



Carver County Board of Commissioners
March 28, 2017
Work Session
(to be videotaped and cablecast)
County Board Room
Carver County Government Center
Human Services Building
Chaska, Minnesota

PAGE

WORK SESSION

- 9:00 a.m. **A. FINANCES: Improve the County's financial health and economic profile**
1. Transportation Tax for High Priority Road and Bridge Projects 1-17
- 10:00 a.m. **BOARD REPORTS**

David Hemze
County Administrator

UPCOMING MEETINGS

- | | |
|----------------|---|
| April 4, 2017 | 7:30 a.m. Carver County Leaders Meeting |
| April 4, 2017 | 9:00 a.m. Board meeting |
| April 11, 2017 | No Meeting |
| April 18, 2017 | 4:00 p.m. Board Meeting |
| April 25, 2017 | 9:00 a.m. Board Work Session |

Carver County Board of Commissioners Request for Board Action



Agenda Item:

Transportation Tax for High Priority Road and Bridge Projects

Primary Originating Division/Dept: <input type="text" value="Public Works"/>	Meeting Date: <input type="text" value="3/28/2017"/>
Contact: <input type="text" value="Lyndon Robjent"/> Title: <input type="text" value="Public Works Director/County Engineer"/>	Item Type: <input type="text" value="Work Session"/>
Amount of Time Requested: <input type="text" value="60"/> minutes Presenter: <input type="text" value="Lyndon Robjent"/> Title: <input type="text" value="Public Works Director/County Engineer"/>	Attachments: <input checked="" type="radio"/> Yes <input type="radio"/> No
Strategic Initiative: <input type="text" value="Finances: Improve the County's financial health and economic profile"/>	

BACKGROUND/JUSTIFICATION:

The County can implement a ½ percent sales tax for specific transportation projects by County Board resolution following a public hearing. The County can also levy up to \$20 per vehicle per year in wheelage tax for transportation purposes by County Board resolution. A public hearing is not required to levy the wheelage tax.

Staff presented an overview of the transportation taxes at the November 22, 2016 County Board Work Session, along with a list of high priority road and bridge projects that could be funded with the tax revenue. The County Board directed staff to gather feedback from the Cities, Townships and other stakeholders. On December 20, 2016 staff updated the County Board on the project list and the stakeholder outreach process including the web forum.

Beginning in February, the County Administrator and or the Public Works Director met with all 11 Cities in the County to present the transportation tax proposal and gather feedback. The County Commissioner(s) representing the individual City also attended the meetings. Cities were asked to review the project list and provide input on their priorities. A sample resolution of support was given to each City for their consideration.

The proposal was also presented at the January 31 Township Association Meeting and at miscellaneous other meetings and groups. The City Administrators group has been engaged several times along the way and asked to pass on official comments from their Councils.

Now that the stakeholder process is nearly complete, the next step is for the County Board to consider the options for the transportation tax and potential implementation schedule. At this work session staff will present the following:

1. Feedback from the Cities and Townships. (Resolutions and letters received are attached)
2. Public comments via the web forum. (A summary is attached)
3. Updated project list including requests from the Cities. (Map of City requests is attached)
4. Legislative update.
5. Implementation options.

The most current list of Unfunded High Priority Projects that are in need of additional revenue is shown on the attached map and table. The current 2017-2022 Capital Improvement Plan (CIP) is attached as well.

Cities and board members have asked how projects would be prioritized since the proposal to implement the unfunded high priority projects spans more than 20 years. Although this is difficult to determine given that projects have different scope, risk, and external funding potential, the attached map and table shows a draft recommendation of how the projects could be split into 10-year timeframes. This is just one scenario that needs to be vetted. The table illustrates how project schedule and cost relates to cash flow and the potential need for bonding to accelerate projects. The table will also be used to discuss the potential of sunsetting the collection of the tax.

ACTION REQUESTED:

Board direction on Transportation Tax implementation.

FISCAL IMPACT: <input type="text" value="None"/> <i>If "Other", specify:</i> <input type="text"/>	FUNDING County Dollars = <input type="text"/>
FTE IMPACT: <input type="text" value="None"/>	Total <input type="text" value="\$0.00"/>
<input checked="" type="checkbox"/> Insert additional funding source	
Related Financial/FTE Comments:	

Carver County - High Priority Projects

Potential Sales Tax and/or Wheelage Tax Projects

10-20-30 Year Plans

Total Revenue Needed: \$306,110,000

Total Revenue Available by 2047:	County	Sales Tax	WT	
\$329,179,646	\$160,868,854	\$133,698,458	\$34,612,334	\$23,069,646

