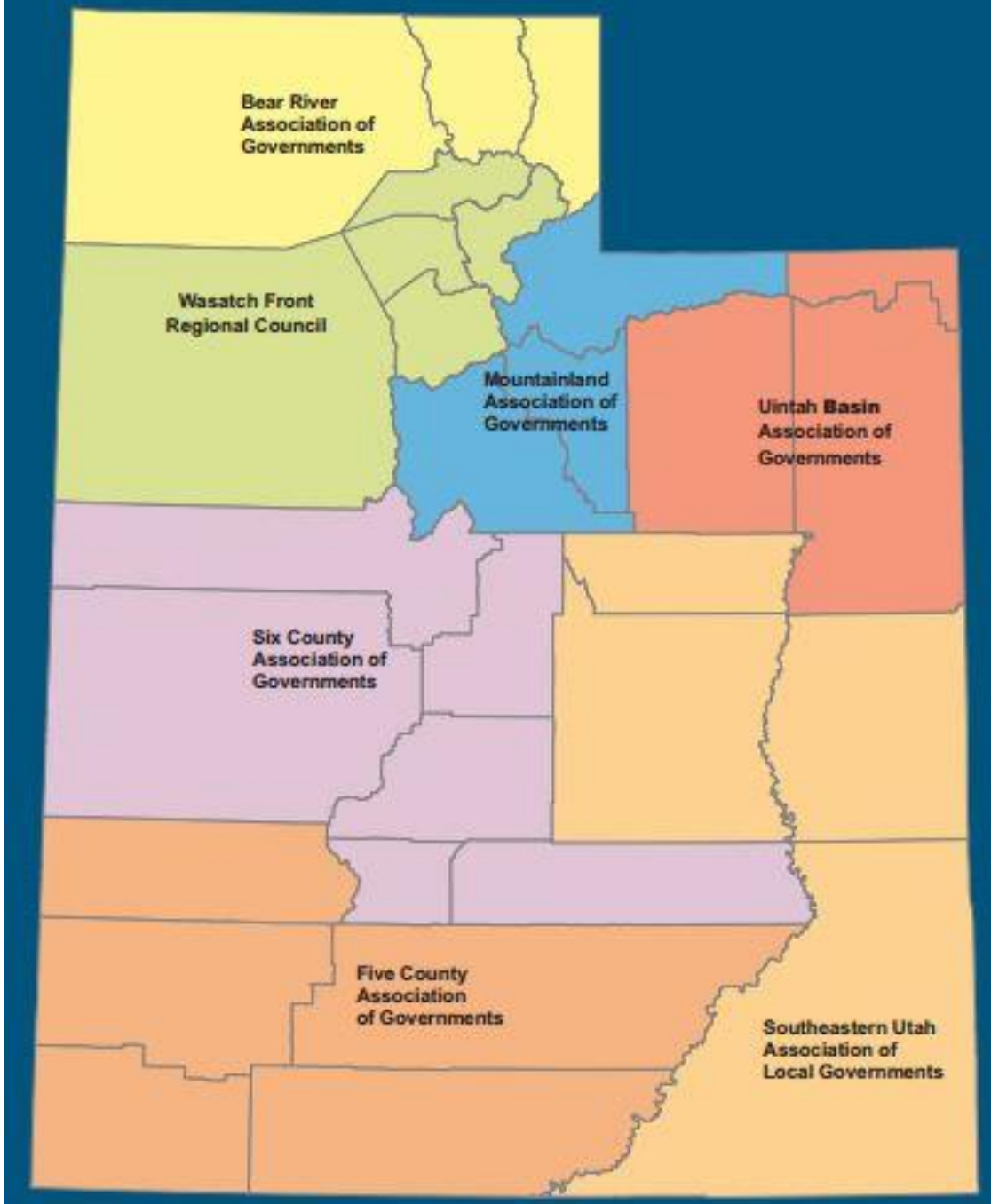
Association of Governments

MAG
Shawn Seager



Association of Governments

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Meals on Wheels

Transportation Planning

Economic Development

Local Corridor Preservation Fund

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Shawn Seager

