

Corridor Preservation

How Can It Help Us?

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Washington County GIS's Peter Hansen
DMV's Rick Kirkland
State Tax Commission's James Clayton &
Coldwell Banker's Glen Madsen

Top Ten List

10 Clear Intentions

When Rights-of-way are identified and managed well in advance of construction, those looking for a new home or business can act with full knowledge of the plan.

Top Ten List

9 Funding Flexibility for Legislators

The timing of construction funds is less critical because corridors are not being consumed. The land is preserved so build when you've got money.

Top Ten List

8 Identify Environmental Issues Early

Environmental (NEPA) problems such as could be with any Corridor can be identified and addressed before the public needs the project.

Top Ten List

7 Be Your Own Real Estate Baron

Securing rights-of-way a decade or more before construction ensures lower costs. Land values are always high at construction time in part because projects are always playing catch-up to development that has driven land prices higher.

Top Ten List

6 Justice to Developers

Communities sometimes resort to “Stall Tactics” as a means of deterring development that threatens potential corridors.

Top Ten List

5 Justice to Homeowners

Plans to widen roads often impact people living in or along a corridor by making a home difficult to sell for fair-market value. Hardship funds could help people who are impacted through no fault of their own.

Top Ten List

4 Save Money & Public Image

Fewer utility conflicts, “rows of homes”, and stately trees saves millions in project costs and saves face with the public, who otherwise find it difficult to work with “City Hall”.

Top Ten List

3 “Vision” – yes, “Retrofit” – no

Corridor visions can be developed with access management, premium landscaping, stately trees, and compatible zoning within an ultimate width. A retrofit of a poorly envisioned corridor is very expensive and still leaves poor access control, blighted homes on major highways, crooked alignments, etc.