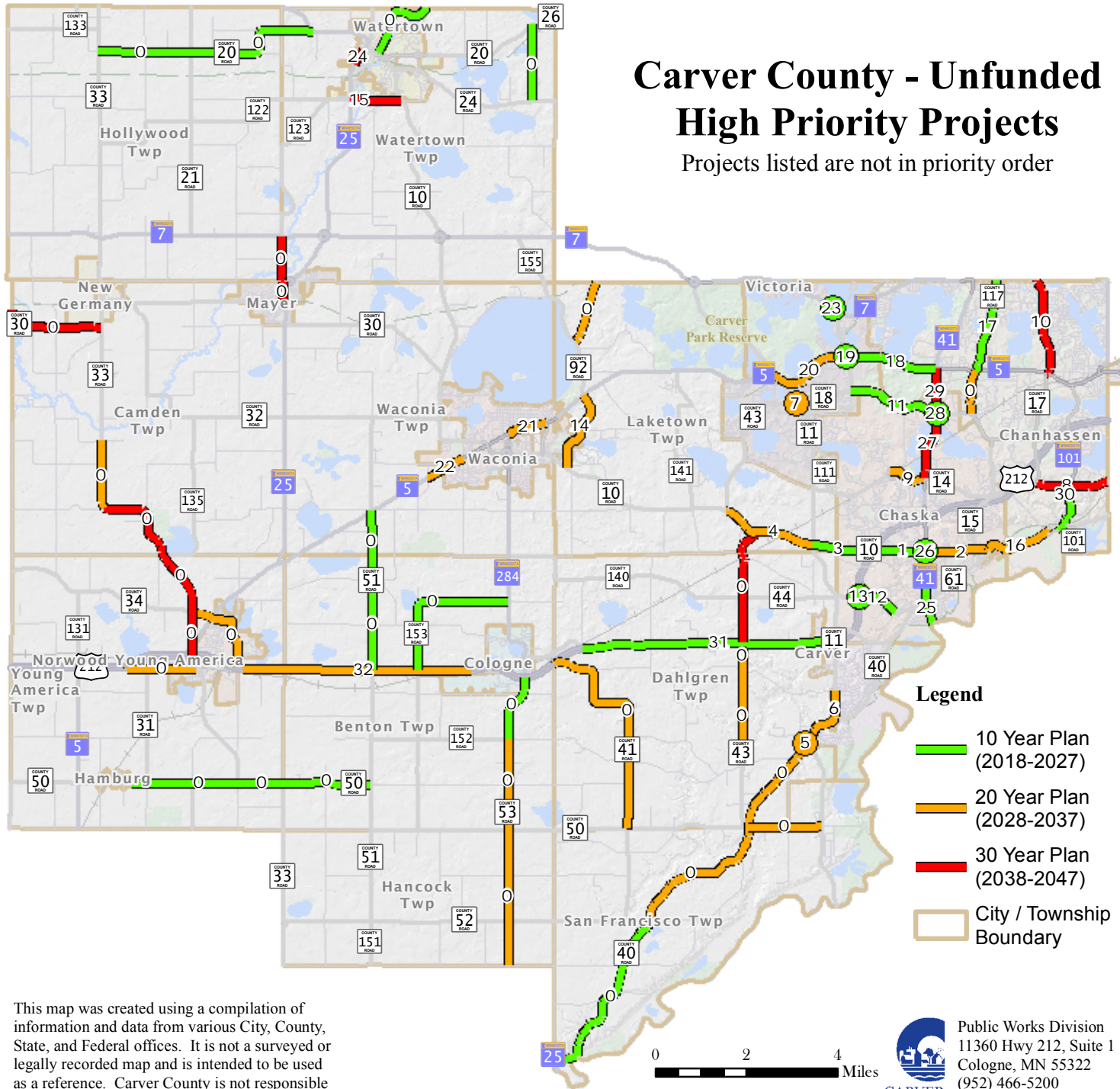
Earliest Build	Map Ref.	Project Description	Total Cost	Estimated External Revenue	% External	Shortfall/GAP	Cummulative Shortfall/Gap	Estimated Total County Revenue	Remaining	Traditional County	1/2 % Sales Tax	\$10 Wheelage Tax Revenue	GAP
10 Year Plan (2018-2027)			\$195,000,000	\$106,500,000		\$88,500,000		\$74,576,962		\$26,434,711	\$38,498,452	\$9,643,799	-\$13,923,038
2019	13	County Road 44 and Highway 212 Interchange, Chaska	\$8,000,000	\$8,000,000	100%	\$0	\$0	\$8,991,542	\$8,991,542				
2019	28	Highway 41/Lyman Blvd. Intersection, Chaska	\$5,000,000	\$900,000	18%	\$4,100,000	\$4,100,000	\$8,991,542	\$4,891,542				
2020	12	County Road 44 from W. of County Road 61 to Highway 212, Chaska	\$2,000,000	\$1,800,000	90%	\$200,000	\$4,300,000	\$13,606,734	\$9,306,734				
2020	19	Highway 5/Rolling Acres Rd. Intersection, Victoria	\$4,000,000	\$880,000	22%	\$3,120,000	\$7,420,000	\$13,606,734	\$6,186,734				
2020	23	Highway 7/Rolling Acres Rd. Intersection, Victoria	\$3,000,000	\$860,000	29%	\$2,140,000	\$9,560,000	\$13,606,734	\$4,046,734				
2020	30	Highway 101 Bluff from Flying Cloud Dr. to Pioneer Trail, Chanhassen	\$28,000,000	\$28,000,000	100%	\$0	\$9,560,000	\$13,606,734	\$4,046,734				
2021	3	County Road 10 from Clover Ridge Dr. to County Highway 11, Chaska	\$5,000,000	\$0	0%	\$5,000,000	\$14,560,000	\$18,301,539	\$3,741,539				
2022	17	County Road 117 (Galpin Blvd.) from Highway 5 to North County Line, Chanhassen	\$6,000,000	\$1,200,000	20%	\$4,800,000	\$19,360,000	\$23,075,957	\$3,715,957				
2022	25	Highway 41 from Mn River to Walnut Court, Chaska	\$17,000,000	\$14,700,000	86%	\$2,300,000	\$21,660,000	\$23,075,957	\$1,415,957				
2022	26	Highway 41/County Road 10 (Engler Blvd.) Intersection, Chaska	\$6,000,000	\$3,280,000	55%	\$2,720,000	\$24,380,000	\$23,075,957	-\$1,304,043				
2022	31	Highway 212 from Carver to Cologne	\$45,000,000	\$29,400,000	65%	\$15,600,000	\$39,980,000	\$23,075,957	-\$16,904,043				
2023	1	County Road 10 (Engler Blvd.) from Highway 41 to Highway 212, Chaska	\$11,000,000	\$2,200,000	20%	\$8,800,000	\$48,780,000	\$32,873,296	-\$15,906,704				
2023	11	County Road 18 Extension (82nd St) from Bavaria Rd. to Highway 41, Victoria, Chaska, Chanhassen	\$15,000,000	\$3,000,000	20%	\$12,000,000	\$60,780,000	\$32,873,296	-\$27,906,704				
2023	18	Highway 5 from Highway 41 to Rolling Acres Rd., Chanhassen, Victoria.	\$24,000,000	\$12,280,000	51%	\$11,720,000	\$72,500,000	\$32,873,296	-\$39,626,704				
2027	0	County Wide Pavement Rehabilitation	\$16,000,000	\$0	0%	\$16,000,000	\$88,500,000	\$74,576,962	-\$13,923,038				

Earliest Build	Map Ref.	Project Description	Total Cost	Estimated External Revenue	% External	Shortfall/GAP	Cummulative Shortfall/Gap	Estimated Total County Revenue	Remaining	Traditional County	1/2 % Sales Tax	\$10 Wheelage Tax Revenue	GAP
20 Year Plan (2028-2037)			\$257,000,000	\$129,590,000		\$127,410,000		\$117,558,195		\$61,454,598	\$44,566,153	\$11,537,445	-\$9,851,805
2028	5	County Road 11/County Road 40 (S) Intersection, Carver	\$3,000,000	\$300,000	10%	\$2,700,000	\$2,700,000	\$10,909,340	\$8,209,340				
2028	7	County Road 11/County Road 43 Intersection, Victoria	\$3,000,000	\$300,000	10%	\$2,700,000	\$5,400,000	\$10,909,340	\$5,509,340				
2028	9	County Road 14 (Pioneer Tr.) from Highway 41 to Bavaria Rd., Chaska	\$9,000,000	\$1,800,000	20%	\$7,200,000	\$12,600,000	\$10,909,340	-\$1,690,660				
2029	2	County Road 10 (Engler Blvd.) from Highway 41 to County Road 61, Chaska	\$9,000,000	\$1,800,000	20%	\$7,200,000	\$19,800,000	\$22,004,096	\$2,204,096				
2029	32	Highway 212 from Cologne to Norwood Young America	\$71,000,000	\$48,280,000	68%	\$22,720,000	\$42,520,000	\$22,004,096	-\$20,515,904				
2032	6	County Road 11 (Johnathan Carver Pkwy.) from 6th St. to County Road 40, Carver	\$15,000,000	\$3,000,000	20%	\$12,000,000	\$54,520,000	\$56,411,669	\$1,891,669				
2032	14	East Waconia Bypass from County Road 10 to Highway 5, Waconia	\$19,000,000	\$5,700,000	30%	\$13,300,000	\$67,820,000	\$56,411,669	-\$11,408,331				
2032	16	County Road 61 (Flying Cloud Dr.) from Engler Blvd. to Bluff Creek Dr., Chaska, Chanhassen	\$35,000,000	\$33,250,000	95%	\$1,750,000	\$69,570,000	\$56,411,669	-\$13,158,331				
2032	20	Highway 5 from Rolling Acres Rd. to Victoria Dr. (W.), Victoria.	\$26,000,000	\$12,720,000	49%	\$13,280,000	\$82,850,000	\$56,411,669	-\$26,438,331				
2032	21	Highway 5 from Main Street to Highway 284, Waconia	\$11,000,000	\$8,320,000	76%	\$2,680,000	\$85,530,000	\$56,411,669	-\$29,118,331				
2032	22	Highway 5 from Oak Ave to Orchard Rd., Waconia	\$11,000,000	\$8,320,000	76%	\$2,680,000	\$88,210,000	\$56,411,669	-\$31,798,331				
2035	4	County Road 10 from County Road 11 to County Road 43 (W.), Laketown Township	\$29,000,000	\$5,800,000	20%	\$23,200,000	\$111,410,000	\$92,523,196	-\$18,886,804				
2037	0	County Wide Pavement Rehabilitation	\$16,000,000	\$0	0%	\$16,000,000	\$127,410,000	\$117,558,195	-\$9,851,805				