MPO Utah County

Utah County Since 2007

$10 Vehicle Registration Fee

$4.5M per year today in 2021

$48M Spent to date in Utah County

$32M on UDOT Roads
$16M on Local Government Roads

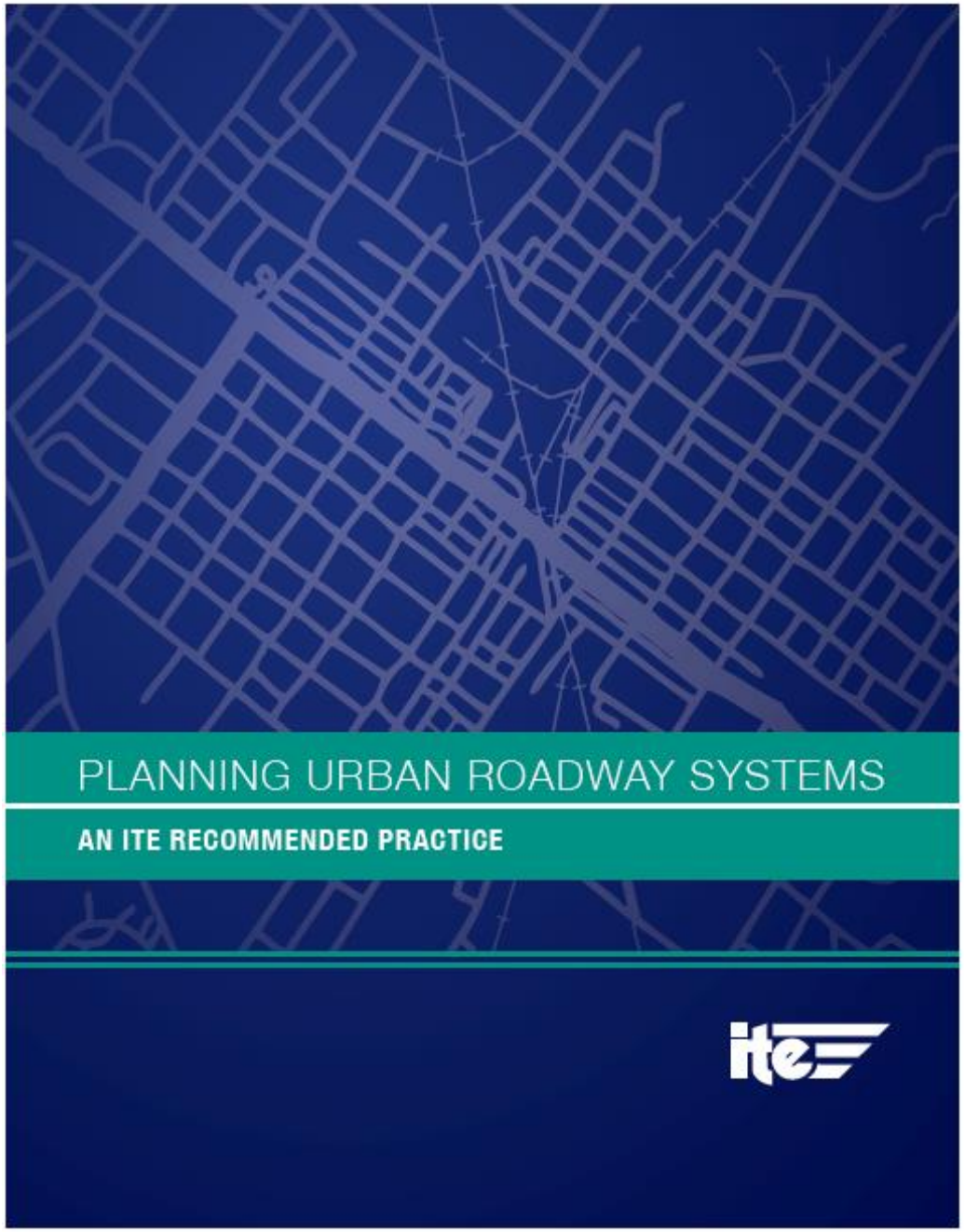
Six other metro counties are funding UDOT Roads

