
APPENDIX I

WASATCH FRONT URBAN AREA LONG RANGE TRANSPORTATION PLAN UPDATE

2004 - 2030

POTENTIAL FEDERAL, STATE AND LOCAL REVENUE SOURCES

Funding sources for transportation highway and transit improvement projects are essential if the recommended projects of the Wasatch Front Urban Area Long Range Transportation Plan are to be built. In the Wasatch Front Region, federal, state, and local governments as well as private developers provide funds to pay for improvements. ISTEA of 1991 combined or renamed many of the former federal-aid programs, such as Federal-Aid Urban and Federal-Aid Secondary. The ISTEA greatly increased the flexibility of federal highway and transit programs. ISTEA also created some new programs, such as the Congestion Mitigation/Air Quality (CM/AQ) program and Transportation Enhancements. The following section describes various revenue funding sources and programs and how these revenues may be used. Table II-1 entitled "Transportation Program Funding Sources and Responsibilities" is a summary of potential funding sources for transportation improvements, including federal, state and local programs. Table II-2 entitled "Potential Funding Sources for Transportation Projects" describes the programs, funding mechanisms and eligibility requirements for various transportation projects. Both of these tables are located at the end of this chapter.

FEDERAL REVENUE SOURCES

The current federal highway legislation, the Transportation Equity Act for the 21st Century, continues the programs created by ISTEA, but with increased funding level. The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) provide the major source of funds from the federal government for transportation improvements. However, some funds are also available from several other federal agencies. All are discussed below.

Federal Highway Administration

The FHWA administers the highway programs of the federal government. Included are programs for improvements to the Federal-Aid Interstate System, for improvements to other highways in rural and urban areas, and for safety related improvements. TEA-21 made a significant change in the funding to substantially increase the level of funding by approximately 54 percent over ISTEA. It assured a guaranteed level of Federal funds for surface transportation through FY 2003. The annual floor for highway funding is keyed to receipts of the Highway Account of the Highway Trust Fund. Transit funding is guaranteed at a selected fixed amount. All highway user taxes are extended at the same rates when the legislation was enacted. In a major change to Federal Budget rules, highway and transit programs are now guaranteed a minimum level of spending under TEA-21. The amount guaranteed for the national surface transportation program is estimated to be \$198 billion over the life of the Act for both highway and transit. The full authorizations for the highway and transit programs is \$218 billion. A concession to achieving this high spending level is that the Highway Trust Fund no longer receives interest income.

Federal-Aid Interstate Maintenance Program - These funds can be used for resurfacing, restoration, and rehabilitation of the Interstate Highway System. Since the Interstate System is complete in Utah, this program will increase in importance as the emphasis was shifted from construction of the Interstate System to maintaining the System. The Utah Department of Transportation and the State Transportation Commission program these funds. The federal share of these projects is approximately 93 percent.

National Highway System (NHS) This is a funding category as a result of ISTEA for use in constructing, widening, or rehabilitating highways on the National Highway System. This category of highways includes all interstate and most other major principal arterials. A national highway system, of approximately 160,000 miles, has been approved by Congress. The federal share for this program is approximately 93 percent. Projects such as commuter parking lots, new interchanges, and transit improvements on National Highway Systems are also eligible to receive NHS funds. The estimated funding level for the non-Interstate NHS in Utah will be approximately \$245.8 million for the 6 years of ISTEA. These funds are distributed based on a formula which has been revised to include each State's lane-miles of principal arterials, diesel fuel used on the States' highways, and per capita principal arterial lane-miles. The Act expands and clarifies eligibility of NHS funding for certain types of improvements, such as publicly owned bus terminals, infrastructure-based intelligent transportation system capital improvements, and natural habitat mitigation.