Earliest Build	Map Ref.	Project Description	Total Cost	Estimated External Revenue	% External	Shortfall/GAP	Cummulative Shortfall/Gap	Estimated Total County Revenue	Remaining	Traditional County	1/2 % Sales Tax	\$10 Wheelage Tax Revenue	GAP
30 Year Plan (2038-2047)			\$148,000,000	\$57,800,000		\$90,200,000		\$137,044,490		\$72,979,545	\$50,633,854	\$13,431,091	\$46,844,490
2042	8	County Road 14 (Pioneer Tr.) from Powers Blvd. to East County Line, Chanhassen	\$17,000,000	\$3,400,000	20%	\$13,600,000	\$13,600,000	\$66,019,374	\$52,419,374				
2042	10	County Road 17 (Powers Blvd) from Highway 5 to North County Line, Chanhassen	\$19,000,000	\$3,800,000	20%	\$15,200,000	\$28,800,000	\$66,019,374	\$37,219,374				
2042	15	Watertown South River Crossing, Watertown	\$18,000,000	\$3,600,000	20%	\$14,400,000	\$43,200,000	\$66,019,374	\$22,819,374				
2042	24	Highway 25 from High Street to White Street, Watertown	\$3,000,000	\$900,000	30%	\$2,100,000	\$45,300,000	\$66,019,374	\$20,719,374				
2042	27	Highway 41 from Pioneer Tr. to Lyman Blvd., Chaska	\$33,000,000	\$7,260,000	22%	\$25,740,000	\$71,040,000	\$66,019,374	-\$5,020,626				
2042	29	Highway 41 from Lyman Blvd. to Highway 5, Chaska, Chanhassen	\$22,000,000	\$4,840,000	22%	\$17,160,000	\$88,200,000	\$66,019,374	-\$22,180,626				
2042	33	Highway 284 from Cologne to Waconia	\$34,000,000	\$34,000,000	100%	\$0	\$88,200,000	\$66,019,374	-\$22,180,626				
2047	0	County Wide Pavement Rehabilitation	\$2,000,000	\$0	0%	\$2,000,000	\$90,200,000	\$137,044,490	\$46,844,490				

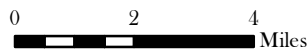
Carver County - Unfunded High Priority Projects

Projects listed are not in priority order



Legend

- █ 10 Year Plan (2018-2027)
- █ 20 Year Plan (2028-2037)
- █ 30 Year Plan (2038-2047)
- City / Township Boundary



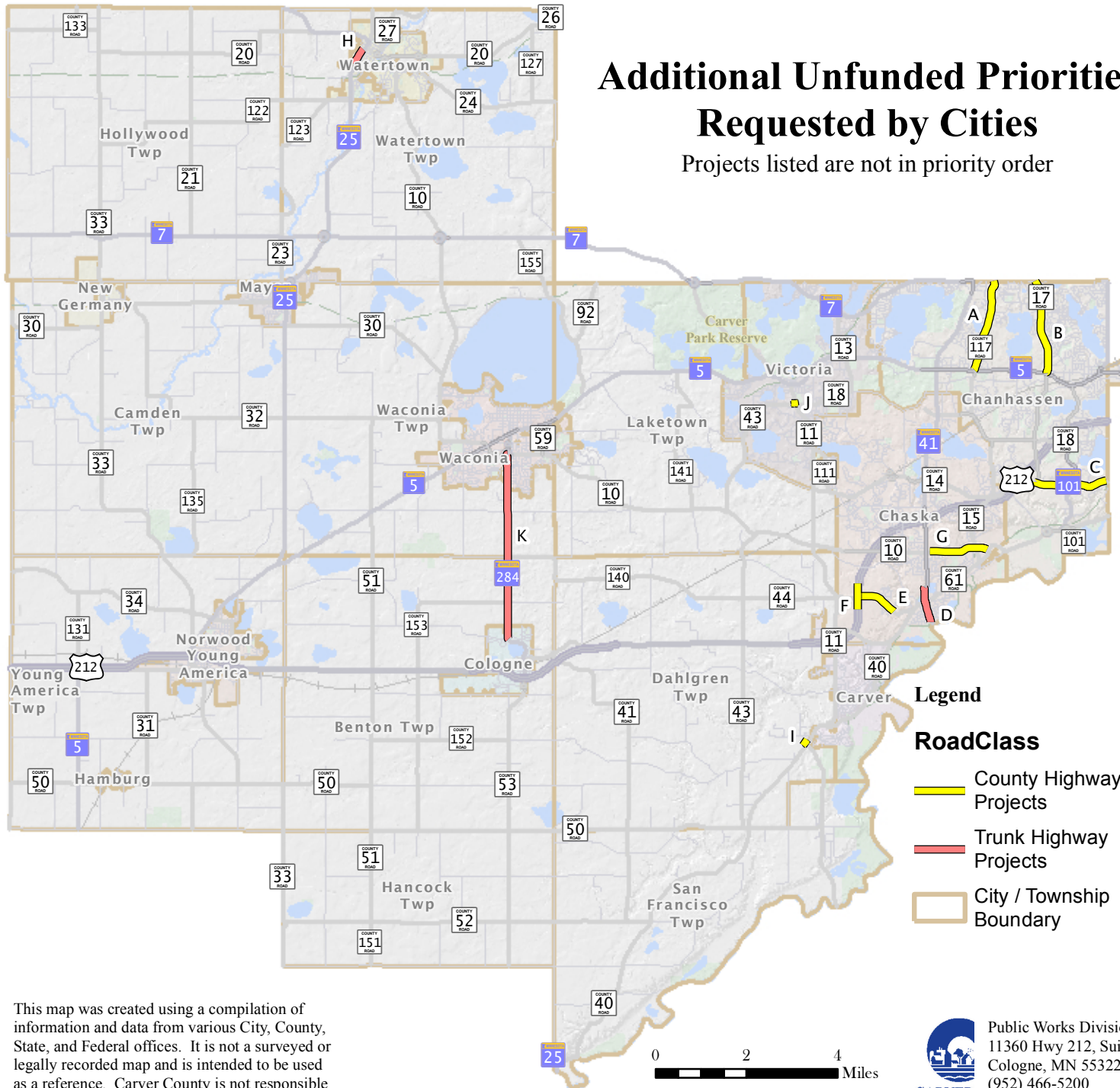
Public Works Division
11360 Hwy 212, Suite 1
Cologne, MN 55322
(952) 466-5200
Created: 3/20/2017

