



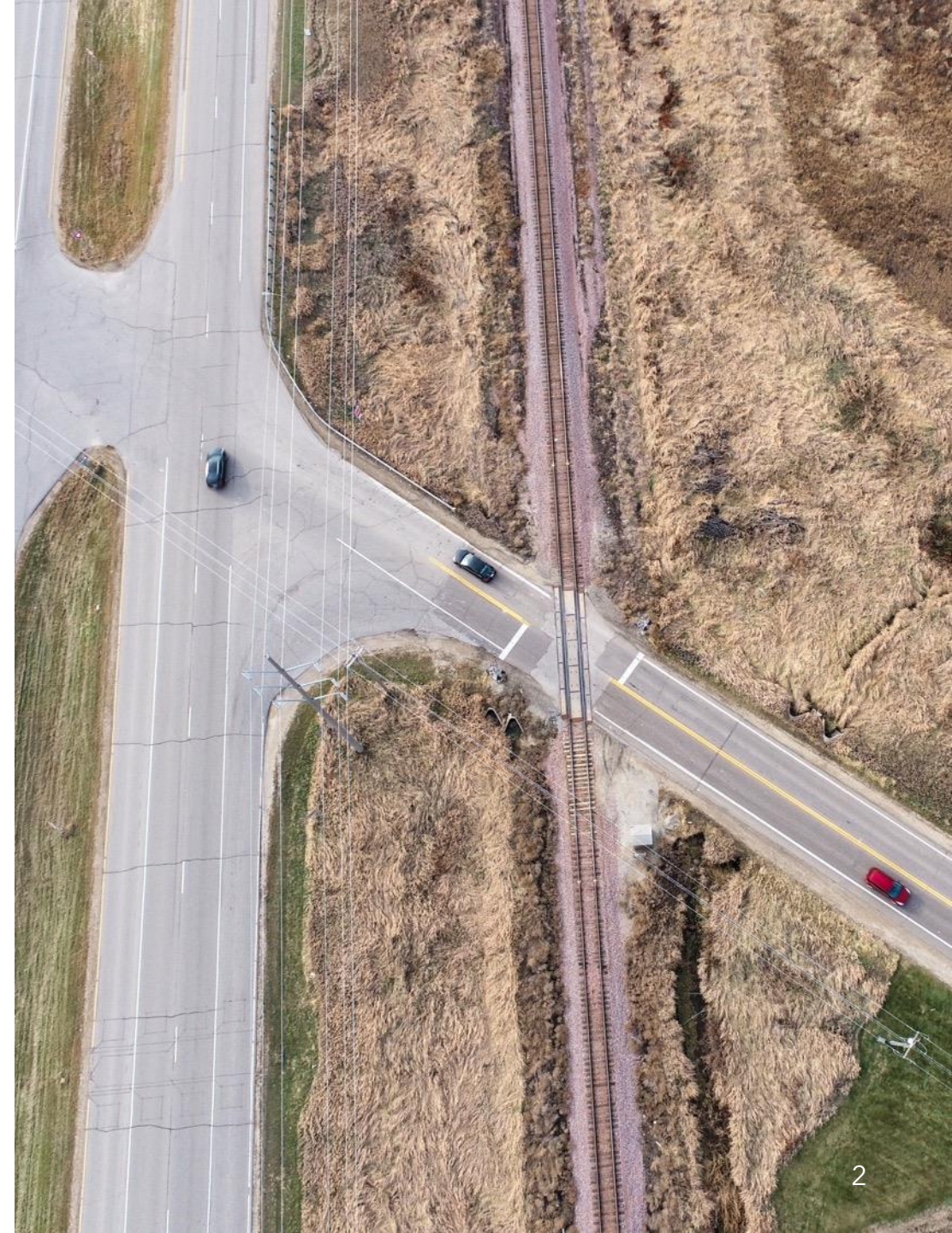
# Updating MnDOT's Cost Participation Policy

Minnesota County Engineers Association  
Summer Conference

June 2025

# Agenda

- **Introductions and Welcome**
  - **Cost Participation Policy (CPP) Overview**
  - **Local Agency Workgroup (LAW) Representation**
    - **Guiding Principles**
  - **Process and Topics Covered**
    - **Overview**
    - **Completed**
    - **In Progress**
    - **Future Discussion**
- 





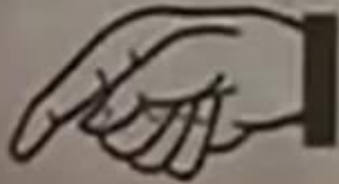
# Welcome

Cost Participation Policy



Pheers

EST. 1895



An aerial photograph showing a multi-lane highway interchange with several cars. The surrounding landscape includes large, mostly brown fields, some green areas, and a line of trees. In the bottom right corner, there is a construction site with various pieces of heavy machinery like excavators and bulldozers. A sign for 'FAREWELL' is visible near the bottom center.

