



# 2024 Hennepin County Transportation Sales and Use Tax Implementation Plan

*Transportation is more than just a way of getting from here to there. Reliable, safe transportation is necessary for commerce, economic development, work, education, and recreation. Transportation connects people to opportunity by improving access, promoting long-term economic growth, enhancing safety and reliability, and supporting jobs for the 21st century.*

2024 Hennepin County Transportation Sales and Use Tax Implementation Plan, as adopted on December 12, 2023, to supersede the Sales and Use Transportation Tax Implementation Plan adopted June 13, 2017

# Hennepin County transportation system

## Vision

Consistent with the County's overall vision to enhance the health, safety, and quality of life of our residents and communities in a respectful, efficient, and fiscally responsible way, our transportation vision is to provide a safe transportation network that offers strong connections through multiple modes, respects the environment and improves the health and quality of life for all who live, work, or visit here.

We accomplish this goal by providing a diverse, integrated, and multimodal transportation system. At its foundation is a strong network of roads, bridges, transitways, and pedestrian and bicycle facilities that serve the county's diverse needs. Continued investment will preserve the existing system while also expanding to provide a safe, efficient, and climate ready system for our region.

## Goals

The Mobility 2040 Plan is the transportation section of the Hennepin County 2040 Comprehensive Plan, which outlines the following transportation goals:

- Preserve and modernize our transportation system
- Improve safety, reliability, and comfort for all transportation users
- Provide affordable transportation choices and convenient access to destinations
- Improve our transportation system to enhance our quality of life, health, livability, and competitiveness
- Create a transportation system that protects and enhances the environment

## Commitment to county priorities

### Disparity Reduction

Connectivity touches all domains in disparity reduction, particularly employment, education, health, and housing. To reduce disparities, Hennepin County uses an equity lens while prioritizing transit and transportation improvements. We also support community-driven solutions and look to long-term changes to make the biggest impacts on reducing disparities. Through policies, services, and programs, the county will drive disparity reduction and work to benefit people's lives by ensuring our technology, transit, and transportation systems are accessible, affordable, and climate ready.

### Climate action

In spring 2021, the Hennepin County Board adopted a climate action plan to address the changing climate needs and outline strategies for a more resilient community. The county's Climate Action Plan outlines strategies to reduce greenhouse gas emissions and adapt to the changing climate, including reducing vehicle miles traveled, advocating for and supporting transit, and expanding multimodal facilities. The plan also outlines goals to adapt to a warmer and wetter climate, increase the resilience of the built environment, and protect natural resources.

### Transitways

Hennepin County and the Hennepin County Regional Railroad Authority make significant investments in transitways that provide fast, convenient, and economical access to jobs, schools, medical facilities, and entertainment areas in the county. They work in tandem with our system of roads, bridges, and pedestrian and bicycle facilities to improve mobility of residents. The current system includes the Metro Blue Line, Green Line, and Northstar, which are fixed rail lines, and highway and arterial bus rapid transit (BRT) lines Orange, Red, A, C, and D. These transitways are a critical component of an integrated, seamless transportation system serving residents and businesses in the county.

### Roads, bridges, and more

Our county roadway and regional rail authority transportation system is not just miles of lanes, transitways, or trails, it's a backbone of connectivity. The network includes more than 2,200 lane miles, 181 bridges, and many other assets including sidewalks, trails, bike lanes, signals, and more. In addition, we can use space under and alongside roads to add fiber for broadband needs and connect our transportation network now and the future. These investments are all essential to connecting the more than 1.2 million residents in the county and the traveling public to health care, employment, housing, and education. And, as new multimodal and connection options like light rail and bus rapid transit grow, we're reducing the impact on our environment. With fresh thinking, we are improving uses, simplifying trips, making travel safer, and creating a network that better serves everyone.

### Aging infrastructure

According to Hennepin County's 2040 Comprehensive Plan, more than 30% of County roads are over 50 years old and are nearing the end of their useful lives. Ongoing maintenance, rehabilitation, and replacement is estimated to cost \$2 billion. There is a need to explore ways to incorporate new technologies, innovations, and adaptations as the County maintains and replaces infrastructure.

