

Report E
Financial Plan



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1. INTRODUCTION – FINANCIAL PLAN

Federal regulations require regional transportation plans (RTPs) developed by metropolitan planning organizations (MPOs) to include a financial plan to demonstrate how regional highway and transit facility improvements could be funded. The RTP must also be “fiscally constrained,” meaning that only those new facilities and recommended improvements that could be funded using existing and reasonably anticipated revenue streams are to be included in the plan. The purpose of these requirements is to demonstrate that improvements included in the RTP can reasonably be assumed to be funded and that air quality benefits assumed with the implementation of the RTP are realistic. The RTP, for illustrative purposes, can also include projects that are needed but fall outside assumed revenues totals. These projects are listed in the plan as “unfunded.” The 2023 update of TransPlan50 includes several unfunded projects that land use, growth, and traffic modeling show a need to construct. If additional regional funding sources can be identified to pay for these projects in the future, they can be amended into the current plan or included as part of a future RTP update. Potential funding sources for TransPlan50 are detailed in this section. Cost estimates are produced showing the cost for improvements, but also the operation, maintenance, and preservation of the existing and future transportation network.

2. FINANCIAL PLAN SUMMARY

The total financial plan of the MAG MPO area includes transportation capacity, operations, and preservation needs and revenues. For the 2023-2050 planning horizon, there are \$29.9 billion in needs with \$22.4 billion in revenues from the plan years 2023 to 2050. Because of the shortfall in finances compared to needs, this means there are \$7.5 billion in unmet needs. Projects are constrained to fall within the fiscally constrained revenues of \$21.3b and are displayed in the fiscal constraint section. There is \$21.4 billion in fiscal constraint project capacity, operations, and revenue.

Total Costs and Revenues

	Phase 1 2023-32	Phase 2 2033-42	Phase 3 2043-50	Total
Highways				
Revenue	4.2b	5.5b	5.6b	15.3b
Needs Cost	6.8b	6.6b	7.0b	20.4b
Total Needs Unfunded	2.7b	1.1b	1.3b	5.2b
Fiscally Constrained Cost	4.1b	5.4b	5.6b	15.2b
Transit				
Needs Revenue*	2.3b	3.0b	1.5b	6.8b
Needs Cost	2.5b	4.3b	2.3b	9.1b
Total Needs Unfunded	180m	1.3b	809m	2.3b
Fiscally Constrained Revenue*	2.1b	2.2b	1.4b	5.7b
Fiscally Constrained Cost	1.9b	2.4b	1.5b	5.9b
Active Transportation				
Revenue	149m	205m	NA**	354m
Needs and Fiscal Con. Cost	149m	205m	NA**	354m
Total Needs Unfunded	0.0k	0.0k	0.0k	0.0k
Total Costs and Revenues				
Needs Revenue	6.6b	8.7b	7.1b	22.4b
Needs Cost	9.5b	11.2b	9.2b	29.9b
Total Needs Unfunded	2.9b	2.5b	2.2b	7.5b
Fiscally Constrained Revenue	6.4b	7.9b	7.0b	21.3b
Fiscally Constrained Cost	6.2b	8.0b	7.2b	21.4b
*Transit Revenue changes based on which projects in the fiscally constrained list have federal grants compared to the needs based projects				
**Preservation and operations costs nor phase 3 capacity costs are calculated for Active Transportation.				

Table E1: Total Costs and Revenues

Plan Phasing: The MPO updates the RTP every four years to keep a fresh understanding of emerging growth patterns, community needs, and current political policy. The plan is divided into three planning phases to demonstrate the near, mid, and long-term needs, assumed revenues, costs, and deficits.

Project Development: The plan identifies needed regional highway, transit, and active transportation projects based on municipal and county land use plans, future projected growth, and sophisticated land use and travel models. Developing the data inputs to these models is an extensive effort, with input given by member jurisdictions and agencies throughout the process. More information can be found in Technical Report A. Transportation Network Travel Demand and Technical Report B. Transportation Systems Performance.



The plan is divided into three planning phases, projects in the Needs-based Project List are placed in the phase needed to keep up with growth

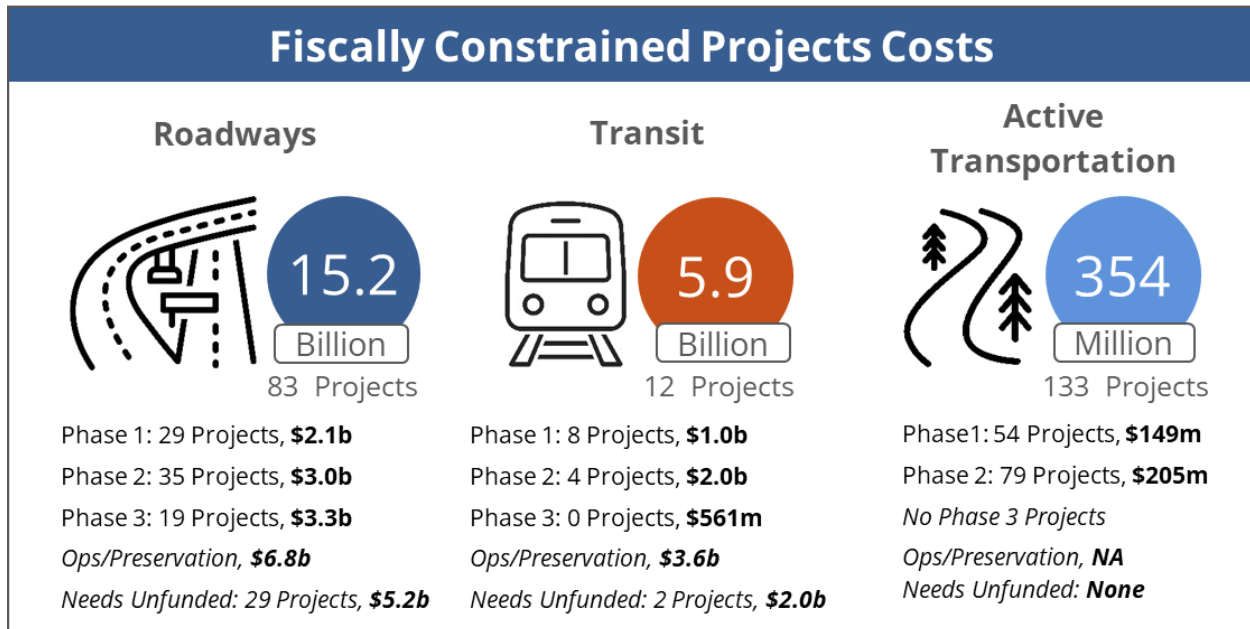
Figure E2: Planning Phasing

Needs-based Project List: Once regional highway, transit, and active transportation projects are identified, projects are compared to local plans, and collaboration is conducted with local jurisdictions and state agencies to establish need, project location, and concept design. Once a general consensus is achieved, planning level costs are developed for each project, and a [Needs-based listing of projects](#) is created. This list is the basis for the analysis of the RTP. For this plan update, there is a total of \$20.4 billion in needed highway projects, operations, and preservation, \$9.1 billion in transit needs, and \$354 million in active transportation projects, for a total of \$29.9 billion dollars in needed capacity projects, transportation system operations, and system preservation.

Assumed Revenue: Once needs and costs are identified, revenue projections are developed using past growth rates to project into the future. This gives a basis for what

might be funded with reasonable assumptions. It is worthwhile to note that this is a plan, and funding realities will change. For this update, funding for highways for the first ten years of the plan is mainly programmed out to other areas leaving limited funding available in the MPO area. This, along with less bonding proposed and escalated project and land costs, all contribute to creating a deficit for highway projects. As a note, when fiscally constraining transit, this changes the amount of revenue available, as MAG does account for federal grants in transit revenue when considering projects. Consequently, if a project that is needs-based has the potential to receive a federal grant, that revenue is accounted for in the needs-based table but not the fiscally constrained. Overall, it is projected that \$21.4 billion in revenue could be available for the RTP by 2050.

Fiscally Constrained Project List: The last step, required by federal law, is to create a [Fiscally Constrained listing of projects](#). This pairs the assumed revenues to the Need-based List using a data-driven selection process. A project selection process is used to choose which projects are placed on this list. First, all projects that are currently funded in the State Transportation Improvement Program (STIP) must be on the Phase One fiscally constrained list. Funding for these projects is already programmed and is accounted for in the RTP revenue projections. The next priority is for projects that have approved environmental work completed. Out of five such projects, only one can be funded in Phase One. The last priority is projects with higher congestion relief for highways and high ridership performance for transit. With limited highway funding available in Phase One, only three of 29 Phase One Needs-based congestion relief projects are funded in Phase One. This leaves half of Phase One needs delayed to Phase Two, cascading most of all Phase Two needs to Phase Three or off the Fiscally Constrained List. All Phase Three needs are not funded. Overall, \$21.4 billion in projects are on the Fiscally Constrained List, and \$7.5 billion of needs are not funded.



Phased projects, operations, and preservation are fiscally constrained in the plan with assumed revenues. With such a large deficit in the near-term years and the impacts this causes on long-term needs, the plan clearly demonstrates that constructing projects when needed is a priority and the MPO will continue work to identify additional funding sources

Table E3: Fiscally Constrained Costs

Moving forward, the MPO understands that there is a large deficit in assumed revenues available for highway projects. The MPO will continue to advocate for additional funding for the needed projects in the phases they are warranted. If additional funds are identified, an amendment to the plan, including a new air quality conformity determination, would be needed.

3. NEEDS-BASED PROJECT LIST DEVELOPMENT

The first step in designing and selecting transportation improvement projects for the plan is the creation of a Needs-based Project List. The process of creating this list includes developing potential candidate projects, cost assumptions by project type, estimating individual planned project costs, and creating a Needs-based Project List showing what projects are needed to keep up with anticipated growth.

3.1. Project Development

Developing candidate capacity projects for the RTP is a collaboration with transportation agencies, stakeholders, local jurisdictions, and the public throughout the four-year update process. Meetings and public engagement help inform MPO staff on how to program the land use and traffic models used by the MPO. These models use official land use and socio-economic growth projections to predict where future growth could occur. Model forecasts aid in creating a performance-based selection process justifying the need for future transportation programs and projects. Additional details on how the travel demand model functions and how it interfaces with RTP projects can be found in Report A. Transportation Network Travel Demand and Report B. Transportation Systems Performance.

