

**Mankato/North Mankato Area Planning Organization
Policy Board Meeting**

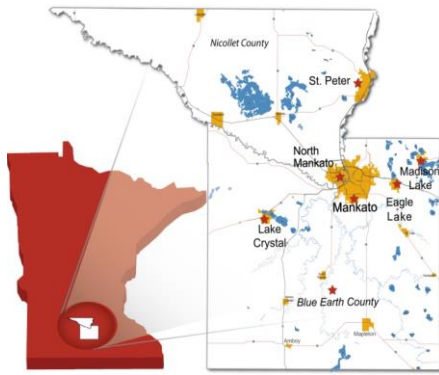
Thursday, May 4, 2017 – 6:00PM

Intergovernmental Center,

Minnesota River Room

10 Civic Center Plaza, Mankato, MN 56001

- I. Call to Order
- II. Review of Agenda
- III. April 6, 2017 Meeting Minutes
- IV. New Business
 - 1. Riverfront Drive and Belgrade Avenue Corridor Study Presentation
 - 2. Belgrade Avenue Contract Amendment
 - 3. Trunk Highway 22 Consultant Recommendation
 - 4. 2017 Unified Planning Work Program (UPWP) Budget Amendment
 - 5. Release of Draft 2018 – 2021 Transportation Improvement Program (TIP)
 - 6. Review of Policy Board Bylaws
- V. Other Business, Discussion & Updates
 - 1. Transit Development Plan
- VI. TAC Comments (April 20, 2017 TAC Meeting Minutes Attached)
- VII. Adjournment



MINUTES

Mankato / North Mankato Area Planning Organization Policy Board Meeting April 6, 2017 – 6:00 p.m. Intergovernmental Center, Mankato Room 10 Civic Center Plaza, Mankato, MN 56001

A Regular meeting of the Mankato/North Mankato Area Planning Organization Policy Board was held on April 6, 2017, at 6:00 p.m. in the Minnesota River Room of the Intergovernmental Center. Present Policy Board members Mark Piepho, Mike Laven, Brianna Anderson and Bob Freyberg. Also present was MAPO Transportation Planner Jake Huebsch and Executive Director Paul Vogel. In attendance from the Technical Advisory Committee (TAC) was Ryan Thilges, Seth Greenwood. Dennis Dieken from the Mankato City Council was also in attendance.

Call to Order

Chair Mr. Piepho called the meeting to order at 6:00 p.m.

Motion to Approve Agenda

Mr. Laven motioned to approve the agenda. Mr. Freyberg seconded the motion. The motion carried unanimously.

Motion to Approve the February 2, 2017 Meeting Minutes

Mr. Freyberg moved to approve the February 2, 2017 Policy Board Meeting minutes. Mr. Laven seconded the motion. The motion carried unanimously.

New Business

4.1 Intersection Control Evaluation Proposal Recommendation

Staff explained that the MAPO received 3 proposals relating to Intersection Control Evaluations (ICE) RFP that was released on January 4th and closed on February 6th. On February 23th MAPO staff along with 3 members of the MAPO TAC reviewed and ranked the ICE study proposals. The MAPO TAC recommended accepting SRF's proposal at their March 16th meeting.

Mr. Freyberg made a Motion to accept SRF's Intersection Control Evaluation Proposal and execute a contract with SRF not to exceed the proposed amount. Mr. Laven seconded the motion. The motion carried unanimously.

4.2 Proposed 2017-2020 Transportation Improvement Program (TIP) Amendments & Modifications

Staff presented on the three TIP changes. Project 137-591-003 (Mankato Washington Elementary Transportation Alternatives Program) is in FY17 and is sequence #999 in the 2017-2020 Statewide Transportation Improvement Program (STIP). The Mankato City Council voted on March 27th to not move forward with the project. The project was initially awarded \$356,142 in Federal funds. The funds will be redistributed by the Mn DOT District 7 Area Transportation Partnership (ATP).

Project 137-080-002– (Adams Street Extension) is FY17 and is sequence #988 in the 2017-2020 Statewide Transportation Improvement Program (STIP). This project received additional federal funds in the amount of \$515,600 therefore a modification is needed.

Project 007-612-021 – (Blue Earth County CSAH 12 New Road) is in FY17 and is sequence #994 in the 2017-2020 Statewide Transportation Improvement Program (STIP). This project received additional federal funds in the amount of \$228,000 therefore a modification is needed.

Mr. Freyberg motioned to amend the 2017-2020 TIP to include amendments & modifications to projects 137-591-003, 007-612-021, 137-080-002. Ms. Anderson seconded the motion. With all voting in favor, the motion carried unanimously.

4.3 2021 Transportation Improvement Program (TIP) Project.