# Overview

Cost Participation Policy

# MnDOT's Cost Participation Policy



- This is a MnDOT Policy and partnership between MnDOT and local agencies, but participation is not mandatory
- Defines a local unit of government's funding participation necessary for portions of a MnDOT initiated trunk highway construction project
- Defines extent to which MnDOT may participate in a locally initiated project that affects the trunk highway system
- Defines maintenance responsibilities resulting from the cooperative construction project

# MnDOT's Cost Participation Policy



MnDOT participation is limited to TH purposes



Projects may be initiated by MnDOT or by a local government



Policy is for internal MnDOT purposes  
*(does not obligate local agencies)*

# MnDOT's Cost Participation Policy



MnDOT Leadership



Local Agency Workgroup (LAW)



MnDOT Specialty Groups

# Local Agency Workgroup Representation

## Liaisons to Steering Committee



**Tony Winiiecki**  
Scott County



**Jim Foldesi**  
St. Louis County



**Julie Long**  
City of Bloomington



**Bob Zimmerman**  
City of Moorhead



**Deb Heiser**  
City of St. Louis Park



**Madeline Cash**  
MN Association of  
Townships

# Local Agency Workgroup Representation

## Local Agency Workgroup Representation



**Darrick Anderson**  
Cass County



**Anthony Pirkl**  
Lake of the Woods County



**Brian Giese**  
Pope County



**Richard Sanders**  
Polk County



**Dave Kramer**  
Winona County