Capacity projects come from various sources, including municipal transportation plans, past regional plans, transportation studies, and ideas gathered from collaboration from the process outlined above. Highway and transit projects must show a regional modeled need (congestion relief, good ridership, positive study results, etc.) to be added to the plan. In most cases, project ideas collected in the project development stage will require additional study and justification to be added to the plan either before final RTP adoption, through the amendment process, or at the regular four-year update cycle.

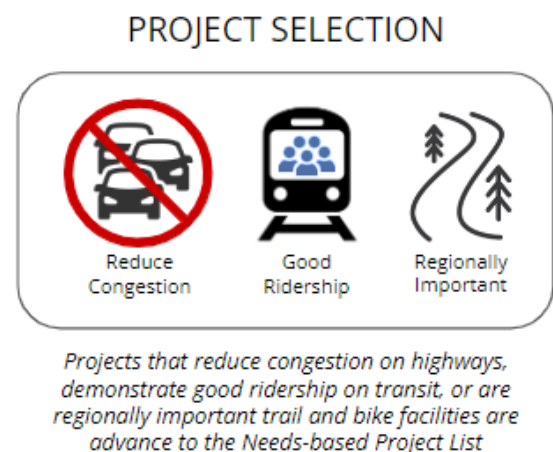


Figure E4: Project Selection

3.2. Project Cost Assumptions

Cost estimates allow the creation of the Needs-based Project List showing all capacity projects warranted based on the demands placed upon the transportation system with projected population growth. The planning costs of highway, transit, and active transportation capacity and expansion projects are derived in one of three ways; funded project costs from the Statewide Transportation Improvement Program (STIP 5-year funded projects program), estimates from completed studies, or on a cost per mile/facility type basis.

Programmed VS. Planning Project Costs

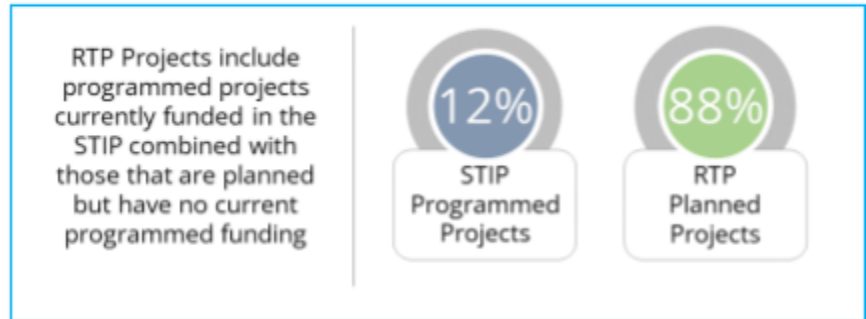


Figure E5: Programmed vs Planned Costs

An important acknowledgment about RTP project costs: about 12% of the Needs-based projects in the RTP are funded today in the STIP, with the costs tied to these projects included in the plan. STIP projects are programmed with actual funding for construction. The other 88% of the Needs-based RTP project's costs are either taken from completed studies or based on cost per mile by facility type, shown in Table E6. Planning Level Project Costs per Mile or Facility Type. These are planning-level estimates developed collaboratively by UDOT, UTA, and the state's four MPOs. Future engineering and environmental work will further detail the needs, impacts, and design of each project, arriving at better-refined project costs if and when a project is approved to be moved into the STIP. All project costs in the RTP are listed in 2023 dollars.

Table E6. Planning Level Project Costs per Mile or Facility Type

Highway Unit Costs		
Type	2023 Cost	Unit
Right-of-Way Costs		
Right-of-Way	\$16.34	per sq.ft.
Bridge Costs		
Simple Bridge	\$13m	each
Complex Bridge	\$32m	each
Spot Improvement Costs		
System Interchange	\$168m	each
Simple Interchange	\$50m	each
Complex Interchange	\$96m	each
Interchange Upgrade	\$22m	each
Operational Costs		
Operational	\$3.5m	per mile

Transit Project Unit Costs		
Type	2023 Cost	Unit
Core Bus Route	\$600k \$1.1m	(range) per mile
Bus Rapid Transit	\$23.6m	per mile
Light Rail	\$70.6m	per mile
Commuter Rail	\$34.7m	per mile

New Construction/Widening Costs		
Type	2023 Cost	Unit
Collector	\$9m	per mile
Arterial - Urban	\$20m	per mile
Arterial - Rural	\$10m	per mile
Expressway - Urban	\$50m	per mile
Expressway - Rural	\$15m	per mile
Freeway - Complex	\$96m	per mile
Freeway - Simple	\$50m	per mile
Freeway - Add lane - Urban	\$13m	per mile
Freeway - Add lane - Rural	\$37m	per mile

Active Transportation Project Unit Costs		
Type	2023 Cost	Unit
Bike Lane	\$253k	per mile
Buffered Bike Lane	\$380k	per mile
Cycle Track/Bike Lanes	\$377k	per mile
Cycle Track	\$500k	per mile
Multi-Use Pathway	\$1.2m	per mile
Bike Lane/Multi-Use Pathway	\$738k	per mile
Grade Separated Crossing	\$5m	each

3.3. Needs-based Project List

The creation of the [Needs-based Project List](#) is the baseline of what capacity projects show a demonstrated need to keep people and goods moving through the 2050 RTP planning horizon. Projected needed highway and transit projects are developed and included in the plan based on growth projections, land use, and traffic modeling, transportation studies results, and stakeholder and public input. The list shows the projects when needed, by 10-year phase, to address congestion and ridership needs. Active transportation projects were ranked by MPO committee members as their top needs.

Highways: There are 112 highway projects in the plan totaling \$13.6 billion. The proposed new and widened highway projects address the regional arterial roads and freeways network. Each highway project is modeled in the phase it is needed. Some notable projects include Mountain View, Foothill, Cedar Valley, SR73, Utah Lake Bridge, and Lehi 2100 N, as well as improvements to I-15. New expressways and arterials converted to expressways include US6, Spanish Fork, Geneva/Lakeshore, Pioneer Crossing, and Cedar Valley East expressways.

Transit: The plan proposes 14 major transit projects totaling \$4.2 billion. Each transit project is modeled for performance in each 10-year phase when ridership warrants and added to the Needs-based Project List. Projects include FrontRunner double tracking and a new extension of commuter rail to Payson, Core Bus routes, UVX extensions to the Provo Airport and Vineyard, and new Bus Rapid Transit service on State ST and at the Lehi Point of the Mountain area, and a proposed light rail train between Point of the Mountain to the Provo Municipal Airport.

Active Transportation: Regional trails and bike lanes account for 133 projects in the plan totaling \$354 million. Major projects include the completion of the Utah Lakeshore Trail, Provo Canyon Trail, and new trails at Salem Canal and Highline Canal.

The following table includes needs-based costs for the 2023-2050 planning horizon by preservation, operations, and capacity.

Needs-based Project Costs

	Phase 1 2023-32	Phase 2 2033-42	Phase 3 2043-50	Total
Highways				
Preservation	1.2b	1.5b	1.4b	4.1b
Operations	898m	971m	830m	2.7b
Capacity	4.7b	4.2b	4.7b	13.6b
Highway Needs Total	6.8b	6.6b	7.0b	20.4b
Transit				
Preservation	117m	531m	1.1b	1.7b
Operations	503m	859m	931m	2.3b
Capacity	1.6b	3.3b	279m	5.2b
Transit Needs Total	2.3b	4.7b	2.3b	9.2b
Active Transportation				
Preservation	0.0k	0.0k	0.0k	0.0k
Operations	0.0k	0.0k	0.0k	0.0k
Capacity	149m	205m	0.0k	354m
AT Needs Total	149m	205m	0.0k	354m

Table E7: Needs-Based Costs

4. ASSUMED REVENUE PROJECTIONS

Federal surface transportation legislation requires that the MPO, the state DOT, and the public transit agency cooperatively develop revenue forecasts. These forecasts help agencies determine the level of funding that is likely to be available for transportation projects in their respective areas. Forecasts are based on trends from existing and potential funding sources such as the gas tax or bond measures. Proposed funding sources must be "reasonably" expected to be available to meet the federal requirement of a fiscally constrained plan. In developing the transportation plan for Utah's four MPOs and the rural areas, the MPOs, UDOT, and the four urban transit agencies worked collaboratively to produce statewide revenue projections that would be available uniformly across the horizon years of the five transportation plans. This approach has afforded a better understanding of what funding has been available in the past to the state and what can reasonably be assumed for future funding.

Revenue assumptions are developed for planning purposes only and do not suggest endorsement of any tax or transportation funding solution on the part of the MPO, MPO Board members, or member jurisdictions. This planning effort is also not intended to craft an optimal public taxing policy to fund transportation infrastructure. Rather it is a statewide attempt to develop a reasonable set of funding assumptions that are based, at least in part, on the past history of the federal government, the state legislature, and county and local jurisdictions as it relates to funding transportation infrastructure. With changing technologies and the political nature of government funding, planning multi-billion infrastructure programs out 30 years is a daunting task. The assumed revenue available in the plan and identified funding mechanisms, in all likelihood, will end up different from what is described in the plan.

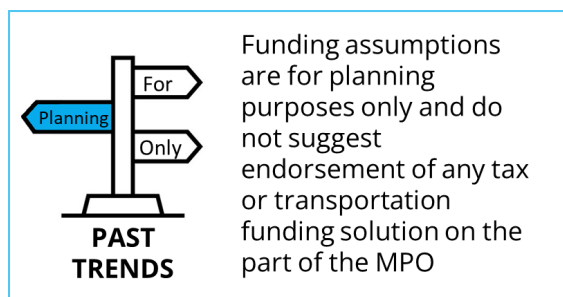


Figure E8: Funding Assumptions

4.1.SOURCES OF TRANSPORTATION REVENUES

Transportation funds are generated from several sources, including sales tax, credit assistance sources, and state and federal excise taxes on various fuels. Each state decides which mix of funds is best suited to carry out particular projects. Other than what is currently programmed in the State Transportation Investment Program (STIP), all plan revenues are forecasted out to 2050. Because of the long-range nature of planning and the volatility in predicting future revenue amounts, political actions, and funding distribution, the amount of revenue actually programmed in the future will most likely differ from what TransPlan50 assumes. The financial plan takes a snapshot in time using the past revenue trends expanded into the future.