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Carver County - High Priority Projects	
Map Ref.	Project Description
10 Year Plan (2018-2027)	
0	County Wide Pavement Rehabilitation
1	County Road 10 (Engler Blvd.) from Highway 41 to Highway 212, Chaska
3	County Road 10 from Clover Ridge Dr. to County Highway 11, Chaska
11	County Road 18 Extension (82nd St.) from Bavaria Rd. to Highway 41, Victoria, Chaska, Chanhassen
12	County Road 44 from W. of County Road 61 to Highway 212, Chaska
13	County Road 44 and Highway 212 Interchange, Chaska
17	County Road 117 (Galpin Blvd.) from Highway 5 to North County Line, Chanhassen
18	Highway 5 from Highway 41 to Rolling Acres Rd., Chanhassen, Victoria.
19	Highway 5/Rolling Acres Rd. Intersection, Victoria
23	Highway 7/Rolling Acres Rd. Intersection, Victoria.
25	Highway 41 from Mn River to Walnut Court, Chaska
26	Highway 41/County Road 10 (Engler Blvd.) Intersection, Chaska
28	Highway 41/Lyman Blvd. Intersection, Chaska
30	Highway 101 Bluff from Flying Cloud Dr. to Pioneer Trail, Chanhassen
31	Highway 212 from Carver to Cologne
20 Year Plan (2028-2037)	
0	County Wide Pavement Rehabilitation
2	County Road 10 (Engler Blvd.) from Highway 41 to County Road 61, Chaska
4	County Road 10 from County Road 11 to County Road 43 (W.), Laketown Township
5	County Road 11/County Road 40 (S) Intersection, Carver
6	County Road 11 (Johnathan Carver Pkwy.) from 6th St. to County Road 40, Carver
7	County Road 11/County Road 43 Intersection, Victoria
9	County Road 14 (Pioneer Tr.) from Highway 41 to Bavaria Rd., Chaska
14	East Waconia Bypass from County Road 10 to Highway 5, Waconia
16	County Road 61 (Flying Cloud Dr.) from Engler Blvd. to Bluff Creek Dr., Chaska, Chanhassen
20	Highway 5 from Rolling Acres Rd. to Victoria Dr. (W.), Victoria.
21	Highway 5 from Main Street to Highway 284, Waconia
22	Highway 5 from Oak Ave to Orchard Rd., Waconia
32	Highway 212 from Cologne to Norwood Young America
30 Year Plan (2038-2047)	
0	County Wide Pavement Rehabilitation
8	County Road 14 (Pioneer Tr.) from Powers Blvd. to East County Line, Chanhassen
10	County Road 17 (Powers Blvd) from Highway 5 to North County Line, Chanhassen
15	Watertown South River Crossing, Watertown
24	Highway 25 from High Street to White Street, Watertown
27	Highway 41 from Pioneer Tr. to Lyman Blvd., Chaska
29	Highway 41 from Lyman Blvd. to Highway 5, Chaska, Chanhassen

Additional Unfunded Priorities Requested by Cities

Projects listed are not in priority order






Unfunded High Priority Projects

Map Ref.	Project Description
A	County Road 117 (Galpin Blvd) from Highway 5 to North County Line
B	County Road 17 (Powers Blvd) from Highway 5 to North County Line
C	County Road 14 (Pioneer Blvd) from Powers Blvd to East County Line
D	Highway 41 from Walnut Court to River
E	County Road 44 from W of County Road 61 to Highway 212
F	County Road 44 and Highway 212 Intersection
G	County Road 10 from Park Dr to County Road 61
H	Highway 25 from High Street to White Street
I	Intersection of County Road 11 and County Road 40
J	Intersection of County Road 11 and County Road 43 and County Road 18
K	Highway 284 from 122nd Street to County Road 10

Legend

RoadClass

-  County Highway Projects
-  Trunk Highway Projects
-  City / Township Boundary

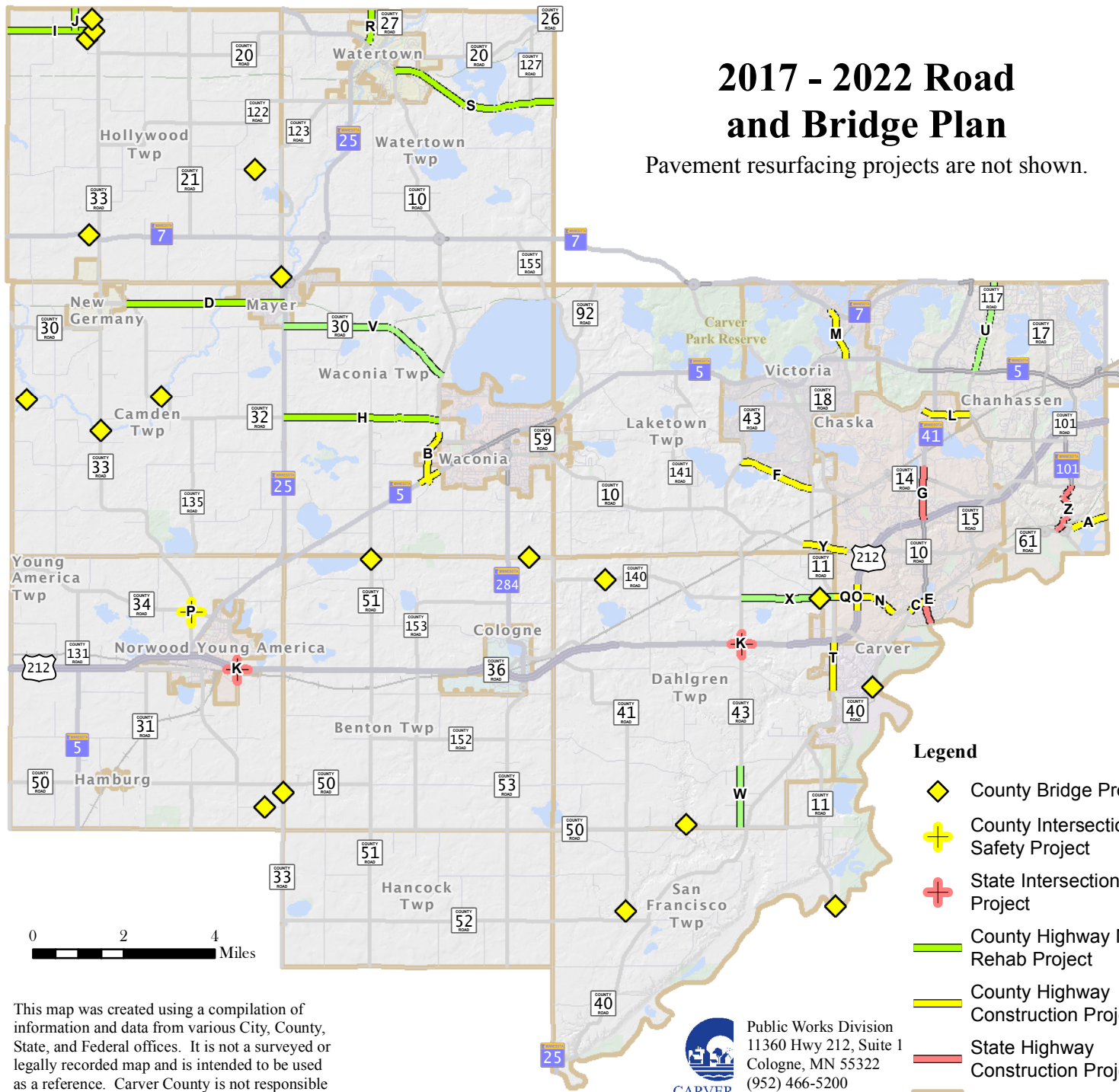
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2017 - 2022 Road and Bridge Plan

Pavement resurfacing projects are not shown.