If agreement is signed UDOT pays back the LG

BIRD'S EYE VIEW OF
SALT LAKE CITY

Planning Urban Roadway Systems, Institute of Transportation Engineers - 2013

MPO Utah County



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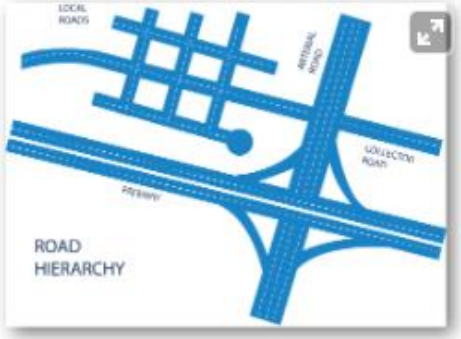
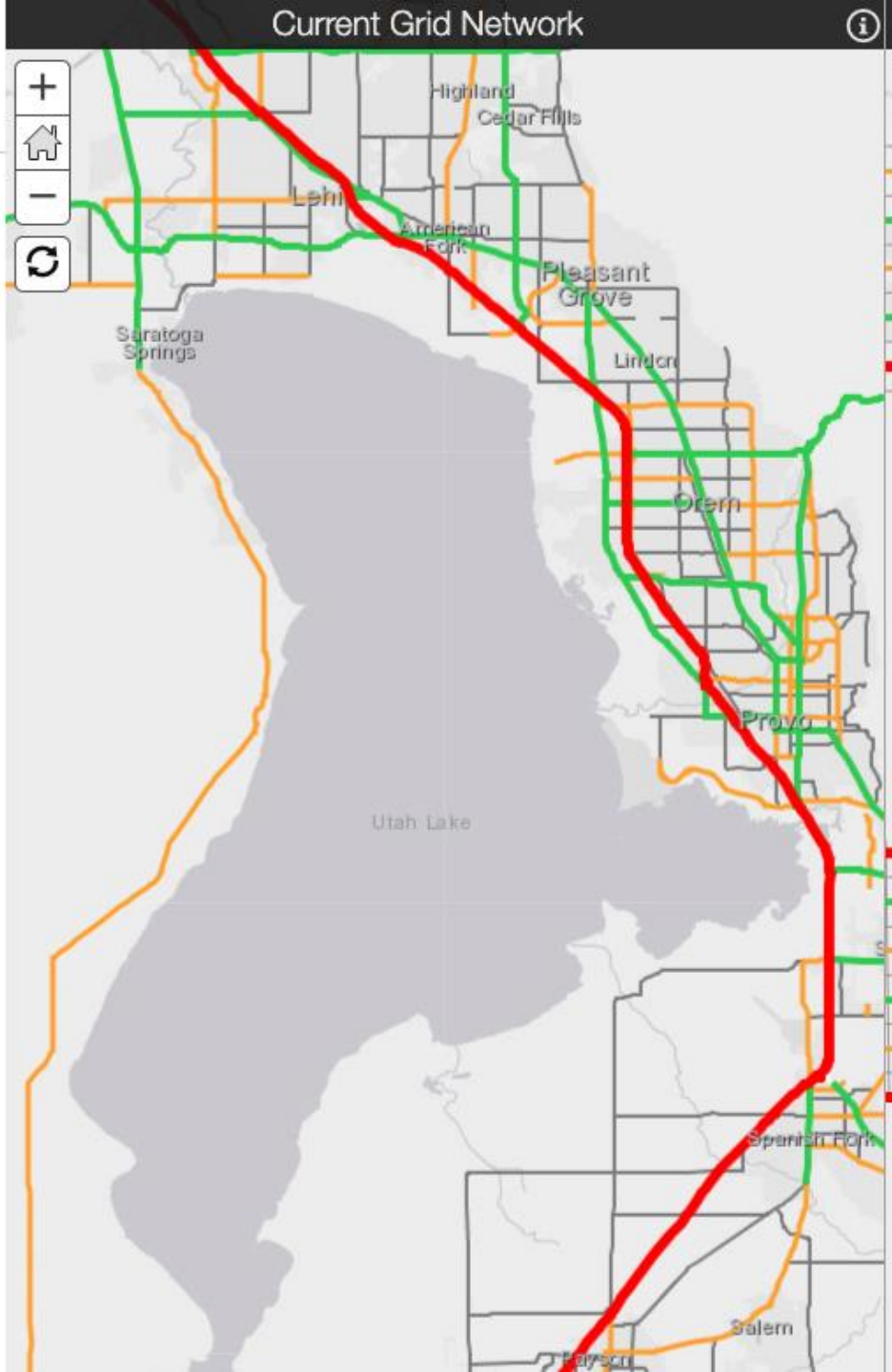
Development of TransPlan50

