Transportation Improvement Program
Mower County Quick Facts

- 708 square miles, 20 townships
- 405 miles of county highways
  - 373 State Aid/32 County
    - 375 miles of pavement
    - 30 miles of gravel
- 369 bridges
- Population -- 39,163 (2010)
- Road & Bridge Budget
  - $10M - $12M annually
# MOWER COUNTY ROAD FACTS

## 2014 Centerline Mileage and Lane Mileage By Route System

<table>
<thead>
<tr>
<th>Route System</th>
<th>Centerline Mileage</th>
<th>Lane Mileage</th>
</tr>
</thead>
<tbody>
<tr>
<td>INTERSTATE TRUNK</td>
<td>30.583</td>
<td>122.332</td>
</tr>
<tr>
<td>U.S. TRUNK</td>
<td>33.080</td>
<td>71.964</td>
</tr>
<tr>
<td>MINNESOTA TRUNK</td>
<td>68.651</td>
<td>137.302</td>
</tr>
<tr>
<td>COUNTY STATE AID [CSAH]</td>
<td><strong>373.099</strong></td>
<td><strong>749.772</strong></td>
</tr>
<tr>
<td>MUNICIPAL STATE AID [MSAS]</td>
<td>30.414</td>
<td>91.752</td>
</tr>
<tr>
<td>COUNTY</td>
<td><strong>31.809</strong></td>
<td><strong>63.618</strong></td>
</tr>
<tr>
<td>TOWNSHIP</td>
<td>854.579</td>
<td>1,709.158</td>
</tr>
<tr>
<td>MUNICIPAL STREETS</td>
<td>149.771</td>
<td>300.202</td>
</tr>
</tbody>
</table>
Mower County Bridge Facts

- Mower County is responsible for 369 bridges on the municipal, township, and county transportation systems.
- In 1998, there were approximately 140 deficient bridges.
- Currently there are over 60 [16% of the total] structurally deficient and functionally obsolete bridges that should be replaced.
  - 36 bridges on Township roads
  - 23 bridges on County roads
  - 5 bridges in the City of Austin
- The average age of these deficient bridges is over 80 years.
- The total current replacement cost of these bridges exceeds $22 million. On Oakland Place in Austin there are 3 ‘sister’ bridges that are 84 years old, and should be replaced; the combined cost of these 3 projects exceeds $7 million.
- As the years go by, another group of deficient bridges [15 on Township roads that are currently in good condition but have an average age of 85 years] will certainly be added to the replacement list.
Large Township Culvert Pipes

The County is also responsible for the maintenance of over 400 culvert pipes, 48” in diameter or of equivalent area, located on the Township road system.

This responsibility goes back decades.
2015 Revenue

- **State Aid Construction** 46.6%
- **State Aid Maintenance** 18.7%
- **Levy** 28.4%
- **Fees** 3.0%
- **Miscellaneous** 1.0%
- **State Aid Bridge Bonds** 2.3%
2015 Expenditures

- Construction: 53.5%
- Maintenance: 28.6%
- Equipment and Shop: 11.6%
- Administration: 6.3%
County State Aid Allotment (2015)

Fuel Tax (28.6 Cents): $870,500,000
License Fees: 688,700,000
Motor Vehicle Sales Tax: 418,250,000
Interest: 2,949,000
Total Highway Users Fund: $1,980,399,000

Actual Net Distribution Amount: $1,847,811,805

62% State Highway: $1,145,643,319
29% County (Net to 87 Counties): $528,142,339
9% City (Net to 148 Cities): $170,700,289

**Mower County Share**
60 Percent Construction: $3.05 Million
40 Percent Maintenance: $2.03 Million

Town Bridge Allotment: $0.63 Million
Maintenance Funds Cannot Be Used For Construction
Costs Per Mile of Road

<table>
<thead>
<tr>
<th>County Highway System Cost per Mile</th>
</tr>
</thead>
<tbody>
<tr>
<td>CIR &amp; Overlay</td>
</tr>
<tr>
<td>Total Pavement Replacement</td>
</tr>
<tr>
<td>Total Reconstruction – Rural</td>
</tr>
<tr>
<td>Total Reconstruction – Urban</td>
</tr>
</tbody>
</table>
CURRENT PAVEMENT SURFACING NEEDS

TOTAL SURFACING NEEDS
COST=$86,352,500
EST. BASED ON 2020 TYPICAL COSTS
CURRENT BRIDGE NEEDS—TOWNSHIP SYSTEM

= DEFICIENT BRIDGE
CURRENT BRIDGE NEEDS—COUNTY SYSTEM

= DEFICIENT BRIDGE
Current Construction Needs

- Roads: $86,352,500 (81%)
- County Bridges: $15,431,388 (15%)
- Township Bridges: $4,280,250 (4%)

Total Needs: $101,783,888 (Without Township Bridges)
Current Annual Funding Scenario

Annual Need: $10,178,389 (Without Township Bridges)
10 YEAR PLAN CURRENT ANNUAL FUNDING
Closing The Gap

- **New Local Option Sales Tax Funding Strategy**

<table>
<thead>
<tr>
<th>Year</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>$1,500,000</td>
</tr>
<tr>
<td>2018</td>
<td>$1,550,000</td>
</tr>
<tr>
<td>2019</td>
<td>$1,600,000</td>
</tr>
</tbody>
</table>

(projections are estimates only)

Tied to specific projects endorsed by Board action after a public hearing. Basically could be covered by our CIP process.
Annual Funding Scenario - With Sales Tax

Annual Need: $10,178,389 (Without Township Bridges)
10 YEAR PLAN WITH SALES TAX
How Do Counties Enact the Local Option Sales Tax for Transportation?

