



**Dakota County 2040 Transportation Plan
Cost Share Policy Discussion
And County Gravel Roads Within Municipal
Boundaries**

**General Government & Policy Committee
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Cost Share Policy Discussion Overview



- Dakota County 2040 Transportation Plan (July 2021)
 - Changes coordinated with City partners
 - Reduced Cities shares from ~ 55% County/45% City
- Proposed Revisions
 - Clarify language and intent
 - Overall slight benefit to Cities

Cost Share Policy Discussion

Policy F.1 Proposed Revision



Investment Goal	Activities	County Share	City Share	Comments	Cost Share Policy
Preservation	Paved Highway Surface	100%	0%		F.17 F.8
	Gravel Highway Surface				
Preservation	Bridge Rehabilitation				
	Traffic Safety and Operation				
Preservation	Pedestrian and Bicycle Facilities				
	Retaining Wall				
Preservation	Rail Crossings				
	Storm Sewer Maintenance				
Management		Up to 80%	Up to 80%	County share for leads; City share for mainline	F.7
	Small Safety Projects	Up to 100%			F.15
	Roundabouts	Up to 85%	15%	+15% City share per City Leg	F.13
	New Traffic Signals	55%	45%		F.4
Management	<i>New Traffic Signals, Signal Replacements, Temporary Signals and Independent Roundabouts</i>	<i>Up to 100%</i>		<i>Cost based on jurisdiction of approach legs</i>	F.4, F.13

Cost Share Policy Discussion

Policy F.1 Proposed Revision



Replacement and Modernization	Highway Replacement	85%	15%	Includes turn lanes, medians, shoulders, trails, sidewalks, school zone and pedestrian lighting. Excludes added through lanes, small safety projects, signals, and interchanges	F.1
	Bridge Replacement				F.2
	Gravel Road Paving				F.3
	Lane Reductions				F.19
	2- to 3-Lane Modernization				
	Signal Replacement and Modernization	Up to 100%		Cost split per leg	F.4
Replacement and Modernization and Expansion	Aesthetics	Up to 3%		Share based on construction cost	F.2
	Principal Arterials (Non-Freeway), 10-ton Routes and/or 6-lane 1/2-mile spacing	85%	15%	Excludes small safety projects, signals, and interchanges	F.1, F.2, F.3, F.14
Expansion	10-ton Routes and 6-lane 1/2-mile spacing	75%	25%	Excludes small safety projects, signals, roundabouts, and interchanges	
	All Other Expansion Projects	55%	45%		
	Interchanges	Avg. by leg	Avg. by leg	Cost based on leg distribution	

Cost Share Policy Discussion

Cost Estimates



2026-2031 Capitol Improvement Program (CIP)

- 4 New Signal Projects in CIP
 - City Cost Share - 45% to 50%
 - Additional \$50k per signal (total signal cost ~ \$900k)
- Roundabout Projects
 - 1 City/County roundabout project in CIP
 - City Cost Share 45% to 50%
 - \$140k per roundabout
 - 3 County/State roundabouts in CIP
 - City Cost Share 15% to 0%
 - \$160k per roundabout (total roundabout cost ~ \$2.8M)
- Expansion Projects
 - City Cost Share - 25% to 15%
 - 46 Expansion Project Reduces City Cost by \$1.2M (total project cost \$45M)

Cost Share Policy Discussion

Policy F.2 Proposed Revision



F.2 Cost Participation – Aesthetic:

Participate in aesthetics up to three percent of the county share of highway construction costs (excluding right-of-way, bridges, ponds, and storm sewers) prior to application of federal, state, or jurisdictional transfer funds. The county share of aesthetic participation may not exceed the local cost share for aesthetics. Aesthetics may include landscaping, plantings, decorative pavements, surface treatments, or decorative fencing. The county will not participate in aesthetics on preservation or management projects. *The three percent aesthetic County cost participation includes the costs for design and construction.*

Aesthetic elements are subject to clear zone and sight line requirements, may not hinder normal maintenance operations, or degrade safety or operation of the highway, including trail or sidewalk facilities. The county will not participate in additional right-of-way necessary for only aesthetic enhancements. The local agency is responsible for maintenance of all aesthetic elements. Failure to maintain aesthetic elements may result in the local agency no longer being eligible for aesthetic funding participation. The county reserves the right to remove non-maintained aesthetic elements and recover costs from the local agency.