Surface Transportation Program (STP) This is also a new category created in ISTEA. It is a combination of the former Federal-Aid Urban (FAU), Hazard Elimination and Safety (HES), and part of the Federal-Aid Primary and Secondary (FAP and FAS) programs. The funds may be spent on any road that is functionally classified as a collector or higher for urban streets or as a major collector or higher for rural areas. The type of projects may range from rehabilitation to new construction. Eligible safety projects include Hazard Elimination, Railroad Crossings, and Railroad Protective Devices. These funds may also be used for transit projects. The federal share for STP projects is 93 percent. The estimated total funding for Utah is \$296.7 million over the life of the Act. A state may augment its STP funds by transferring funds from other programs. In addition, a portion of the Minimum Guarantee funds are administered as if they were STP funds. Fifty percent of the Surface Transportation Program funds are allocated to urban and rural areas of the state based on population. Thirty percent can be used in any area of the state at the discretion of the State Transportation Commission. Of the remaining 20 percent of the funds, 10 percent must be spent on highway safety projects, and 10 percent must be spent on "Transportation Enhancements." There are ten types of Enhancements, which range from historic preservation, bicycle and pedestrian facilities, to water runoff mitigation. State allocations include a special rule for areas with less than 5,000 population. ISTEA provision require states to make available obligation to urbanized areas of more than 200,000 population.

Congestion Management/Air Quality (CM/AQ) This FHWA program gives federal-aid to projects which reduce traffic congestion and improve air quality in non-attainment areas. Examples of CM/AQ projects are signal coordination, park and ride lots, ridesharing, bus service expansion, and alternative transportation modes, which include bicycle and pedestrian facilities. The federal share for CM/AQ projects is 93 percent.

Bridge Replacement Program - This program provides funds for the replacement of substandard bridges, both on and off federal-aid systems. Bridges must have a span of 20 feet in order to be eligible to receive these funds. The Utah Department of Transportation has evaluated all eligible bridges in the state and given them a rating. All bridges with a rating of less than 50 are eligible to receive funding on a first-come, first-served basis. The UDOT reinventories bridges about every two years. The State Transportation Commission has established a policy that 65 percent of these funds will be used for bridges on the state system with the remaining 35 percent being used for bridges under local jurisdiction. The federal share for these projects is 80 percent.

High Priority Projects - This program was created in TEA-21 to fund specific projects identified by Congress. Nationally, 1850 high priority projects have been identified. In Utah, 15 projects have been funded with a total of approximately \$80,700,000 over the six years of the Act. The federal share for these projects is 80 percent.

Recreational Trails Program - This program was created in TEA-21 replacing the National Recreational Trails Funding Program of ISTEA of 1991. Funds may be used to maintain and restore trails, develop trailside and trailhead facilities, acquire easements or land for trails, and to construct new trails. An amount of \$30 million has been authorized for the FY 1998, \$40 million for FY 1999 and \$50 million for each of the FYs 2000-2003 for the recreational trails program nationwide. The federal share for these projects is 80 percent.

Minimum Guarantee - Federal-aid highway funds for individual programs are apportioned by formula using factors relevant to the particular program. After those computations are made, additional funds are distributed to ensure that each State receives an amount based on equity considerations. This provision ensures that each State will have a guaranteed return on its contributions to the Highway Account of the Highway Trust Fund. A certain share of the aggregate funding provides for the following programs: Interstate Maintenance, National Highway System, Bridge, Congestion Mitigation and Air Quality, Surface Transportation Program, Metropolitan Planning, High Priority Projects and other minor programs as well as the Minimum Guarantee itself. The shares are adjusted each year to ensure that each State's share of apportionments for the specified programs is at least 90.5 percent of its percentage share of contributions to the Highway Account based on the latest data available at the time of the apportionment. During TEA-21, Utah is expected to receive \$101.9 million.

Federal Transit Administration

Federal funds for transit capital, planning and preventive maintenance are made available through the Federal Transit Administration. A brief description of the transit assistance program follows.

Section 5307 Urbanized Area Formula Program (formerly FTA Section 9 Program) - Established in 1982, by the Surface Transportation Assistance Act, the Urbanized Area Formula Program provided a block grant to local transit agencies to fund capital projects, provide operating assistance, and support planning activities. With the passage of TEA 21, use of the funds for operating assistance was not authorized for urbanized area over 200,000

people. However, the funds were authorized to be used for preventive maintenance activities. The formula program funds are distributed annually to the Salt Lake-Ogden Urbanized Areas and calculated with a formula based on population, population density, and transit revenue miles of service. The Federal share for projects under the Urbanized Area Formula Program is typically 80 percent of the net project cost.

