the Interstate Maintenance programs. Funds can be used for transit projects, ridesharing projects, or any other type of project in the travel corridor served by a NHS road so long as it improves travel in the corridor. The federal share for this program is approximately 93 percent.

On-System Bridge Replacement Program - This program provides funds for the replacement of substandard bridges, both on and off federal-aid systems. Bridges must have a span of 20 feet in order to be eligible to receive these funds. The UDOT has evaluated all eligible bridges in the state and given them a rating. All bridges with a rating of less than 50 are eligible to receive funding on a first-come, first-served basis. The UDOT re-inventories the bridges at least every two years. The State Transportation Commission has established a policy that 85 percent of these funds will be used for bridges on or off the state system with the remaining 15 percent being used strictly for bridges under local jurisdiction. The federal share for these projects is 80 percent.

Equity Bonus (Minimum Guarantee Program) - The Equity Bonus provides funding to States based on equity considerations. These include a minimum rate of return on contributions to the Highway Account of the Highway Trust Fund, and a minimum increase relative to the average dollar amount of apportionments under TEA-21. Selected States are guaranteed a share of apportionments and High Priority Projects not less than the State’s average annual share under TEA-21. This program replaces TEA-21’s Minimum Guarantee program. The federal share for these projects is 93 percent. (Program not continued in MAP-21)

STP – Enhancement Program (TE) – A State’s TE funding is derived from a set-aside amount from its annual Surface Transportation Program apportionment. In 2005, the amount set-aside for TE was 10 percent of the State’s STP apportionment (after

application of the set-aside for the State Planning and Research program). After 2005, the TE set-aside became 10% or the amount set aside for TE in the State in 2005, whichever was greater. There is no single criterion or definition of what constitutes an “enhancement” project. Generally, however, all enhancement activities must relate to surface transportation categories of eligible activities as listed in the legislation:

- Facilities for pedestrians and bicycles
- Safety and educational activities for pedestrians and bicyclists
- Scenic easements and scenic or historic sites
- Landscaping and other scenic beautification
- Historic preservation
- Rehabilitation & operation of historic transportation facilities
- Preservation of abandoned railway corridors
- Control and removal of outdoor advertising
- Archeological planning and research
- Environmental mitigation to address water pollution due to highway runoff
- Projects to reduce wildlife mortality while maintaining habitat connectivity.
- Establishment of transportation museums

High Priority Projects (HPP) – The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) included high priority projects specified by Congress. Unlike other funding programs authorized by SAFETEA, Congress included a specific list of individual projects to be included in the program. Funds can only be used for the projects on the list. Unlike any other funding category, HPP funds for any given project are appropriated in annual installments over the six years of the bill. The federal share for these projects is 80 percent. (Program not continued in MAP-21)

Transportation Improvement Projects (TI) – The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) also included a second set of transportation improvement projects specified by Congress. Unlike other funding programs authorized by SAFETEA, Congress included a specific list of individual projects to be included in the program. Funds can only be used for the projects on the list. Unlike any other funding category, TI funds for any given project are appropriated in annual installments over the six years of the bill. The federal share for these projects is 93 percent. (Program not continued in MAP-21)

Federal Transit Administration

Federal funds for transit capital, planning and preventive maintenance are made available through the Federal Transit Administration.

Like the federal funds through the FHWA programs, MAP-21 furthers several important goals, including safety, state of good repair, performance, and program efficiency. MAP-21 gives FTA significant new authority to strengthen the safety of public transportation systems throughout the United States. The act also puts new emphasis on restoring and replacing our aging public transportation infrastructure by establishing a new needs-based formula program and new asset management requirements. In addition, it establishes performance-based planning requirements that align Federal funding with key goals and tracks progress towards these goals. Finally, MAP-21

improves the efficiency of administering grant programs by consolidating several programs and streamlining the major capital investment grant program known as “New Starts.” A brief description of the transit assistance program follows.

Section 5307 Urbanized Area Formula Program - The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes Federal resources available to urbanized areas and to Governors for transit capital and operating assistance in urbanized areas and for transportation related planning. The program remains largely unchanged with a few exceptions; Job access and reverse commute activities are now eligible. Activities eligible under the former Job Access and Reverse Commute (JARC) program, which focused on providing services to low-income individuals to access jobs, are now eligible under the Urbanized Area Formula program.

Other eligible activities include planning, engineering design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement of buses, overhaul of buses, rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. All preventive maintenance and some Americans with Disabilities Act complementary paratransit service costs are considered capital costs. For urbanized areas with populations less than 200,000, operating assistance is an eligible expense.

For urbanized areas with 200,000 in population and over, funds are apportioned and flow directly to a designated recipient selected locally to apply for and receive Federal funds. For urbanized areas under 200,000 in population, the funds are apportioned to the Governor of each state for distribution.

The formula program funds are distributed annually to the Salt Lake/ West Valley & the Ogden/ Layton Urbanized Areas using a formula based on population, population density, and transit revenue miles of service. The Federal share for projects under the Urbanized Area Formula Program is typically 80 percent of the net project cost.

Section 5309 Capital Program - Also known as “New Starts / Small Starts,” this program awards grants on a competitive basis for major investments in new and expanded rail, bus rapid transit (BRT), and ferry systems. MAP-21 adds new eligibility for core capacity improvement projects, that is, projects that expand capacity by at least 10 percent in existing fixed guideway transit corridors that are at or above capacity, or are expected to be at capacity within five years.

In addition, MAP-21 streamlines the project development process for New Starts. It eliminates the alternatives analysis requirement and instead relies on the review of alternatives performed during the metropolitan planning and environmental review processes. It creates the “Project Development” phase, during which environmental reviews are completed. Project sponsors must complete this phase within two years, or seek an extension from FTA. MAP-21 reduces the number of FTA approval steps by consolidating the “Preliminary Engineering” and “Final Design” stages into a single “Engineering” step. It also requires FTA to develop an expedited review process for determining the technical capacity of project sponsors to undertake the proposed project if they have recently and successfully completed at least one other new fixed guideway or core capacity improvement project.