Cost Share Policy Discussion

Policy F.5 Proposed Revision



F.5 Cost Participation Involving Federal and State Funds:

Subtract *external funds* from the county eligible project costs, funds received from regional federal solicitation, Trunk Highway Fund, Trunk Highway Jurisdictional Transfer Fund, or federal or state *funds grants*, with the balance of remaining costs divided according to applicable county policies.

Cost Share Policy Discussion

Policy F.15 Proposed Revision



F.15 Cost Participation – Small Safety Projects:

The county may participate up to 100 percent of the engineering and construction costs of the following project types based on county review or prioritization to improve the safety of the transportation system, provided that they would not otherwise be included in a larger management, replacement and modernization or expansion project, or permit request:

1. Median closures or modifications;
2. Access closures or modifications;
- ~~3. Streetlights at intersections, marked pedestrian crossing locations and lighting along county highway trails within school zones with demonstrated safety benefit based on county evaluation – Participate up to 100 percent for power and maintenance costs;~~
4. Turn lanes or channelization *on county highways; at the intersection of two county highways*
5. Pedestrian crossing improvements including median refuges, bump outs, *enhanced crossing treatments*, and pavement markings;
6. Guardrail Installation;
7. ADA required safety improvements including curb ramps, sidewalk and bus shelter pads; and
- 8. Replacement of bypass lanes with center left turn lanes*

Cost Share Policy Discussion

Policy F.17 Proposed Revision



F.17 Traffic Signal and Street Lighting Power Costs and Maintenance Responsibilities

Participate in the maintenance and power costs for new and replacement traffic signals and standard streetlights as follows. Aesthetically enhanced and decorative streetlights are subject to Policy F.2.

A. New and Replacement

- a. Installation of (New and Replacement) Streetlights at intersections; *within* marked pedestrian crossing locations and lighting along county highway trails within school zones with demonstrated safety benefit based on county evaluation – Participate up to 100 percent for power and maintenance costs.
- b. Street lighting at roundabouts – The county will be responsible for power costs and maintenance on county-county and state-county intersection roundabouts and the city will be responsible on city-county intersection roundabouts.
- c. Street lighting, maintenance and power costs for traffic signals – The county will participate in power costs for traffic signals including the streetlight up to the percentage of intersection approach legs under county jurisdiction. The streetlights must be energy saving and connected to the service cabinet. Street lighting is the luminaire, pole and all wiring located above the signal mast arm. The city is responsible for maintenance of streetlights and all costs for unmetered services. Painting maintenance of streetlights for signals is 100 percent city responsibility.

B. Existing *City Owned*

- a. Energy saving light retrofits - The county does not participate. Cities may elect to retrofit streetlights at their cost and by permit through the county.

Cost Share Policy Discussion

Policy F.18 Proposed Revision



F.18 County Advanced Funding for City Cost Participation

The county will consider advancing the local share of a project, consistent with adopted county cost participation policies, in the approved CIP's by agreement with the city involved when all the following criteria are met:

1. The county determines there is a need on the county transportation system that should be addressed sooner than city funding allows.
2. The county has the available funds to pay the city cost share at the time the cost will be incurred *and stay within the County's existing fund balance policy.*
3. The city submits a request to the county explaining the reason(s) for the county to advance fund their share.
4. The plan for city repayment is defined in an agreement between the city and county.
5. County advance funding is limited to a maximum 3-year period *from contract award.*
6. *The City agrees to pay interest on the outstanding principal balance at a rate of 3% per annum, calculated on the basis of a 365-day year, over the duration agreed upon in the agreement.*