Section 5309 Capital Program (formerly FTA Section 3 Program) - This program provides federal discretionary funding, outlined by Congress, for capital improvement projects under the bus, fixed guideway modernization, and new starts categories. Established in 1982, by the Surface Transportation Assistance Act, the Capital Program has been funded by a gasoline tax dedicated to transit. The Federal share for projects assisted under the Capital Program is typically 80 percent of the net project cost.

Specifically the three eligible project categories within the Capital Program are bus and bus-related facilities, modernization of fixed guideway systems, and new fixed guideway systems and extensions (“New Starts”).

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

Modernization of Fixed Guideway Systems. Projects typically funded under fixed guideway modernization are infrastructure improvements to existing rail and other fixed guideway systems. These improvements can include track and right of way rehabilitation, modernization of stations and maintenance facilities, rolling stock purchase and rehabilitation, and signal and power modernization. Modernization of ferry terminals and the transit portion of ferry boats are also eligible costs.

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

Section 5310 Elderly and Persons with Disabilities Program (formerly FTA Section 16 Program) - This program provides funding to private non-profit agencies for capital improvements for the provision of transportation services to senior citizens and persons with disabilities. ISTEA also made public agencies eligible to receive these funds. The Utah Department of Transportation has established a committee to review the projects submitted to use these funds. The Federal share for projects under the Elderly and Persons with Disabilities Program is 80 percent of the net project cost.

Other Federal Programs

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

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

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

STATE REVENUE SOURCES

The State of Utah makes funds available from several sources for highway construction. The sources include motor fuel taxes, special fuel taxes, vehicle registration fees, and drivers license fees. The 1997 state legislative session changed many of the tax collection schedules for motor fuel. For fiscal year 1998 the gas tax was raised five cents to 24.5 cents per gallon. The special fuel tax and motor vehicle registration were also raised. Seventy-five percent of all these funds are kept by the Utah Department of Transportation for their construction and maintenance and administration program. The remaining 25 percent are made available to counties and cities in the state through the Class B and C Program.

With the approval of an increase in the state gasoline tax and other fees in 1997, the Utah State Legislature created a Centennial Highway Fund (CHEF) to fund major highway needs throughout the state. This fund sets aside approximately \$1,745,500,000 through 2007 through a combination of revenues from sales tax, motor vehicle registration, and the state's general fund. The Legislature also created a revolving Corridor Preservation Fund (CPF) using a tax on rental cars. This fund can be used by state and local agencies to acquire right-of-way for future transportation corridors. The amount of funds used will need to be paid back to the CPF by other sources when the project goes to construction.

Class B and C Program - Class B and C funds are allocated to each city and county by a formula based on population, road mileage, and the type of roadway. Type B funds are distributed to the counties and C funds to cities. These funds can be used at the discretion of the counties and cities for new construction, maintenance, or preservation.

Safe Sidewalks Program - A Safe Sidewalk Program has also been established by the Utah State Legislature to fund the construction sidewalks on roads on the state system. The money is distributed on a formula basis partially based on miles of state road per UDOT Region. Each city and county located in the Region submits projects to the district, which then prioritizes them. A statewide representative committee then makes the final selection for each county.

LOCAL REVENUE SOURCES

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

Financial sources for municipal and county government transportation improvements include exactions from developers, which are required to construct certain portions of local roads that directly serve their new residential or commercial development, and transportation impact fees. Local governments have several other options for improving their transportation systems. Most of these options involve some kind of bonding arrangement, either through the creation of a redevelopment district, a more traditional special improvement district organized for a specific project benefitting an identifiable group of properties, or through general obligation bonding arrangements for projects felt to be beneficial to the entire entity issuing the bonds. Finally, local funding for transit improvements and service is provided through a 1/2 percent sales tax in Davis and Weber Counties and a 7/16 percent sales tax in Salt Lake County. Revenues from an additional 1/16 percent sales tax in Salt Lake County are designed for improvements on state highways in the County.