Project evaluation and rating - Under certain conditions, enables the use of “warrants,” in which projects may qualify for automatic ratings on the project justification criteria. It also eliminates the operating efficiencies criterion and adds a congestion relief criterion. It requires FTA to evaluate the benefits of a Small Starts project against the Federal share of the project, rather than the total project cost when developing the project justification rating.

The fixed guideway modernization and bus and bus facilities programs, which were previously funded under Section 5309, have now been restructured and moved to a new Section 5337 State of Good Repair Program and a new Section 5339 Bus and Bus Facilities Program.

Bus and Bus-related Facilities - The major purchases under this category are buses and other rolling stock, ancillary equipment, and the construction of bus facilities (i.e., maintenance facilities, garages, storage areas, waiting facilities and terminals, transit malls and centers, transfer facilities, and intermodal facilities). This category also includes bus rehabilitation and leasing, park-and-ride facilities, parking lots associated with transit facilities and bus passenger shelters.

New Fixed Guideway Systems or Extensions (New Starts) - Capital projects under this category include preliminary engineering, acquisition of real property (including relocation costs), final design and construction, and initial acquisition of rolling stock for new fixed guideway systems or extensions, including light rail, heavy rail, and commuter rail systems.

Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program - This program provides formula funding to increase the mobility of seniors and persons with disabilities. Funds are apportioned based on each State’s share of the targeted populations and are now apportioned to both States (for all areas under 200,000) and large urbanized areas (over 200,000). The former New Freedom program (5317) is folded into this program. The New Freedom program provided grants for services for individuals with disabilities that went above and beyond the requirements of the Americans with Disabilities Act (ADA). Activities eligible under New Freedom are now eligible under the Enhanced Mobility of Seniors and Individuals with Disabilities program.

Projects selected for funding must be included in a locally developed, coordinated public transit-human services transportation plan; and the competitive selection process, which was required under the former New Freedom program, is now optional. At least 55 percent of program funds must be spent on the types of capital projects eligible under the former section 5310 -- public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable. The remaining 45 percent may be used for: public transportation projects that exceed the requirements of the ADA; public transportation projects that improve access to fixed-route service and decrease reliance by individuals with disabilities on complementary para-transit; or, alternatives to public transportation that assist seniors and individuals with disabilities. Using these funds for operating expenses requires a 50 percent local match while using these funds for capital expenses (including acquisition of public transportation services) requires a 20 percent local match.

Section 5311 Formula Grants for Other than Urbanized Areas – This program provides capital, planning, and operating assistance to support public transportation in rural areas, defined

as areas with fewer than 50,000 residents. Funding is based on a formula that uses land area, population, and transit service. Total funding is \$600 million in FY 2013 and \$608 million in FY 2014. The program remains largely unchanged with a few exceptions:

Job access and reverse commute activities eligible

Activities eligible under the former Job Access and Reverse Commute (JARC) program, which provided services to low-income individuals to access jobs, are now eligible under the Rural Area Formula program. In addition, the formula now includes the number of low-income individuals as a factor. There is no floor or ceiling on the amount of funds that can be spent on job access and reverse commute activities.

Tribal Program

The Tribal program now consists of a \$25 million formula program and a \$5 million discretionary grant program. Formula factors include vehicle revenue miles and the number of low-income individuals residing on tribal lands.

Rural transit systems receiving formula funds will be required to report data to the National Transit Database. The sliding scale federal match under the federal highway program for states with a high percentage of federal lands is applicable under the section 5311 program.

Section 5340 Growing States and High Density States Program – The program distributes funds to the urbanized area formula and rural formula program under new factors. Half of the funds are made available under a formula based on population forecasts for 15 years beyond the most recent Census; amounts apportioned for each state are then distributed between urbanized areas and rural areas based on the ratio of urban/rural population within each state. The High Density States Program distributes the other half of the funds to states with population densities in excess of 370 persons per square mile. These funds are apportioned only to urbanized areas within those states.

MAP-21 focuses on improving the efficiency of grant program operations by consolidating certain programs and repealing other programs. The following programs expired on September 30, 2012 and no new funding is authorized beyond fiscal year 2012. However, not all the funding was expended prior to the program expiration and some projects remain on the program, hence the descriptions have been left in this document for this printing.

Section 5316 Job Access and Reverse Commute – The JARC program, was created to increase access to transportation services for welfare recipients, eligible low income individuals, and other qualified individuals in urban core areas or non-urbanized so that they can take advantage of employment opportunities in suburban areas or in other locations. JARC recognizes that employment opportunities may require persons with limited transportation options to be at a jobsite during non-traditional work hours and can be used to provide the means of traveling to and from these places of employment. JARC is a formula program rather than the previous competitive discretionary grants program. The formula is based on ratios involving the number of eligible low income and welfare recipients with 60 percent of funds going to urban areas with more than 200,000 population, 20 percent for urban areas with fewer than 200,000 population, and 20 percent to rural areas. SAFETEA-LU contains report language directing the FTA to continue its practice of providing maximum flexibility to job access projects designed to meet the needs of individuals who are not effectively served by public transportation.

Coordination is required between private, non-profit, and public transportation providers and other federal programs in the JARC program, the New Freedom Program, and the Elderly and Disabled program.

Section 5317 New Freedom Program – A new program called the New Freedom Program will provide formula funding for new transportation services and public transportation alternatives beyond those required by ADA to assist persons with disabilities. The New Freedom Program will be apportioned using a formula based on the disabled population in a state, with 60 percent of the funds apportioned to urbanized areas with populations larger than 200,000, 20 percent to states for use in urbanized areas of fewer than 200,000, and 20 percent to states for use in rural areas. Funds will be made available to transit systems and the states. The program contains language mandating coordination of transportation services with other federal human service programs.