Cost Share Policy Discussion

Policy F.18 Considerations



Advanced Funding Policy Utilization 2010-2025

Burnsville	\$ 769,000	1.8%
Farmington	\$ 792,720	1.9%
Hastings	\$ 243,600	0.6%
Lakeville	\$ 36,295,037	87.0%
Rosemount	\$ 445,800	1.1%
West St Paul	\$ 3,180,000	7.6%
Total	\$ 41,726,157	

- Option to charge interest
 - 3% generates approximately \$300k/year

Cost Share Policy Discussion

Policy F.19 Proposed Revision



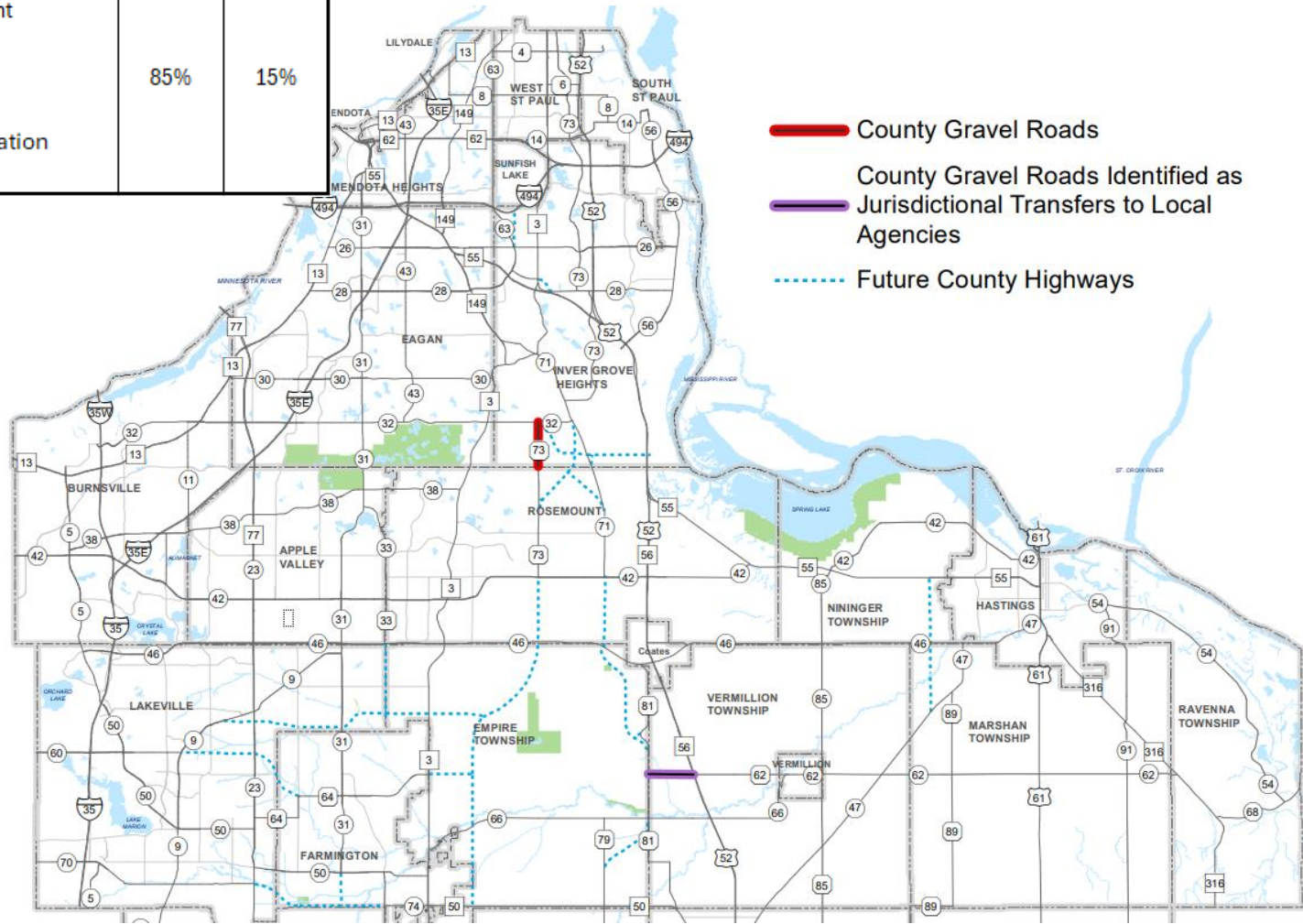
F.19 Left Turn Lane/Access Permit Process:

In cities over 5,000 in population, the county will participate up to 85 percent of one half (42.5 percent) of the engineering, right-of-way and construction costs for left turn lanes required by the county through the access permitting process on ~~high-speed, two-lane, undivided~~ county highways to accommodate a new access across from an existing access that does not have an existing left turn or bypass lane. For locations in cities under 5,000 in population or townships, the county may participate up to 50 percent of the engineering, right-of-way and construction costs.

County Gravel Roads Within Municipal Boundaries Policy F.1

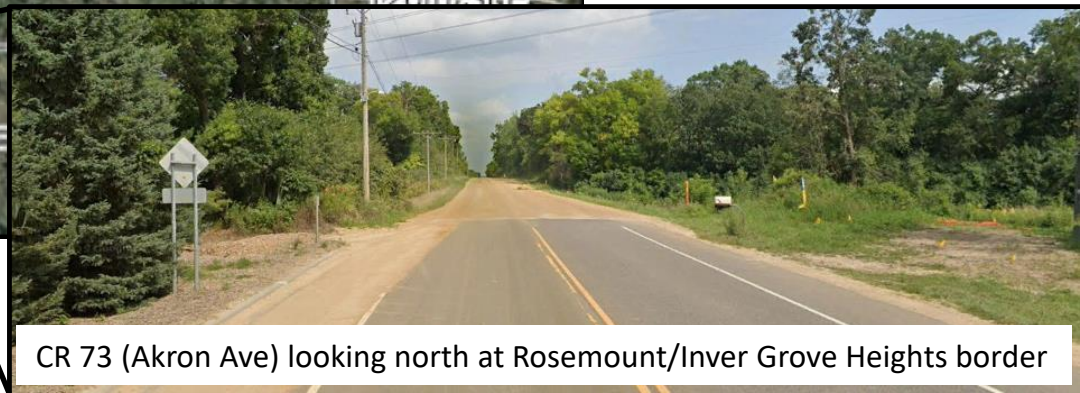


Investment Goal	Activities	County Share	City Share
Replacement and Modernization	Highway Replacement Bridge Replacement Gravel Road Paving Lane Reductions 2 - 3 - Lane Modernization	85%	15%



- County Gravel Roads
- County Gravel Roads Identified as Jurisdictional Transfers to Local Agencies
- - - Future County Highways