PRIVATE SOURCES

Private interests often provide sources of funding for transportation improvements. Developers construct the local streets with subdivisions and often dedicate right-of-way for and participate in the construction of collector and arterial streets adjacent to their developments. Developers should also be considered as a possible source of funds for projects needed because of the impacts of the development, such as the need for traffic signals or arterial street widening.

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

Table 1

TRANSPORTATION PROGRAM FUNDING SOURCES AND RESPONSIBILITIES

FUND CATEGORY	REVENUE SOURCE	PROGRAM MANAGEMENT
FEDERAL HIGHWAY ADMINISTRATION		
Surface Transportation Program (STP) for Salt Lake & Ogden Areas Congestion Mitigation/Air Quality (CM/AQ)for Salt Lake & Ogden Areas	NATIONAL HIGHWAY TRUST FUND	WASATCH FRONT REGIONAL COUNCIL
Interstate Maintenance (IM) National Highway System (NHS) Surface Transportation Program Urbanized Area Small Urban Non-Urban Any-Area Statewide (STP) Safety Hazard Elimination Railroad Crossings Transportation Enhancements Bridge On System State Bridge Replacement Off System - Local Off System - Optional Federal Lands Programs High Priority Projects Recreational Trails		UTAH DEPARTMENT OF TRANSPORTATION (See note below)
FEDERAL TRANSIT ADMINISTRATION		
(5307) Block Grant Funds (5309) Discretionary Funds (5310) Capital Funds for services to elderly and disabled persons	TRANSIT ACCOUNT OF NATIONAL HIGHWAY TRUST FUND & U.S. GENERAL FUND	UTAH TRANSIT AUTHORITY UDOT (5310)
STATE		
State Construction State General Funds State Traffic Centennial Highway Funds Corridor Preservation Funds	STATE HIGHWAY USER RECEIPTS & STATE GENERAL FUND	UTAH DEPARTMENT OF TRANSPORTATION
LOCAL		
County (B Funds) City (C Funds) General Funds Transit Sales Tax	SALES & PROPERTY TAX, OTHER GENERAL FUND, B & C ROAD FUND	CITY / COUNTY UTAH TRANSIT AUTHORITY
PRIVATE		
Donations / User Fee	PRIVATE	PRIVATE

* The Joint Highway Committee makes recommendations to UDOT on the Small Urban, Non-Urban, and Local Bridge Replacement Programs.

