2015 -2025 Steele County

Transportation Capital Improvement Plan Development

The 2015-2025 Transportation Capital Improvement Plan (CIP) has been developed to identify what improvements can be made over the next ten years to the County Highway System with the current gas and wheelage tax revenues and the addition of potential revenue from a ½ percent county sales tax per Minnesota Statute 297A.99, Subdivision 12.

Source of Funds -

- Actual 2014 State Aid Gas Tax Revenue $2,900,000 per year
- Projected 2014 Wheelage Tax Revenue $ 310,000 per year
- Projected 2015 Sales Tax Revenue $2,175,000 implemented at start of 2nd quarter
  *$2,900,000 per year thereafter

Sales Tax - if implemented – See attached Association of MN Counties Fact Sheet

Tax collected on all taxable sales in Steele County, except motor vehicles.

Revenue must be spent on identified County Transportation projects. The tax must terminate after the identified projects have been funded

The Draft CIP includes $29,000,000 in sales tax funding from 2015 – 2025.

**August 5th Draft Plan**

- 60 Projects identified for a total of 142.5 miles
- Total Revenue All Sources = $65.8 M
- Project Expenditures Identified = $101.7 M
- Need to Reduce Projects by $35.8 M miles
- Project Types:
  a) Pavement Rehabilitation & Drainage Improve.
  b) Urban Reconstruction 2- lane
  c) Urban Reconstruction 4-lane
  d) Rural Reconstruction
  e) Concrete Pavement Rehabilitation (CPR)
  f) Rural Roadway & Drainage Improvements
  g) Urban Roadway & Drainage Improvements

**November 25th Approved Plan**

- 48 Projects funded = 111.62 miles
- Total Revenue All Sources = $65.8 M
- Project Expenditures = $65.8 M
- 11 Projects deferred beyond 2025 = 28.85 miles
Programming Notes:

- Bridge Replacement projects to be identified and developed as determined by the annual bridge inspection program.
- All estimates in 2014 dollars.
- Sales Tax Revenue anticipated to increase over time.
- State Aid Gas Tax Construction Funding not likely to increase significantly without State Legislative action.
- Federal Aid and other grant opportunities including HSIP, DEED, State Bridge bonding and partnerships with other public and private agencies exist and will be pursued.

Expected cost increases due to inflation are offset by expected increase in sales tax funding source and successful grant applications.

Project selection involved review of the Transportation Plan, projects identified but not included in prior CIP due to lack of funding, analysis of the overall pavement condition index, pavement preservation, safety and expected urbanization and economic development pressures and needs.

- An overall balanced approach is needed to effectively manage the entire 377 mile system.

A primary driver of the sales tax initiative is to support overall transportation needs, county-wide; without the costs being placed upon property taxes.