OTHER FEDERAL PROGRAMS

Other federal agencies provide funds which can be used for transportation improvements under certain conditions. Two of these are discussed below.

Community Development Block Grants - These funds can be used for a wide variety of activities directed toward neighborhood revitalization, economic development, and improved community facilities and services, including the construction or improvement of streets and highways. However, it must be clearly demonstrated that all projects principally benefit low and moderate income persons, aid in the prevention or elimination of slums and blight, or meet other urgent community health and safety needs. The Department of Housing and Urban Development is the sponsor of this program. Municipalities with a population of over 50,000 and counties with a population of over 200,000 are entitlement areas and are allocated CDBG funds on an annual basis. Municipalities with a population under 50,000 must compete for state-administered "small cities" Community Development Block Grant funds. These funds can be used to pay for the entire cost of the project or to provide the local matching funds for other federal funding sources.

Economic Development Grants - This is another possible source of federal funding for transportation improvement projects, if the construction or rehabilitation activities have a significant and long-lasting favorable impact on an economically distressed area. These funds are available from the Economic Development Administration. EDA funds should be considered if a project is to be constructed in an area of high unemployment or will assist in the creation of long term employment opportunities. In order to be eligible to make application for EDA funds, entities must be within an Economic Development District and the proposed project must be a part of the District's Overall Economic Development Program.

STATE SOURCES

Since 1961, the Utah Constitution has provided that the proceeds of any tax or fee related to the operation of a motor vehicle on a highway must be used for highway purposes, excluding costs of collection and administration, driver education, and enforcement of motor vehicle and traffic laws. (Utah Constitution, Article 13, Section 5)

The Utah Department of Transportation receives state highway user revenues as well as state general funds for highway construction and maintenance projects. The highway user revenues sources include; Motor fuel tax, Special fuel tax, Vehicle registration fees, Proportional registration, Highway

use tax, Special transportation permits, Motor vehicle control fees, Safety inspection fees, and Temporary permit fees. General funds include sales taxes and other taxes. In addition, the state has the authority to issue bonds for specific highway projects. This funding mechanism will be used for several projects in this RTP.

With the approval of an increase in the state gasoline tax and other fees in 1997, the State Legislature created a Centennial Highway Fund (CHF) to fund major highway needs throughout the state. The Centennial Highway Fund is an allocation of state and federal money for use in building capacity-driven transportation projects. Forty-three specific projects were identified to receive portions of this funding, the most prominent being the I-15 reconstruction in Salt Lake County. The funds have been allocated for projects since 1997 and will continue to be available through 2010. The state legislature appropriates portions of that total budget each fiscal year for use on designated projects.

In 2005, Legislature created a new highway investment fund called the Transportation Investment Fund (TIF). This fund receives a set percentage of sales tax which grows with inflation and the economy. These funds are used for maintenance, construction and reconstruction of state and federal highways as assigned by the Transportation Commission. Once the Centennial Highway Fund and the Critical Highway Needs Fund projects are complete the remaining balance will be transferred to this fund. During the 2010 session, legislators' approved SB-229 to bring transportation funds back into the system. Beginning in FY 2013, enactment of the SB-229 would shift 30% of the growth in sales tax revenue (FY 2011 base) from the General Fund to the Centennial Highway Fund or the Transportation Investment Fund of 2005. The expected shift is \$59,621,300 in FY 2013.

The Legislature also has created a revolving Corridor Preservation Fund using a tax on rental cars. The Fund can be used by state and local agencies to acquire right-of-way for future transportation corridors. The amount of funds used must be paid back to the Corridor Preservation Fund by other sources when the project goes to construction.

In 2007, during the 2007 Utah Legislative Session, House Bill 314 created the Critical Highway Needs Fund. This fund is used on various transportation projects throughout the state as determined by UDOT, the Transportation Commission, and the Executive Appropriations Committee. Revenue in this fund comes from voluntary contributions, legislative appropriations, and sales and use taxes. It can be used for purchasing right-of-way, maintenance, construction, and reconstruction of state and federal highway. Eligible projects must be a high priority due to growth in the area, address a critical access need due to commercial and energy development, and alleviate congestion, and be a necessary alternate route for I-15 reconstruction.

A portion of the state highway user funds are made available to local governments for highway construction. Seventy percent of these funds are kept by the UDOT for their construction and maintenance program. The remaining 30 percent are made available to the cities and counties in the state through the Class B and C Program.

Class B and C funds are allocated to each city and county by a formula based on population and road mileage. These funds can be used for either maintenance or construction of highways, although at least 30 percent of the funds must be used for construction projects or for maintenance projects that cost over \$40,000.

A Safe Sidewalks Program has also been established by the legislature to fund the construction of sidewalks on roads on the state system. The money is distributed through a formula based partially on

miles of state road in each UDOT Region. Each city and county located in the region submits projects to the UDOT Region office, which then prioritizes them. A statewide committee then makes the final project selection.

LOCAL SOURCES

Local government agencies have a variety of funding sources available to them for transportation improvements. The primary source is from the general fund of the cities and counties. These general funds can be used for construction of new roads or the upgrading or maintenance of existing ones. Transportation projects, however, must compete with the other needs of the city or county for the use of these funds.

Local governments have several other options for improving their transportation systems. Most of these options involve some kind of bonding arrangement, either through the creation of a redevelopment district, a more traditional special improvement district organized for a specific project benefiting an identifiable group of properties, or through general obligation bonding arrangements for projects felt to be beneficial to the entire entity issuing the bonds.