** Federal highway and transit funds must be included in the WFRC's Transportation Improvement Program.

Table 2

POTENTIAL FUNDING SOURCES FOR TRANSPORTATION PROJECTS

Transportation Program	Funding Agency	Description	Requirements for Use
Surface Transportation Program - Urban	FHWA (WFRC)	For transportation facility improvements ranging from rehabilitation of existing facilities to new construction. May also be used for transit capital improvements and ridesharing promotion.	<ol style="list-style-type: none"> 1. May be used on any road not functionally classified as local or rural minor collector in the Metropolitan Area. 2. Must be consistent with Long Range and Short Range Elements of Transportation Plan, except for minor projects. 3. Initiation of projects by local officials through MPO. 4. Environmental impact evaluation.
Surface Transportation Program - Rural	FHWA	Same as above, only for use outside the Urban Area Boundary	<ol style="list-style-type: none"> 1. Can be used for projects within the Metropolitan Area but outside the designated Urbanized Area.
Surface Transportation Program - Transportation Enhancements	FHWA	A mandatory ten percent of all STP funds to be used for non-traditional uses, including pedestrian and bicycle facilities and landscaping.	<ol style="list-style-type: none"> 1. Enhancement projects will be selected by the State Transportation Commission and by a UDOT appointed committee. The committee will include UDOT staff and persons from around the state interested in non-traditional transportation projects.
Surface Transportation Program - Highway Safety	FHWA	For safety improvements to roads, rail-highway crossings including crossing devices, and hazard elimination activities, respectively.	<ol style="list-style-type: none"> 1. Funds set aside for safety may be used on any public road for any of the activities of (rail-highway crossings and hazard elimination activities). 2. TEA-21 amended ISTEA to allow funding of safety improvements at public transportation facilities and public pedestrian and bicycle pathways and trails
Congestion Mitigation/Air Quality	FHWA (WFRC)	For transportation-related projects that significantly reduce emissions in non-attainment areas.	<ol style="list-style-type: none"> 1. Projects must contribute to the attainment of air quality standards (reducing emissions) in the region,. 2. Projects that increase capacity for single occupancy vehicles are not allowed. 3. Projects in the State Implementation Plan for clean air attainment should receive priority.
Federal-Aid Interstate Maintenance Program	FHWA	For the resurfacing, restoration, and rehabilitation of the Federal-Aid Interstate System.	<ol style="list-style-type: none"> 1. Limited to Federal-Aid Interstate System. 2. Environmental impact evaluation. 3. May not be used to add capacity or construct new interchanges.
National Highway System	FHWA	To provide an interconnected system of principal arterial routes which serve major population centers, airports, public transportation facilities, and other intermodal transportation facilities. May also be used for transit oriented projects.	<ol style="list-style-type: none"> 1. May be used on construction of, and operational improvements for , a Federal-aid highway not on the NHS and construction of a transit project eligible for assistance under the FTA if, (a) such project is in the same corridor and in proximity to, a fully access controlled NHS highway (b) improvements will improve the level of service on the fully access controlled highway and improve regional travel, (c) improvements are more cost-effective than work on the NHS highway would be to provide the same benefits.
Bridge Replacement Program	FHWA	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.

POTENTIAL FUNDING SOURCES FOR TRANSPORTATION PROJECTS
(Continued)

Transportation Program	Funding Agency	Description	Requirements for Use
Minimum Guarantee	FHWA	For projects eligible for all other federal highway programs	1. Ensures that each State receives a specific share of funding based on its federal gas tax receipts
High Priority Projects	FHWA	Specific projects identified by Congress. Nationally, there are 1,850 with 15 in Utah. The projects have been identified and will be funded over the six years of TEA-21.	1. Funds can only be used for the particular project assigned 2. Funds are allocated to the States by project in accordance with the following schedule, 11% in FY 1998, 15% in FY 1999, 18% in each of FYs 2000-2001, and 19% in each of FYs 2002-2003. 3. Eligible activities for funds include (i.e., studies, preliminary engineering, construction, etc.)
Recreational Trails Program	FHWA	To maintain and restore trails, develop trailside and trailhead facilities, acquire easements or land for trails, and to construct new trails.	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.
Section 5309 (Formerly Section 3)	FTA	Discretionary grant funds for bus or rail capital improvements to implement or improve public transit system.	1. Must be part of an approved Transit Development Program. 2. Must be consistent with long range and short range transportation plan, goals, and objectives. 3. Environmental impact evaluation. 4. Restricted to capital improvements (purchase of equipment, construction of maintenance facilities, etc.)
Section 5307 (Formerly Section 9)	FTA	Formula grants for public transit capital improvements, preventive maintenance, or planning assistance.	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. 4. Environmental impact evaluation.
Section 5310 (Formerly Section 16(b)2 Program)	FTA	Grants for capital expenditures by private non-profit and public agencies providing service to elderly persons and persons with disabilities.	1. Must be used for capital expenditures, including purchase of vans or buses. 2. Must be recommended by UDOT review committee. 3. Recipients must coordinate service with other service providers in area.
Safe Sidewalks Program	State	For sidewalk construction on roads on the state system.	1. Must only be used on state roads. 2. Funds allocated by formula to each county, prioritized by the UDOT District, and selected by a statewide committee
State Motor Vehicle, Motor Fuel, Other Highway User Taxes and Fees	State	For construction, improvement, or maintenance of state highway system.	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.

