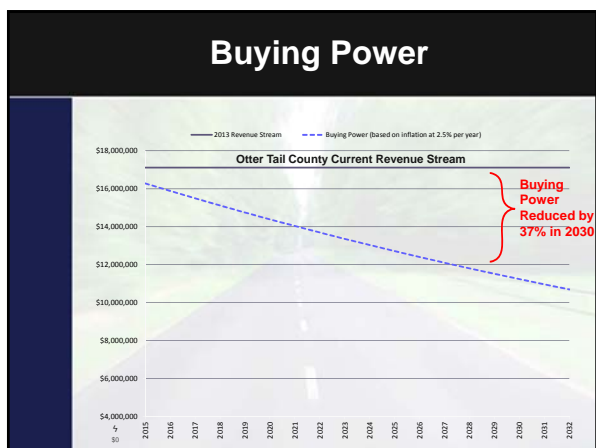
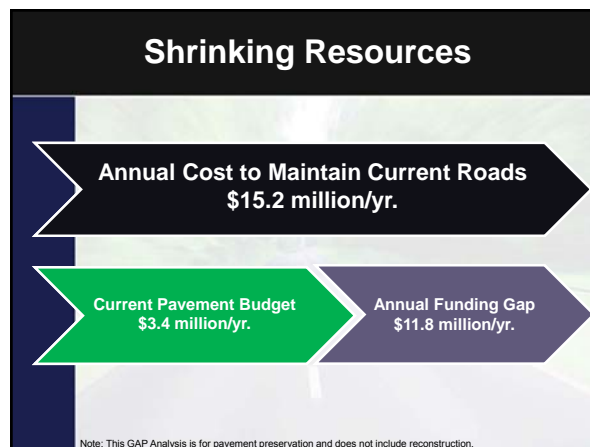
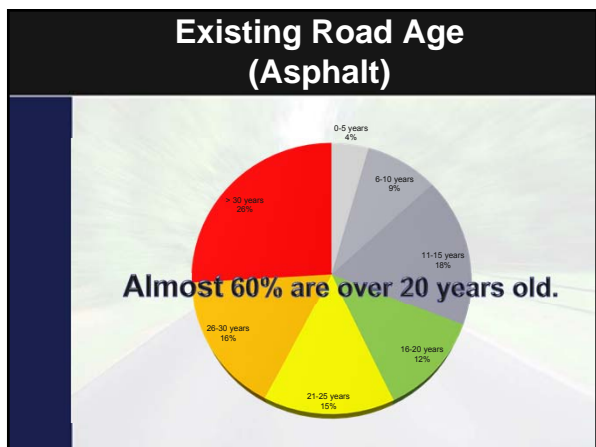




## County Commission Briefing June 9, 2015

- Introductions
  - Brian Shorten, SRF Project Manager
  - Amy Grothaus, PE, Braun Interdec
- County Transportation Plan Analysis & Findings
- Review Next Steps
  - 4 Open House Meetings (June 17, 18, 24, 25)
  - Draft Plan (early July)
  - Plan Hearing (July 21)
- Share Your Ideas

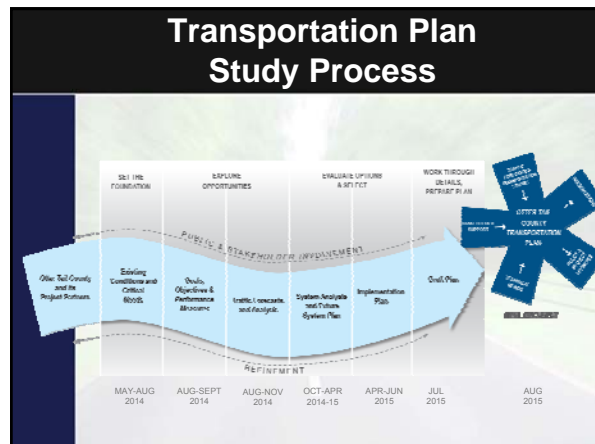


### Possible Impacts of Declining Road Conditions

- Loss of competitiveness and economic development opportunities
- Increased safety risks
- Increased travel times
- Increasing costs, as repair options move from “rehabilitation” to “reconstruction”
- Increasing costs for general maintenance
- Public dissatisfaction