Legend

- ◆ County Bridge Projects
- + County Intersection Safety Project
- + State Intersection Safety Project
- County Highway Major Rehab Project
- County Highway Construction Project
- State Highway Construction Project
- City / Township Boundary

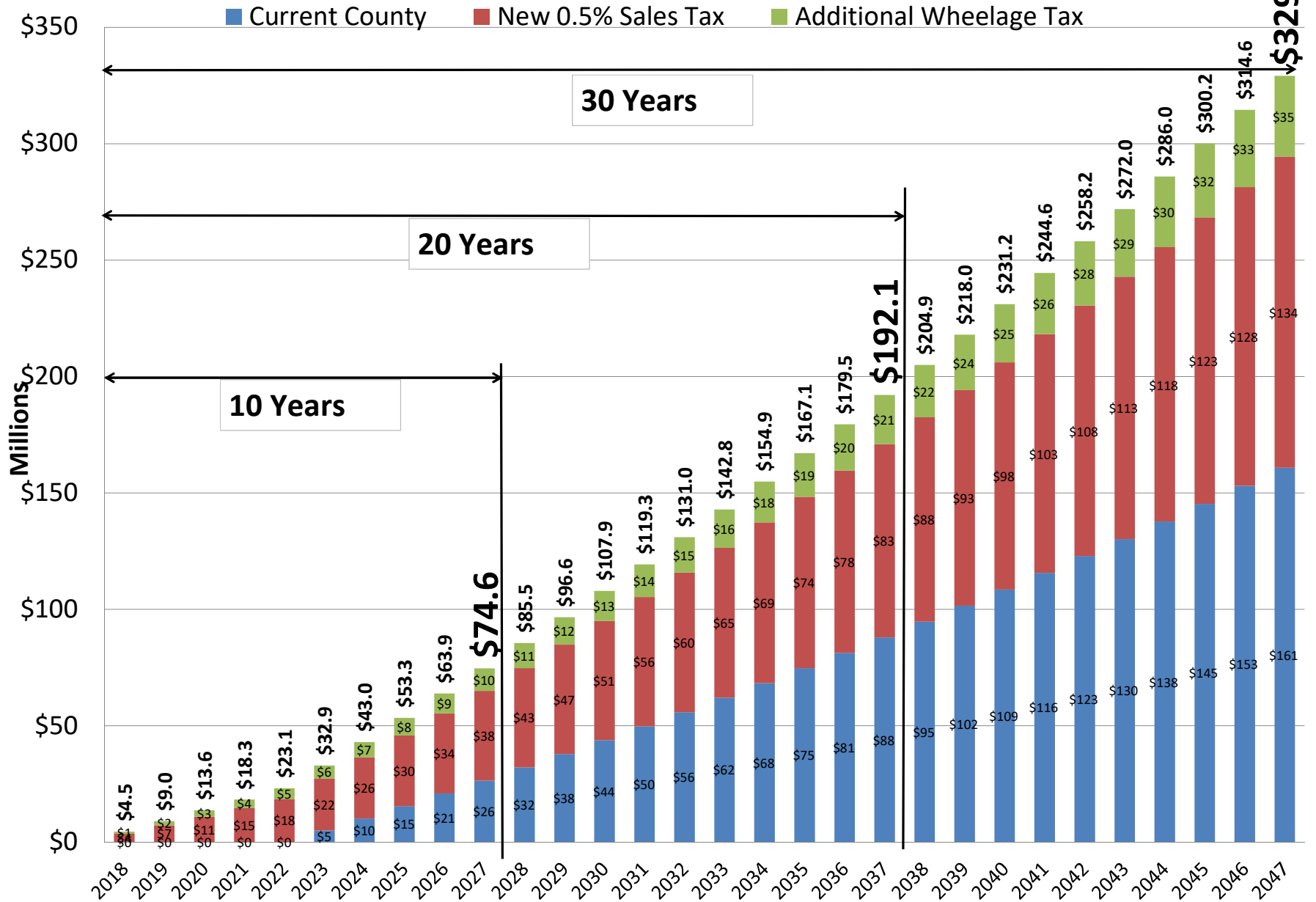
2017 - 2022	
Project Number	Project Description
A	Reconstruction of CSAH 61 from East of the Roundabout to the Hennepin County line (Lead by Hennepin County)
B	CR 10 Construction – Waconia School Phase – from TH 5 to CSAH 10
C	Reconstruction of CSAH 61 and replacement of Bridge No. 1002 with new Bridge No. xxxxx on CSAH 61 over West Chaska Creek
D	Pavement rehabilitation (SFDR) and shoulder widening of CSAH 30 from New Germany to TH 25
E	Reconstruction of CSAH 61 to a divided urban highway from TH 41 to East Chaska Creek and TH 41 improvements from the Minnesota River to County Highway 61
F	Reconstruction of Marsh Lake Road (Future CSAH 14) between CSAH 43 and CSAH 11
G	Reconstruction of TH 41 from the US 212 North Ramp Intersection through the CSAH 14 Intersection
H	Pavement rehabilitation (CIR) and shoulder widening of CSAH 32 from TH 25 to CSAH 10
I	Pavement rehabilitation (CIR) of CSAH 20 from M Leod County Line to CSAH 33
J	Pavement rehabilitation (CIR) of CR 133 from CSAH 33 to Wright County Line
K	Rural Intersection Conflict Warning System installation at the US 212 intersections of CSAH 34 and 43
L	Reconstruction of CSAH 18 between 0.25 mile West of TH 41 to CSAH 15
M	Reconstruction of CSAH 13 between TH 5 and TH 7
N	Reconstruction of CSAH 40 from the East Ramp of US 212 to 400 feet Southeast of the Cemetary Driveway
O	Reconstruction of CSAH 40 and Construction of a New Interchange at US 212 Intersection reconstruction to build a new roundabout at the CSAH 33 / CSAH 34 Intersection
P	Reconstruction of CSAH 40 from CSAH 11 to West Ramp of US 212 Interchange
Q	Pavement rehabilitation (SFDR) and shoulder widening of CSAH 10 from TH 25 to Wright County Line
R	Pavement rehabilitation (SFDR) and shoulder widening of CR 117 from TH 5 to Hennepin County line
S	Pavement rehabilitation (FDR) of CSAH 30 from TH 25 to CSAH 10
T	Pavement rehabilitation (FDR) of CSAH 43 from CSAH 50 to Maplewood Road
U	Pavement rehabilitation (FDR) of CSAH 44 from CSAH 43 to CSAH 11
V	CSAH 10 Reconstruction – Chaska Creek Phase – from 0.25 mile west of CSAH 11 to 500 feet west of West Creek Lane
W	Reconstruction of TH 101 (Turnback) on the Minnesota River Bluff between CSAH 61 and CSAH 14
X	
Y	
Z	

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Cologne, MN 55322
(952) 466-5200
Created: 2/21/2017

