



Cost Participation Policy Update

Transportation Alliance Annual Meeting

November 3, 2025

MnDOT Goals for the CPP Update

- Update policy and manual to reflect current agency plans, strategic direction, and updated guidance
- Integrate context more into the manual
- Address transportation equity
- Improve readability, make more visual and reduce ambiguity



Steering Committee

MnDOT

- **Lynn Clarkowski**, Engineering Services
- **Josh Knatterud-Hubinger**, CFO
- **Nicki Bartelt**, Operations
- **Jeff Perkins**, Operations
- **Mike Ginnaty**, Operations
- **Ted Schoenecker**, State Aid
- **Jon Solberg**, Sustainability, Planning and Program Management

Local Agencies

- **Madeline Cash**, MN Association of Townships
- **Jim Foldesi**, St. Louis County
- **Deb Heiser**, St. Louis Park
- **Julie Long**, Bloomington
- **Tony Winiecki**, Scott County
- **Bob Zimmerman**, Moorhead

✓ Items of Agreement

- ✓ De Minimis Clause
- ✓ Lighting
- ✓ Roundabouts
- ✓ RRFBs and Pedestrian Flashers
- ✓ Sidewalks, Shared Use Paths, Bikeways & Pedestrian Bridges
- ✓ Traffic Signals

• Steering Committee Currently Discussing

- Ability to Pay
- Bridges & Interchanges
- Drainage, Stormwater and Wetlands
- Green Infrastructure

• Additional Topics with Work Groups

- Aesthetics
- Local Utilities
- And more!

Legislative Direction

By March 1, 2026, the commissioner, in consultation with representatives of local units of government, must update and adopt the department's cost participation policy...

The policy may consider a local unit of government's ability to pay as a factor in determining the amount of local contribution, if any.

- MnDOT exploring the possibility of setting a maximum contribution for an individual project for each city, county and township
- Would apply to Trunk Highway-eligible costs for the scope determined by MnDOT
 - Non-Trunk Highway eligible items (e.g. local utilities) and an additional items a city, county or township may wish to add to a project scope would not count toward the maximum
- Based on publicly available data on financial resources



Preview of Changes

NOTE: MAY CHANGE BASED ON ADDITIONAL DISCUSSION

Preview of Changes: Lighting

- Continuous Urban Lighting
 - **Current:** MnDOT may cover up to 50% of installation costs based on standard MnDOT equipment
 - **New:** MnDOT may cover up to 100% of installation costs based on standard MnDOT equipment
 - **No Change:** any increased costs for non-standard, decorative, or aesthetic lighting will be covered by Aesthetics budget, where applicable, or they will be 100% the responsibility of the local unit of government.

Preview of Changes: Lighting

- Under Bridge Lighting
 - **New:** MnDOT may participate in the cost to install lighting under a bridge carrying a trunk highway to illuminate a sidewalk or shared-use path for safety and security purposes, if supported by the local unit of government.

Preview of Changes: Lighting

- New Summary Table will be part of the CPP manual

Appendix E: Summary of Standard Trunk Highway Lighting Cost Participation Responsibilities **(new)**

Circumstance	Construction	Ownership	Power	Luminaire Repair & Replacement	All Other Maintenance
Freeways and interchange ramps and loops	100% MnDOT	MnDOT	MnDOT	MnDOT	MnDOT
Intersections of two trunk highways.	100% MnDOT	MnDOT	MnDOT	MnDOT	MnDOT
Isolated intersection of local road and trunk highway	Up to 100% MnDOT	Local unless authorized by MnDOT District Engineer	Local unless authorized by MnDOT District Engineer	Local unless authorized by MnDOT District Engineer	Local unless authorized by MnDOT District Engineer
Roundabouts (one <u>feedpoint</u>)	Same as costs for overall roundabout	MnDOT	Local	Local	MnDOT
Roundabouts (multiple <u>feedpoints</u>)	Same as costs for overall roundabout	Circle and TH legs – MnDOT Local legs – Local	Circle and TH legs – MnDOT Local Legs – Local	Circle and TH legs – MnDOT Local Legs – Local	Circle and TH legs – MnDOT Local Legs – Local

Preview of Changes: RRFBs

- **NEW UPDATED POLICY** for RRFBs and PHBs (part 1)
- MnDOT may cover up to 100% of the cost to install PHBs, RRFBs and other flashers at locations identified as high risk in a district safety plan, identified as a high priority by the district engineer, or those required to meet Public Right-of-Way Accessibility Guidelines (ADA requirements).



Preview of Changes: RRFBs

- **NEW UPDATED POLICY** for RRFBs and PHBs (part 3)

Number of Factors	MnDOT's Share (Up to)
0	50%
1	75%
2 or more	90%

Factors, including but not limited to:

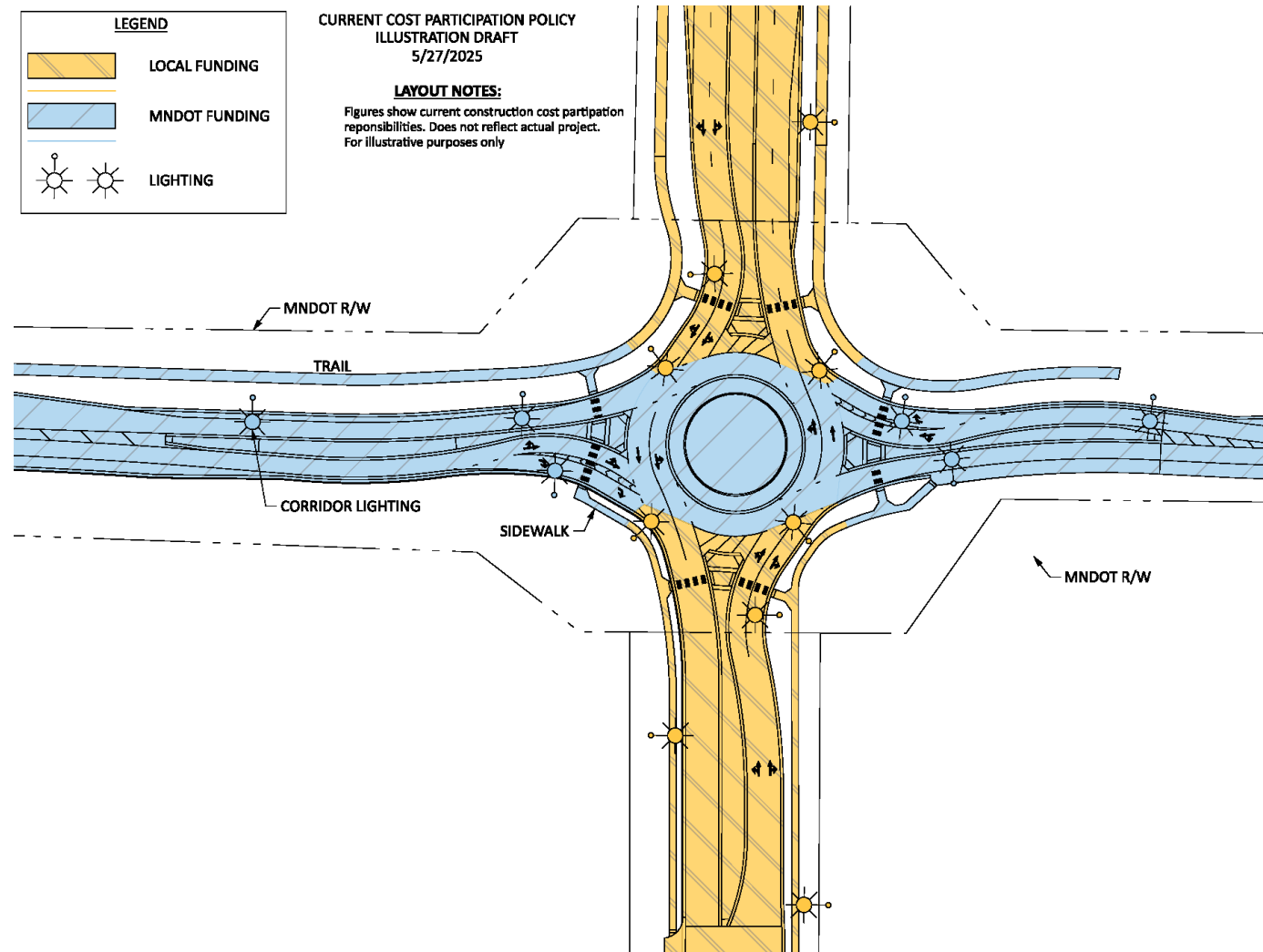
- Non-state aid city or township
- School zone or near college/university
- Land use context zone guidance from Complete Streets Policy
- State/regional trail crossing
- Identified in local plan or SRTS plan

- Final MnDOT participation will be determined on a case-by-case basis, as determined by district priorities and available funding.

Preview of Changes: Roundabouts

Current

- MnDOT pays for the circle and Trunk Hwy legs
- Locals responsible for local legs
- Cost for local leg <5% entering volume – shared by all other legs



Preview of Changes: Roundabouts

New

- If local has only one leg and that leg as $<10\%$ of entering volume, MnDOT will cover.

Preview of Changes: Roundabouts

New

Situation	Minimum Local Share of Total Cost (Per Leg)
FAR Index ≥ 1.5	5%
FAR Index between 1.0 and 1.5	10% or standard guidance, whichever is less
FAR Index of at least 0.5 but less than 1.0, AND identified as a priority location in a district safety plan or adopted local safety plan	15% or standard guidance, whichever is less
All other intersections	Standard guidance

FAR Index = Fatal and Serious Injury Rate Index

Preview of Changes: Traffic Signals

- MnDOT will cover the cost of a local leg if both of the following are true:
 - There are no private entrance legs.
 - The local unit of government is responsible for only one leg and that leg contributes less than 10% of the entering traffic volume.

Preview of Changes: Traffic Signals

- MnDOT recognizes local agencies have capital improvement plans covering multiple years.
- If MnDOT first notifies a local unit of government in writing that it is adding a new standalone signal project or standalone ADA project that will necessitate signal work...
 - Within three (3) years of the construction season, MnDOT will cover 50% of what would have been the local share for **trunk highway eligible items**.
 - Within one (1) year of the construction season, MnDOT will cover 100% of the trunk highway eligible cost for the signal.

The Journey Ahead

- Items Under Discussion
 - Ability to Pay
 - Bridges and Interchanges
 - Drainage, Stormwater and Wetlands
 - Green Infrastructure
- Active Work Groups
 - Aesthetics
 - Utilities
- Additional review of manual
- Internal review: January - February
- Adoption in March 2026
- Implementation in Fiscal 2027

Discussion



For More Information

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