



Transportation Tax Implementation Plan

Adopted: May 12, 2015
Resolution No.: 2015-067

The Need for More Transportation Funding

State Statute 297a.993 authorizes County Boards to implement a sales tax of up to ½ percent for transportation purposes and \$20 excise tax on vehicle purchases. The proceeds of these taxes must be dedicated exclusively to transportation purposes including transit operation, capital, and highway projects.

The Scott County 2030 Comprehensive Transportation Plan has identified future needs and deficiencies on the system. Since the Plan was adopted in 2009, multiple corridor studies have been completed on the County Highway (CH) 17, State Trunk Highway (TH) 13, CH 42, and TH 169 corridors identifying critical needs along the system. Traffic is expected to grow over the next 25 years by 67 percent and to keep traffic moving, transportation investments on these key corridors will need to keep pace.

The recent economic activity and changing demographics within the region has also pinpointed some pain points in our transit system within the County, particularly the need for improved suburban fixed route service. Residents and businesses have made it clear there is the need for more transit options to employment centers within and outside of Scott County.

Newly completed plans—the Metropolitan Council 2040 Transportation Policy Plan and the MnDOT State Highway Investment Plan—have identified minimal regional investments on important mobility corridors and the transit system in Scott County within the next 20 years, which means the County must be the leader in providing the necessary transportation improvements.

The transportation tax will enable Scott County to capture revenue from the 10 million annual visitors to the various entertainment, restaurant, and shopping venues in Scott County to be invested towards regional transportation services and infrastructure needed to support these visitors as well as other economic development projects in the County. Residents of Scott County will be assured that the sales tax they pay will fund projects in Scott County. The revenue projected from the transportation tax (½ percent sales tax and \$20 excise tax) is projected at \$6 million annually.



COUNTY BOARD VISION

Scott County: Where individuals, families, and businesses thrive

SCOTT COUNTY MISSION

To advance safe, healthy, and livable communities through citizen-focused services

COUNTY VALUES

- Provide a supportive organizational culture
- Develop strong public partnerships
- Manage challenges and opportunities
- Assure long-term fiscal stability
- Emphasize excellence in customer service

TRANSPORTATION PLAN GOALS

- Preservation
- Management
- Expansion
- Studies
- Multi-Modal

SCOTT COUNTY COMMUNITY SERVICES

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PUBLIC INVOLVEMENT ON TRANSPORTATION TAX IMPLEMENTATION PLAN

COUNTY BOARD PUBLIC HEARING

April 1, 2014

ON-LINE DISCUSSION FORUM

Speak Up Scott County
April 2014

EXTERNAL PROJECT SOLICITATION

Cities, Townships, MnDOT,
MVTA
October 2014

SCALE PRESENTATION & DISCUSSION

March 13, 2015

COUNTY BOARD PRESENTATION, DISCUSSION & PUBLIC COMMENT

April 7, 2015

COUNTY BOARD PUBLIC HEARING & IMPLEMENTATION PLAN ADOPTION

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Expected Outcomes for Projects in the Transportation Tax Implementation Plan

1. Enhance safety for all transportation modes including motor vehicles, freight, cyclists, pedestrians, and transit users.
2. Improve mobility for commuters and support the economic development of Scott County, the region, and the state. Investment of this additional revenue should be focused in a manner that supports mobility within the County on:
 - ◇ The two Inter-Regional Corridors (TH 169 & I-35) that provide important connections for freight and people between the Twin Cities and southern Minnesota.
 - ◇ The existing and future Principal Arterial corridors in Scott County.
3. Enhance transit service to provide connections to regional job centers.

Technical Selection Criteria for Program of Projects

1. Inter-Regional Corridors and/or Principal Arterials. These highways are critical to the economic development of the County and promote the mobility that is critical to the County's health. Approximately \$5 million of annual funding will be focused on highway investments to accomplish:
 - ◇ Grade separations that have been identified in accepted corridor studies. This includes frontage road improvements and overpasses that improve safety and flow on Principal Arterials.
 - ◇ Improved connectivity and capacity on the Principal Arterial system (current and future).
 - ◇ Improved intersection operations and safety on county highway and state trunk highway intersections.
2. Improved transit service to major system connections and job concentration areas within the County. The \$1 million of annual funding shall be focused on transit operating and capital investments in one or more of the following areas:
 - ◇ Express bus service expansion to more destinations
 - ◇ More service hours for Express and Dial-a-Ride
 - ◇ Enhanced reverse commuting and local route service in County
 - ◇ Transit capital (i.e. buses, stations, park & rides, bus shoulders/ramps)