County Road 73 (Akron Avenue) CSAH 32 south to Rosemount Border



CR 73 (Akron Ave) looking north at Rosemount/Inver Grove Heights border

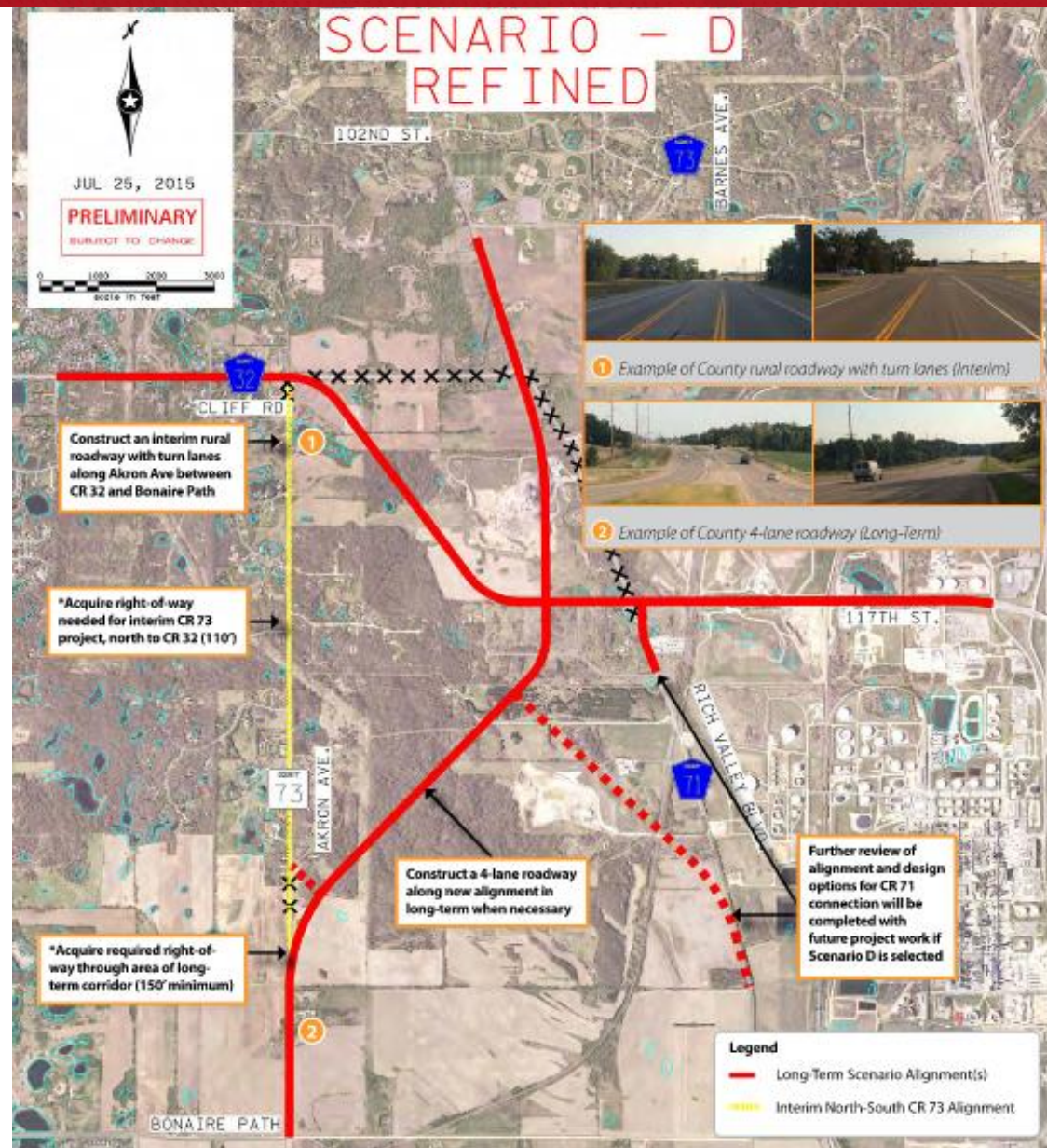
County Road 73 (Akron Avenue) History & Arterial Connector Study (2016)