During the 2005 Legislative Session, the Utah State Legislature established the Local Corridor Preservation Fund. This legislation enables counties to increase vehicle registration fees by \$10 per vehicle, with the funds to be used for transportation corridor preservation. These funds can be used by local governments to acquire properties that are in transportation corridors identified by the WFRC's Regional Transportation Plan. The legislation requires both the County Councils of Governments (comprised of mayors and elected officials) and the County Commission or Council (the governing body of the County) to prioritize property acquisition projects. The Utah Department of Transportation has responsibility for seeing that the major requirements of the legislation are met, such as compliance with federal property acquisition procedures, and a locally adopted access management plan, or ordinance.

Finally, the legislature has authorized cities and counties to impose sales taxes for transportation projects if approved by the voters. Local funding for transit improvements and service is provided through a one-half percent sales tax in Salt Lake, Davis, and Weber Counties. In Salt Lake County only 7/16 percent of the tax goes for transit projects, while the remaining 1/16 percent is designated for improvements to state highways in the county. Tooele, Grantsville and other parts of the Tooele Valley have a quarter of a percent sales tax for transit improvements.

The Legislature, in 2006, authorized counties to implement a 0.25% sales tax increase with the funds to be used for transportation corridor preservation, construction, and implementation, for highway and transit projects. As directed by the language in the bill, legislation requires County Council of Governments (comprised of mayors and elected county officials) to establish a prioritization process with legislative approval for identifying and selecting the projects to receive these funds. Criteria include congestion mitigation, cost effectiveness, community/economic, environmental, and safety criteria.

PRIVATE SOURCES

Private interests often provide sources of funding for transportation improvements. Developers construct the local streets within subdivisions and often dedicate right-of-way for and participate in the construction of collector and arterial streets adjacent to their developments. Developers should also be

considered as a possible source of funds for projects needed because of the impacts of the development, such as the need for traffic signals or arterial street widening.

Private sources also need to be considered for transit improvements which will provide benefits to them. For example, businesses or developers may be willing to support either capital expenses or operating costs for transit services which provide them with special benefits, such as a reduced need for parking or increased accessibility to their development.

The following table outlines the basic sources of funds available for implementation of the Regional Transportation Plan. No attempt has been made to describe in detail the many specific programs. The staffs of the WFRC and UDOT are available to respond to any questions concerning the funding of transportation improvements.

TRANSPORTATION PROGRAM FUNDING SOURCES AND RESPONSIBILITIES

<u>FUND CATEGORY</u>	<u>REVENUE SOURCE</u>	<u>PROGRAM RESPONSIBILITY</u>
FEDERAL HIGHWAY ADMINISTRATION Surface Transportation Program (STP) Salt Lake/ West Valley & Ogden - Layton Areas Congestion Mitigation / Air Quality (CMAQ) Salt Lake/ West Valley & Ogden - Layton Areas Transportation Alternatives Program (TAP) Salt Lake/ West Valley & Ogden - Layton Areas	NATIONAL HIGHWAY TRUST FUND	WASATCH FRONT REGIONAL COUNCIL
National Highway Performance (NHPP) Surface Transportation Program Small Urban Non-Urban Flexible (Any-Area) Transportation Enhancements Highway Safety Improvement Program (HSIP) Transportation Alternatives Program (TAP) Statewide and Small Urban Areas <ul style="list-style-type: none"> • Safe Routes to School (SR2S) • Recreational Trails Federal Lands Programs		UTAH DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION (5307) Urbanized Area Formula Grants (5309) Capital Investment Grants (5310) Enhanced Mobility of Seniors & Individuals with Disabilities (5311) Formula Grants for Outside Urban Area (5312) Research, Development, Demonstration, and Deployment (5324) Emergency Relief (5326) Asset Management Provisions (5337) State of Good Repair Grants (5339) Bus and Bus Facilities Formula Grants (5340) Growing and High Density States Program	TRANSIT ACCOUNT OF NATIONAL HIGHWAY TRUST FUND & U.S. GENERAL FUND	UTAH TRANSIT AUTHORITY UDOT (5310 & 5311)
STATE State Construction State General Funds State Traffic Transportation Investment Fund / Centennial Highway Funds Critical Highway Needs Fund Highway Construction Fund Corridor Preservation Funds	STATE HIGHWAY USER RECEIPTS & STATE GENERAL FUND	UTAH DEPARTMENT OF TRANSPORTATION
LOCAL County (B Funds) City (C Funds) General Funds Highway and Transit Sales Tax Corridor Preservation Fund Transportation Sales Tax Vehicle Registration Fee	SALES & PROPERTY TAX, OTHER GENERAL FUND, B & C ROAD FUND	CITY / COUNTY UTAH TRANSIT AUTHORITY COUNTY COUNCIL OF GOVERNMENTS (COG'S)
PRIVATE Donations / User Fee	PRIVATE	PRIVATE

The Joint Highway Committee makes recommendations to UDOT on the Small Urban, Non- Urban, and Local Bridge Replacement Programs. Federal highway and transit funds must be included in the Regional Transportation Plan.