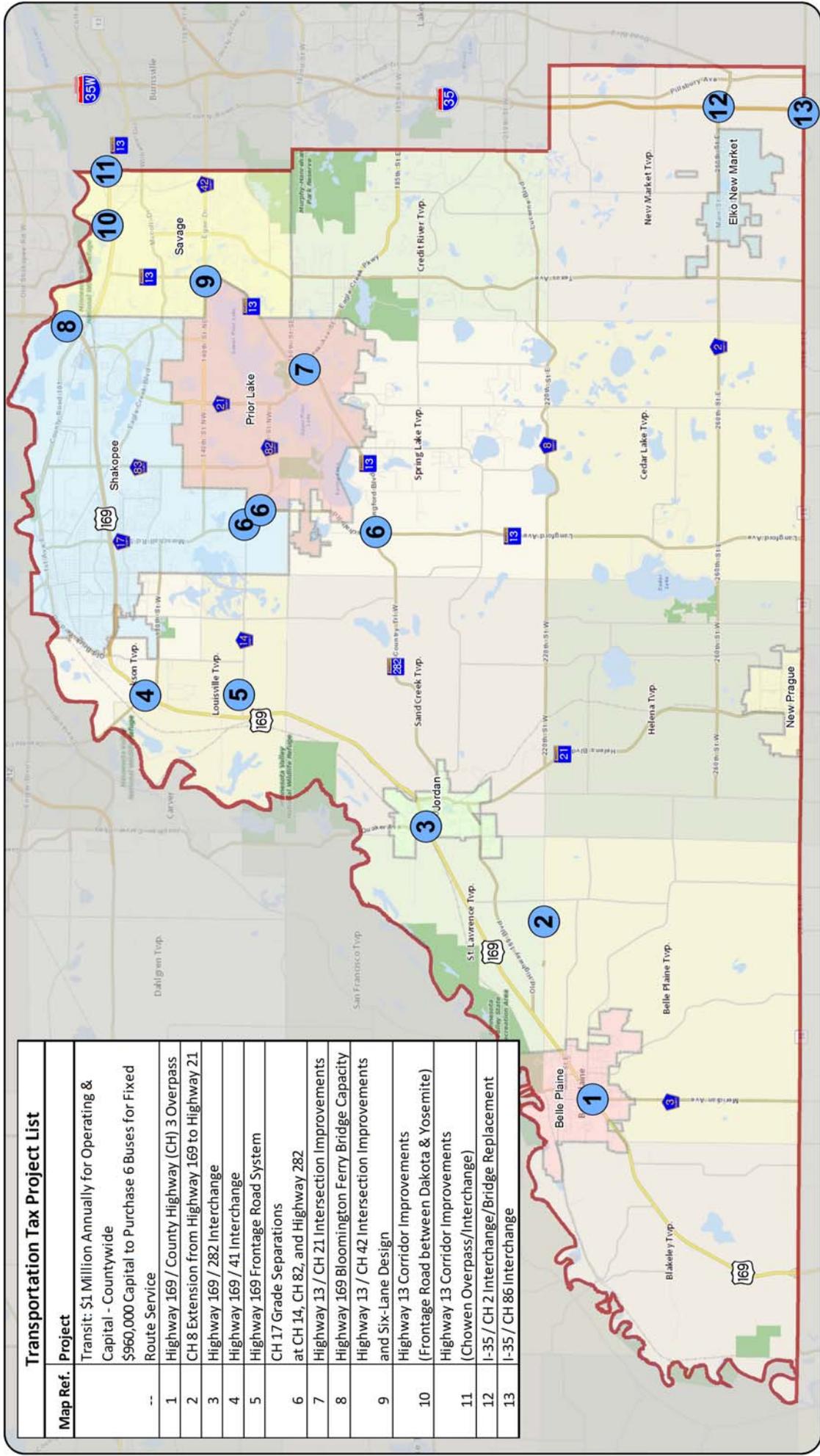
Project Prioritization and Programming

The timing of these projects will be prioritized through the County's Capital Improvement Program process. The Capital Improvement Program/Transportation Improvement Program (CIP/TIP) is updated annually and approved by the County Board each December. The projects identified will take between 15 and 25 years to complete. Project timing will depend on the ability of other funding partners to participate in a responsible share of the project funding. As projects scopes are refined and partnerships established, projects will be programmed for transportation tax funding.

The follow project prioritizing factors will be used in making programming decisions:

1. Imminent safety or mobility needs of the project.
2. Ability to leverage outside funding and delivery deadlines of secured funding from those programs. Examples include:
 - ◇ Federal funds through the Transportation Advisory Board process
 - ◇ Local Road Improvement Program
 - ◇ State programs like the Transportation and Economic Development Interchange grant program from MnDOT and DEED
 - ◇ TIGER Program from USDOT
 - ◇ Small Starts and other Federal Transit Authority programs
3. MnDOT's ability and timeline to fund and deliver projects. For example, MnDOT will need to replace the I-35/CH 2 bridge and when timing for replacement, County will have funds to provide its local share to provide extra capacity.
4. Cities' ability to bring funds to the project and coordinating with the readiness of the community for a project to support its development or local infrastructure replacement.
5. Consistency with transit plans and identified system connections and service that are sustainable.

Transportation Tax Project List	
Map Ref.	Project
--	Transit: \$1 Million Annually for Operating & Capital - Countywide \$960,000 Capital to Purchase 6 Buses for Fixed Route Service
1	Highway 169 / County Highway (CH) 3 Overpass
2	CH 8 Extension from Highway 169 to Highway 21
3	Highway 169 / 282 Interchange
4	Highway 169 / 41 Interchange
5	Highway 169 Frontage Road System
6	CH 17 Grade Separations at CH 14, CH 82, and Highway 282
7	Highway 13 / CH 21 Intersection Improvements
8	Highway 169 Bloomington Ferry Bridge Capacity
9	Highway 13 / CH 42 Intersection Improvements and Six-Lane Design
10	Highway 13 Corridor Improvements (Frontage Road between Dakota & Yosemite)
11	Highway 13 Corridor Improvements (Chowen Overpass/Interchange)
12	I-35 / CH 2 Interchange/Bridge Replacement
13	I-35 / CH 86 Interchange



This map is neither a legally recorded document nor a survey and is intended for planning purposes only. Details may not be exact.
 Prepared by Scott County Physical Development, Act. 051215
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Transportation Tax Projects

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