- CIP Project dating back to 2001
- 2016 Consultant Proposals

Arterial Study Recommendations

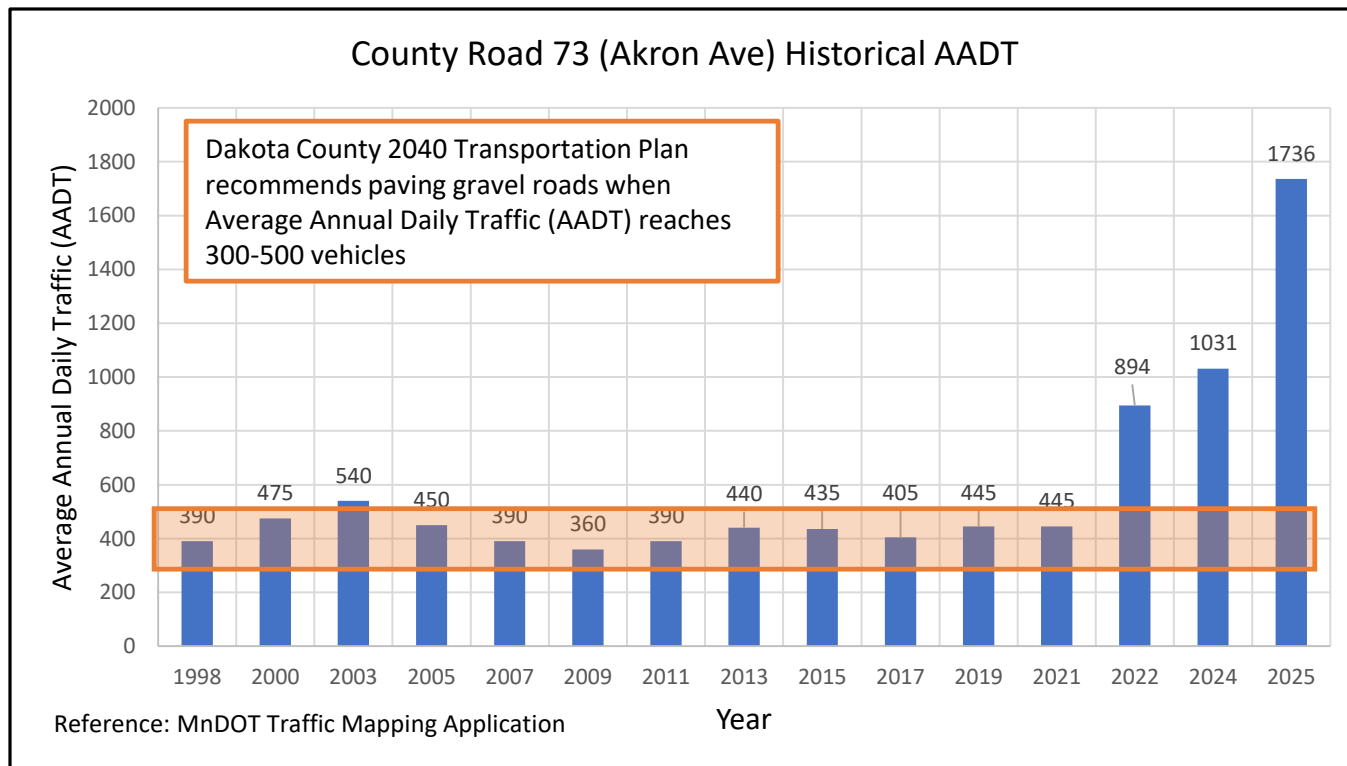
- Using preferred alternative Scenario D-Refined
- Plan for the long-term improvement of CR 73 (Akron Ave) WHEN 4-lane roadway is needed AND mining operations have stopped



County Road 73 (Akron Avenue) Purpose & Need



- Enhance safety and mobility
- Reduce/eliminate maintenance challenges (\$\$)
- Accommodate regional development and growth
- Address interim need, keep long-term alternative viable



Options for improving CR 73 (Akron):

- Pursue CR 73 Project with City Share (Current policy)
- Revise Cost Share Policy
 - City cost share goes from 15% to 0%.
- Jurisdictional Transfer
 - County pays 100% of reconstruction, turn back to City.
- Future Jurisdictional Transfer
 - County pays 100% of road reconstruction, retains jurisdiction
 - Future transfer payment to City:
 - Prorated based on years of road life
 - Deduct the 15% City cost share owed

Next Steps:

- Board direction
 - Roundabouts and signals based on city leg
 - Expansions 10 ton and 6 ½ spacing to 85/15%
 - Advanced funding interest
 - Gravel roads within municipalities
- Discuss with city partners
- Board approval for Cost Policy revisions