POTENTIAL FUNDING SOURCES FOR TRANSPORTATION PROJECTS

TRANSPORTATION PROGRAM	FUNDING AGENCY	DESCRIPTION	REQUIREMENT FOR USE
National Highway Performance Program (NHPP)	FHWA	To provide support for the condition and performance of the National Highway System (NHS), to provide support for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds support and achieve performance targets.	<ol style="list-style-type: none"> 1. May be used on construction of, and operational improvements for, a Federal-aid highway not on the NHS and construction of a transit project eligible for assistance under the FTA if, <ol style="list-style-type: none"> (a) such project is in the same corridor and in proximity to, a fully access controlled NHS highway (b) improvements will improve the level of service on the fully access controlled highway and improve regional travel, (c) improvements are more cost-effective than work on the NHS highway would be to provide the same benefits.
Surface Transportation Program - Urban (STP)	FHWA (WFRC)	For transportation facility improvements ranging from rehabilitation of existing facilities to new construction. May also be used for transit capital improvements and ridesharing promotion.	<ol style="list-style-type: none"> 1. May be used on any road not functionally classified as local or rural minor collector in the Metropolitan Area. 2. Must be consistent with Long Range and Short Range Elements of Transportation Plan, except for minor projects. 3. Initiation of projects by local officials through MPO. 4. Environmental impact evaluation.
Surface Transportation Program – Small Urban (STP)	FHWA	For transportation facility improvements ranging from rehabilitation of existing facilities to new construction. May also be used for transit capital improvements and ridesharing promotion	<ol style="list-style-type: none"> 1. Funds may be spent on projects within cities that have a population between 5,000 and 50,000 and are outside of an urbanized area. 2. Local jurisdictions can apply for these funds through the Joint Highway Committee (JHC)
Surface Transportation Program – Non Urban (STP)	FHWA	For transportation facility improvements ranging from rehabilitation of existing facilities to new construction. May also be used for transit capital improvements and ridesharing promotion	<ol style="list-style-type: none"> 1. Funds may be spent on projects within cities that have a population less than 5,000. 2. Local jurisdictions can apply for these funds through the Joint Highway Committee (JHC).

2015 – 2020 Transportation Improvement Program (TIP)

TRANSPORTATION PROGRAM	FUNDING AGENCY	DESCRIPTION	REQUIREMENT FOR USE
Surface Transportation Program – Flexible (STP)	FHWA	Provide flexible funding that may be used by the State and localities for projects on any Federal-aid eligible highway, transit capital project, and intra-city and intercity bus facilities.	<ol style="list-style-type: none"> 1. May be used on any road not functionally classified as local or rural minor collector in the Metropolitan Area. 2. Must be consistent with Long Range and Short Range Elements of Transportation Plan, except for minor projects. 3. Initiation of projects by local officials through MPO.
Congestion Mitigation/Air Quality (CMAQ)	FHWA (WFRC)	For transportation-related projects that significantly reduce emissions in non-attainment areas.	<ol style="list-style-type: none"> 1. Projects must contribute to the attainment of air quality standards (reducing emissions) in the region. 2. Projects that increase capacity for single occupancy vehicles are not allowed. 3. Projects in the State Implementation Plan for clean air attainment should receive priority.
Transportation Alternatives Program (TAP)	FHWA	Provide funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities.	<ol style="list-style-type: none"> 1. Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act 2. Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs
Safe Routes to Schools	Included in the TAP Program	Intended to make walking and bicycling to school safe and more appealing.	<ol style="list-style-type: none"> 1. Program will enable and encourage children, including those with disabilities, to walk and bicycle to school. 2. Funds to also facilitate the planning, development and implementation of projects that will improve safety, and reduce traffic, fuel consumption and air pollution in the vicinity of schools.

2015 – 2020 Transportation Improvement Program (TIP)

TRANSPORTATION PROGRAM	FUNDING AGENCY	DESCRIPTION	REQUIREMENT FOR USE
Recreational Trails Program	Included in the TAP Program	To maintain and restore trails, develop trailside and trailhead facilities, acquire easements or land for trails, and to construct new trails.	<ol style="list-style-type: none"> 1. May be used to provide and maintain recreational trails for motorized and non-motorized recreational tail uses. 2. May be used to improve or construct trailside and trailhead facilities, including provisions to facilitate access for people with disabilities.
Interstate - Maintenance Program (IM)	Discontinued	For the resurfacing, restoration, and rehabilitation of the Federal-Aid Interstate System.	<ol style="list-style-type: none"> 1. Limited to Federal-Aid Interstate System. 2. Environmental impact evaluation. 3. May not be used to add capacity or construct new interchanges.
National Highway System (NHS)	Discontinued	To provide an interconnected system of principal arterial routes which serve major population centers, airports, public transportation facilities, and other intermodal transportation facilities. May also be used for transit oriented projects.	May be used on construction of, and operational improvements for, a Federal-aid highway not on the NHS and construction of a transit project eligible for assistance under the FTA if, (a) such project is in the same corridor and in proximity to, a fully access controlled NHS highway (b) improvements will improve the level of service on the fully access controlled highway and improve regional travel, (c) improvements are more cost-effective than work on the NHS highway would be to provide the same benefits.
Bridge Replacement Program	Included in the STP Program	For replacement of substandard bridges.	<ol style="list-style-type: none"> 1. Can be used for bridges on all streets, both on and off Federal-Aid Systems. 2. Bridges must have a 20-foot span and a rating of less than 50 using bridge evaluation procedures.
Equity Bonus (Minimum Guarantee)	Discontinued	For projects eligible for all other federal highway programs.	<ol style="list-style-type: none"> 1. Ensures that each State receives a specific share of funding based on its federal gas tax receipts
Surface Transportation Program - Transportation Enhancements	Discontinued	A mandatory ten percent of all STP funds to be used for non-traditional uses, including pedestrian and bicycle facilities and landscaping.	<ol style="list-style-type: none"> 1. Enhancement projects will be selected by the State Transportation Commission and by a UDOT appointed committee. The committee will include UDOT staff and persons from around the state interested in non-traditional transportation projects.