MAPO staff updated on the Policy Board on four projects that received federal funding in 2021 through the MnDOT District 7 Area Transportation Partnership (ATP).

The City of North Mankato Monroe and Bridges Safe Routes to School Project, Federal Amount: \$224,428. The project includes infrastructure improvements in the areas surrounding Monroe Elementary School and Bridges Elementary School (formerly Garfield Elementary) as outlined in the North Mankato Safe Routes to School Plan that will facilitate the ability of children to walk and bike to school safely. In addition, North Mankato received for a partial reconstruction of Commerce Drive between Lookout Drive and Lor Ray Drive, Federal amount: \$908,000. The project would include the complete removal of the existing full-depth bituminous pavement section and replacement of a new bituminous pavement section with aggregate base and edge drains. The project would include isolated removal and replacement of the existing curb and gutter and sidewalk as well as ADA pedestrian ramp improvements at the intersecting streets. The new street section will be re-striped to provide for one lane in each direction, a center turn lane and designated bicycle lanes on both sides of the street. New street lights are proposed along the length of the project. It is anticipated that the project will also include the closure of some of the driveways between Roe Crest Drive and Lor Ray Drive to improve safety by reducing conflicting left turn movements and reduce traffic congestion.

Nicollet County CSAH 13 from 506th Street to Trunk Highway 99, Federal amount \$1,596,000. Mill existing bituminous surface, bituminous joint repair, repair drainage structures, concrete overlay, concrete/bit shoulders, striping, seeding.

MnDOT – At Intersection of US 169 & Owatonna Street replace signal system in the City of Mankato. Mr. Vogel explained the upgraded signal system could accommodate an additional left turn lane in the future based on an alternative in the Riverfront Drive Corridor Study.

Other Business, Discussion & Updates

1. Transit Development Plan (TDP). Mr. Anderson explained the TDP recently started with the consultant Kimly Horn. Mr. Anderson and Mr. Vogel outlined the public engagement process for the study. Mr. Laven recommended that in addition to the student input meeting planned at MSU this spring, we should plan another input meeting when the University starts up again in the fall.
2. Trunk Highway 22 Corridor Study. MAPO staff explained that three proposals were received for the TH22 Corridor Study. The review committee will be meeting on April 17th to discuss and rank the proposals.
3. The Riverfront Drive Corridor Study Open House is scheduled for April 20th from 5:30 – 7:30 with a short presentation at 6:00. This will be the final open house for the study.
4. The Belgrade Avenue Corridor Study will not have a final open house but will have the draft plan available online for review and comment.

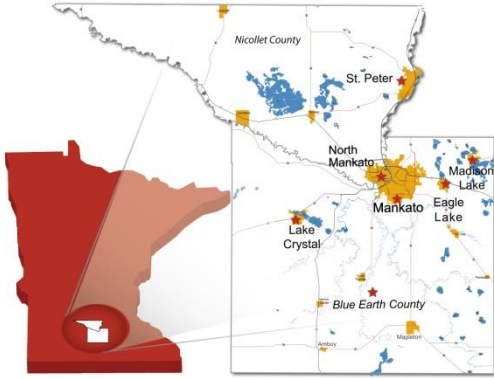
TAC Comments

None

Adjournment

With no further business, Mr. Freyberg moved to adjourn the meeting, Mr. Laven seconded the motion. With all voting in favor the meeting was adjourned.

Chair, Mr. Piepho



AGENDA RECOMMENDATION

Agenda Heading: Riverfront Drive and Belgrade Avenue Corridor Study Presentation No: 4.1

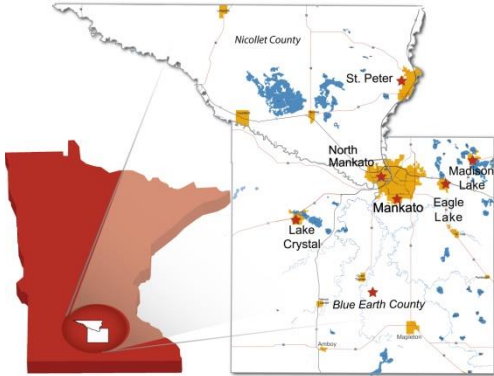
Agenda Item: Riverfront Drive & Belgrade Avenue Corridor Study Update

Recommendation Action(s): Informational

Summary: In May of 2016 the MAPO contracted with Bolton & Menk to perform corridor studies for Riverfront Drive and Belgrade Avenue. Angie Bersaw with Bolton & Menk will be providing an update on the two corridor studies. Both studies are expected to be complete within the next 2 months.

