

EXHIBIT A

Figure A-2
City Local Cost Participation Policy Table

Area of Participation - City Participation ¹	Existing Roadway Functional Class		
	Principal Arterial	Minor Arterial	Collector
A1. Highway Improvements - <i>All grading and roadway costs associated with expansion, reconstruction or safety geometric intersection improvements, bridges including storm sewer</i>	7.5%	20%	45%
A2. Aesthetic ² <i>Landscaping, bridge decorations/railings, decorative fences, colored concrete for look/not safety. If included in County design consultant contract, City will pay 100 percent of design & construction engineering costs.</i>	50% County participation capped at \$100,000	50% County participation capped at \$100,000	50% County participation capped at \$100,000
A3. Right of Way <i>All right-of-way costs associated with right-of-way acquisitions, temporary easements, private utilities with property rights including but not limited to appraisal costs, relocation costs, property management costs, demolition costs, consultant, staff & attorney fees, recording & other fees, plats, etc.</i>	30%	45%	50%
A4. Engineering & Construction Engineering <i>Based on actual costs incurred by county-depending on project ranges typically between 15-26 % historically</i>	Split based on share of construction costs (prior to application of any federal or state funding)	Split based on share of construction costs (prior to application of any federal or state funding)	Split based on share of construction costs (prior to application of any federal or state funding)
A5. Traffic Signals & Intersection Improvements ³ <i>Includes all necessary components for fully functional system and necessary geometrics, turn lanes, and pedestrian amenities</i>	Total construction cost is prorated in the same ratio as number of legs of the intersection, under each jurisdiction. Private entrances are considered a city leg. State Highway intersections will be shared equally by City and County, if MnDOT does not participate	Total construction cost is prorated in the same ratio as number of legs of the intersection, under each jurisdiction. Private entrances are considered a city leg. State Highway intersections will be shared equally by City and County, if MnDOT does not participate	Total construction cost is prorated in the same ratio as number of legs of the intersection, under each jurisdiction. Private entrances are considered a city leg. State Highway intersections will be shared equally by City and County, if MnDOT does not participate
A6. Intersection Lighting <i>Apply normal policy when meeting warrants. Decorative or corridor light is 100% local costs.</i>	Lighting costs prorated by jurisdiction based on ratio of approach legs	Lighting costs prorated by jurisdiction based on ratio of approach legs	Lighting costs prorated by jurisdiction based on ratio of approach legs
A7. Multi-Use Trails & Sidewalks <i>Applies to trails on bridges, including necessary approaches. ADA improvements including pedestrian ramps and necessary approaches. Applies to all County- led projects, including overlays with trail sidewalk components and all pedestrian amenities including activated pedestrian crossings.</i>	50%	50%	50%
A.8 City Utilities <i>Sanitary Sewer, Water, Corridor Street Lighting, and engineering costs if included in County Contract</i>	100%	100%	100%
A.9 Prorata Costs Items <i>Mobilization, Field office, Laboratory, Traffic Control, Contractor Staking, As Builts. Other prorata items may be added as determined by County Engineer</i>	Based on split percentage of final construction cost, minus prorata items	Based on split percentage of final construction cost, minus prorata items	Based on split percentage of final construction cost, minus prorata items
A.10 City Initiated or Developer Initiated Projects <i>City projects submitted through the TIP solicitation and/or through the Right-of- Way permit process</i>	Negotiated, Cost Policy is used as guidance but participation level is determined by County Engineer	Negotiated, Cost Policy is used as guidance but participation level is determined by County Engineer	Negotiated, Cost Policy is used as guidance but participation level is determined by County Engineer

¹ Based on Existing Functional Class of Roadway

² Applies to County programmed roadway improvements projects. Not to projects that are signal, trails, and pavement preservation only projects or city/developer initiated projects

³ When the Scott County Engineer has determined that traffic signal is warranted and is appropriate intersection control on a minor arterial, if City requires a roundabout, the City will be solely responsible for the up cost for the roundabout and associated costs regardless of the leg of ownership.

Cost Participation Policy is effective for 2020 projects in the Transportation Improvement Program