2015 – 2020 Transportation Improvement Program (TIP)

TRANSPORTATION PROGRAM	FUNDING AGENCY	DESCRIPTION	REQUIREMENT FOR USE
High Priority Projects (HPP)	Discontinued	Specific projects identified by Congress. Nationally, there are 5,091 with 29 in Utah to receive HPP funds. The projects have been identified and will be funded over the five years of SAFETEA-LU.	<ol style="list-style-type: none"> 1. Funds can only be used for the particular project assigned 2. Funds are allocated to the States by project in accordance with the following schedule of 20% in each of the five fiscal years. 3. Eligible activities for funds include (i.e., studies, preliminary engineering, construction, etc.) <p>Projects identified for HPP funds will remain eligible for the funds unless funds are re-authorized by Congress.</p>
Transportation Improvement Projects (TI)	Discontinued	These funds were used as the HPP funds above for specific projects identified by Congress. Nationally, there are 466 with 9 in Utah to receive TI funds. The projects have been identified and will be funded over the five years of SAFETEA-LU.	<ol style="list-style-type: none"> 1. Funds can only be used for the particular project assigned 2. Funds are allocated to the States by project in accordance with the following schedule, 10% in the First FY, 20% in the Second FY, 25% in each of the Third & Forth FYs, and 20% in the Fifth FY. 3. Eligible activities for funds include (i.e., studies, preliminary engineering, construction, etc.) <p>Projects identified for TI funds will remain eligible for the funds unless funds are re-authorized by Congress.</p>
Highway Safety Improvement Program (HSIP)	FHWA	For safety improvements to roads, rail-highway crossings including crossing devices, and hazard elimination activities, respectively.	<ol style="list-style-type: none"> 1. Funds set aside for safety may be used on any public road for any of the activities of (rail-highway crossings and hazard elimination activities). 2. Funds may be used to carry out any highway safety improvement project on any public road or publicly owned bicycle or pedestrian pathway or trail.
Federal Lands Programs	FHWA	The Federal Lands Highways program provides for transportation planning, research, engineering, and construction of highways, roads, and parkways and transit facilities that proved access to or within public lands, national parks, and Indian reservations.	<ol style="list-style-type: none"> 1. Can be used to provide transportation engineering services for planning, design, construction, and rehabilitation of the highways and bridges providing access to federally owned lands. 2. May also provide training, technology, and engineering services, pertaining to public lands, national parks, and Indian reservations.

2015 – 2020 Transportation Improvement Program (TIP)

TRANSPORTATION PROGRAM	FUNDING AGENCY	DESCRIPTION	REQUIREMENT FOR USE
General Obligation Bonds	Counties, Cities, Towns, & Improvement Districts	For capital improvements to implement or improve transportation facilities or other public facilities.	<ol style="list-style-type: none"> 1. Voter approval is required. 2. The taxing power of the jurisdiction is pledged to pay interest upon and retire the debt. 3. Limits on the amount of bonded indebtedness a jurisdiction may incur is established by state constitution or statute. Counties are limited to two percent of the reasonable fair cash value of the taxable property within the county and cities are limited to four percent.
Section 5307 (Formerly Section 9)	FTA	Formula grants for public transit capital improvements, preventive maintenance, or planning assistance.	<ol style="list-style-type: none"> 1. Urbanized area allocation based on population, population density, and transit revenue miles. 2. May be used for preventive maintenance, capital improvements or planning assistance. 3. Must be part of an approved Transit Development Program.
Section 5309 (Formerly Section 3)	FTA	Discretionary grant funds for bus or rail capital improvements to implement or improve public transit system.	<ol style="list-style-type: none"> 1. Must be part of an approved Transit Development Program. 2. Must be consistent with long range and short range transportation plan, goals, and objectives. 3. Environmental impact evaluation. 4. Restricted to capital improvements (purchase of equipment, construction of maintenance facilities, etc.)
Section 5310 (Formerly Section 16(b)2 Program)	FTA	Grants for capital expenditures by private non-profit and public agencies providing mobility for Seniors and Individuals with disabilities.	<ol style="list-style-type: none"> 1. Must be used for capital expenditures, including purchase of vans or buses. 2. Must be recommended by UDOT review committee. 3. Recipients must coordinate service with other service providers in area.

2015 – 2020 Transportation Improvement Program (TIP)

TRANSPORTATION PROGRAM	FUNDING AGENCY	DESCRIPTION	REQUIREMENT FOR USE
Section 5311	FTA	To improve, initiate, or continue public transportation service in non-urbanized areas by providing financial assistance for operating and administrative expenses and for the acquisition, construction, and improvement of facilities and equipment. Also to provide technical assistance for rural transportation providers.	<ol style="list-style-type: none"> 1. Eligible recipient may include State agencies, local public bodies and agencies thereof, nonprofit organizations, Indian tribes, and operators of public transportation services, including intercity bus service, in rural and small urban areas. 2. Private for-profit operators of transit or paratransit services may participate in the program only through contracts with eligible recipients. 3. Urbanized areas, as defined by the Bureau of the Census, are not eligible.
Section 5316	Discontinued	The purpose of this program is to provide funding for local programs that offer employment related transportation and support services focusing on low income individuals, including those who may live in the city core and work in suburban locations.	<ol style="list-style-type: none"> 1. All candidate projects must be derived from the TDP. 2. Components of this program: <ul style="list-style-type: none"> • The TDP will generate projects and needs. • At the TMA level there must be a locally administered competitive project selection process which includes the MPO. • At the non-TMA level, the state determines what projects are funded involving two competitive processes: <ol style="list-style-type: none"> a. Under 50,000 population areas. b. 50,000 to 200,000 population areas.
Section 5317	Discontinued	This is a new program initiated under SAFETEA-LU. The two-fold purpose of this program is to encourage: 1) new services and facility improvements to address the transportation needs of persons with disabilities and 2) services or facility improvements that go beyond those required by the Americans with Disabilities Act. This grant program establishes a competitive process which can fund capital and operating costs of selected projects.	<ol style="list-style-type: none"> 1. All candidate projects must be derived from the TDP. 2. Components of this program: <ul style="list-style-type: none"> • The TDP will generate projects and needs • At the TMA level there must be a locally administered competitive project selection process which includes the MPO. • At the non-TMA level, the state determines what projects are funded involving two competitive processes: <ol style="list-style-type: none"> a. Under 50,000 population areas. b. 50,000 to 200,000 population areas.