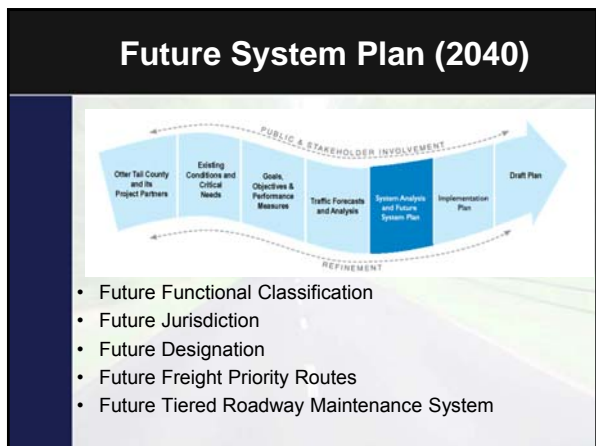
*Our Values, Our Priorities*

# COUNTY TRANSPORTATION PLAN & PRESERVATION STRATEGIES

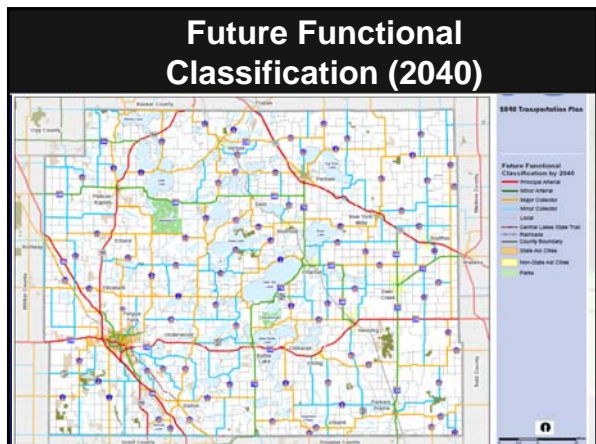


- ## Preservation Strategies Evaluated in Plan
- Reducing System Size
  - Developing a Tiered Roadway Maintenance Program
  - Developing Performance Measures & Schedules
  - Identifying New Funding Sources
  - Establishing a Transparent Project Prioritization Process
  - Promoting Expanded Public Engagement

- ## Transportation Plan's Extensive Public Engagement Process
- Planning process has/will include stakeholder involvement:
    - Open Houses (6 mtgs)
    - Focus Group Sessions (2 mtgs)
    - Consultations with Other Interests (cities, major businesses, townships, MnDOT D-4, WCI, etc.)
    - Project Management Team (8 mtgs)
    - Project Steering Committee (5 mtgs)
    - County Board Sessions (2 mtgs)
    - Study Website
    - Public Hearing (1 mtg)

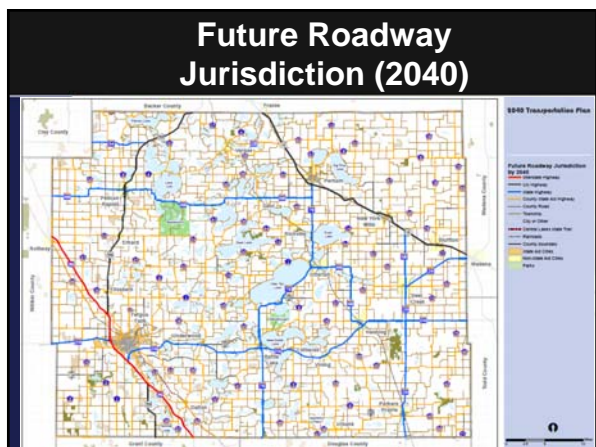


- ## Future Functional Classification (2040)
- Objectives:
    - Eliminate inconsistencies
    - Protect CSAH eligibility
    - Make more miles eligible for state/federal dollars
  - Rationale for Recommendations Documented
  - Results:
    - Increased FC'd county mileage by 17.5% (added 66 miles major collector, 125 miles minor collectors) over next 25 years
    - Maintained compliance with State/Federal guidelines



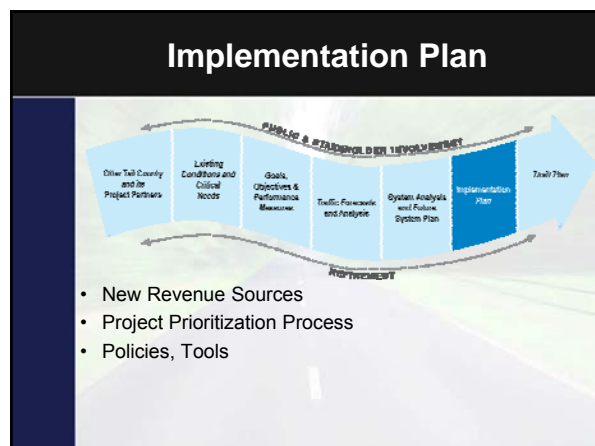
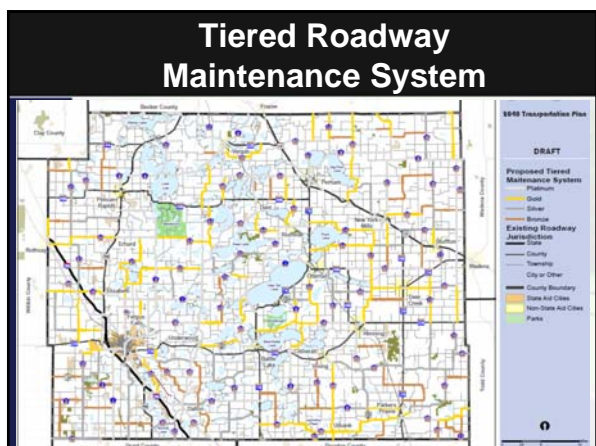
### Future Roadway Jurisdiction (2040)