### Safety

As the most populous county in Minnesota, Hennepin County is committed to a Safe System approach to help us get toward zero deaths on our roads. The county's Toward Zero Deaths (TZD) program is a county-led comprehensive program demonstrating the county's commitment to reducing fatal and life-changing crashes for all transportation users. TZD integrates five E's to maximize the program's effectiveness: education, enforcement, engineering, engagement, and emergency services with an ultimate goal of zero deaths.

### Accessibility

Hennepin County's Americans with Disabilities Act (ADA) Transition Plan is focused on improving accessible facilities for all roadway users, including people walking, rolling, biking, and riding transit. The county invests in accessibility improvements throughout our transportation system and regional rail authority corridors, ensuring that features like pedestrian curb ramps, accessible pedestrian signal upgrades, and better access to accessible parking are ready for residents across the county.

### **Future needs**

Economic growth and an expanding population are increasing demands on our transportation system.

Hennepin County is projected to continue to thrive and grow, adding more people, households, and jobs over the next 20 years. Of the projected regional growth by 2040, Hennepin County's share is expected to be 32% of the population growth, 33% of the household growth, and 48% of the job growth. By 2040, it is also estimated that 1 in 3 Hennepin County residents will be 65 or older, prompting need for infrastructure and transportation options that allow them to remain independent. At the same time, preferences and patterns are changing in younger generations too, with more people choosing a variety of transportation modes and showing a preference for living in walkable, transit-accessible neighborhoods.

To remain competitive, Hennepin County needs to preserve and maintain its current transportation system while also providing new and expanded transportation options. Investing in a network of transitways will be key to continued success as a region and as a county.

# Hennepin County Transportation Sales and Use Tax

MN Stat 297A.993 allows county boards to enact a sales tax up to 0.50 percent, and an excise tax of \$20 per motor vehicle, for any or all of the following:

- capital costs of a specific transportation project or improvement;
- capital and operating costs for a specific transit project or improvement;
- capital costs for a Safe Routes to School program;
- transit operating costs;
- capital costs of constructing buildings and other facilities for maintaining transportation or transit projects or improvements.

The transportation or transit projects or improvements funded must be designated by the board of the county. A public hearing must precede imposition of the tax, and the tax must terminate when revenues raised are sufficient to finance designated projects, except for taxes for operating costs of transit projects or improvements, or for transit operations. The county board may also approve a resolution to dedicate the proceeds of the tax to a new enumerated project, following a public hearing.

Following these statutory requirements, the county board imposed this tax in June 2017 and adopted a Sales and Use Transportation Tax Implementation Plan designating the projects and improvements to be funded. This 2024 Transportation Sales and Use Tax Implementation Plan supersedes and replaces the plan adopted in 2017. In so doing, it dedicates the proceeds of the tax to new enumerated projects pursuant to the statute, and it also rescinds the designation previously provided to certain purposes that are no longer in need of funding from this tax