POTENTIAL FUNDING SOURCES FOR TRANSPORTATION PROJECTS
(Continued)

Transportation Program	Funding Agency	Description	Requirements for Use
Economic Development Grants	EDA	For public facilities such as access roads to industrial parks, or to other economically significant locations.	<ol style="list-style-type: none"> 1. Must fulfill a pressing need of the area and tend to improve opportunity for successfully establishing or expanding industrial or commercial plants or facilities. 2. Must assist in creation of long term employment opportunities. 3. Must benefit long term unemployed, members of low income families or further the objectives of Economic Opportunity Act of 1964.
Community Development Block Grant (Entitlement and Discretionary Grants)	HUD	For acquisition, construction of certain public works facilities and improvements, parking facilities, pedestrian malls and walkways, curb, gutter, sidewalks, signs, lighting, and other transportation appurtenance.	<ol style="list-style-type: none"> 1. Entitlement grants allocated to cities with populations in excess of 50,000, or counties with population in excess of 200,000 or central cities in SMSA's with populations of under 50,000. 2. Discretionary grants (small cities) allocated to all counties or units of general local government, except metropolitan cities and urban counties. 3. Projects must be shown to principally benefit persons of low and moderate income, meet an urgent public health or safety need, and eliminate slum or blight. 4. Highway expenditures have to be in support of broader community development programs.
State General Fund	State	For construction, improvement, or maintenance of state highway system. Also used to pay for bonding.	<ol style="list-style-type: none"> 1. May be used throughout the State. 2. Projects are selected at the discretion of the State. 3. Must be approved by the Utah State Transportation Commission. 4. State Legislature must appropriate each year
Corridor Preservation	State	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.
Class B&C Program	State	For road improvement projects including construction, improvement or maintenance of city or county streets and highways.	<ol style="list-style-type: none"> 1. Allocation by formula to cities and counties throughout the State. 2. Projects are selected at the discretion of the city or county. 3. Monies used primarily for street maintenance. 4. Thirty percent of the funds must be used for construction projects or maintenance projects over \$40,000.
General Fund	Towns, Cities and Counties	For transportation facility improvements ranging from maintenance to new construction.	<ol style="list-style-type: none"> 1. Major portion of fund is accumulated through property taxes. 2. Projects are selected at the discretion of the city or county. 3. Funds are generally allocated in conjunction with the capital improvements program needs of the municipality.
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.
Transit Sales Tax	UTA	For support of public transit service in Salt Lake, Davis, Weber, and Tooele Counties.	<ol style="list-style-type: none"> 1. Can be used to pay for operating and capital costs of transit service. 2. One quarter percent sales tax has been approved by voters 3. State law authorizes an additional quarter percent

POTENTIAL FUNDING SOURCES FOR TRANSPORTATION PROJECTS
(Continued)

Transportation Program	Funding Agency	Description	Requirements for Use
Tax Increment	Towns, Cities and Counties	For public facility improvements within or adjacent to redevelopment project areas.	<ol style="list-style-type: none"> 1. Removal of slum and blight with redevelopment project area. 2. Must be for public improvements that support the redevelopment effort. 3. Establishment of redevelopment agency. 4. Identification of a redevelopment project area and a specific redevelopment.
General Obligation Bonds	Counties, Cities, Towns, & Improvement Districts	For capital improvements to implement or improve transportation facilities or other public facilities.	<ol style="list-style-type: none"> 1. Voter approval is required. 2. The taxing power of the jurisdiction is pledged to pay interest upon and retire the debt. 3. Limits on the amount of bonded indebtedness a jurisdiction may incur is established by state constitution or statute. Counties are limited to two percent of the reasonable fair cash value of the taxable property within the county and cities are limited to four percent.
Revenue Bonds	Counties, Cities, Towns, & Improvement Districts	For capital improvement projects which generally produce revenues.	<ol style="list-style-type: none"> 1. Revenue bonds may be issued where the revenue generated from the improvement or other specifically pledged revenues are used to finance the bonds.
Demonstration	FHWA	For studies, preliminary engineering, construction, etc. for projects designated by Congress	<ol style="list-style-type: none"> 1. Information relative to eligible activities is specified in the project description in the section of the law authorizing it.
Developer Dedications	Private	For transportation improvements including dedication of right-of-way and new roads.	<ol style="list-style-type: none"> 1. Municipal planning commission must review new subdivision plats and conditional plan.