**Kristin Asher**  
City of Richfield



**Steven Jahnke**  
City of Albert Lea



**Will Manchester**  
City of Minnetonka



**Jeni Hager**  
City of Minneapolis



**Michael Thompson**  
City of Plymouth



**Steven Bot**  
City of St. Michael

# Rockstar State Aid Support ~ Local Agency Workgroup



**Ted Schoenecker**  
State Aid Assistant Division  
Director



**Jay Owens**  
State Aid Office Director



**Mark Vizecky**  
State Aid Operations Engineer



**Todd Broadwell**  
District State Aid Engineer (D8)

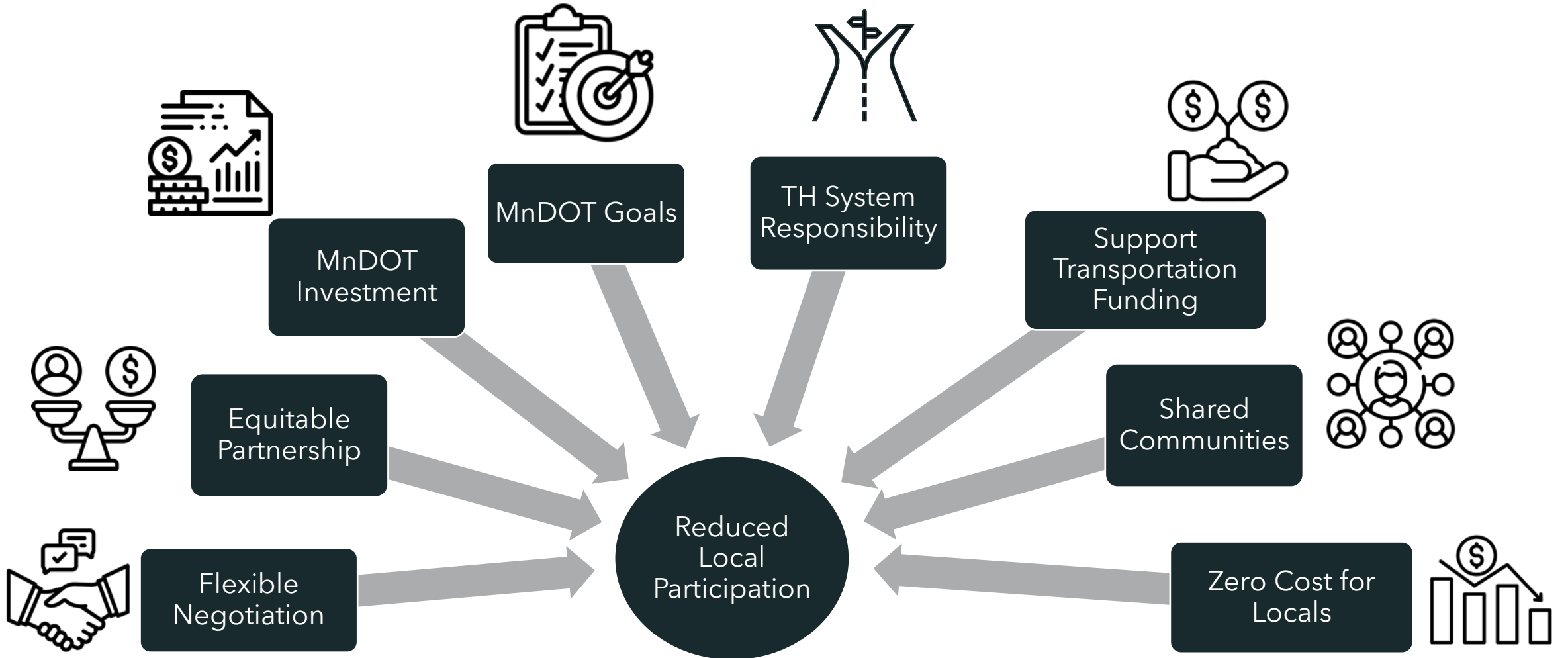


**Andjela Tomovic**  
District State Aid Engineer (D3)



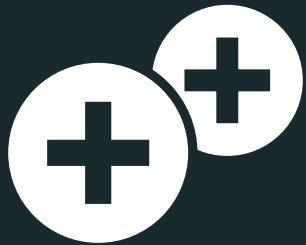
**Nathan Gannon**  
District State Aid Engineer (D4)

# Guiding Principals for CPP LAW



# Process for Updating the Cost Participation Policy

The Steering Committee and the Local Agency Workgroup follow a three-phased approach to addressing topics:



New topics are introduced



Topics are discussed and debate



Create action items to gain consensus

# Considerations for All Topics

What does MnDOT agency goals, plans and policies say on the topic?

Does this topic relate to any performance measures and targets?

What can we legally do with Trunk Highway Funds?

Equity - participation based on impacts?

Should land use or historical context influence MnDOT Participation?

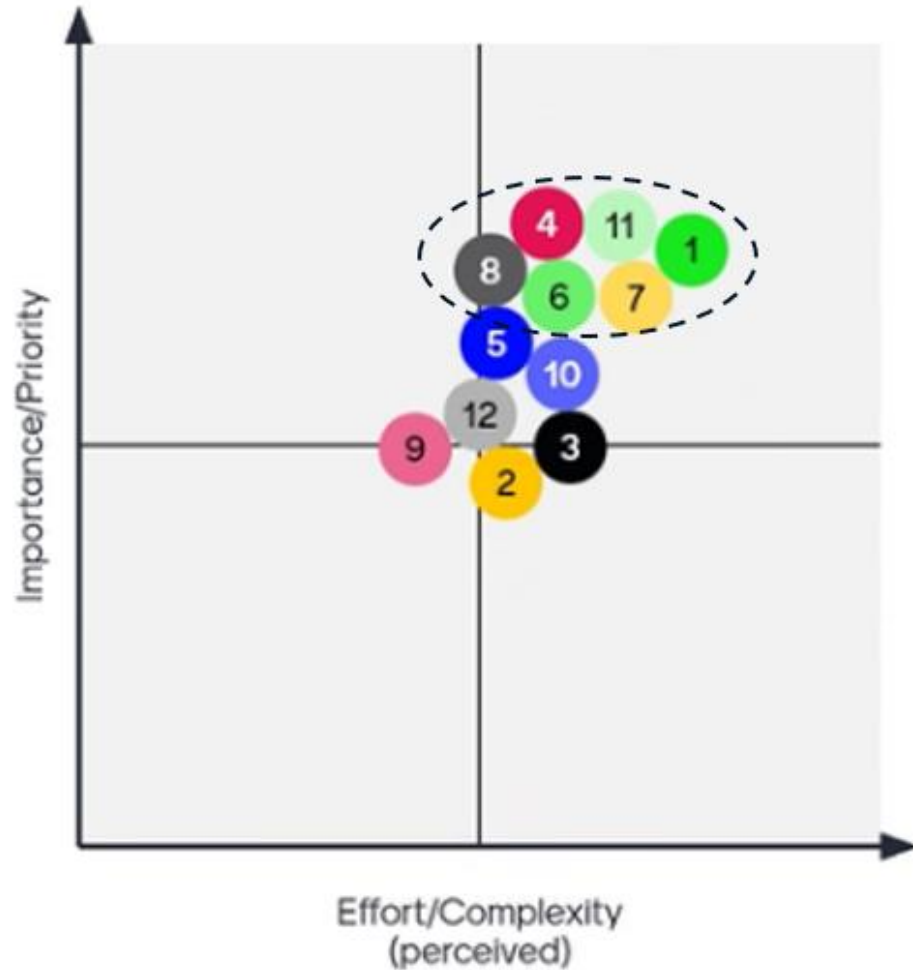
Maintenance, repair and replacement - who's responsible?