# Hennepin County Transportation Sales and Use Tax Implementation Plan

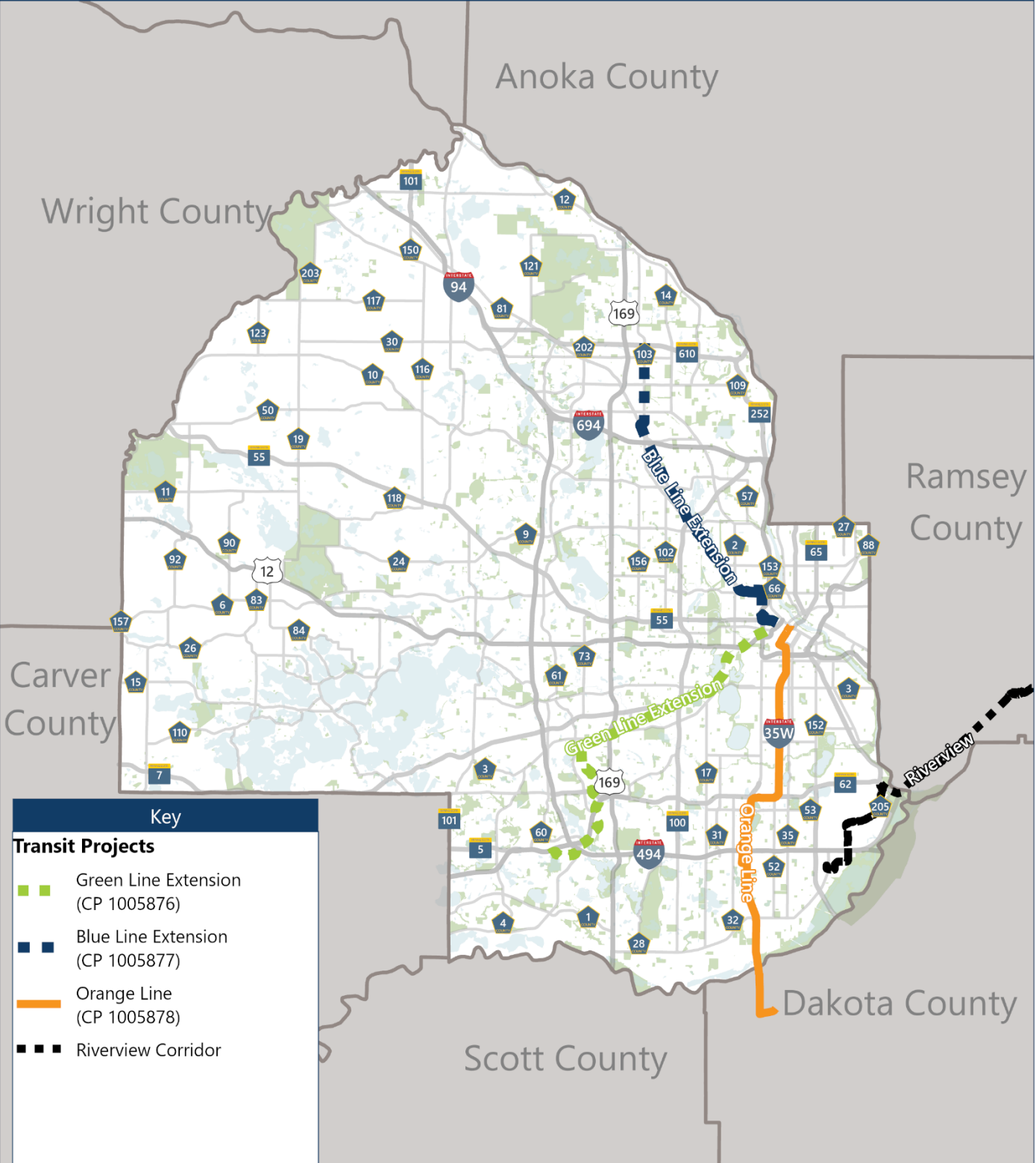
## Projects eligible to be funded

The County designates the following projects as eligible to be funded with the proceeds of the tax under Minnesota Statutes Section 297A.993:

- A portion of capital costs of the following transit projects:
  - ☐ Green Line Extension light rail transit (County capital project #1005876)
  - ☐ Blue Line Extension light rail transit (County capital project #1005877)
  - ☐ Orange Line bus rapid transit (County capital project #1005878)
  - ☐ Riverview Corridor
- A portion of the operating costs incurred prior to October 1, 2023, for the following transitways:
  - ☐ METRO Green Line
  - ☐ METRO Blue Line,
  - ☐ METRO Orange Line,
  - ☐ Northstar Commuter Rail.

# Project Investments

Hennepin County Public Works



**Disclaimer:** This map (i) is furnished "AS IS" with no representation as to completeness or accuracy; (ii) is furnished with no warranty of any kind; and (iii) is not suitable for legal, engineering or surveying purposes. Hennepin County shall not be liable for any damage, injury or loss resulting from this map.

Publication date: 11/1/2023 Data sources (if applicable): Hennepin County, Met Council