Assumed Revenue Totals

	Phase 1 2023-32	Phase 2 2033-42	Phase 3 2043-50	Total
Highways				
Preservation	1.2b	1.5b	1.5b	4.1b
Operations	898m	971m	830m	2.7b
Capacity	2.1b	3.0b	3.3b	8.4b
Transit				
Preservation	215m	219m	188m	622m
Operations	724m	971m	671m	2.4b
Capacity	1.2b	1.0b	520m	2.7b
Active Transportation				
Capacity	149m	205m	NA*	354m
AT FC Total	149m	205m	NA*	354m
*Preservation and operations costs nor phase 3 capacity costs are calculated for Active Transportation.				

Table E9: Total Revenue Assumptions

4.2.Highway Revenue Sources: MAG assumed that federal, state, and local government revenues will be available for the recommended roadway improvements in the RTP. Revenue is estimated for operating, maintaining, preserving, reconstructing, and adding capacity to the state and local government-owned regional highway system. Revenue sources were estimated using available data, including tax revenues, federal grants, registration fees, and current expenditures forecasted forward to 2050, based on historic funding trends. Figure E10 shows the breakdown of existing and assumed new highway revenue assumptions for both the state and local regional highway systems.

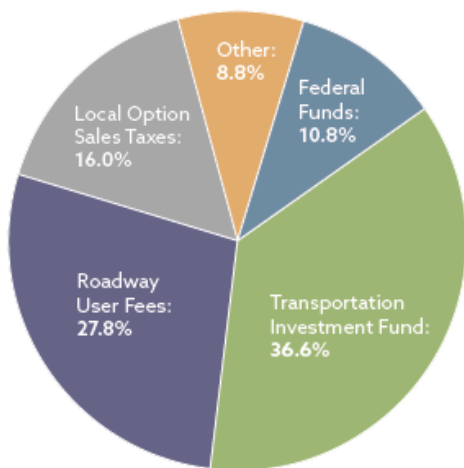


Figure E10: Highway Revenue Breakdown

Assumed Revenue Totals

	Phase 1 2023-32	Phase 2 2033-42	Phase 3 2043-50	Total
Highways				
State-Owned	2.4b	2.9b	2.3b	7.7b
Regional and Local	1.7b	2.6b	3.2b	7.5b
Financing	0.0k	16m	76m	92m
Total	4.2b	5.5b	5.6b	15.3b

Table E11: Highway Revenue Breakdown

4.3.Assumed Revenue for State-owned Highways: Revenue sources for state highways include federal and state funds, including motor fuel taxes, special fuel taxes, vehicle registration, and the state Transportation Investment Fund (TIF).

Federal Revenue: Congress authorizes federal funds for the U.S. Department of Transportation (DOT), which then allocates funds into various programs before redirecting those funds to the states. Some primary examples of these programs

include the National Highway Performance Program, the Surface Transportation Block Grant Program, the Highway Safety Program, and Bridge Replacement Program. The plan assumes that the MAG area could receive approximately \$933 million in current dollars for UDOT federal expenditures related to operations, preservation, and other non-capacity programs and \$237 million in capacity programs.

State Revenue: The Utah Department of Transportation (UDOT) receives state highway user revenues as well as state general funds for highway maintenance, construction, expansion, and operations. Highway user revenue sources include motor fuel taxes, special fuel taxes, vehicle registration fees, drivers' license fees, and other fees. General funds include sales taxes and other taxes. In 2017, the legislature raised the motor fuel tax from 24.5 cents per gallon to 29.5. Also added was an inflation factor tied to the Consumer Price Index. State law allows surplus in general fund revenue to be allocated to public education and/or transportation and is generally allocated by the legislature either to fund specific projects approved in legislation or to the Utah Transportation Commission to fund priority projects through a selection process. Revenue is projected from the sources listed above based on historical growth rates. TransPlan50 assumes that the state will generate approximately \$10.3 billion in 2023 dollars through the 2050 planning horizon for use in the Mountainland MPO area. This is the total amount projected available for preservation, capacity, operations, and other transportation uses.

Transportation Investment Fund: A major source of funding for UDOT capacity projects is the Transportation Investment Fund (TIF). TIF receives just over 21 percent of the total state-collected sales tax (excludes sales tax collected by municipalities, counties, and special districts, 21 percent is an estimate of the percent of sales that are associated with transportation-related items and services sold). TIF funding is programmed in the STIP, generally five years out, through a prioritization process. Currently, TIF is programmed out much farther to 2030 with \$703 million in the MAG area, which is 9.8% of the total program of \$7.2 billion. Since the prioritization process for programming TIF does not take into account geographic factors, for the outer years in the RTP (outside of the programmed STIP years), the MPOs and UDOT assume TIF is distributed

based on population, vehicle miles traveled (VMT), and historical distributions. TransPlan50 assumes that the TIF fund will generate approximately \$3.9 billion in 2023 dollars through the 2050 planning horizon for use in the Mountainland MPO area.

State Fuel Tax: State revenue projections also assume future increases in the State of Utah motor fuel and special fuel tax or equivalent. In 2015, the State of Utah passed legislation that reformed the fuel tax from 24.5 cents per gallon to a 12 percent tax on motor and special (diesel) fuels. The conversion to a percentage tax went into effect on January 1, 2016, and equated to an immediate 4.9 cents per gallon increase in the state fuel tax, with potential growth over time as the price of fuel rises. To limit price volatility, the rate the tax is calculated has a floor set at \$2.45 and a ceiling set at \$3.33 on the wholesale price of fuel. This rate is recalculated annually based on the three-year average of the wholesale price of fuel. The RTP assumes the ceiling for fuel tax will rise at the equivalent of ten cents per gallon of gasoline and special fuel in the years 2034 and 2044, in line with what has historically occurred. An increase in vehicle registration fees is assumed in 2026, 2036, and 2046. These new revenues are estimated to generate approximately \$109 million statewide in 2023 dollars for the Mountainland MPO area.

2023 Legislative Actions: In the 2023 Utah Legislative session, with escalating fuel costs, legislation was enacted to provide temporary gas tax relief over the next few years, the establishment of a 12.5 percent tax on the retail sale of electricity at electric vehicle charging stations, and an increase to the vehicle registration fee by seven dollars. These changes were enacted too late to be incorporated into TransPlan50 but will be incorporated into the 2027 update of the RTP.

4.4. Assumed Revenue for Local Regional Highways: Non-state-owned regional highways funding comes from federal, state, and local sources.

Federal Revenue: Federal revenues distributed to the MPO area are based on the population of the Provo/Orem Urbanized Area and Small Urban Areas. Funding

types include the Surface Transportation Block Grant Program (STBG), Congestion Mitigation Air Quality Program (CMAQ), and Carbon Reduction Program (CRP).

State Revenue: State revenue includes the exchange of STBG federal funds for state Transportation Investment Funds and Class B and C state revenues. Class B (to counties) and Class C (to municipalities) are major funding sources for transportation needs. Thirty percent of state highway user revenues are distributed to local governments for highway construction through this program. Funds are allocated by a formula based on population and road mileage and can be used for either maintenance or construction of highways.

Local Revenue: General fund monies collected by municipalities and counties used for various government needs, including transportation. It is assumed that 10 percent of general fund monies are used toward regional highway needs.

A county vehicle registration fee is collected by Utah County for the Local Corridor Preservation Fund at \$10 per vehicle annually. These funds are used by local governments for corridor preservation of future transportation facilities identified in the RTP.

Five local option transportation-related sales taxes are collected in Utah County for transportation, four can be used toward the highway system.

- The first quarter-cent tax is used exclusively by UTA to expand and operate the transit system.
- The second quarter-cent sales tax was voted by referendum in 2006 on a countywide ballot; eight percent of the tax collected goes to highway projects.
- The third quarter-cent sales tax was approved by the Utah County Commission in 2008, with the majority of taxes collected programmed for highway projects, with pedestrian, transit, and airport projects being also eligible.
- A fourth quarter-cent sales tax was passed by the county commission in 2018 and allocates 40% to municipalities, 40% to UTA, and 20% to the county.

- The fifth fifth-cent sales tax was recently enacted in 2023, with 50% to transit projects, 25% to the county, and 25% to cities, with all of the transit portions in the first three years going to the county for any transportation need.

Future transportation sales taxes are assumed in the plan for highways and transit, one each decade in 2034 and 2044, in line with historical increases.

4.5. Transit Revenue Sources

Federal, state, and local government revenues, as well as fare box collections, all contribute to operating, maintaining, and expanding the Utah Transit Authority (UTA) system. Revenue sources were estimated using available data such as tax revenues, federal grants, and current expenditures and then grown based on historical trends. One note, UTA assumes that all current funding collected today, including operating funds from fares and taxes, as well as taxes collected to expand the system in prior years, can only be used to continue operating and maintaining the current transit system. Any future year capacity improvements, such as those listed in the RTP, will require additional funding sources.

Assumed Revenue Totals

	Phase 1 2023-32	Phase 2 2033-42	Phase 3 2043-50	Total
Transit				
Federal	590m	547m	74m	1.2b
State	175m	184m	227m	587m
Local	1.1b	1.4b	975m	3.4b
Farebox	85m	102m	107m	294m
Financing	156m	0.0k	0.0k	156m
Total	2.1b	2.2b	1.4b	5.6b

Table E12: Transit Revenue Breakdown

Federal Revenue: The Federal Transit Administration (FTA) oversees the allocation of federal transit funds, which generally fall into two major categories: capital grants for transit operators that are apportioned to areas by national formula and transit capital investment grants that are awarded on a discretionary basis as determined by DOT on a series of evaluation criteria. Formula funds can be used for operating and maintaining the system. Federal grants are proposed for projects deemed to

perform well in the federal grant application process and, in the RTP, are assumed at 50 percent federal participation. Federal legislation also provides formula funds to support planning studies and report preparation for the transportation planning process through FHWA's State Planning and Research Funds and Metropolitan Planning Funds and through FTA's Section 5303. Approximately 21 percent of total revenues are federal at \$1.2 billion.