Current and County Controlled Revenue Options - Cummulative



Roads and Bridges Forum Comments / Email

**13 Comments (All Published) & 3 Feedback Emails
(names and e-mail addresses were removed)**

Message	Date
Yes, it makes good strategic sense to invest in Carver County's roads, and the proposed funding solutions (wheelage, sales and excise taxes) make sense. I especially would like to see pedestrian crossings have flashing lights that come on when the pedestrian presses them, as are being installed in other counties across the metro area.	2/12/2017 15:48
I strongly support improving roads in Carver County to improve safety and all residents to travel efficiently throughout the County. I am willing to pay increased sales and wheelage taxes that are needed to reduce traffic and reduce accidents.	2/17/2017 8:11
It is clear to most that live in Carver County, that we have fallen behind on road repair and expansion projects. I am, however, not in favor of tax increases alone to solve the problems that exist. In regards to road capacity, there are a number of less costly things that can be implemented to help improve traffic flow without pouring more pavement. Traffic light timing, for one, could be better synchronized to avoid lengthy delays and accidents. Better planning for road construction and expansion could help to keep up with increased travel demand and manage the flow of traffic better. I also wonder if our elected officials are working quickly enough to adapt to state or federal funding requirements, and not missing out on potential dollars when they are put on the table, so that local taxpayers do not have to make up for down the line (such as now). After all, these state/federal dollars are already dollars that exist in the first place as a result of current resident taxation. That said, I am opposed to a general sales tax increase; but could envision a scenario where the wheelage tax and an excise tax could be reasonable and appropriate as long as the dollars are focused on actual road related transportation issues and helping to secure additional state/federal funds.	2/17/2017 9:52
I would strongly support a proposal to improve efficiency of travel outside of the State and Metropolitan Council's plans for highway expansion. With the continuous growth trends both in and west of the City of Victoria, our present highway infrastructure and design is antiquated, and simply cannot support efficient travel. I have personally witnessed a significant increase in travel on Rolling Acres Road (CR13) between the intersections of Hwy 5 and Hwy 7 over the past 7 years, with excessive traffic and speeds not conducive to this stretch of highway. It would be my opinion that a project plan adopt consideration to handle an increasing high volume of traffic from the west.	2/17/2017 10:30

<p>I have lived in Victoria since 2002 and have seen the steady growth in Victoria and all surrounding communities. I expect this growth to continue, but it is putting extreme pressure on our connector roads and highways. Safety is an issue, not just the long commutes. People are becoming frustrated and angry. The situation is very serious--the thought of operating under the status quo should not be an option. I support the proposed additional sales, excise, and wheelage taxes. As a City Council member for Victoria, I think the upgrading of 82nd Street from Bavaria Road to Lyman Blvd would be one of the best options. It would take the pressure off of Hwy 5. It would enable commutes from as far west as Laketown Township (Co 43) east all the way to Eden Prairie and everything in between. However, I fully support all the identified projects. Most of all, I applaud your initiative. Please keep moving forward with this . ██████████</p>	<p>2/17/2017 12:30</p>
<p>██████████, thank you for noting the increased traffic on Rolling Acres. We too have noticed the same including an excessive amount of truck traffic, little to no maintenance, lack of turn lanes into adjacent neighborhoods/businesses, pedestrian/bike trail crossings, all combined with speeds that make this stretch of road riddled with hazards. It is just a matter of time before something serious happens here.</p>	<p>2/20/2017 22:05</p>
<p>Have have you driven on Highway 284 lately? It's a disaster during the winter. Why is Highway 284 not on this list?</p>	<p>2/22/2017 14:25</p>
<p>I am strongly opposed to your proposal. I don't question your forecasts for the next 24 years or the safety and traffic efficiency concerns, but I cannot support your proposal to cover the funding shortfall. It's too easy for you to just roll over and say, "just throw on a little more tax to cover the forecast shortfall". The explanation that a half-percent sales tax is ONLY 50 cents on a \$100 purchase of taxable items, looks like a smooth way to slip in a little more tax and no one will ever notice. I could easily give you a list of at least 50 families who are no longer Minnesota residents, and when asked why they left, the first reason is always TAXES. Sure, it is only \$10 per vehicle per year, \$20 per vehicle purchased, and a half-percent sales tax, but it all adds up and up and up. It never ends, To the elected leaders of the county, I think you need to work on this a little harder, become more creative, look for other options besides just laying on more TAX.</p>	<p>2/22/2017 20:57</p>
<p>I very much support improvements to Highway 5 going west past Highway 41. Highway 5 is very, very dangerous in this area with virtually no shoulder and if a vehicle were to slide off the road it would be a very steep fall. The access to the Arboretum needs to be addressed at the same time. Second, with the paving of the road south of the Arboretum connecting Hwy 41 to Bavaria Road, the intersection of Bavaria and 82nd will become even more congested on top of existing commuter traffic, local traffic, and Holy Family High School traffic. Look at this very, very carefully. Finally, I hope you can mitigate 82nd Street From becoming a "mini-Highway 5" since it is at the heart of a significant portion of residential Victoria.</p>	<p>3/2/2017 16:25</p>

<p>I believe we need to focus attention moving people/traffic and commercial development south on roads toward 212 rather than trying to increase traffic on Hwy 5 west of 41 and widen Hwy 5 across the wetlands of Minnewashta and the Mn Landscape Arboretum land. I think our County road people are not looking creatively for solutions, are short sighted and are inconsiderate of the natural environment of lakes, parks, wetlands, etc that is the beauty, tranquility and reason people want to live west of Chanhassen and Eden Prairie. Bless his heart, he has a job to do, but Mr [REDACTED] reference to 'the slew of Minnewashta' and the nuisance and obstacle he sees it as to his goal of expanding Hwy 5 between 41 and Rolling Acres Road is clear indication of the county's narrow thinking in long range planning and disregard for the natural environment. The light rail is proposed to go west along 212. Our road improvement projects should drive south to meet and encourage that, not, widening Hwy 5 to encourage auto-commuters to downtown Mpls. Our future job creation/commercial development will be south along 212. So again, road improvements to encourage and facilitate that is appropriate and consistent with long range development. Additionally, the state supposedly has a road surplus. So, why are we not pursuing state funds for state roads like Hwy 5 and 7 instead of more taxes on city and county?</p>	<p>3/9/2017 14:26</p>
<p>The county ought to redirect funds from nonessential services to pay for its essential responsibilities. Make the hard decisions to cut spending elsewhere to fulfill the county's duty to maintain our extremely busy and well worn roads. please dont increase taxes and fees to pay for projects that should have been planned for and invested in decades ago. We pay a lot in taxes already.</p>	<p>3/10/2017 0:13</p>
<p>Pushing traffic from Hwy 5 to 18 is a poor idea. What are the expected increased levels of traffic being pushed to 18 and what impact will this have to noise and safety to surrounding homes? A county road is not a transit center to support growth, it is a road that should handle local traffic especially in a smaller town. The state highway system should carry the burden of approved growth. The Bavaria/18 intersection is already extremely dangerous and without updates, such as a roundabout, this would just create more headaches and a traffic light would be irresponsible considering the zoned use of the area. The issue should be addressed at the state highway level, and not the county road level, with state funding. I see the major issue here being the ease of approval of new home building without proper consideration, planning, and funding of roads to support the growth properly. This is a reactionary and not proactive response.</p>	<p>3/11/2017 13:29</p>
<p>I wholeheartedly agree, [REDACTED], 18 is a residential part of Victoria. Congestion should be mitigated at 5 with the help of state funds to improve safety and create a supply for the growing traffic demand.</p>	<p>3/11/2017 13:36</p>

Website Feedback Emails:

Sent: Saturday, February 11, 2017 12:04 PM

no for additional taxes. Carver county is poorly run and property taxes are already too high not to mention commissioners giving themselves a big fat raise. Cut the fat first and start acting like the republican stronghold that we are. 5 votes in our house all against every tax increase

Sent: Friday, February 10, 2017 1:12 PM

We favor increasing a 1/2% sales tax for transportation and an increase to the existing wheelage tax. Thanks for asking!