- County boards may, after a public hearing, levy a sales tax for transportation and transit by resolution.
- This sales tax is levied on anything that is currently subject to sales tax in your county.
- The imposition of the tax is project/improvement specific and that project must be identified during the public hearing and in the resolution.
- Timing for implementation and notification to the Department of Revenue is governed by Minnesota Statute 297A.99, Subdivision 12:

  Effective dates; notification.

  (a) A political subdivision may impose a tax under this section starting only on the first day of a calendar quarter. A political subdivision may repeal a tax under this section stopping only on the last day of a calendar quarter.
  (b) The political subdivision shall notify the commissioner of revenue at least 90 days before imposing, changing the rate of, or repealing a tax under this section.
  (c) The political subdivision shall change the rate of tax imposed under this section starting only on the first day of a calendar quarter, and only after the commissioner has notified sellers at least 60 days prior to the change.
  (d) The political subdivision shall apply the rate change for sales tax imposed under this section to purchases from printed catalogs, wherein the purchaser computed the tax based upon local tax rates published in the catalog, starting only on the first day of a calendar quarter, and only after the commissioner has notified sellers at least 120 days prior to the change.
  (e) The political subdivision shall apply local jurisdiction boundary changes to taxes imposed under this section starting only on the first day of a calendar quarter, and only after the commissioner has notified sellers at least 60 days prior to the change.
Can Counties Use the Local Option Sales Tax for Transportation Funds?

• The tax may only be used for the following purposes:
  o Payment of the capital cost of a specific transportation project or improvement;
  o Payment of the costs, which may include both capital and operating costs, of a specific transit project or improvement;
  o Payment of the capital costs of a safe routes to school program under section 174.40; or
  o Payment of transit operating costs.

• The taxes must terminate when revenues raised are sufficient to finance the project, except for taxes for operating costs of a transit project or improvement, or for transit operations.
How Will the Local Option Sales Tax for Transportation Be Collected?

• Per Minnesota Statute 297A.99, Subdivision 11, the tax must be remitted to the county by the state at least quarterly.

• The state is entitled to recover administrative costs for collection. These are taken out of the collections by the state prior to payment so there is no additional transaction between the state and the county.
Local Transportation Taxes Levied
By Counties

Updated in February 2016 based on information available from MN Dept of Vehicle Service and MN Dept of Revenue

Updated February 2016
DEVELOP 10 YEAR ROAD CIP PAVEMENT MANAGEMENT
Pavement Rehabilitation Cycle

- PCI
- Excellent
- Good
- Fair
- Poor
- Failed

40% Drop in Quality

75% of Life

80% Drop in Quality

12% of Life

Spending $1 on preservation is here….

… eliminates or delays spending $6 to $10 on rehabilitation or reconstruction here.
Pavement Condition Index (PCI)

<table>
<thead>
<tr>
<th>Excellent</th>
<th>Good</th>
<th>Fair</th>
<th>Poor</th>
<th>Failed</th>
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<tr>
<td>100 - 90</td>
<td>90 - 70</td>
<td>70 - 50</td>
<td>50 - 25</td>
<td>&lt;25</td>
</tr>
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</table>

- Preventive Maintenance
- Preservation
- Rehabilitate/Reconstruct

PCI = 98
EXCELLENT

PCI = 79
GOOD

PCI = 54
FAIR

PCI = 38
POOR

PCI = 16
VERY POOR
# Pavement Condition Index (PCI)

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- Preventive Maintenance
- Preservation
- Rehabilitate/Reconstruct
Excellent Condition

CSAH 8 – TH 16 to CSAH 1
2015 Cold Inplace Recycling

CSAH 6 – TH 105 to TH 218
2015 Mill and Overlay
Good Condition

CSAH 2 – East of Brownsdale
2005-06 Reconstruction

CSAH 14 – TH 56 to TH 16
2002-03 Reconstruction
Fair Condition

CSAH 19 – South of CSAH 2
Surfaced in 1996

CSAH 25 – South of CSAH 1
Surfaced in 1990
Poor Condition

CSAH 27 – West of TH 218
Surfaced in 1989

CSAH 25 – North of CSAH 2
Surfaced in 1990
Very Poor Condition

CR 58 – East of Transfer Station
Surfaced in 1990

CSAH 4 – East of CSAH 7
Surfaced before 1990
NEXT STEPS

• Finalize Capital Improvement Plan (CIP)
• Hold Public Hearing – Tentatively July
• Adopt Sales Tax/CIP (2017-2026)
QUESTIONS?

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Mower County Public Works
michal@co.mower.mn.us