



G POTENTIAL FEDERAL, STATE, AND LOCAL REVENUE SOURCES

LIST OF ABBREVIATIONS

AoPP	Areas of Persistent Poverty	PTC	Positive Train Control
ATIF	Active Transportation Investment Fund	RAISE	Rebuilding American Infrastructure with Sustainability and Equity
BFP	Bridge Formula Fund		
BIP	Bridge Investment Program		
CCTIF	Cottonwood Canyons Transportation Investment Fund	RCP	Reconnecting Communities Pilot Program
CDBG	Community Development Block Grant	RHCP	Railway Highway Crossing Program
CMAQ	Congestion Mitigation and Air Quality		
COG	Council of Governments	SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
CRP	Carbon Reduction Program		
HSIP	Highway Safety Improvement Program		
EDA	Economic Development Administration	SGR	State of Good Repair
EJ	Environmental Justice	SMSA	Standard Metropolitan Statistical Area
FEMA	Federal Emergency Management Agency	SR2S	Safe Route to School
FHWA	Federal Highway Administration	SS4A	Safe Streets and Roads for All
FLTTP	Federal Lands and Tribal Transportation Programs	STP	Surface Transportation Program
FTA	Federal Transit Administration	TAM	Transit Asset Management Plan
HUD	U.S. Department of Housing and Urban Development	TAP	Transportation Alternatives Program
INFRA	Infrastructure for Rebuilding American Discretionary Grant Program	TIF	Transportation Investment Fund
JHC	Joint Highway Committee	TIFIA	Transportation Infrastructure Finance and Innovation Act
MPO	Metropolitan Planning Organization	TOD	Transit Oriented Development
NBI	National Bridge Inventory	TTIF	Transit Transportation Investment Fund
NHPP	National Highway Performance Program	UDOT	Utah Department of Transportation
NHS	National Highway System	WFRC	Wasatch Front Regional Council
NSBP	National Scenic Byways Program		
PROTECT	Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation		

TRANSPORTATION PROGRAM FUNDING SOURCES AND RESPONSIBILITIES

REVENUE SOURCE	FUND CATEGORY	PROGRAM RESPONSIBILITY
National Highway Trust Fund & U.S. General Fund	Federal Highway Administration <i>Surface Transportation Program (STP)</i> Salt Lake City-West Valley City & Ogden-Layton Areas <i>Congestion Mitigation and Air Quality (CMAQ)</i> Salt Lake City-West Valley City & Ogden-Layton Areas <i>Transportation Alternatives Program (TAP)</i> Salt Lake City-West Valley City & Ogden-Layton Areas <i>Carbon Reduction Program (CRP)</i> Salt Lake City-West Valley City & Ogden-Layton Areas	Wasatch Front Regional Council
	Community Project Funding Requests	Congress
	<i>National Highway Performance (NHPP) Surface Transportation Program</i> Small Urban Non-Urban Flexible (Any-Area) <i>Highway Safety Improvement Program (HSIP)</i> <i>Transportation Alternatives Program (TAP)</i> Statewide and Small Urban Areas » Safe Routes to School (SR2S) » Recreational Trails <i>Federal Lands Programs</i> <i>Rebuilding American 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 (5307) Urbanized Area Formula Grants (5309) Capital Investment Grants (5310) Enhanced Mobility of Seniors & Individuals with Disabilities (5311) Formula Grants for Outside Urban Area (5312) Research, Development, Demonstration, and Deployment (5324) Emergency Relief (5326) Asset Management Provisions (5337) State of Good Repair Grants (5339) Bus and Bus Facilities Formula Grants (5340) Growing and High Density States Program	Utah Transit Authority, Utah Department of Transportation
State Highway User Receipts, General Fund, & Designated Sales Tax	State State General Funds State Highway User Fund (Class A) Transportation/Transit/Cottonwood Canyon/Active Transportation Investment Fund (TIF/TTIF/CCTIF/ATIF) Revolving Corridor Preservation Fund	Utah Department of Transportation

REVENUE SOURCE	FUND CATEGORY	PROGRAM RESPONSIBILITY
Sales & Property Tax, Other General Fund, B & C Road Fund	Local 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 Developer Donations/Funds	Private
Federal highway and transit funds must be included in the Regional Transportation Plan.		