State Revenue: In 2019, the Utah legislature authorized the creation of the state Transit Transportation Investment Fund coming from the Transportation Investment Fund (TIF). Up until this time, the TIF was only for highway construction. The Transit Transportation Investment Fund (TTIF) is for such projects that establish a connection to the public transit system, pursuant to the project prioritization process established by the Transportation Commission in consultation with UDOT and the MPOs. This is the first time in state history that state funds have been allocated toward transit. TTIF revenue amounts are determined based on 35 percent of the increase in the amount of tax revenue collected in the fiscal year on motor and special fuels that exceeds 29.4 cents per gallon. It is assumed the TTIF will generate approximately \$500 million (in current dollars), or 8 percent of assumed transit revenues, through 2050 in the MPO area.

Local Revenue: Local revenues are generated by local option transportation sales taxes enacted by Utah County. These revenues are a major funding source for operating the transit system. They also are the main source of funding for new expansion projects in the future, as listed in the RTP. This makes the largest portion of revenue for transit at 60% or \$3.4 billion.

- The first quarter-cent tax is used by UTA to expand and operate the transit system. This tax was enacted city-by-city between 1985 and 2009, going countywide in 2009.
- The second quarter-cent sales tax was voted by referendum in 2006 on a countywide ballot. As per the ballot language, five percent of the tax goes to bus rapid transit service and 87 percent to commuter rail. This tax was the main contributor to building the current commuter rail line in Utah County.

- The third quarter-cent sales tax was approved by the Utah County Commission in 2008, with the majority of taxes collected programmed for highway projects, with pedestrian, transit, and airport projects being also eligible.
- A fourth quarter-cent sales tax was passed by the county commission in 2018 and allocates 40% to municipalities, 40% to UTA, and 20% to the county.
- The fifth fifth-cent sales tax was recently enacted in 2023, with 50% to transit projects, 25% to the county, and 25% to cities, with all of the transit portions in the first three years going to the county for any transportation need.

Future taxes are assumed in the plan for highways and transit, one each decade in 2034 and 2044.

Farebox Revenue: The RTP assumes that 5 percent of revenues, or \$294 million, will be generated from passenger fares. Fare revenues are estimated using ridership projections from the Wasatch Front/MAG travel demand model and the historical trend of the average revenue per ride collected.

4.6. Active Transportation Revenue Sources

This RTP update is the first attempt to project revenue for active transportation projects. Federal air quality regulations do not require this for the RTP, but doing so can help promote the needs and realities of implementing these important regional projects. Estimating revenues by 2050 can be challenging since funding can come from many different sources or be included within much larger highway projects, making funding predictability so far out difficult. Potential active transportation revenue sources in the MPO area projected through 2050 include the following:

- State Transportation Investment Fund - Active (TIF-AT)
- State Transit Transportation Investment Fund - First/Last Mile (TTIF - F/LM)
- State Highway Safety Fund
- State legislature one-time appropriations Federal Transportation Alternatives Program (TAP)
- Utah Outdoor Recreation Grant

- Federal Safe Routes to School (SRTS) Program
- Federal Small Urban Area STP
- Federal Congestion Mitigation / Air Quality Program
- Federal one-time grants such as Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
- Local municipal and county general funds
- Local-option 3rd Quarter-cent sales tax
- Local-option 4th Quarter-cent sales tax
- Local-option 5th Fifth-cent sales tax
- Developer private funding
- Highway projects that build active transportation infrastructure as part of a project

Assumed Revenue Totals

	Phase 1 2023-32	Phase 2 2033-42	Phase 3 2043-50	Total
Active Transportation				
Total	149m	205m	NA*	354m

Table E13: AT Revenue

A new funding source enacted by the Utah legislature in 2023 is the Active Transportation Investment Fund (ATIF). This new fund allocates approximately \$45 million per year statewide. The funding is five percent of the TIF collected each year. Due to the timing of the legislation authorizing this source of funding, it has not been included in the financial model for this RTP but will be incorporated into the 2027 update.

Revenues available for Active Transportation projects are projected to produce approximately \$354 million in revenue in the MPO area through 2050.

4.7. Other Revenue

Other revenues are used in constructing the regional transportation system. Private development funding is a large contributor to growth-related transportation projects. Financing or bonding can also play a role in upgrading the system.

Private Funds: Private interests are a major contributor when funding transportation improvements. Private development participates by dedicating right-of-way through their developments and in the construction of many local,

collector, and arterial roads. Transit-oriented developments that offer public or private arrangements can also contribute to the overall transportation system. The private sector 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. Developers should also be considered as a possible source of funds for needed projects because of the impacts of the development, such as the need for traffic signals or the widening of arterial streets.

Financing: Bonding is a tool utilized by the state, UTA, municipalities, and the county to use revenue streams over a period of time to fund needed transportation improvements earlier. Though there is no definitive outline of any future bonded projects past any that are currently bonded, the state has bonding capacities through the horizon of the transportation plan and has a history of using this resource. The plan assumes that bonding will be used to fund future transportation projects. Bonding allows current needs to be funded but requires interest. Interest payments far exceed the revenues generated for projects. The RTP assumes a 4 percent bonding rate with a 15-year loan payoff schedule. For the Mountainland MPO area, this translates into about \$300 million per decade in bonding. With bond payments made, \$248 million in bond proceeds are available for construction projects.

Bonding for transit projects is utilized at the discretion of UTA, as the transit district, according to their policy as directed by their Board of Trustees, and may be used for various projects to facilitate cash flow. For instance, effective bonding is being used to build large projects such as the commuter rail projects (bonding not detailed in our plan). For planning purposes, bonding is only assumed when revenues for the phase don't complete a project within the planned phase of implementation in the transportation plan. Though there is capacity for UTA to issue bonds within the TransPlan50 planning horizon, TransPlan50 does not assume bonding for transit.

4.8. The 2023 Plan Revenue Compared to the 2019 Plan

With the passage in 2022 of the federal transportation bill IJJA (Infrastructure Investment in Jobs Act), which infuses additional federal funding to the area coupled with more state funding assumed from the Transportation Investment Fund for Transit (TTIF), assumed

revenues are higher in the 2023 plan compared to 2019. This planning cycle revenue is up 12.9 percent, and construction costs and land values are up 32 percent from the last plan update in 2019. A major standout is phase 1 highway revenues. With a deficit of over \$1.0 billion, needed highway projects are delayed into future phases, with many not being funded in the fiscally constrained portion of the RTP. Active Transportation is not shown in this comparison. The 2023 RTP is the first plan that separates revenues for Active Transportation.

2019 RTP - 2023 RTP Comparison

	Phase 1 2023-32	Phase 2 2033-42	Phase 3 2043-50	Total	% Change
Highway Revenue					
2019 RTP	5.2b	4.1b	4.3b	13.5b	12.9%
2023 RTP	4.2b	5.5b	5.6b	15.3b	
Difference	-1.0.b	1.4b	1.4b	1.7b	
Transit Revenue					
2019 RTP	1.7b	1.7b	1.8b	5.3b	7.6%
2023 RTP	2.1b	2.2b	1.4b	5.7b	
Difference	356m	465m	-422.6m	399m	
Active Transportation Revenue					
*2019 RTP	NA	NA	NA	NA	NA
2023 RTP	149m	205m	NA*	354m	
*The 2023 RTP is the first year that the RTP listed separately Active Transportation Revenues					

Table E14: 2019 vs 2023 RTP Revenue Breakdown

Highway Revenue Comparison: Highway assumed revenue estimates are lower in the 2023 plan within the first ten years of the plan. Less financing or bonding for highways is also assumed. With higher costs and less revenue at the beginning of the plan, the 2023 RTP shows a deficit in the funding needed to construct all the needs-based highway projects identified through the planning process.

Highway Construction Costs: Overall, construction costs are up over 32 percent since the 2019 plan update. Inflation and materials shortages are the main culprits of this. To develop cost estimates for new projects, a cost per mile and facility type cost is used based on past project costs done by UDOT and UTA and inflated to 2023 dollars. This planning cycle, a major update of these costs was updated to include more highway candidate projects as well as more current project information. Another change in this planning cycle was an update on how right-of-way costs are calculated for plan projects. In the past, an area type developed by UDOT, showing costs per square foot based on the land area type (ie. rural, suburban, urban, etc.), was used. This cycle, an average cost per acre, developed by the Wasatch Front Regional Council, was used for all area types.

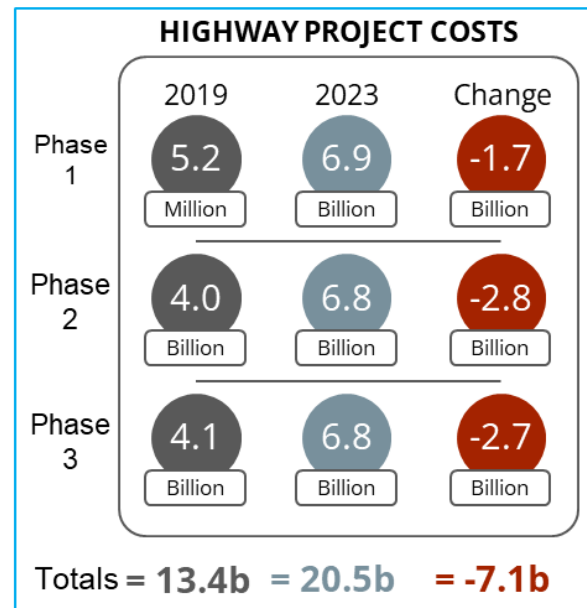


Table E15: Project Costs

Highway Bonding: Financing is another area of change that impacts lower assumed revenues for this planning cycle. The state of Utah has a 20-year history of bonding for transportation infrastructure projects at about \$3 billion per decade. In the 2019 plan, it was assumed that \$3 billion would be available for projects statewide. Since past bonding has been generally a legislative process, the distribution of funding to specific geographic areas is not based on any

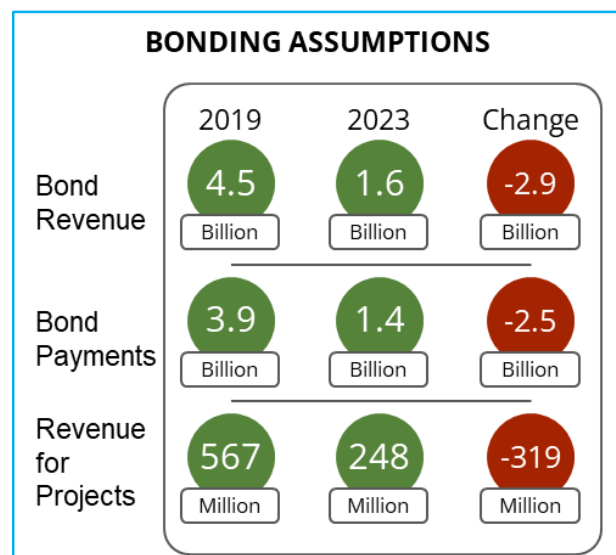


Table E16: Bonding Assumptions

measurable factors (population, growth factors, vehicle miles traveled, etc.). For planning purposes, UDOT and the MPOs agreed that bonding levels available for

each of the MPOs and rural area plans would start at a distribution based on population. For the Mountainland MPO area, this amounted to \$3.4 billion between 2019 and 2050. With proposed high growth and the Wasatch Front Regional Council not planning on any bonding within its RTP, it was agreed that Mountainland could assume a higher bonding amount of \$4 billion. Of the \$4 billion in assumed bonding, \$3.43 billion was used toward bond debt service (interest payments), leaving \$568 million available toward highway projects. For the last three years, the Utah legislature has avoided bonding and infusing major infrastructure projects with one-time funds from general fund surpluses. To adjust for this change in policy (no bonding), the 2023 RTP reduces the amount available statewide per decade to 1.5 billion. Also, this plan bonding distribution is based on population only. The 2023 plan assumes bonding at \$1.6 billion between 2023 and 2050, \$1.35 billion is used for bond debt service payments leaving \$93 million for highway projects and \$155 million for transit projects.