2015 – 2020 Transportation Improvement Program (TIP)

TRANSPORTATION PROGRAM	FUNDING AGENCY	DESCRIPTION	REQUIREMENT FOR USE
Section 5320	Discontinued	The Alternative Transportation in Parks and Public Lands (ATPPL) program funds capital and planning expenses for alternative transportation systems such as shuttle buses in national parks and other federal lands. Federal land management agencies and State, local, and tribal governments are eligible recipients. The goals of the program are to conserve natural, historical, and cultural resources; reduce congestion and pollution; improve visitor mobility and accessibility; enhance visitor experience; and ensure access to all, including persons with disabilities.	The main categories of evaluation criteria used were demonstration of need, visitor mobility and experience benefits, environmental benefits, and operational efficiency and financial sustainability. The types of projects selected include purchase of buses for new transit service, replacement of old buses and trams, construction of a bicycle and pedestrian pathway, ferry dock replacement, intelligent transportation system components, and planning studies.
Section 5339	FTA	The objective of the Alternatives Analysis program (49 U.S.C. 5339) is to assist in financing the evaluation of all reasonable modal and multimodal alternatives and general alignment options for identified transportation needs in a particular, broadly defined travel corridor.	1. Eligible applicants include public agencies, including States; municipalities and other subdivisions of States; public agencies and instrumentalities of one or more States; and public corporations, boards, and commissions established under State law. Applicant must have legal, financial, and technical capacity to carry out proposed project and maintain facilities and equipment purchased with Federal assistance. Private non-profit organizations are not directly eligible recipients.
Section 5340	FTA	The SAFETEA-LU Conference Report instructs FTA to merge the urbanized area amounts for the 5307 and 5340 formulas into a single apportionment.	1. The distribution or sub-allocation of Sections 5307 and 5340 funds within an urbanized area is a local responsibility. In those urbanized areas with more than one grantee or designated recipient, FTA expects local officials, operating through the Metropolitan Planning Organization (MPO) and the designated recipient, to determine the sub-allocation together. The sub-allocation should be determined fairly and rationally through a process agreeable to recipients.

2015 – 2020 Transportation Improvement Program (TIP)

TRANSPORTATION PROGRAM	FUNDING AGENCY	DESCRIPTION	REQUIREMENT FOR USE
Economic Development Grants	EDA	For public facilities such as access roads to industrial parks, or to other economically significant locations.	<ol style="list-style-type: none"> 1. Must fulfill a pressing need of the area and tend to improve opportunity for successfully establishing or expanding industrial or commercial plants or facilities. 2. Must assist in creation of long term employment opportunities. 3. Must benefit long term unemployed, members of low income families or further the objectives of Economic Opportunity Act of 1964.
Community Development Block Grant (Entitlement and Discretionary Grants) (CDBG)	HUD	For acquisition, construction of certain public works facilities and improvements, parking facilities, pedestrian malls and walkways, curb, gutter, sidewalks, signs, lighting, and other transportation appurtenance.	<ol style="list-style-type: none"> 1. Entitlement grants allocated to cities with populations in excess of 50,000, or counties with population in excess of 200,000 or central cities in SMSA's with populations of under 50,000. 2. Discretionary grants (small cities) allocated to all counties or units of general local government, except metropolitan cities and urban counties. 3. Projects must be shown to principally benefit persons of low and moderate income, meet an urgent public health or safety need, and eliminate slum or blight. 4. Highway expenditures have to be in support of broader community development programs.
Safe Sidewalks Program	State	For sidewalk construction on roads on the state system.	<ol style="list-style-type: none"> 1. Must only be used on state roads. 2. Funds allocated by formula to each county, prioritized by the UDOT District, and selected by a statewide committee.
State Motor Vehicle, Motor Fuel, Other Highway User Taxes and Fees	State	For construction, improvement, or maintenance of state highway system.	<ol style="list-style-type: none"> 1. May be used throughout the State. 2. Projects are selected at the discretion of the State. 3. Must be approved by the Utah State Transportation Commission.
State General Fund	State	For construction, improvement, or maintenance of state highway system. Also used to pay for bonding.	<ol style="list-style-type: none"> 1. May be used throughout the State. 2. Projects are selected at the discretion of the State. 3. Must be approved by the Utah State Transportation Commission. 4. State Legislature must appropriate each year.

2015 – 2020 Transportation Improvement Program (TIP)

TRANSPORTATION PROGRAM	FUNDING AGENCY	DESCRIPTION	REQUIREMENT FOR USE
Transportation Investment Fund / Centennial Highway Funds	State	The Centennial Highway Fund is an 11-year allocation of state and federal money that funds major highway projects not funded by the Transportation Fund and specifically for use in transportation expansion projects.	<ol style="list-style-type: none"> 1. Forty-three specific projects were identified to receive portions of this funding, the most prominent being the I-15 reconstruction in Salt Lake County. 2. The funds for the Centennial Highway Program were originally allocated for projects starting in 1997 and ending in 2007. 3. Prioritized by the Transportation Commission, only to pay the costs of construction, major reconstruction, or major renovation to state and federal highways.
Transportation Investment Funds	State	The Transportation Investment Fund contains revenue from voluntary contributions and legislative appropriations. These funds are used for maintenance, construction and reconstruction of state and federal highways. UDOT and the Transportation Commission develop the prioritization process to identify and select the projects.	<ol style="list-style-type: none"> 1. May be used throughout the State. 2. Must be identified and come from the prioritization selection process. 3. Must be in the first phase of the current Regional Transportation Plan (RTP).
Critical Highway Needs Fund (CHNF)	State	<p>2007 Utah Legislative Session, House Bill 314 created the Critical Highway Needs Fund.</p> <p>Revenue in this fund comes from voluntary contributions, legislative appropriations, and sales and use taxes. It can be used for purchasing right-of-way, maintenance, construction, and reconstruction of state and federal highway.</p>	<p>This fund is used on various transportation projects throughout the state as determined by UDOT, the Transportation Commission, and the Executive Appropriations Committee.</p> <p>Eligible projects must be a high priority due to growth in the area, address a critical access need due to commercial and energy development, alleviate congestion, and be a necessary alternate route for I-15 reconstruction.</p>