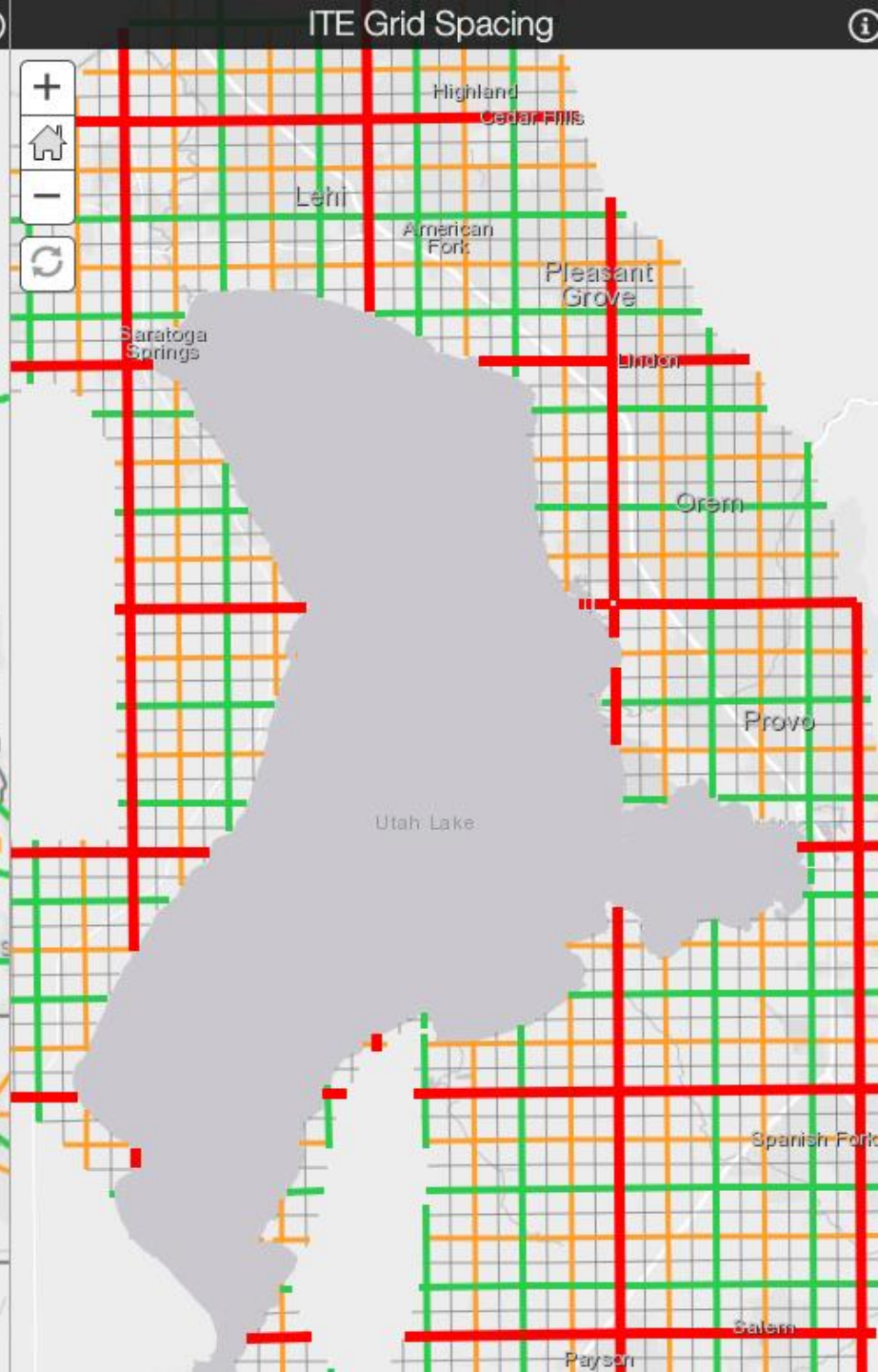
6 | Current Highway / ITE Grid

Road Types
- Freeways | Every 5 Miles
- Principle Arterials | 2 Miles
- Minor Arterials | 1 Mile
- Collectors | Half Mile

- It's all about the grid…
- Drivers can't get around without options, buses run less efficiently, pedestrian movement is limited
- ITE guidelines suggests a regional highway network include different types, sizes and spacing of roads:







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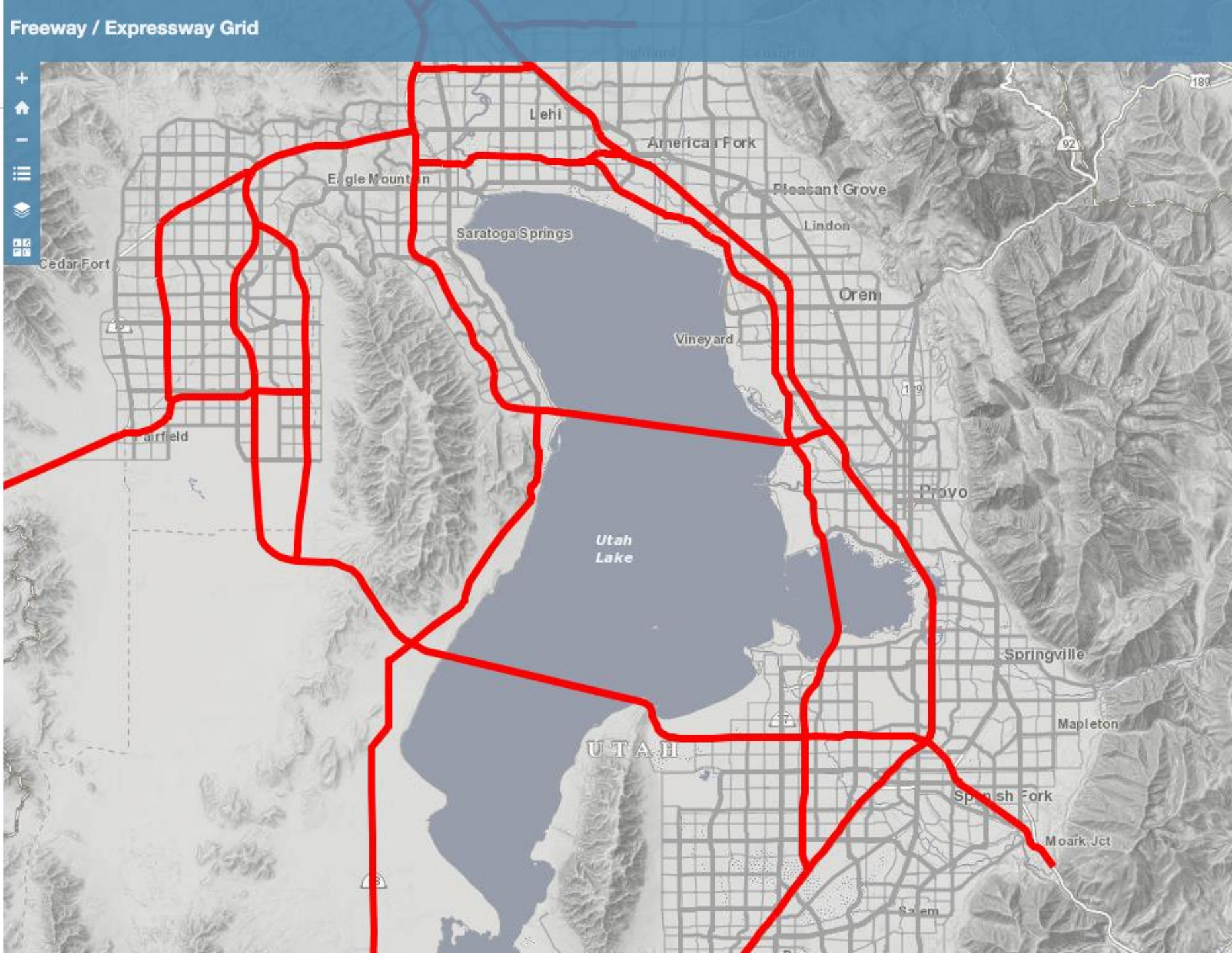
Development of TransPlan50

- The Ideal Grid is not just about arterials, the grid is not complete without major facilities
- Traffic modeling includes Utah County Ideal Arterial Grid, planned TransPlan50 projects (shown on accompanying pages) and the Utah Count Ideal FWY/EXP Grid
- Note that not all ideal grid roads will be in TransPlan50.

Congestion Comparison

1 | I-15 Freeway

- I-15 FWY fails in phase 2 of the plan
- Further study of I-15 options need to occur
  - Frontage roads
  - Collector distributor
  - Expanded express lanes