Highway Transportation

Investment Program: The Transportation Investment Program (TIF) is the main, state-funded highway construction revenue source in Utah. In the 2019 plan, the TIF program was relatively new and only programmed out five years to 2023. When developing the revenue model for this plan, the MPOs and UDOT concluded to distribute this fund for future planning years based on population and vehicle

miles traveled and some adjustments between MAG and WFRC. This plan assumed that the Mountainland MPO area would receive 30 percent of statewide TIF funds between 2019 and 2050. Over the last four years, the State Transportation Commission and Utah legislature have programmed the TIF funding out to 2030 to capture large multi-year freeway projects. Through 2030, the MAG area will have \$703 million or 9.8 percent of the total \$7.2 billion TIF program. This lower TIF amount covering the first phase of the plan reduces future-year assumptions, so the

Table E17: TIF Assumptions

TIF REVENUE			
	2019	2023	Change
Phase 1	1.7 Billion	1.1 Billion	-587 Million
Phase 2	1.8 Billion	1.6 Billion	-186 Million
Phase 3	1.8 Billion	1.2 Billion	-650 Million
Totals	= 5.3b	= 3.9b	= -1.4b

2023 plan only anticipates 13 percent of TIF funding statewide rather than the 30 percent assumed in the 2019 plan. This equates to \$1.4 billion less in TIF in this planning update.

Transit Revenue Comparison: Transit revenue between the two plans is up 30.9%. Generally, this is due to additional federal funds from the IIJA bill and higher revenue assumptions from the Transportation Investment Fund for Transit (TTIF). TTIF in the 2019 plan was a new program, and funding was conservatively projected in the plan with limited growth. For the 2023 plan, TTIF follows the same growth projections as the TIF program.

5. FISCALLY CONSTRAINED PLAN DEVELOPMENT

The plan proposes \$21.3 billion in revenue with \$26.7 billion in costs. This leaves \$5.4 billion in unfunded projects. The 2019 plan proposed revenue to fund all highway projects. There are three differences between 2019 and today; higher bonding was assumed in the 2019 plan, a larger share of TIF funding was proposed, and costs are significantly up by 32 percent. With limited revenue available, especially for phase one highway projects, a selection process is used to create the [Fiscally Constrained Project List](#).

5.1.Fiscally Constrained Project Selection

A selection process is used to select projects from the Needs-based Project List to the Fiscally Constrained Project List. This allows for already funded projects from the STIP program to be given priority over other projects in phase one. Projects with completed environmental work rank second. Congestion relief or high ridership ranks third in the process.

For highway projects, priority is given to projects in the following order:

1. Projects from the STIP program (projects that have programmed capital costs in the next five years).
2. Projects with approved environmental work completed.
3. Projects that have high congestion relief.

For transit projects, priority is given to projects that:

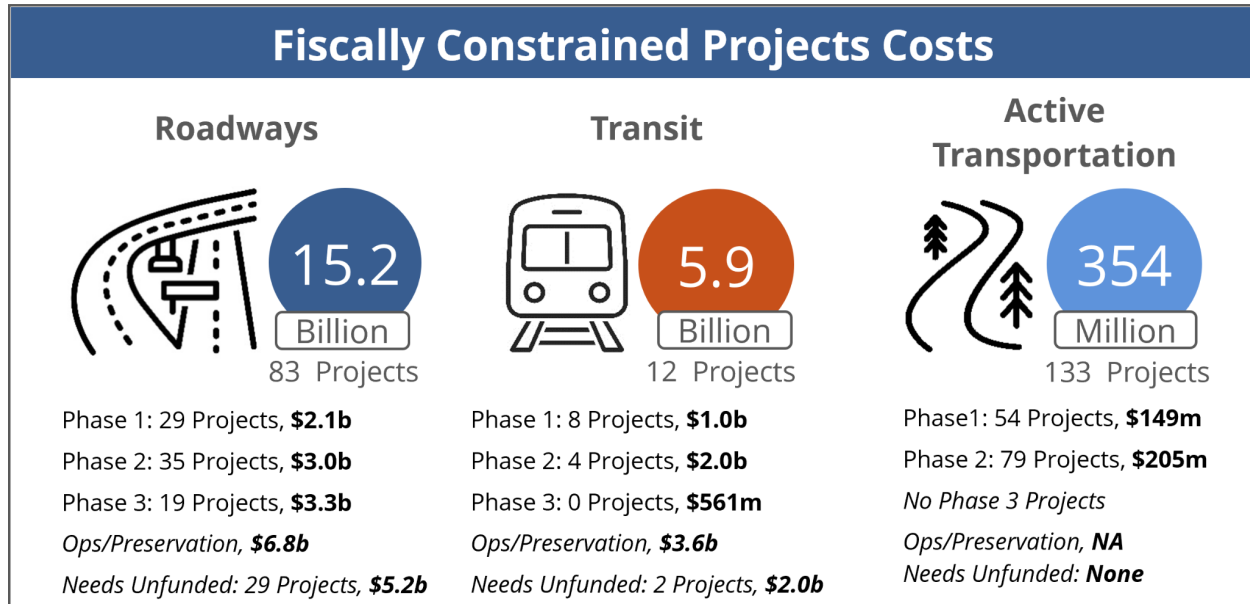
1. Projects from the STIP program (projects that have programmed capital costs in the next five years).
2. Projects with approved environmental work completed.
3. Projects that have high modeled ridership

Active transportation projects were ranked by MPO committee members as their top needs.

5.1.Fiscal Constraint and Impacts on Needs-based Projects

With fiscal constraint in place, of the 263 or \$17.2 billion of total projects in the RTP, 136 projects at \$3.7 billion have assumed revenues in the phase they are needed, 92 projects at \$7 billion are delayed 10+ years past the phase needed, and 35 projects at \$6.6 billion in

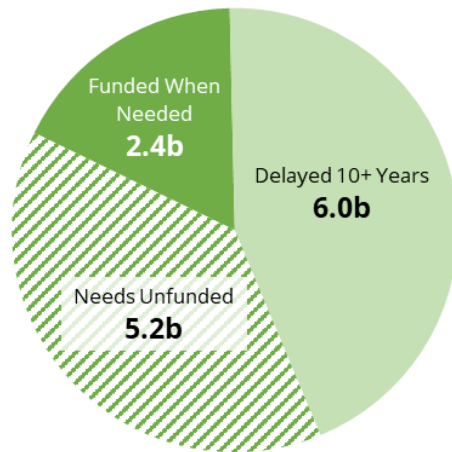
needs stay unfunded outside the fiscally constrained plan. These projects are not included in the Fiscally Constrained List and are not modeled in the plan for air quality purposes. They are listed in the plan to promote awareness that additional funding is needed. If additional funds are identified, an amendment to the plan, including a new air quality conformity determination, would be conducted.



Phased projects, operations, and preservation are fiscally constrained in the plan with assumed revenues. With such a large deficit in the near-term years and the impacts this causes on long-term needs, the plan clearly demonstrates that constructing projects when needed is a priority and the MPO will continue work to identify additional funding sources

Table E18: Fiscally Constrained Costs

Highways: With the first ten years of the plan having limited highway dollars available to the MPO, 34 projects totaling \$2.4 billion are funded when needed (including all STIP-programmed projects funded today in the capital projects program). 49 projects totaling \$6 billion are delayed 10+ years from the phase needed, and 29 projects at \$5.2 billion are left unfunded and not on the fiscally constrained list. Overall, 44 percent or \$2.1 billion of the \$4.7b of needed phase one highway projects are fiscally constrained. This cascades \$2.6 billion of phase one needed highway projects to phase two, causing most of phase two needs to move to phase three with some out past 2050. All phase three highway needs are delayed past 2050.



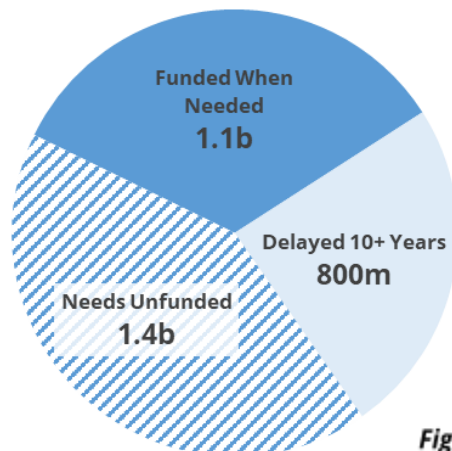
Highway Projects

112 Total Needs-based Projects | \$13.6b

- 34 Funded When Needed | \$2.4b
- 49 Delayed 10+ Years | \$6.0b
- 29 Needs Unfunded | \$5.2b

Figure E19: Highway Project Costs Breakdown

Transit: Of the 14 total transit projects valued at \$3.3 billion, nine projects at \$1.1 billion are fiscally constrained in the phase when needed, three projects at \$800 million are delayed 10+ years, and two projects at \$1.4 billion are left unfunded and not on the fiscally constrained list.