2015 – 2020 Transportation Improvement Program (TIP)

TRANSPORTATION PROGRAM	FUNDING AGENCY	DESCRIPTION	REQUIREMENT FOR USE
Highway Construction Program (HCP)	State	The HCP contains revenue from legislative appropriations. These funds are used for, construction and reconstruction of state and federal highways as assigned by the Transportation Commission. (Once the projects in the current TIP/ STIP are complete the program is finished. Currently, there is no additional funding.)	<ol style="list-style-type: none"> The projects are intended to be smaller in scale and for congestion relief (choke point). May be used for construction and reconstruction of state and federal highways as assigned by the Transportation Commission.
Corridor Preservation (Revolving Loan Fund)	State	Revenues generated through Car Rental Tax. For acquisition of right-of-way to preserve corridors for future transportation projects.	<ol style="list-style-type: none"> May be used throughout the State. May be used for state and local highway, transit, or other transportation projects. Projects are selected by the Utah State Transportation Commission. Sponsors repay the cost to acquire with other project funds when project is constructed.
Class B&C Program	State	For road improvement projects including construction, improvement or maintenance of city or county streets and highways.	<ol style="list-style-type: none"> Allocation by formula to Cities and Counties throughout the State. Projects are selected at the discretion of the city or county. Monies used primarily for street maintenance. Thirty percent of the funds must be used for construction projects or maintenance projects over \$40,000.
Special Improvement Districts	Cities and Counties	For permanently improving the roadways, curb, gutter, and sidewalks on any city or county road.	<ol style="list-style-type: none"> Must be within a special improvement district as set up by the County Commission or City Council. The cost of road improvements in any special road district except the intersection of roads within such districts shall be assessed upon the lots and lands abutting upon the roads.
Highway and Transit Sales Tax	UTA	For support of public transit service in Salt Lake, Davis, Weber, and Tooele Counties.	<ol style="list-style-type: none"> Can be used to pay for operating and capital costs of transit service. One half percent sales tax has been approved by voters in Salt Lake, Davis, and Weber Counties. State law authorization is limited to one half percent.

2015 – 2020 Transportation Improvement Program (TIP)

TRANSPORTATION PROGRAM	FUNDING AGENCY	DESCRIPTION	REQUIREMENT FOR USE
Corridor Preservation Funds (Registration Fee)	Towns, Cities and Counties	This legislation enables counties to increase vehicle registration fees by \$10 per vehicle, with the funds to be used for transportation corridor preservation.	<ol style="list-style-type: none"> 1. These funds can be used by local governments to acquire properties that are in transportation corridors identified by the WFRC’s Regional Transportation Plan. 2. The legislation requires Council of Governments (comprised of mayors and elected county officials) to prioritize property acquisition projects. 3. The Utah Department of Transportation has responsibility for seeing that the major requirements of the legislation are met, such as compliance with federal property acquisition procedures, and a locally adopted access management plan, or ordinance.
Tax Increment	Towns, Cities and Counties	For public facility improvements within or adjacent to redevelopment project areas.	<ol style="list-style-type: none"> 1. Removal of slum and blight with redevelopment project area. 2. Must be for public improvements that support the redevelopment effort. 3. Establishment of redevelopment agency. 4. Identification of a redevelopment project area and a specific redevelopment.
Revenue Bonds	Counties, Cities, Towns, & Improvement Districts	For capital improvement projects which generally produce revenues.	<ol style="list-style-type: none"> 2. 1. Revenue bonds may be issued where the revenue generated from the improvement or other specifically pledged revenues are used to finance the bonds.
Demonstration	FHWA	For studies, preliminary engineering, construction, etc. for projects designated by Congress.	<ol style="list-style-type: none"> 1. Information relative to eligible activities is specified in the project description in the section of the law authorizing it.
General Fund	Towns, Cities and Counties	For transportation facility improvements ranging from maintenance to new construction.	<ol style="list-style-type: none"> 1. Major portion of fund is accumulated through property taxes. 2. Projects are selected at the discretion of the city or county. 3. Funds are generally allocated in conjunction with the capital improvements program needs of the municipality.

2015 – 2020 Transportation Improvement Program (TIP)

TRANSPORTATION PROGRAM	FUNDING AGENCY	DESCRIPTION	REQUIREMENT FOR USE
Donations / User Fee	Private	Private sources also need to be considered for transit improvements which will provide benefits to them. For example, businesses or developers may be willing to support either capital expenses or operating costs for transit services which provide them with special benefits, such as a reduced need for parking or increased accessibility to their development.	<ol style="list-style-type: none"> 1. Municipal planning commission must review new subdivision plats and conditional plan.
Transportation Sales Tax	Council of Governments (COGs)	For support of Corridor Preservation, Public transit, and Highway improvements in Salt Lake and Weber Counties	<ol style="list-style-type: none"> 1. Project must be a Regionally Significant. 2. Project must be Prioritized with the Approved Ranking Criteria. 3. Projects are selected by the Council of Governments (COGs).
Developer Dedications	Private	For transportation improvements including dedication of right-of-way and new roads.	<ol style="list-style-type: none"> 1. Municipal planning commission must review new subdivision plats and conditional plan.