- **Objectives:**
  - Establish jurisdictionally – appropriate (align with function and agency best-suited to maintain)
  - Eliminate misaligned routes
- **Rationale for Recommendations Documented**
- **Results**
  - Reduced county system by 10% (93 miles) over next 25 years



### Tiered Roadway Maintenance System w/ Performance Targets

Tiered System Criteria	Refinement and Verification	Tiered Maintenance Description	Tiered Maintenance
Average Daily Traffic > 800	< 9 Ton Routes	<b>PLATINUM:</b> This tier is the backbone of the County's network. Critical links of these routes include heavily loaded freight volumes, are on the arterial or proposed freight network, and provide connectivity to the 10-Ton network, and connect various segments throughout the County. Network priority routes, totaling 571.28 miles (20%), would be required for the highest maintenance standards and schedules.	<ul style="list-style-type: none"> <li>• 1st road cost applied at 0.5 years after any major repair</li> <li>• 2nd road cost applied 7 years after 1st road cost</li> <li>• 3rd road cost applied before PD number 65</li> <li>• Annual average PD cannot be lower than 60</li> </ul>
Average Daily Traffic 400 - 800	< 9 Ton Routes	<b>GOLD:</b> This tier is a set of routes, totaling 285.42 miles (20%), that are not heavily loaded, have freight connectivity, and connectivity throughout the County to bring to the freight network. These routes would generally function as a main distribution that, in some instances, they are regionally significant due to the volume of traffic. These routes would have medium maintenance standards and schedules.	<ul style="list-style-type: none"> <li>• 1st road cost applied at 0.5 years after any major repair</li> <li>• 2nd road cost applied 7 years after 1st road cost</li> <li>• 3rd road cost applied before PD number 60</li> <li>• Annual average PD cannot be lower than 50</li> </ul>
Average Daily Traffic 200 - 400	< 9 Ton Routes	<b>SILVER:</b> This tier is a set of routes, totaling 281.22 miles (20%), of the roadway network, which have lower traffic, increased freight connectivity, and provide regional connectivity. These routes would function as a main distribution that, in some instances, they are regionally significant due to the volume of traffic. These routes would have medium maintenance standards and schedules.	<ul style="list-style-type: none"> <li>• 1st road cost applied at 0.5 years after any major repair</li> <li>• 2nd road cost applied 10 years after 1st road cost</li> <li>• 3rd road cost applied before PD number 55</li> <li>• Annual average PD cannot be lower than 50</li> </ul>
Average Daily Traffic < 200	< 9 Ton Routes	<b>BRONZE:</b> These routes, totaling 284.25 miles (20%), have the lowest traffic volume, increased weight loads, and low connectivity. These routes would serve the local maintenance and use the lowest maintenance standards and schedules.	<ul style="list-style-type: none"> <li>• 1st road cost applied before PD number 50</li> <li>• 2nd road cost applied 10 years after 1st road cost</li> <li>• Annual average PD cannot be lower than 50</li> </ul>




### New Revenue Sources

- **Potential Program Screening**
  - External
  - Internal
- **Funding Analysis & Matrix**
  - (see handout)

### Suggested Revenue Enhancements

- Wheelage Tax (\$10/vehicle): \$568,650/yr. (2014 est.)
- Local Option ½ cent Sales Tax \$4,384,00/yr. (2014 est.)
- Bonding
- Increased local road and bridge levy
- State gas tax and/or registration fees (legislative proposal): \$2,280,000/yr. (2015 est.)
- Gravel Tax



### Project Prioritization


- Prevent “fair condition” roads from falling into “poor condition;” avoid worst first approach
- Use County Pavement Management System to evaluate priorities, based on good data, new management policies, and performance measures
- Prioritize preservation strategies over more expensive reconstruction fixes.
- Develop scope and cost
- Establish program of projects (short-term)

### Special Preservation Analysis

- **Braun’s Work:**
  - Updated ICON Data
  - Incorporated FWD & Soils Data
  - Completed Linkage b/w ICON/GIS
  - Evaluated Maintenance Performance
  - Completed Financial Scenarios & Analyzed Impact to System

### Better Roads for a Better Otter Tail

*Our Values, Our Priorities*



**QUESTIONS?**