

## 10. Funding and Implementation

**Objective:** *Pursue diverse funding sources for the implementation of facilities and programs.*

Funding for implementing the various facilities and programs recommended in this plan can come from a variety of sources, all of which should be explored and utilized. Below is a listing of possible sources.

### Surface Transportation Program (STP)/ National Highway System (NHS)

This federal funding source is traditionally used for highway improvements. However, bicycle and pedestrian facilities are also eligible activities. UDOT programs the NHS funds and some statewide STP funds. A fixed percentage of STP is directly allocated to the CMPO for local programming.

### Congestion Mitigation/Air Quality (CM/AQ)

Although still in an air quality attainment area, the LUA could become a non-attainment area for some pollutants in the very near future. If that should occur, the CMPO will be eligible to receive and program CMAQ funds. Bicycle and pedestrian facilities have been built all over the nation using these funds. The projects must show a direct link to improving air quality or reducing congestion.

### Transportation Enhancement Funds

TEA-21, or the Transportation Equity Act for the 21<sup>st</sup> Century, provides federal funding through two major programs, the Surface Transportation Program, and the Congestion Mitigation and Air Quality Improvement, discussed above. Through the Surface Transportation Program, the CMPO can apply annually for grants to fund programs that are transportation related with an emphasis on reducing auto trips, enhancing safety and providing intermodal connections.

This is a competitive program, with state agencies, counties and cities all competing on a yearly basis for approximately \$3 million in annual funds. There is no allocation of funds based on population. Potential sponsors must develop a detailed application with documented public support for the project. The project must stand on its own merits against all other proposals in the state. There are usually three to five times more funding requests than there are available funds.

The amount expected for the LUA varies based on the actual amount allocated to local projects throughout the State and how well projects from the CMPO “stack up” against other projects. But if there is regional cooperation, including state agencies (especially UDOT), then it would be reasonable to expect the projects within the LUA to receive a minimum of \$100,000 every year, depending on the cost and quality of the project.

Once selected, the project must go through the Federal-aid funding process, which involves environmental clearance, a local match, and meet other guidelines as if the project were a highway project.

### Section 5307

This is a program administered by the Federal Transit Administration. Transit related bicycle and pedestrian facilities such as bike racks on buses or at stations and stops is an eligible activity. The City of Logan Transit Department is currently a recipient of Section 5307 funds.

### State Resources

UDOT receives state highway user revenues as well as state general funds for highway construction and maintenance. The revenue sources include motor fuel taxes, special fuel taxes, vehicle registration fees and drivers license fees.

A portion of the state highway user funds are made available to local governments for highway construction. Seventy-five percent of these funds are used by UDOT; the remaining 25 percent are made available to cities and counties throughout the state. This is called the Class B & C Program. These funds are crucial to local governments for their highway systems.

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

A Safe Sidewalks Program has also been established to fund the construction of sidewalks on roads on the state system. The money is distributed through a formula based partially on miles of state roads in each UDOT Region. Each city and county located in the region submits projects to the Region. A statewide representative committee then makes the final project selection.

The Utah Division of State Parks and Recreation has two funding sources for off-road trails, the non-motorized trail program and the riverway enhancement program. The non-motorized trail program provides funding for signing, trails and right-of-way. The riverway enhancement program funds projects along rivers and streams subject to flooding. Both programs are approved by the Utah Recreation Trails Advisory Council.

### Local Resources

Local governments have several funding mechanisms in place to help develop facilities. Projects can be programmed in the Capital Improvement Program (CIP) like any other project using General Funds. All jurisdictions in Utah also receive funds from the state gas tax. These funds can be used for bicycle and pedestrian projects. Some cities in Utah have also used fees from development to help pay for bicycle projects.

### Development

When an existing road is reconstructed or widened, attempts should be made for the safe accommodation of bicycles and pedestrians, when appropriate. Local planners and engineers who develop and review the improvement plans should take a proactive role in recommended facilities. If the improvements are on a State road, and bicycle and/or

pedestrian facilities are appropriate, UDOT should also take an active role in the development process.