POTENTIAL FUNDING SOURCES FOR TRANSPORTATION PROJECTS

TRANSPORTATION PROGRAM	FUNDING AGENCY	DESCRIPTION	REQUIREMENT FOR USE
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 through UDOT's Utah Trail Network.	<ol style="list-style-type: none"> 1. May be used only by UDOT. 2. Must be on 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"> Three types of grants are available: <ol style="list-style-type: none"> Planning grants Large Bridge Project grants Bridge project grants 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-sized 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"> Can be used for bridges on all streets, both on and off Federal-Aid Systems. 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"> Allocation by formula to Cities and Counties throughout the State. Projects are selected at the discretion of the city or county. Monies used primarily for street maintenance. Thirty percent of the funds must be used for construction projects or maintenance projects over \$40,000.

TRANSPORTATION PROGRAM	FUNDING AGENCY	DESCRIPTION	REQUIREMENT FOR USE
Community Development Block Grant (Entitlement and Discretionary Grants) (CDBG)	U.S. Department of Housing and Urban Development (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 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. 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.
Congestion Mitigation and Air Quality - Urban (CMAQ)	FHWA (WFRC)	For transportation-related projects that significantly reduce emissions in non-attainment areas.	<ol style="list-style-type: none"> 1. Projects must contribute to the attainment of air quality standards (reducing emissions) in the region. 2. Projects that increase capacity for single occupancy vehicles are not allowed. 3. Projects in the State Implementation Plan for clean air attainment should receive priority.
Cottonwood Canyons Transportation Investment Fund (CCTIF)	State	The CCTIF contains revenues that are deposited from the General Fund based on growth in state sales taxes and are subject to legislative appropriation. These funds are used for transportation projects in the Cottonwood Canyons of Salt Lake County.	<ol style="list-style-type: none"> 1. May only be used in the Cottonwood Canyons of Salt Lake County. 2. May be used on any transportation project.
Developer Donations/Funds	Private	Private sources also need to be considered for transportation improvements which will provide benefits to them.	Municipal planning commission must review new subdivision plats and conditional plans.
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.

TRANSPORTATION PROGRAM	FUNDING AGENCY	DESCRIPTION	REQUIREMENT FOR USE
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.
Infrastructure for Rebuilding America Discretionary Grant Program (INFRA)	FHWA	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.	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.
Local Corridor Preservation Funds	Towns, Cities, and Counties	This legislation enables counties to increase vehicle registration fees by \$10 per vehicle, with the funds to be used for transportation corridor preservation.	<ol style="list-style-type: none"> 1. These funds can be used by local governments to acquire properties that are in transportation corridors identified by the WFRC's Regional Transportation Plan. 2. The legislation requires Council of Governments (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.
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.

TRANSPORTATION PROGRAM	FUNDING AGENCY	DESCRIPTION	REQUIREMENT FOR USE
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.	<ol style="list-style-type: none"> 1. Examples of eligible projects include: Implementation, installation, and testing of PTC systems; Shared PTC infrastructure (e.g., back office systems, computer aided design systems); and PTC interoperability advancements, such as pilot programs, standardization committees, development of standard processes, and spectrum acquisition, sharing, and desensitization. 2. Eligible recipients include passenger and freight railroad carriers, railroad suppliers, and state and local governments.
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, retrofit, mitigation, or replacement of eligible transportation infrastructure facilities.	<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
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.
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.