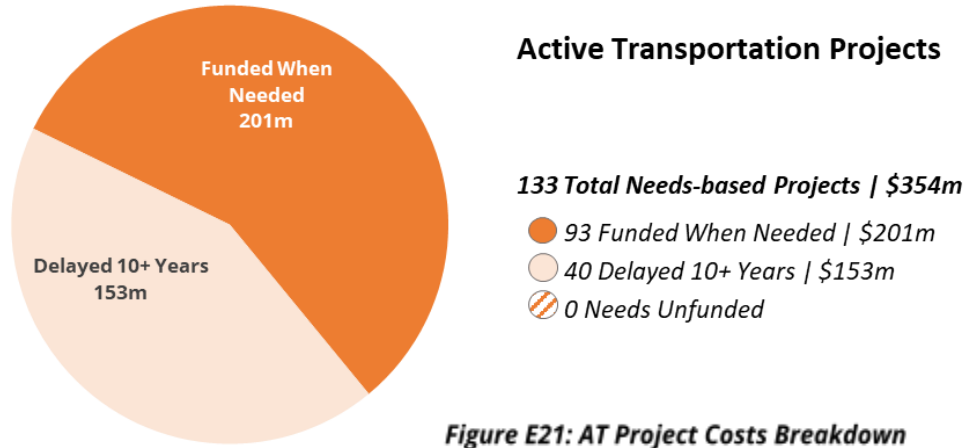
Transit Projects

14 Total Needs-based Projects | \$3.3b

- 9 Funded When Needed | \$1.1b
- 3 Delayed 10+ Years | \$800m
- 2 Needs Unfunded | \$1.4b

Figure E20: Transit Project Costs Breakdown

Active Transportation: Assumed revenue for active transportation projects is available for all proposed projects, just not all available in the phase of projected need. 109 projects at \$235 million are fiscally constrained when needed, 48 projects at \$131 million are delayed 10+ years, and no project needs are left outside the fiscally constrained plan.



Fiscally Constrained Project Costs

	Phase 1 2023-32	Phase 2 2033-42	Phase 3 2043-50	Total
Highways				
Preservation	1.2b	1.5b	1.5b	4.1b
Operations	898m	971m	830m	2.7b
Capacity	2.1b	2.9b	3.4b	8.4b
Highway FC Total	4.1b	5.4b	5.6b	15.3b
Total Unfunded Needs	2.7b	1.1b	1.3b	5.2b
Transit				
Preservation	117m	428m	637m	1.2b
Operations	503m	734m	622m	1.9b
Capacity	1.3b	1.2b	277m	2.8b
Transit FC Total	1.9b	2.4b	1.5b	5.9b
Total Unfunded Needs	74m	1.5b	903m	2.5b
Active Transportation				
Capacity	149m	205m	NA*	354m
AT FC Total	149m	205m	NA*	354m

*Preservation and operations costs nor phase 3 capacity costs are calculated for Active Transportation.

Table E22: Fiscally Constrained Costs

6. TRANSPORTATION SYSTEM PRESERVATION, OPERATIONS, AND OTHER COSTS

The RTP takes into account the operations, maintenance, preservation, safety, and state of good repair of the regional transportation system. UDOT, UTA, and the local municipalities maintain their respective transportation systems and must weigh the balance between operating and maintaining what is already part of the system with the costs for expansion.

State Highway System

To keep the state highway system running, UDOT manages operational, preservation, safety, and other smaller improvements. Operational expenditures are used to administer UDOT's administrative departments, including support and engineering services, as well as maintenance, region, construction, and equipment management. Pavement preservation work ranges from chip seal to full reconstruction. Safety improvements include hazard elimination, intersection upgrades, railroad crossing improvements, and other similar projects. Other projects include spot improvements such as signals, lighting, barriers, and department contingencies. For the RTP, UDOT estimated their costs for these activities.

UDOT estimates the cost to meet the needs for the administration, maintenance, and preservation of the state highway system through the life of the transportation plan to be \$1.5 billion.

Local Highway System

Estimates of the costs needed to support the regional local road system were made for municipalities and counties with assistance from the Utah League of Cities and Towns (ULCT), the Utah Association of Counties (UAC), the Utah Foundation, and the Utah Local Technical Assistance Program (Utah LTAP). Assumptions are based on a survey of local agency roadway expenses, various studies, and available data. Local costs for the regional highway system include maintenance and preservation, administration, traffic operations, and safety.

Local roadway maintenance activities include snow removal, sweeping, weed control, crack sealing, and pothole repair. Administration costs are expenditures

associated with managing transportation agencies and the transportation divisions of larger local public works departments. These costs include expenditures for staff, planning activities, preliminary engineering, etc. Traffic operations activity includes signing, marking, and signal installation and maintenance. Safety improvements include hazard elimination, intersection upgrades, railroad crossing improvements, and similar projects. The costs associated with these activities are estimated to cost about \$3.3 billion between 2023 and 2050, in current dollars.

Transit System: UTA estimates costs to operate, maintain, and preserve the UTA transit system based on the agency's experience building and operating the existing transit system. Estimates for the RTP include operating costs, state of good repair, administrative, safety, and other costs.

Operating costs include the price to employ transit service with the length, frequency, and span of service (hours per day and days per week) for each service/project in the current system and proposed in the RTP. Vehicle replacement happens throughout the lifespan of the RTP and is also accounted for in the operating costs. State of good repair (SGR) refers to the maintenance, overhaul, and replacement of transit assets such as rail, bus, and rideshare vehicles, train control software and hardware, railroad track and BRT lanes, railroad crossings and bridges, bus shelters, and station platforms. Administration costs include expenditures for staff, planning activities, and preliminary engineering.

The cost associated with operating and preserving the transit system to 2050 is assumed at \$3.6 billion.

Table E23. Total Transportation System Preservation, Operations, and Other Costs

Highway Unit Costs		
Type	2023 Cost	Unit
Right-of-Way Costs		
Right-of-Way	\$16.34	per sq.ft.
Bridge Costs		
Simple Bridge	\$13m	each
Complex Bridge	\$32m	each
Spot Improvement Costs		
System Interchange	\$168m	each
Simple Interchange	\$50m	each

7. DETAILED REVENUE ASSUMPTIONS AND SOURCES

The following section lists the detailed costs, growth assumptions, and revenues used in the RTP.

7.1 Revenue Assumptions

Expenditure assumptions are based upon uniform costing of projects by each MPO, UDOT, and UTA. Revenue projections are based upon assumptions agreed upon by the parties for each major revenue stream from federal, state, and local revenues. The parties involved met on several occasions to review and finalize the following assumptions. The major discussion points focused on the growth assumptions from the previous update, information from state agencies, including the consensus committee at the state level, and other long-range forecasting methods developed by the group. Table E24 provides a summary of the major assumptions used to generate revenue projections and the source and/or methodology used to generate the projections.

Assumptions were also made about expenditures from each funding source allocated to roadway preservation, capacity, and operations. Table E25 provides a summary of allocations for existing roadway revenue sources. Table E26 provides a summary of allocations for future roadway revenue sources and assumed implementation.

Table E24. Revenue Sources and Growth Rates

Revenue Source	2023-2050 Growth Rates	Growth Rate Source ¹
UDOT Revenue Assumptions		
Federal Revenues	2023-2026: 3.15% 2027-2050: 1.54%	Federal Apportionment AAGR ¹ Consensus
Motor Fuel (or equivalent)	2023-2027: 2.58% 2028-2050: 1.22%	Historic consumption AAGR (2015-2020) Historic consumption AAGR (2000-2020)
Special Fuel	2.33%	Historic consumption AAGR (2000-2020)
Registration Fees & Permits	3.38%	Historic weighted AAGR (2000-2020)
B&C Road Funds	Growth assumed in the calculation of motor fuel, special fuel, registration fees, which are used to calculate the B&C Funds.	
Registration Increases	3.38%	Historic AAGR (2000-2020)

Revenue Source	2023-2050 Growth Rates	Growth Rate Source ¹
Sales Tax (TIF) ²	4.42%	Historic AAGR (2000-2020)
MPO Revenue Assumptions		
Local Option Sales Tax	Cache MPO: 5.27% Dixie MPO: 7.13% MAG: 5.80% Rural (UDOT): 4.42% WFRC: 3.78%	Historic AAGR (2000-2020) Historic AAGR (2000-2020) Historic AAGR (2000-2020) Historic AAGR (2000-2020) Historic AAGR (2000-2020)
UTA Revenue Assumptions		
UTA Sales Tax	MAG: 5.80% WFRC: 3.78%	Historic AAGR (2000-2020) Historic AAGR (2000-2020)
Other Expense Assumptions		
Roadway Preservation Needs	2023-2026: 8.00% 2027-2050: 5.00%	Provided by UDOT and represents construction cost inflation and the addition of lane miles to the system.
Transit Capital Cost Inflation	4.00%	Provided by UTA and represents construction cost inflation.
Transit Operating and Maintenance Cost Inflation	3.25%	Provided by UTA and represents operation and maintenance cost inflation.

Notes:

1. AAGR: Average Annual Growth Rate
2. TIF: Transportation Investment Fund

Table E25. Existing Roadway Funding Source Revenue Allocation

Revenue Source	Preservation	Capacity	Operations
Federal Revenues¹			
Surface Transportation Program (STP)	0%	100%	0%
Congestion Mitigation	0%	50%	50%
Transportation Alternatives Program (TAP)	0%	100%	0%
County Revenues			
Utah County 2nd Quarter Sales Tax	0%	8%	0%

Revenue Source	Preservation	Capacity	Operations
Utah County 3rd Quarter Sales Tax	0%	100%	0%
Utah County 4th Quarter Sales Tax	0%	100%	0%
Utah County 5th Fifth Sales Tax	0%	100%	0%
\$10 Vehicle Registration Fee for Utah County ¹	0%	100%	0%
Local Revenues			
MAG Area B&C	85%	0%	15%
Private Funding (Developers)	0%	100%	0%
Utah County 4th Quarter Sales Tax	0%	100%	0%
General Fund Contributions	80%	10%	10%

Notes:

1. Vehicle registration fee for corridor preservation

Table E26. Assumed New Funding Source Revenue Allocation

Revenue Source	Year(s)	Fee	Road	Transit	Preservation	Capacity	Operations	
Vehicle Registration Fees								
Utah County Vehicle Registration Fee	2026 2036 2046	\$5.00	100%	0%	0%	100%	0%	
Sales Tax								
Utah County	5th Quarter	2024	\$0.0020	0%	100%	0%	100%	0%
	6th Quarter	2030	\$0.0025	40%	60%	0%	100%	0%
	7th Quarter	2040	\$0.0020	40%	60%	0%	100%	0%

7.2.Potential Transportation Revenue Sources

Below is a detailed listing of all revenue sources eligible for the various transportation related activities in the RTP.

