

APPENDIX H

TRANSPORTATION PROGRAM FUNDING SOURCES AND RESPONSIBILITIES

FUND CATEGORY	REVENUE SOURCE	PROGRAM RESPONSIBILITY
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. 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, (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).

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.

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 trail 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.

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.

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.

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.

TRANSPORTATION PROGRAM	FUNDING AGENCY	DESCRIPTION	REQUIREMENT FOR USE
Section 5320	Discontinued	<p>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.</p>	<p>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.</p>
Section 5339	FTA	<p>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.</p>	<ol style="list-style-type: none"> 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	<p>The SAFETEA-LU Conference Report instructs FTA to merge the urbanized area amounts for the 5307 and 5340 formulas into a single apportionment.</p>	<ol style="list-style-type: none"> 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.

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.

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>

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"> 1. 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"> 1. May be used throughout the State. 2. May be used for state and local highway, transit, or other transportation projects. 3. Projects are selected by the Utah State Transportation Commission. 4. 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"> 1. Allocation by formula to Cities and Counties throughout the State. 2. Projects are selected at the discretion of the city or county. 3. Monies used primarily for street maintenance. 4. 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"> 1. Must be within a special improvement district as set up by the County Commission or City Council. 2. 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"> 1. Can be used to pay for operating and capital costs of transit service. 2. One half percent sales tax has been approved by voters in Salt Lake, Davis, and Weber Counties. 3. State law authorization is limited to one half percent.

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.

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.