Top Ten List

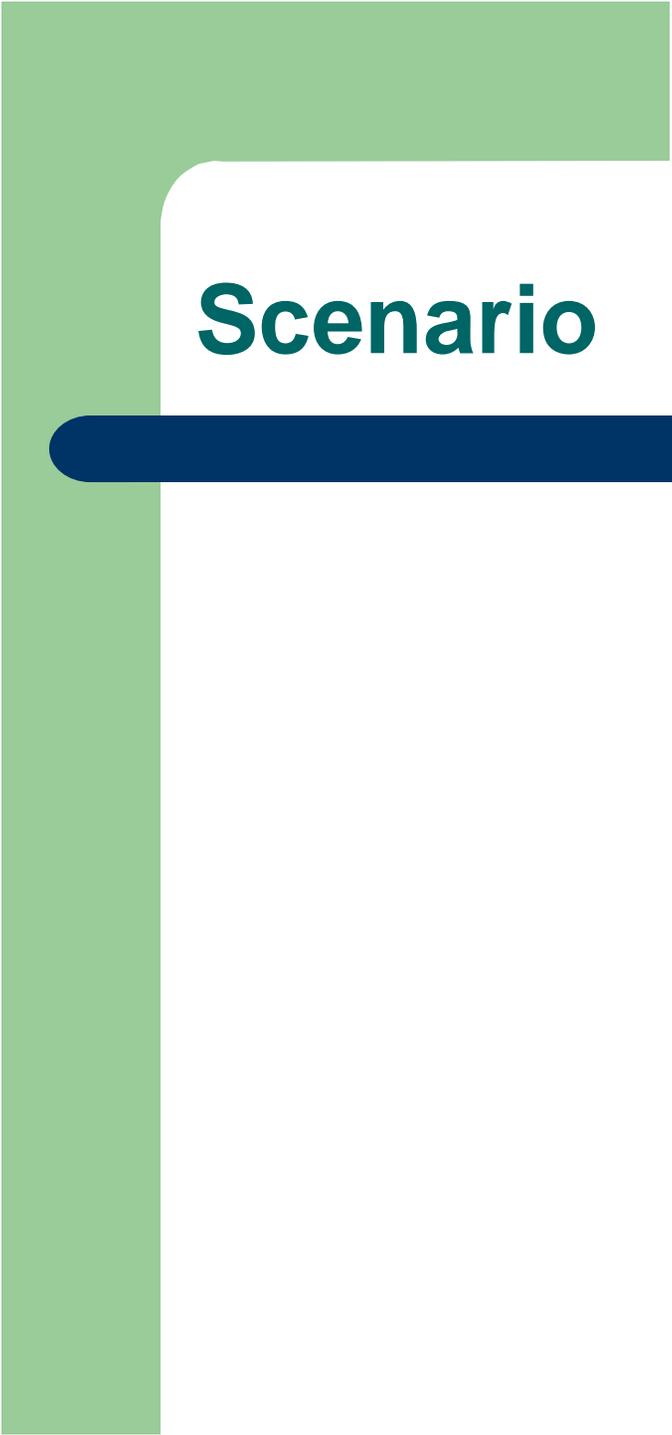
2 Project Viability

When too much development occurs, it may be too costly or politically infeasible to condemn the properties needed for a “mobility” project such as Bluff Street. The public must live with the congestion or seek inferior remedies since preferred solutions were precluded by lack of vision.

Top Ten List

1 Honors Pioneer Heritage

Planning foresight is a Utah heritage starting with Brigham Young's legacy! We must reclaim that heritage, through Proactive Leadership and excellence in planning as stated in the Dixie MPO "Vision", if we hope to maintain mobility in our area.



Scenario



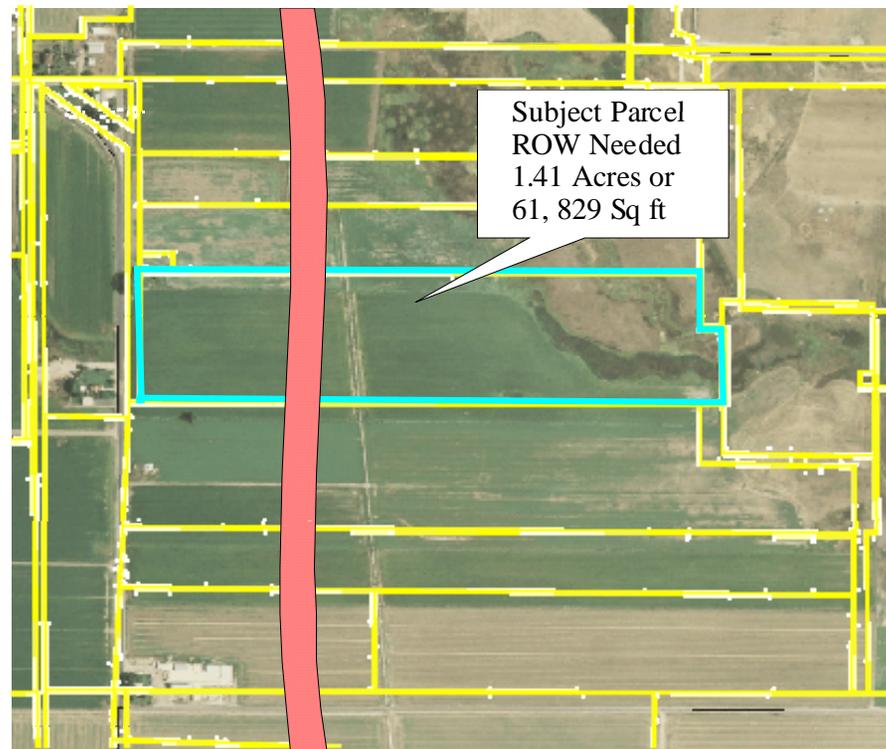
Hypothetical Cost Comparison

Along with the maps, photographs, lots and road alignments, the following Scenario is hypothetical and does not represent any proposal for a future plan

General Description & Assumptions

Facility	Arterial
Build Year	2020
ROW	106'
Real Estate Appreciation	12-15% per year

“Raw Land”