Revenue Source	Fund Category	Program Responsibility
National Highway Trust Fund & U.S. General Fund	Federal Highway Administration <ul style="list-style-type: none"> ● <i>Surface Transportation Block Grant Program (STBG)</i> <ul style="list-style-type: none"> ○ Provo/Orem Urban Area ○ Small Sub Area MAG Area ● <i>Congestion Mitigation and Air Quality (CMAQ)</i> <ul style="list-style-type: none"> ○ Utah County ● <i>Transportation Alternatives Program (TAP)</i> <ul style="list-style-type: none"> ○ Provo/Orem Urban Area ○ Small Sub Area MAG Area ● <i>Carbon Reduction Program (CRP)</i> <ul style="list-style-type: none"> ○ Provo/Orem Urban Area ○ Small Sub Area MAG Area 	MAG
	Community Project Funding Requests	Congress
	<ul style="list-style-type: none"> ● <i>National Highway Performance (NHPP) Surface Transportation Program</i> <ul style="list-style-type: none"> ○ Small Urban Non-Urban ○ Flexible (Any-Area) ● <i>Highway Safety Improvement Program (HSIP) Transportation Alternatives Program (TAP)</i> <ul style="list-style-type: none"> ○ Statewide and Small Urban Areas ○ Safe Routes to School (SR2S) ○ Recreational Trails ● <i>Federal Lands Programs</i> ● <i>Rebuilding America's Infrastructure with Sustainability and Equity (RAISE) Development Grants</i> ● <i>Additional FHWA Formula Funds</i> 	Utah Department of Transportation
Transit Account of the National Highway Trust Fund & U.S. General Fund	Federal Transit Administration <ul style="list-style-type: none"> ● (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 	Utah Transit Authority, Utah Department of Transportation

Revenue Source	Fund Category	Program Responsibility
	<ul style="list-style-type: none"> (5339) Bus and Bus Facilities Formula Grants (5340) Growing and High Density States Program 	
State Highway User Receipts, General Fund, & Designated Sales Tax	State <ul style="list-style-type: none"> State General Funds State Highway User Fund (Class A) Transportation/Transit/Cottonwood Canyon/Active Transportation Investment Fund (ATIF/TTIF/CCTIF/ATIF) Revolving Corridor Preservation Fund 	Utah Department of Transportation
Sales & Property Tax, Other General Fund, B & C Road Fund	Local <ul style="list-style-type: none"> County (Class B Funds) & City (Class C Funds) General Funds County-Imposed Local Option Sales Tax County-Imposed Vehicle Registration Fee Transportation Utility Fees 	City, County, Utah Transit Authority, County Council of Governments
Private and Other	Private <ul style="list-style-type: none"> Developer Donations/Funds 	Private

Transportation Program	Funding Agency	Description	Requirement For Use
Active Transportation Investment Fund (ATIF)	State	The ATIF contains revenues that are deposited from the TIF based on set percentage and are subject to legislative appropriation. These funds are used to build and maintain state-owned paved trails throughout the state	1. May be used only by UDOT. 2. Must be on UDOT's Utah Trail Network.

Transportation Program	Funding Agency	Description	Requirement For Use
		through UDOT's Utah Trail Network.	
Areas of Persistent Poverty Program (AoPP)	FTA	The Areas of Persistent Poverty Program supports increased transit access for environmental justice (EJ) populations, equity-focused community outreach and public engagement of underserved communities and adoption of equity-focused policies, reducing greenhouse gas emissions, and addressing the effects of climate change.	Eligible activities may include, planning, engineering, or development of technical or financing plans for improved transit services; new transit routes; engineering for transit facilities and improvements to existing facilities; innovative technologies; planning for low or no emission buses; planning for a new bus facility or intermodal center that supports transit services; integrated fare collections systems; or coordinated public transit human service transportation plans to improve transit service in an Area of Persistent Poverty or Historically Disadvantaged Community, or to provide new service such as transportation for services to address the opioid epidemic, as well as increase access to environmental justice populations, while reducing greenhouse gas emissions and the effects of climate change.
Bridge Formula Program (BFP)	FHWA (State apportionment)	Congress established the BFP to provide funding for highway bridge replacement, rehabilitation, preservation, protection, and construction projects on public roads.	BFP funding is distributed by a statutory formula based on the relative costs of replacing all highway bridges classified in poor condition in a State and the relative costs of rehabilitating all highway bridges classified in fair condition in a State.

Transportation Program	Funding Agency	Description	Requirement For Use
Bridge Investment Program (BIP)	FHWA	The Bridge Investment Program is a competitive, discretionary program that focuses on existing bridges to reduce the overall number of bridges in poor condition, or in fair condition at risk of falling into poor condition.	<ol style="list-style-type: none"> 1. Three types of grants are available: <ol style="list-style-type: none"> a. Planning grants b. Large Bridge Project grants c. Bridge project grants 2. Projects to replace, rehabilitate, preserve, or protect bridges in the National Bridge Inventory (NBI) are eligible. This includes projects which bundle two or more bridges into a single project and projects to replace or rehabilitate bridge-size culverts for the purpose of improving flood control and improved habitat connectivity.
Bridge Replacement and Rehabilitation Program	Included in STP	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.
Carbon Reduction Program (CRP)	FHWA (WFRC)	Provides funding for transportation projects that reduce on-road carbon dioxide emissions.	Funds must be used to reduce on-road CO2 emissions, which may include projects and strategies for safe, reliable, and cost-effective options to reduce traffic congestion by facilitating the use of alternatives to single- occupant vehicle trips, including public transportation facilities, pedestrian facilities, bicycle facilities, and shared or pooled vehicle trips within the Urbanized Area.
Class B & C Funds	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.

Transportation Program	Funding Agency	Description	Requirement For Use
			<p>4. Thirty percent of the funds must be used for construction projects or maintenance projects over \$40,000.</p>
<p>Community Development Block Grant (Entitlement and Discretionary Grants) (CDBG)</p>	<p>U.S. Department of Housing and Urban Development (HUD)</p>	<p>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.</p>	<p>1. Entitlement grants are allocated to cities with populations in excess of 50,000, or counties with a population in excess of 200,000, or central cities in standard metropolitan statistical areas (SMSAs) with populations of under 50,000.</p> <p>2. Discretionary grants (small cities) allocated to all counties or units of general local government, except metropolitan cities and urban counties.</p> <p>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.</p> <p>4. Highway expenditures have to be in support of broader community development programs.</p>
<p>Congestion Mitigation and Air Quality - Urban (MAG)</p>	<p>FHWA (MAG)</p>	<p>For transportation-related projects that significantly reduce emissions in non-attainment areas.</p>	<p>1. Projects must contribute to the attainment of air quality standards (reducing emissions) in the region.</p> <p>2. Projects that increase capacity for single occupancy vehicles are not allowed.</p> <p>3. Projects in the State Implementation Plan for clean air attainment should receive priority.</p>
<p>Developer Donations/Funds</p>	<p>Private</p>	<p>Private sources also need to be considered for transportation improvements which will provide benefits to them.</p>	<p>Municipal planning commission must review new subdivision plats and conditional plans.</p>

Transportation Program	Funding Agency	Description	Requirement For Use
Economic Development Grants	U.S. Economic Development Administration (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 opportunities 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 the Economic Opportunity Act of 1964.
Federal Lands and Tribal Transportation Programs (FLTTP)	FHWA	The Federal Lands and Tribal Transportation Programs provide for transportation planning, research, engineering, and construction of highways, roads, and parkways and transit facilities that improve access to or within public lands, national parks, and Indian reservations.	<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.
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. 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
<p>Infrastructure for Rebuilding America Discretionary Grant Program (INFRA)</p>	<p>FHWA</p>	<p>INFRA (known statutorily as the Nationally Significant Multimodal Freight & Highway Projects) awards competitive grants for multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas.</p>	<p>Projects that improve safety, generate economic benefits, reduce congestion, enhance resiliency, and hold the greatest promise to eliminate freight bottlenecks and improve critical freight movements.</p>
<p>Local Corridor Preservation Funds</p>	<p>Towns, Cities, and Counties</p>	<p>This legislation enables counties to increase vehicle registration fees by \$10 per vehicle, with the funds to be used for transportation corridor preservation.</p>	<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 (COGs) (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

Transportation Program	Funding Agency	Description	Requirement For Use
Local General Funds	Towns, Cities, and Counties	For transportation facility improvements ranging from maintenance to new construction.	<ol style="list-style-type: none"> 1. Major portion of the 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.
Local Option Sales Taxes	Towns, Cities, Counties, and COGs	For support of corridor preservation, public transit, active transportation, and roadway improvements.	Information relative to eligible activities is specified in the section of law authorizing each local option sales tax quarter.
National Highway Performance (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.	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.
National Scenic Byways Program (NSBP)	FHWA	The program is a grass-roots collaborative effort established to help recognize, preserve and enhance selected roads throughout the United States.	Grants and technical assistance are available to States or Indian Tribes to implement eligible projects on highways designated as National Scenic Byways.