# Priority Topics

Cost Participation Policy

# Priority Topics



- 1 Active Transp ★
- 2 Aesthetics
- 3 Alt Uses of ROW
- 4 Bridge ★
- 5 Clarity
- 6 Drainage and Wetlands ★
- 7 Equity ★
- 8 Lighting & Signals ★
- 9 Parking
- 10 Process
- 11 Roundabouts & Intersections ★
- 12 Misc

# Completed

Topic	Section	Status
De Minimis Clause	MN Statue 471.345 Sub. 4 and 5	Supported
Pedestrian Hybrid Beacons (PHBs) / Rectangular Rapid Flashing Beacons (RRFBs)	II.C.3.d.2.ii.	Supported
Lighting	II.C.3.d.2.i	Supported

# De Minimis Clause Revisions

## Policy prior to 2015

Cost	Responsibility/ Originating Agency	Fund Source/ Eligibility
\$5,000 or less	MnDOT	Trunk Highway
\$5,000 or less	Local Agency	State or non state aid

Justifications for exceptions to this policy require documentation from the local unit of the government to the District Engineer.

## Recommendation Supported

(December 2024)

*Cost	Responsibility/ Originating Agency	Fund Source/ Eligibility
\$50,000 or less	**MnDOT	Trunk Highway
\$50,000 or less	***Counties ***SA Cities	Non trunk highway
\$10,000 or less	***Non SA Cities, Twps, and Tribes	Non state aid

- \* Does not include items such as local utilities, that are not TH eligible
- \*\* When no other non-truck highway eligible local costs on the project
- \*\*\* Does not include items MnDOT is required to pay for such as detours

# Pedestrian Hybrid Beacons & Rectangular Rapid Flashing Beacons

Recommendation Supported ~ (December 2024)

## Trunk Highways

Location/issue	MnDOT Participation Level	Guidelines/Requirements
New	Up to 100%	<ul style="list-style-type: none"><li>• High risk locations per district safety plan</li><li>• High priority locations supported by the District Engineer</li><li>• Required to meet Public R/W Accessibility Guidelines</li><li>• Must meet Minnesota MUTCD Guidelines</li></ul>
Replace	Up to 100%	<ul style="list-style-type: none"><li>• End of Service Life</li><li>• Must meet Minnesota MUTCD Guidelines</li><li>• Support of MnDOT District Engineer</li></ul>

# Pedestrian Hybrid Beacons & Rectangular Rapid Flashing Beacons

Recommendation Supported ~ (December 2024)

MnDOT participation is based on the following factors:

Factors
Locally responsible agency is non-state aid city or township
Within a designated school zone or 1/2 mile of a college or university
Within 1/4 mile of a fixed-route transit stop
Crossing a state or regional trail, US bicycle route, designated bicycle transportation network, or adopted plan
Planning Organization’s regional transportation plan, or Safe Routes to School Plan
Indian country, where overburdened or underserved
“High” modal priority in MnDOT Complete Streets Handbook

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

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

# Lighting

Recommendation Supported ~ (December 2024)

- ❑ More cost participation, ownership and maintenance for MnDOT
- ❑ Increased MnDOT participation on cost share related to the following
  - ❑ Trail and sidewalk areas
  - ❑ Lighting systems initiated by a local agency
  - ❑ Lighting replacements
- ❑ Increased level of MnDOT maintenance responsibilities related to expressways
- ❑ Local agency related costs or responsibilities include community driven decorative lighting, and maintenance where there is accessibility from the local road