9 | Utah County Ideal Arterial Grid

Road Types

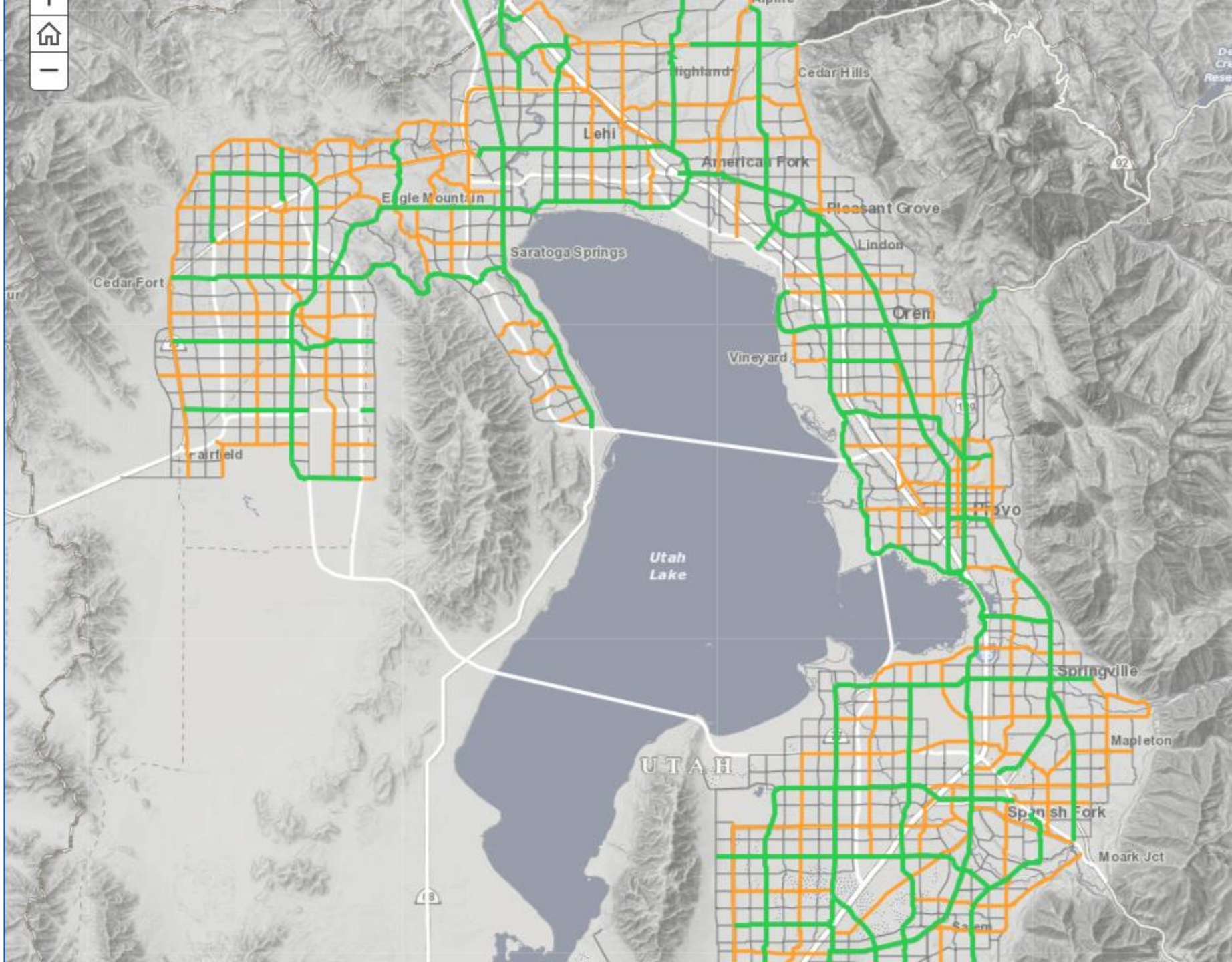
- Freeways | Every 5 Miles
- Principle Arterials | 2 Miles
- Minor Arterials | 1 Mile
- Collectors | Half Mile