Sent: Sunday, March 19, 2017 3:46 PM

As a member of the Cologne City Council, I would like you to know I support the county transportation funding forum. I may be doing this for selfish reasons because I live in Cologne and the Highway 212 project is important to our town if it is to prosper. I moved to Chaska from Chicago 50 years ago and they were talking about Hwy 212 then and it still isn't finished. When I moved up to Minnesota, Hwy 212 went through Chaska and it was a growing community. It went from 2300 (approx.) to 23,000 +. It had 3 hardware stores, 3 gas stations, 3 banks, 2 florists, a variety store, a Ben Franklin, a grocery store and I could go on and on. Then Hwy 212 was put in but further north of the town. I don't believe downtown Chaska is flourishing anymore. But if Hwy 212 can do that to a town, I believe the reverse could happen here in Cologne but not just for our town. We need to preserve all the county roads (asphalt and gravel) so people can get to the main roads. If Hwy 212 and neighboring roads are kept up, all the small communities would benefit because it would be easier to travel out here. Thank you for listening. [REDACTED]



Chaska

March 20, 2017

Carver County Board of Commissioners
Attn: Chair Tim Lynch
600 East 4th Street
Chaska, MN 55318

RE: City of Chaska Comments of Proposed Transportation Sales Tax

Dear Commissioners:

I would like to start by thanking Commissioner Degler, Dave Hemze and Lyndon Robjent for coming to our Council meeting on March 6th to present to us the County's Sales and Wheelage Tax proposal. We appreciated the time that was spent explaining the County's position on considering this proposal, and the opportunity we had to ask questions, have issues clarified to us, and for us to be able to express some of our thoughts and concerns on this proposal. We all felt that this was a good discussion, and appreciated the opportunity to have it.

As we discussed at the meeting, we certainly understand the reasoning for Carver County considering this tax proposal. I think we would all concur that the State has not kept up on its responsibilities for transportation either through maintenance or improvement of our transportation systems, especially in the outer-ring communities of the Twin Cities. This has been a big disappointment to us, and has started to become very evident as we have seen roads like 41, Highway 5 and Highway 101 deteriorate to a point that it makes them difficult to use. We have also seen the impact that not improving our roadway segments have had as we have grown, and the strain that this has put on our County and City road systems that end up taking on a lot of the burden. It is hard to argue that the issue does not exist, and that the State has not done a very good job of keeping up with these issues.

As we shared at that meeting, while we certainly understand the reasoning for Carver County considering this proposal, and commend you for trying to take this issue "head on", we also have concerns that if this proposal goes through that it will send a message to the State that they do not need to invest more into their roadway system, and that we at the local level will be "letting them off the hook" for dealing with their own issues. We fear that this could be the wrong message we are sending to the State, and put us in a position in the long-run of having to not only take care of our local transportation needs but also those of the State as well.

With that being said, we do understand that you are seriously considering this proposal because you do not believe the State will ever step up to take care of these responsibilities and that if we do not do something at the local level, nothing will ever be addressed. We understand that argument, and also understand why these competing issues make it so difficult for you to consider this proposal.

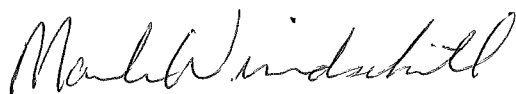
While the City of Chaska has expressed its concerns, we do not feel it is our place to formally endorse or speak against this proposal-only to share with you our concerns. We know that this is difficult enough of a decision without each community taking a formal stance on this issue, and feel that at the end of the day, this is something that you will all need to decide for yourselves based on the information that is in front of you. We trust that you will consider all of the issues in front of you and make the best decision based on Carver County and our residents' interest in mind.

If you are to move forward with adopting this proposal, we would ask that you please take into consideration input from Carver County municipalities on what projects get included in the list of projects to be considered, and which ones the municipalities view as priorities across the County. We would also ask you to continue to consider the fact that these projects (especially the State Road projects) will be added with new revenue coming into the County to help support them, but that the Cities are not going to be receiving new revenue and our ability to cost-share on these projects will be limited. We appreciate you changing your proposal to take this new burden off of the Cities.

Attached to this letter is a map that we have put together identifying the projects that the City of Chaska views as the highest priority of the projects that you have been discussing as part of this transportation proposal. For the City of Chaska, our top priorities are completing the construction of the redesign of Highway 41 through Downtown Chaska, upgrading County Road 44 to support the new growth that we will see in Southwest Chaska, and upgrading Engler Boulevard in the areas surrounding its intersection with Highway 41, as the County sees this as a key east-west corridors in the County as we move into the future. We also feel that the upgrade of Highway 101 in Chanhassen up the bluff, and the upgrade of the intersection of County Road 40 and 11 in Carver are very important, as both help provide alternatives for Minnesota River crossings in the County. And finally, along with other cities in the Southwest Transportation Coalition, we support work to help make the widening of 212 to 4 lanes west of Carver a reality. While we do eventually see a need for the other projects the County has identified in Chaska, we see them as much lower priorities and premature in nature from our perspective. We believe that future development will help drive these other projects, and perhaps provide additional revenue sources to help support them.

Again, thank you for taking the time to help educate us, and allowing us to make comments on your proposal. We appreciate having the ability to provide this input. We know that this will be a difficult decision for you, and wish you the best in this process. If you have any questions, do not hesitate to contact me.

Sincerely,



Mark Windschitl
Mayor
City of Chaska



March 20, 2017

Carver County Board of Commissioners
Attn: Chair Tim Lynch
600 East 4th Street
Chaska, MN 55318

RE: City of Cologne Comments of Proposed Transportation Sales Tax

Dear Commissioners:

I would like to start by thanking Commissioner Ische, Dave Hemze and Lyndon Robjent for coming to our Council meeting on February 20th to present to us the County's Sales and Wheelage Tax proposal. We appreciated the time that was spent explaining the County's position on considering this proposal, and the opportunity we had to ask questions, have issues clarified to us, and for us to be able to express some of our thoughts and concerns on this proposal. We all felt that this was a good discussion, and appreciated the opportunity to have it.

As we discussed at the meeting, we certainly understand the reasoning for Carver County considering this tax proposal. I think we would all concur that the State has not kept up on its responsibilities for transportation either through maintenance or improvement of our transportation systems, especially in the outer-ring communities of the Twin Cities. This has been a big disappointment to us, and has started to become very evident as we have seen roads like 41, Highway 5 and Highway 101 deteriorate to a point that it makes them difficult to use. The City of Cologne would urge the County Board to consider adding Highway 284 to the list of unfunded projects as it is the main north/south connection to Cologne that has simply received band-aids over the years. We have also seen the impact that not improving our roadway segments have had as we have grown, and the strain that this has put on our County and City road systems that end up taking on a lot of the burden. This is especially burdensome for the residents of Cologne as it relates to the expansion of Highway 212. It is hard to argue that the issue does not exist, and that the State has not done a very good job of keeping up with these issues.

As we shared at that meeting, while we certainly understand the reasoning for Carver County considering this proposal, and commend you for trying to take this issue "head on", we also have concerns that if this proposal goes through that it will send a message to the State that they do not need to invest more into their roadway system, and that we at the local level will be "letting them off the hook" for dealing with their own issues. We fear that this could be the wrong message we are sending to the State, and put us in a position in the long-run of having to not only take care of our local transportation needs but also those of the State as well.