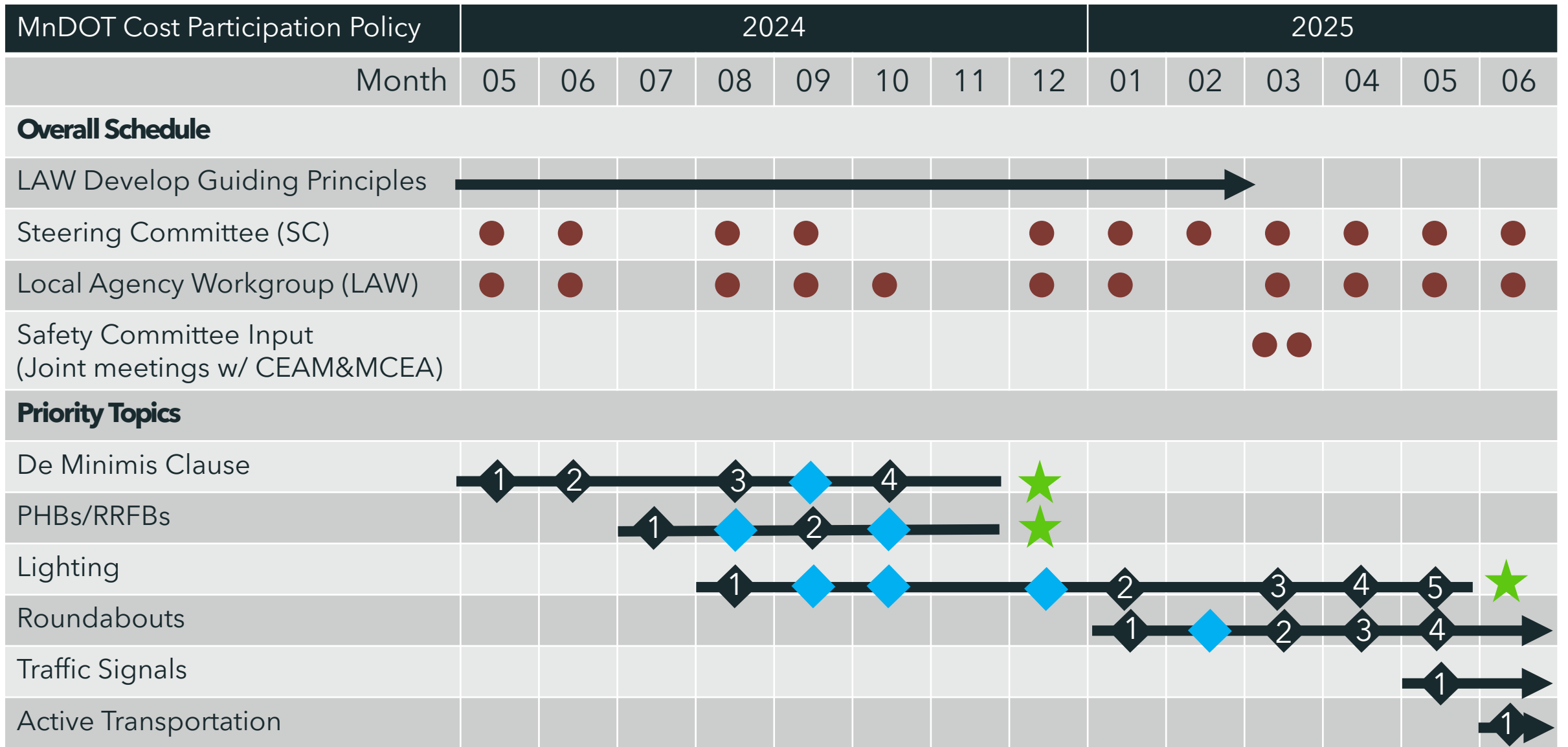
# In Progress

Topic	Status
Roundabouts (RABs)	4 <sup>th</sup> Reading
Traffic Signal	1 <sup>st</sup> Reading
Active Transportation	1 <sup>st</sup> Reading



# Future Discussion

Topic	Status
Bridge Ownership & Maintenance	Upcoming
Equity	Upcoming
Drainage and Wetlands	Upcoming
Alternative Uses of Right of Way	Upcoming
Parking	Upcoming



◆ = Discussion/Ongoing    
 ◆1 = Reading #    
 ● = Meeting    
 ★ = Completed



# Questions?

*Jim Foldesi, St. Louis County*

*Tony Winiecki, Scott County*

*Ted Schoenecker, State Aid*

# Thank You!

---