Transportation Program	Funding Agency	Description	Requirement For Use
Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation (PROTECT)	FHWA	The purpose of these programs is to provide funds for resilience improvements to enable communities to assess vulnerabilities to current and future weather events and natural disasters and changing conditions, including sea level rise, and plan transportation improvements and emergency response strategies to address those vulnerabilities; and competitive resilience improvement grants to protect surface transportation assets, communities, coastal infrastructure, and natural infrastructure.	PROTECT Formula Program funds can only be used for activities that are primarily for the purpose of resilience or inherently resilience related, including planning activities, resilience improvements to existing surface transportation assets, community resilience and evacuation routes, and at-risk coastal infrastructure.
Railway Highway Crossing Program (RHCP)	FHWA (State apportionment)	The Railway-Highway Crossings (Section 130) Program provides funds for the elimination of hazards at railway-highway crossings.	The Section 130 program funds are eligible for projects at all public crossings including roadways, bike trails and pedestrian paths. Fifty percent of a State's apportionment under 23 USC 130(e) is dedicated for the installation of protective devices at crossings. The remainder of the funds apportionment can be used for any hazard elimination projects.
Railroad Safety Technology Grants for Positive Train Control (PTC)	Federal Railroad Administration	To assist with deploying positive train control systems.	1. Examples of eligible projects include: Implementation, installation, and testing of PTC systems; Shared PTC infrastructure (e.g., back office systems, computer aided design

Transportation Program	Funding Agency	Description	Requirement For Use
			<p>systems); and PTC interoperability advancements, such as pilot programs, standardization committees, development of standard processes, and spectrum acquisition, sharing, and desensitization.</p> <p>2. Eligible recipients include passenger and freight railroad carriers, railroad suppliers, and state and local governments.</p>
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	USDOT	Discretionary grants for investments in surface transportation infrastructure that have a significant local or regional impact.	<ol style="list-style-type: none"> 1. Projects can be roads, bridges, transit, rail, ports, or intermodal hubs 2. Up to 50 percent of funding is to be utilized for projects in rural areas. 3. Eligible applicants for RAISE transportation grants are State, local and tribal governments, including U.S. territories, transit agencies, port authorities, metropolitan planning organizations (MPOs), and other political subdivisions of State or local governments.
Reconnecting Communities Pilot Program (RCP)	FHWA	Reconnecting Communities Pilot (RCP) discretionary grant program is dedicated to reconnecting communities that were previously cut off from economic opportunities by transportation infrastructure. Funding supports planning grants and capital construction grants, as well as technical assistance, to restore community connectivity through the removal,	<ol style="list-style-type: none"> 1. Eligible facilities include a highway, including a road, street, or parkway or other transportation facility, such as a rail line, that creates a barrier to community connectivity, including barriers to mobility, access, or economic development, due to high speeds, grade separations, or other design factors. 2. Funding is available for planning, technical assistance, and capital construction grants.

Transportation Program	Funding Agency	Description	Requirement For Use
		retrofit, mitigation, or replacement of eligible transportation infrastructure facilities.	
Recreational Trails Program	Included in TAP (State)	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.
Revolving Corridor Preservation 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
Safe Routes to School	Included in TAP (State)	Assist and encourage students living within 1.5-2 miles to safely walk or bike to school. Available funding can be used for both non-infrastructure (education and encouragement programs), and infrastructure (physical improvements - primarily new sidewalks, etc.) type projects.	<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
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
Safe Streets and Roads for All (SS4A)	FHWA	The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries.	<ol style="list-style-type: none"> 1. Eligible activities include: <ol style="list-style-type: none"> a. Develop or update a comprehensive safety action plan (Action Plan). b. Conduct planning, design, and development activities in support of an Action Plan. c. Carry out projects and strategies identified in an Action Plan.
Section 5307 - Urbanized Area Formula Grants	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 - Capital Investment Grants	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 plans, goals, and objectives. 3. Environmental impact evaluation. 4. Restricted to capital improvements (purchase of equipment, construction of maintenance facilities, etc.)
Section 5310 - Enhanced Mobility of Seniors & Individuals with Disabilities	FTA	Grants for capital expenditures by private non-profit and public agencies providing mobility for Seniors and	<ol style="list-style-type: none"> 1. Must be used for capital expenditures, including the purchase of vans or buses. 2. Must be recommended by UDOT review committee.

Transportation Program	Funding Agency	Description	Requirement For Use
Section 5311 - Formula Grants for Outside Urban Area	FTA	<p>Individuals with disabilities.</p> <p>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.</p>	<p>3. Recipients must coordinate services with other providers in the area.</p> <p>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.</p> <p>2. Private for-profit operators of transit or paratransit services may participate in the program only through contracts with eligible recipients.</p> <p>3. Urbanized areas, as defined by the Bureau of the Census, are not eligible.</p>
Section 5312 - Research, Development, Demonstration, and Deployment	FTA	<p>Funding for development, testing, and deployment of innovative technologies and low-and zero-emission vehicles in an effort to support research activities that support the safety, efficiency, air quality benefits, and sustainability of public transportation.</p>	<p>1. Eligible applicants include Federal government agencies, state and local governments, public transportation providers, private or nonprofit organizations, technical and community colleges, and institutes of higher education.</p> <p>2. Eligible activities include research, innovation, and development and demonstration, deployment, and evaluation projects that seek to improve public transportation ideas, practices, and approaches in the topic areas of innovative technologies and low-and zero-emission vehicles.</p>
Section 5324 - Emergency Relief	FTA	<p>The program assists states and public transportation agencies in paying for the protection, repair,</p>	<p>1. Eligible applicants include states and government authorities, including public transportation agencies.</p> <p>2. These grants are only eligible for expenses not reimbursed by the</p>

Transportation Program	Funding Agency	Description	Requirement For Use
		<p>replacement, and/or operation of equipment and facilities that have been damaged as a result of an emergency, including natural disasters.</p>	<p>Federal Emergency Management Agency (FEMA). 3. A 20 percent non-federal match is required, although FTA may waive this requirement. 4. Operating costs are eligible for one to two years, depending on the extent of the emergency and need.</p>
<p>Section 5326 - Asset Management Provisions</p>	<p>FTA</p>	<p>The objective of the program is to improve transit asset management by implementing a strategic approach for assessing needs and prioritizing investments for bringing and maintaining the nation's public transit systems in a state of good repair.</p>	<ol style="list-style-type: none"> 1. Eligible applicants include public transportation providers. 2. To be eligible for funding, transit agencies must develop and implement transit asset management (TAM) plans, which include an asset inventory, condition assessments of inventoried assets, and a prioritized list of investments to improve the state of good repair (SGR) of their capital assets. Transit providers are also required to set performance targets for their capital assets based on the SGR measures and report their targets, as well as information related to the condition of their capital assets, to the National Transit Database.
<p>Section 5337 - State of Good Repair Grants</p>	<p>FTA</p>	<p>The program provides capital assistance for maintenance, replacement, and rehabilitation projects of high-intensity fixed guideway and bus systems to help transit agencies maintain assets in a state of good repair. Additionally, SGR grants are eligible for developing and implementing Transit</p>	<ol style="list-style-type: none"> 1. Eligible recipients are state and local government authorities in urbanized areas with fixed guideway and high intensity bus systems in revenue service for at least seven years. 2. Funds are available for capital projects that maintain a fixed guideway or a high intensity bus system in a state of good repair, including projects to replace and rehabilitate, as well as implement transit asset management plans.

Transportation Program	Funding Agency	Description	Requirement For Use
		Asset Management plans.	3. Funds are apportioned by statutory formulas. 4. A minimum 20 percent non-federal match is required.
Section 5339 - Bus and Bus Facilities Formula Grants	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. 2. Applicant must have legal, financial, and technical capacity to carry out proposed project and maintain facilities and equipment purchased with Federal assistance. 3. Private non-profit organizations are not directly eligible recipients.
Section 5340 - Growing and High Density States Program	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. 2. 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. 3. The sub-allocation should be determined fairly and rationally through a process agreeable to recipients.

Transportation Program	Funding Agency	Description	Requirement For Use
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.
State General Funds	State	For construction, improvement, or maintenance of the 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.
State Highway User Fund	State	For construction, improvement, or maintenance of the 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.
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 projects, and intracity 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 the Transportation Plan, except for minor projects. 3. Initiation of projects by local officials through MPO.
Surface Transportation Program -Non-urban (STP)	FHWA	For transportation facility improvements ranging from rehabilitation of existing facilities to new construction. May also	<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
		be used for transit capital improvements and ridesharing promotion.	
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 projects, and intracity 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 the Transportation Plan, except for minor projects. 3. Initiation of projects by local officials through MPO.
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).
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).

Transportation Program	Funding Agency	Description	Requirement For Use
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 the Transportation Plan, except for minor projects. 3. Initiation of projects by local officials through MPO. 4. Environmental impact evaluation.
Tax Increment Financing	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 a redevelopment agency. 4. Identification of a redevelopment project area and a specific redevelopment.
Transit Oriented Development Planning (TOD)	FTA	The Pilot Program for TOD Planning helps support FTA's mission of improving America's communities through public transportation by providing funding to local communities to integrate land use and transportation planning with a new fixed guideway or core capacity transit capital investment.	Comprehensive planning funded through the program must examine ways to improve economic development and ridership, foster multimodal connectivity and accessibility, improve transit access for pedestrian and bicycle traffic, engage the private sector, identify infrastructure needs, and enable mixed-use development near transit stations.

Transportation Program	Funding Agency	Description	Requirement For Use
Transit Transportation Investment Fund (TTIF)	State	The TTIF contains revenues that are deposited from the General Fund based on motor and special fuel taxes and are subject to legislative appropriation. These funds are used for transit capital projects. 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 by any public transit district throughout the State. 2. Must be identified and come from the prioritization selection process as determined by the State Transportation Commission and UDOT's statewide "strategic initiatives." 3. Funds require a 40 percent local match.
Transportation Alternatives Program (TAP)	FHWA (UDOT, WFRC)	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.
Transportation Infrastructure Finance and Innovation Act (TIFIA) loans	Build America Bureau	The TIFIA program provides credit assistance for qualified projects of regional and national significance.	<ol style="list-style-type: none"> 1. The TIFIA credit program offers three distinct types of financial assistance designed to address the varying requirements of projects throughout their life cycles:

Transportation Program	Funding Agency	Description	Requirement For Use
		<p>Many large-scale, surface transportation projects - highway, transit, railroad, intermodal freight, and port access - are eligible for assistance. The program is designed to fill market gaps and leverage substantial private co-investment through supplemental, subordinate investment in critical improvements to the nation's transportation system.</p>	<p>a. Secured (direct) loan - Offers flexible repayment terms and provides combined construction and permanent financing of capital costs. Maximum term of 35 years from substantial completion.</p> <p>b. Loan guarantee - Provides full-faith-and-credit guarantees by the Federal Government and guarantees a borrower's repayments to non-Federal lender.</p> <p>c. Standby line of credit - Represents a secondary source of funding in the form of a contingent Federal loan to supplement project revenues, if needed, during the first 10 years of project operations, available up to 10 years after substantial completion of project.</p>
<p>Transportation Investment Fund (TIF)</p>	<p>State</p>	<p>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.</p>	<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.