With that being said, we do understand that you are seriously considering this proposal because you do not believe the State will ever step up to take care of these responsibilities and that if we do not do something at the local level, nothing will ever be addressed. We understand that argument, and also understand why these competing issues make it so difficult for you to consider this proposal.

While the City of Cologne has expressed its concerns, we do not feel it is our place to formally endorse or speak against this proposal-only to share with you our concerns. We know that this is difficult enough of a decision without each community taking a formal stance on this issue, and feel that at the end of the day, this is something that you will all need to decide for yourselves based on the information that is in front of you. We trust that you will consider all of the issues in front of you and make the best decision based on Carver County and our residents' interest in mind.

If you are to move forward with adopting this proposal, we would ask that you please take into consideration input from Carver County municipalities on what projects get included in the list of projects to be considered, and which ones the municipalities view as priorities across the County. We would also ask you to continue to consider the fact that these projects (especially the State Road projects) will be added with new revenue coming into the County to help support them, but that the Cities are not going to be receiving new revenue and our ability to cost-share on these projects will be limited. We appreciate you changing your proposal to take this new burden off of the Cities.

Again, thank you for taking the time to help educate us, and allowing us to make comments on your proposal. We appreciate having the ability to provide this input. We know that this will be a difficult decision for you, and wish you the best in this process. If you have any questions, do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read "Matt Lein".

Matt Lein
Mayor
City of Cologne



CITY OF MAYER
RESOLUTION NO. 3-13-2017-13
SUPPORTING INCREASING TRANSPORTATION REVENUE IN CARVER COUNTY
USING THE LOCAL OPTION SALES TAX AND WHEELAGE TAX

WHEREAS, A safe, efficient and reliable transportation system is critical to the quality of life and economic vitality in Carver County and;

WHEREAS, The County has prepared a long range roadway system plan that identifies improvement projects needed to preserve, enhance safety, and improve mobility of the transportation system and;

WHEREAS, The plan shows that improvements are needed to the State and County highway system both of which will enhance access and mobility to and from City and Township roadways, and;

WHEREAS, Current County revenue sources will not generate enough funding to construct these improvements and the Metropolitan Council 2040 Transportation Policy Plan (TPP) and the MnDOT State Highway Investment Plan (MnSHIP) does not include any major investment on the regional highway system in Carver County and;

WHEREAS, The County cannot rely on State or Federal investment to address the most important transportation needs. The County does not levy the 1/4 percent sales tax for transit through the Counties Transit Improvement Board (CTIB) as there is no guarantee that any of the funding would be used in Carver County.

WHEREAS, The County and its partners are required to take the lead in providing for the highest priority transportation improvements using locally controlled revenue sources and;

WHEREAS, The County has created a list of high priority projects throughout the County that could be constructed in the next 20 years with additional revenue;

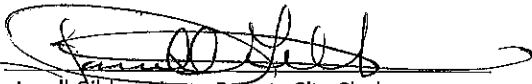
WHEREAS, State Statute 297A.993 authorizes County Boards, after a public hearing, to implement a sales tax of ½ percent by resolution for transportation purposes and a \$20 excise tax on vehicle purchases. (Vehicle purchases are exempt from the transportation sales tax) and;

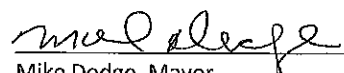
WHEREAS, State Statute 163.051 authorizes County Boards to levy by resolution a wheelage tax of \$10 per registered vehicle (motorcycles, scooters and motorized bicycles are exempt) per year from January 1, 2014 to December 31, 2017; and on and after January 1, 2018, up to \$20 per year, in any increment of a whole dollar and;

WHEREAS, The local option sales tax and \$20 excise tax will generate approximately \$3.5 million annually at implementation and an additional \$10 in wheelage tax per vehicle (County already levies \$10 per vehicle) will generate approximately \$800,000 per year at implementation and;

WHEREAS, The County is actively working with its partners to gather feedback on the list of high priority projects and to seek support for implementation of these local option revenue sources and;

NOW THEREFORE BE IT RESOLVED, that the City of Mayer recognizes the importance of constructing a safe, efficient and reliable transportation system to serve our community and supports the implementation of a ½ % local option sales tax and \$20 excise tax and an increase of \$10 in wheelage tax to fund high priority transportation projects in Carver County. Adopted by the City Council of the City of Mayer this 23rd day of January 2017.

ATTEST: 
Janell Gildemeister, Deputy City Clerk


Mike Dodge, Mayor

RESOLUTION 2017-06

A RESOLUTION SUPPORTING INCREASING TRANSPORTATION REVENUE IN CARVER COUNTY USING THE LOCAL OPTION SALES TAX AND WHEELAGE TAX

WHEREAS, a safe, efficient and reliable transportation system is critical to the quality of life and economic vitality in Carver County; and

WHEREAS, the County has prepared a long range roadway system plan that identifies improvement projects needed to preserve, enhance safety, and improve mobility of the transportation system; and

WHEREAS, the plan shows that improvements are needed to the State and County highway system both of which will enhance access and mobility to and from City and Township roadways; and

WHEREAS, current County revenue sources will not generate enough funding to construct these improvements and the Metropolitan Council 2040 Transportation Policy Plan (TPP) and the MnDOT State Highway Investment Plan (MnSHIP) does not include any major investment on the regional highway system in Carver County; and

WHEREAS, the County cannot rely on State or Federal investment to address the most important transportation needs. The County does not levy the 1/4 percent sales tax for transit through the Counties Transit Improvement Board (CTIB) as there is no guarantee that any of the funding would be used in Carver County; and

WHEREAS, the County and its partners are required to take the lead in providing for the highest priority transportation improvements using locally controlled revenue sources; and

WHEREAS, the County has created a list of high priority projects throughout the County that could be constructed in the next 24 years with additional revenue; and

WHEREAS, State Statute 297A.993 authorizes County Boards, after a public hearing, to implement a sales tax of ½ percent by resolution for transportation purposes and a \$20 excise tax on vehicle purchases as vehicle purchases are exempt from the transportation sales tax; and

WHEREAS, State Statute 163.051 authorizes County Boards to levy by resolution a wheelage tax of \$10 per registered vehicle (motorcycles, scooters and motorized bicycles are exempt) per year from January 1, 2014 to December 31, 2017; and on and after January 1, 2018, up to \$20 per year, in any increment of a whole dollar; and

WHEREAS, the local option sales tax and \$20 excise tax will generate approximately \$3.5 million annually at implementation and an additional \$10 in wheelage tax per vehicle (County already levies \$10 per vehicle) will generate approximately \$880,000 per year at implementation; and

WHEREAS, the County is actively working with its partners to gather feedback on the list of high priority projects and to seek support for implementation of these local option revenue sources; and

NOW THEREFORE, BE IT RESOLVED, the City Council of Norwood Young America, Carver County, Minnesota, recognizes the importance of constructing a safe, efficient and reliable transportation system to serve our community and supports the implementation of a ½ percent local option sales tax and \$20 excise tax and an increase of \$10 in wheelage tax to fund high priority transportation projects in Carver County.

Adopted by the City Council this 13th day of March 2017.

Carol Lagergren
Mayor

ATTEST:

Kelly Hayes
Kelly Hayes, City Clerk/Treasurer