“Raw Land” costs

Assumptions

2008 Raw Land Cost:

Residential: \$130,000 per acre

Commercial: \$400,000 per acre

2008 Cost to Taxpayers

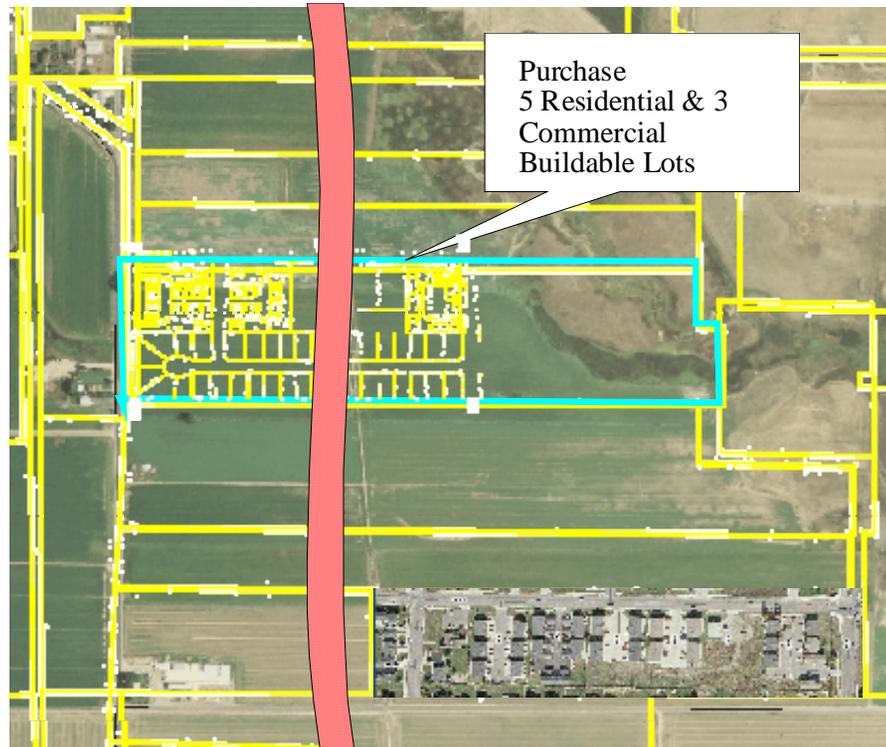
\$326,130

2020 Cost to Taxpayers

\$1,270,594

\$1,744,877

“Paper Lot”



“Paper Lot” costs

Assumptions

2008 Buildable Lot Cost:

\$100,000 per ¼ acre residential lot

\$300,000 per ½ acre commercial lot

2008 Cost to Taxpayers

\$1,400,000

2020 Cost to Taxpayers

\$5,454,366

\$7,490,350

“Structures”



“Structures” costs

Assumptions

2008 Cost:

\$300,000 per house on $\frac{1}{4}$ acre

\$180 per sq.ft. or \$1.9 million per business on $\frac{1}{2}$ acre

2008 Cost to Taxpayers

\$5,700,000

2020 Cost to Taxpayers

\$22,207,063

\$30,496,425

Funding Potential

\$10 Vehicle Registration Fee (9.39% Annual Average Rate of Change)

		Projected Vehicle Reg.	Projected Reg. Fee Revenue	Projected Reg. Fee Revenue
Utah Code 72-2-117.5			\$5 increase	\$10 increase
For Corridor Preservation	2005	90,476	\$452,380.00	\$904,760.00
Counties and Cities Prioritize	2007	108,263	\$541,315.00	\$1,082,630.00
the funds	2008	118,428	\$592,140.00	\$1,184,280.00
Funds directed to arterials and	2010	141,714	\$708,570.00	\$1,417,140.00
collectors in Counties of the	2015	221,973	\$1,109,865.00	\$2,219,730.00
1 st & 2 nd Class	2020	347,687	\$1,738,435.00	\$3,476,870.00
Funds disbursed by UDOT	2025	544,599	\$2,722,995.00	\$5,445,990.00
	2030	853,032	\$4,265,160.00	\$8,530,320.00

Funding Potential

County Option Sales Tax Revenue

(from County Option Sales & Use Tax for Transportation Act 59-12-1703).

25% of funds go into Corridor Preservation Fund in Counties of the 2nd Class

Washington County Local Option Sales Tax for Transportation (Revenue)	
CY2005	\$6,080,286.00
CY 2006	\$6,699,762.00
CY 2007	\$6,517,069.00

Next Steps

Analyze the impacts of preservation v. non-preservation of all regionally significant planned roadways

Encourage the County to adopt an up to \$10 per vehicle “Vehicle Registration Fee” increase

Discuss the formation of a County-wide COG that is authorized to:

Adopt the County Option Sales & Use Tax for Transportation

Comments & Questions

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