Zoom in on map to see details >>

At closer levels, yellow highlighted roads would need right-of-way purchased

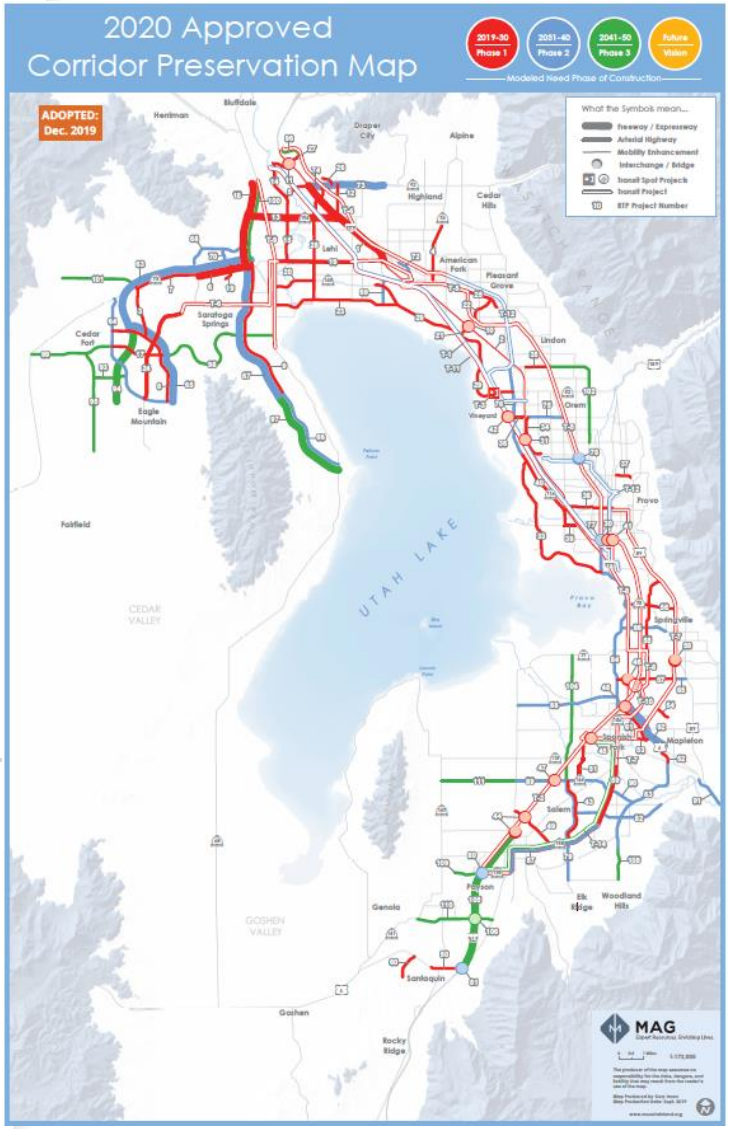
Does more than any other solution to address congestion

- In past plans we would identify congested areas and plan major facilities to address the congestion
- This scenario models connecting a grid of arterial's and collector's before any major highway improvements past 2040
- For discussion only, future work at the municipal level should determine where proposed corridors would connect or not



2020 Corridor Preservation Map & Policy

MPO Utah County



Mountainland Metropolitan Planning Organization
Acting For and in Behalf of
Utah County Council of Governments

Transportation Corridor Preservation Fund Policies

Adopted November 5, 2015

This document lays out policies regarding use of the Local Transportation Corridor Preservation Fund, as authorized by Utah Code, Title 72-2-117.5, as amended.

Corridor Preservation – Definition

Corridor Preservation is the identification and acquisition of land for a highway corridor sufficiently in advance of actual roadway construction to:

1. Assure that land will be available for roadway construction by protection of potential highway corridors from incompatible development; and
2. Secure land at significantly reduced costs versus those typically encountered when funded highway projects seek needed rights of way.

Corridor Preservation is therefore a tool of long-range transportation planning rather than a strategy for meeting present highway project needs. Consequently, Corridor Preservation Funds will have a 4 to 30 year outlook; funded highway projects in the current 4-year Transportation Improvement Program (TIP), and projects anticipated to be constructed beyond the statutory limit of 30 years, are ineligible

Highway Corridor Preservation Projects – Planning and Prioritization

The Mountainland Metropolitan Planning Organization (MMPO) prepares and maintains an inventory of corridor preservation needs related to the MMPO Regional Transportation Plan. From this inventory a prioritized corridors list will be created and submitted for endorsement to the MPO Regional Planning Committee. Upon endorsement, the list will be submitted to the Utah County Commission for approval by majority vote. No more than one such list may be submitted or authorized per calendar year. Any project considered for funding must be located within the approved prioritized corridors.

Prioritization Considerations for Master Projects List

- Areas with rapidly expanding population and anticipated changes to intensity of land use such as imminent development pressure,
- Consistent with the Mountainland MPO Regional Transportation Plan (RTP)
- Projects will be limited to roads classified as collectors and above on both the state and local systems.

Utah County Policy –

Use local planning powers first

- The applicant's attempts at preservation of corridor rights-of-way by the use of local planning and zoning powers:
  - Developer dedication
  - Zoning ordinance
  - Transfer of development rights
  - Annexation agreements
  - Compliance with city circulation master plan as required by state code

Applications that demonstrate the prior use of or attempts to use these mechanisms for acquisition will receive higher priority consideration for funding.