TRANSPORTATION PROGRAM	FUNDING AGENCY	DESCRIPTION	REQUIREMENT FOR USE
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 plan, 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 Individuals with disabilities.	<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. 3. Recipients must coordinate services with other providers in the area.
Section 5311 - Formula Grants for Outside Urban Area	FTA	To improve, initiate, or continue public transportation service in non-urbanized areas by providing financial assistance for operating and administrative expenses and for the acquisition, construction, and improvement of facilities and equipment. Also to provide technical assistance for rural transportation providers.	<ol style="list-style-type: none"> 1. Eligible recipient may include State agencies, local public bodies and agencies thereof, nonprofit organizations, Indian tribes, and operators of public transportation services, including intercity bus service, in rural and small urban areas. 2. Private for-profit operators of transit or paratransit services may participate in the program only through contracts with eligible recipients. 3. Urbanized areas, as defined by the Bureau of the Census, are not eligible.
Section 5312 - Research, Development, Demonstration, and Deployment	FTA	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.	<ol style="list-style-type: none"> 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. 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.

TRANSPORTATION PROGRAM	FUNDING AGENCY	DESCRIPTION	REQUIREMENT FOR USE
Section 5324 - Emergency Relief	FTA	The program assists states and public transportation agencies in paying for the protection, repair, replacement, and/or operation of equipment and facilities that have been damaged as a result of an emergency, including natural disasters.	<ol style="list-style-type: none"> 1. Eligible applicants include states and government authorities, including public transportation agencies. 2. These grants are only eligible for expenses not reimbursed by the 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.
Section 5326 - Asset Management Provisions	FTA	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.	<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.
Section 5337 - State of Good Repair Grants	FTA	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 Asset Management plans.	<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. 3. Funds are apportioned by statutory formulas. 4. A minimum 20 percent non-federal match is required.

TRANSPORTATION PROGRAM	FUNDING AGENCY	DESCRIPTION	REQUIREMENT FOR USE
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.	<ol style="list-style-type: none"> 1. Eligible applicants include public agencies, including States; municipalities and other subdivisions of States; public agencies and instrumentalities of one or more States; and public corporations, boards, and commissions established under State law. 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.	<ol style="list-style-type: none"> 1. The distribution or sub-allocation of Sections 5307 and 5340 funds within an urbanized area is a local responsibility. 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.
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 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 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.

TRANSPORTATION PROGRAM	FUNDING AGENCY	DESCRIPTION	REQUIREMENT FOR USE
Surface Transportation Program - Flexible (STP)	FHWA	Provide flexible funding that may be used by the State and localities for projects on any Federal-aid eligible highway, transit capital 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).
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 redevelopment agency. 4. Identification of a redevelopment project area and a specific redevelopment.

TRANSPORTATION PROGRAM	FUNDING AGENCY	DESCRIPTION	REQUIREMENT FOR USE
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.
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"> 3. May be used by any public transit district throughout the State. 4. Must be identified and come from the prioritization selection process as determined by the State Transportation Commission and UDOT's statewide "strategic initiatives." 5. 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 PROGRAM	FUNDING AGENCY	DESCRIPTION	REQUIREMENT FOR USE
Transportation Infrastructure Finance and Innovation Act (TIFIA) loans	Build America Bureau	The Transportation Infrastructure Finance and Innovation Act (TIFIA) program provides credit assistance for qualified projects of regional and national significance. 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.	<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: <ol style="list-style-type: none"> 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. Repayments can start up to five years after substantial completion to allow time for facility construction and ramp-up. b. Loan guarantee - Provides full-faith-and-credit guarantees by the Federal Government and guarantees a borrower's repayments to non-Federal lender. Loan repayments to lender must commence no later than five years after substantial completion of project. 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.
Transportation Investment Fund (TIF)	State	The Transportation Investment Fund contains revenue from voluntary contributions and legislative appropriations. These funds are used for maintenance, construction and reconstruction of state and federal highways. UDOT and the Transportation Commission develop the prioritization process to identify and select the projects.	<ol style="list-style-type: none"> 1. May be used throughout the State. 2. Must be identified and come from the prioritization selection process. 3. Must be in the first phase of the current Regional Transportation Plan.