The Utah Department of Transportation and the Wasatch Front Regional Council worked closely to build base financial assumptions, and both agencies started with the same financial assumptions for their respective long range transportation plan's. The WFRC modified these financial assumptions for the Wasatch Front Urban Area Long Range Transportation Plan Update: 2004-2030 based on past experience and realizing that the state's economic situation would improve and trends would correlate more closely with the past. Tables 3, "Utah Department of Transportation and Wasatch Front Regional Council Differences in Financial Plans" and Table 4, "Utah Department of Transportation and Wasatch Front Regional Council Comparisons for WFRC Funding" show the differences in assumptions used and how much total funds each agency plans for the Wasatch Front Urban Area Long Range Transportation Plan Update: 2004-2030.

Table 3

**UTAH DEPARTMENT OF TRANSPORTATION
AND WASATCH FRONT REGIONAL COUNCIL
DIFFERENCES IN FINANCIAL PLANS**

UDOT	WFRC
<p><u>Assumptions</u></p> <ul style="list-style-type: none"> Gas Tax Increased by \$.05/Gallon <ul style="list-style-type: none"> 2005,2011,2017,2023,2029 General Fund <ul style="list-style-type: none"> \$59.59 Million/Year*, 2008-2017 <ul style="list-style-type: none"> \$595.9 Million \$0/Year, 2018-2030 <ul style="list-style-type: none"> \$0 <p>*\$59.59 Million/Year until 2017 for bond payments only – will not fund any new projects.</p> <p><u>Phasing</u></p> <ul style="list-style-type: none"> Project Phases <ul style="list-style-type: none"> 2008-2010 2011-2020 2021-2030 <p><u>Revenue Estimates</u></p> <ul style="list-style-type: none"> Total UDOT Funds for Statewide Capacity Improvements, 2008-2030 <ul style="list-style-type: none"> \$10,669 Million UDOT Projection of Funds for the Wasatch Front Region, 2008-2030 (55% of UDOT Available Funds for Congestion Relief) <ul style="list-style-type: none"> \$5,868 Million 	<p><u>Assumptions</u></p> <ul style="list-style-type: none"> Gas Tax Increased by \$.05/Gallon <ul style="list-style-type: none"> 2006,2012,2018,2024,2030 General Fund <ul style="list-style-type: none"> \$59.59 Million/Year*, 2004-2007 <ul style="list-style-type: none"> \$238.4 Million \$100 Million/Year*, 2008-2030 <ul style="list-style-type: none"> \$2,300 Million <p>*\$59.59 Million/Year until 2017 for bond payments only – will not fund any new projects.</p> <p><u>Phasing</u></p> <ul style="list-style-type: none"> Project Phases <ul style="list-style-type: none"> 2004-2012 2013-2022 2023-2030 <p><u>Revenue Estimates</u></p> <ul style="list-style-type: none"> Total UDOT Funds for Statewide Capacity Improvements, 2004-2030 <ul style="list-style-type: none"> \$12,309 Million WFRC’s portion of UDOT Funding, 2004-2030 (55% of UDOT Available Funds for Congestion Relief) <ul style="list-style-type: none"> \$6,770 Million WFRC portion of the CHF Program, 2004-2007 <ul style="list-style-type: none"> \$635 Million Regional and Local Funding – STP, CMAQ, Salt Lake ¼ of ¼ cent Sales Tax, 2004-2030 <ul style="list-style-type: none"> \$2,318 Million WFRC Total 2004-2030 <ul style="list-style-type: none"> \$9,723 Million

Table 4

**UTAH DEPARTMENT OF TRANSPORTATION
AND WASATCH FRONT REGIONAL COUNCIL
COMPARISON FOR WFRC FUNDING**

	UDOT, 2008-2030 (Million)	WFRC, 2008-2030 (Million)	WFRC, 2004-2030 (Million)
WFRC Portion	\$5,868	\$6,657	\$6,770
CHF Projects in WFRC Region			\$ 635
Regional and Local Funds Available		\$2,067	\$2,318
Total Funds Programmed for WFRC	\$5,868	\$8,724	\$9,723