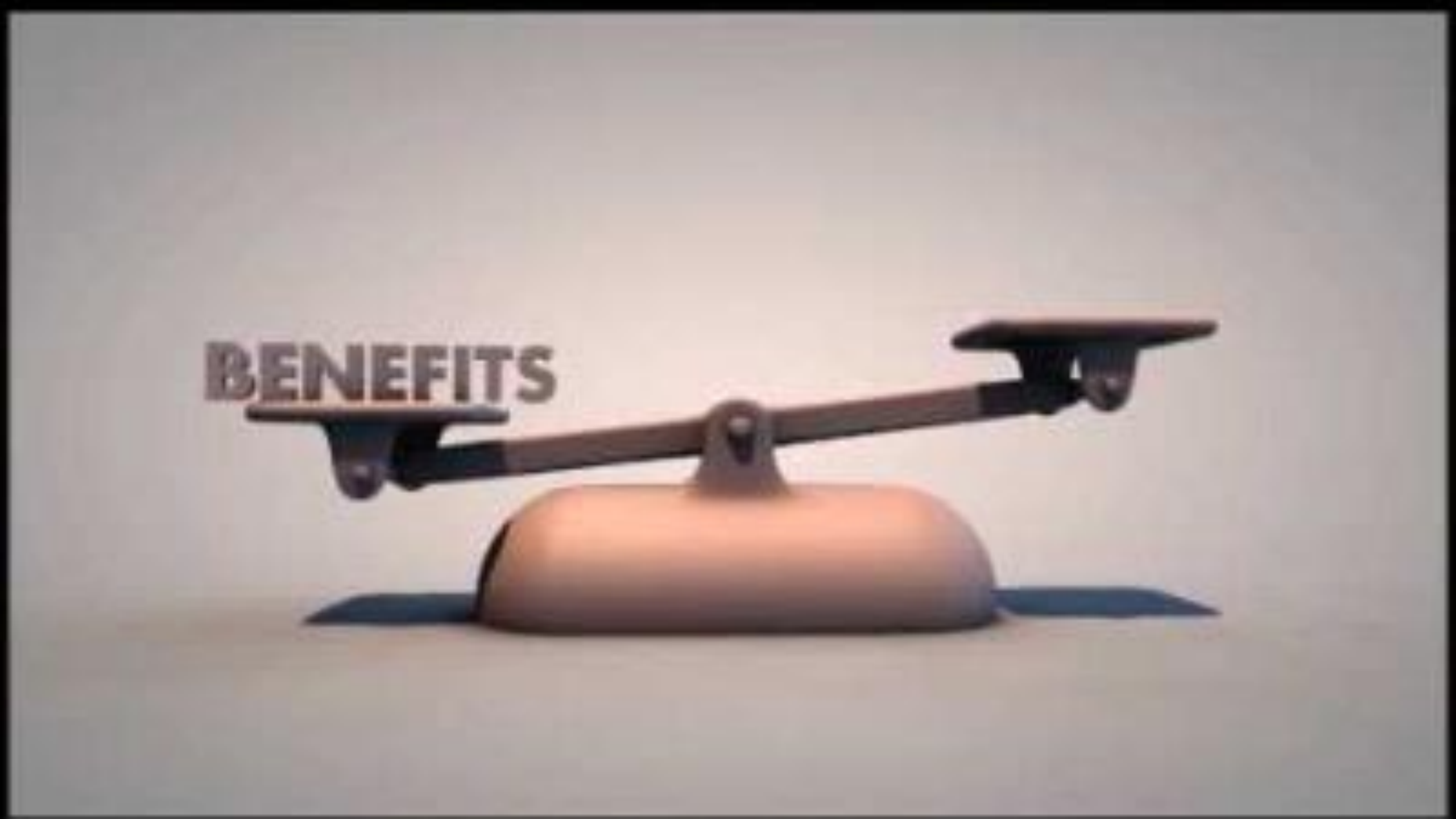
Due to the limited available funds, it is anticipated that the majority of corridor preservation efforts will be accomplished through local planning and zoning rather than outright purchase.

Right-Sizing, Build what we need When we need it

RIGHT-SIZING

A process by which a transportation agency makes intentional decisions to adjust the size, extent, function and composition of its existing or planned infrastructure and service portfolio in response to changing needs over time.

- Avoid over-/under-build
- Can be implemented agency-wide or by project
- Match investment to market served
- Contribute to economically sustainable investments
- Create greater life-cycle value for society


BENEFITS