Attachments:

- 1) Handouts will be provided at the MAPO Policy Board meeting



AGENDA RECOMMENDATION

Agenda Heading: Belgrade Avenue Contract Amendment No: 4.2

Agenda Item: Belgrade Avenue Contract Amendment

Recommendation Action(s): Approval of the attached resolution

Summary: The Belgrade Avenue contract with Bolton & Menk currently has a contract end date of May 17, 2017. MAPO staff and Bolton & Menk wish to extend the completion date of the contract to August 31, 2017. The study is anticipated to be completed by the end of June 2017.

Attachments:

- 1) Resolution Amending Existing Contract Date with Bolton & Menk

**AMENDMENT NO.1
TO
PROFESSIONAL SERVICES AGREEMENT
BETWEEN
MANKATO/NORTH MANKATO AREA PLANNING ORGANIZATION
AND
BOLTON & MENK, INC.**

In accordance with the Professional Services Agreement dated May 17, 2016 ("Agreement") by and between Mankato/North Mankato Area Planning Organization ("MAPO"), and Bolton & Menk, Inc.; each also referred to individually as ("Party") and collectively as ("Parties"), this Amendment modifies the Agreement as follows:

AGREEMENT PERIOD EXTENSION

The term of this Extension shall expire on August 31, 2017, per this Amendment.

OTHER CHANGES (including changes to terms and conditions).

- a. Each Party represents that the person executing this Agreement has the necessary legal authority to do so on behalf of the respective Party.
- b. All other terms and conditions remain unchanged.

Bolton & Menk, Inc.

Mankato/North Mankato Area Planning
Organization

By: 

By: _____

Name: BRUCE D. FOLKNER

Name: _____

Title: VICE PRESIDENT

Title: _____

Date: 4/13/2017

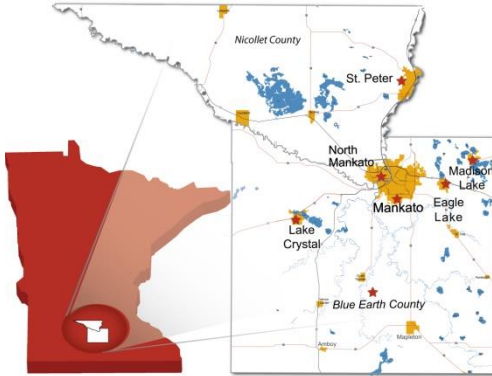
Date: _____

By: _____

Name: _____

Title: _____

Date: _____



AGENDA RECOMMENDATION

Agenda Heading: Trunk Highway 22 Consultant Recommendation No: 4.3

Agenda Item: Trunk Highway 22 Consultant Recommendation

Recommendation Action(s): Motion to accept SRF's Trunk Highway 22 Corridor Study Proposal and execute a contract with SRF not to exceed the proposed amount

Summary: The MAPO received 3 proposals relating to Trunk Highway 22 Corridor Study that were released on March 1 and closed on March 31, 2017. On April 17th, MAPO staff, along with representatives from MnDOT, Blue Earth County, and the City of Mankato staff, reviewed and ranked the TH22 Corridor study proposals. The scoring will be summarized and presented at the Policy Board meeting via handout.

Criteria outlined in the RFP included:

Technical approach (45 Points)

1. Methodology for problem analysis (15)
2. Clarity and organization in concept development (10)
3. Quantity and quality of services rendered (10)
4. Public participation process (including a special emphasis on community engagement and outreach to underrepresented groups) (10)

Cost (25 Points)

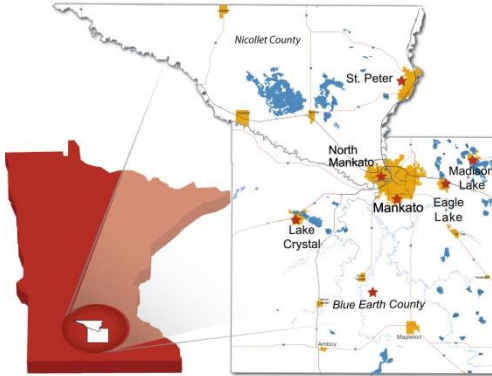
1. Overall cost to complete the Corridor Study (25)

Organization, personnel and expertise (20 Points)

1. Qualifications of personnel assigned to project (10)
2. Experience of personnel assigned to project (10)

Attachments:

- 1) Results from the review and ranking process will be made available at the Policy Board meeting



AGENDA RECOMMENDATION

Agenda Heading: 2017 Unified Planning Work Program (UPWP) Budget Amendment. No: 4.4

Agenda Item: Unified Planning Work Program (UPWP) Budget Amendment.

Recommendation Action(s): Motion to accept the proposed changes to the 2017 UPWP

Summary: The proposed changes to the overall budget for 2017, but only reallocate existing funds within the budget. The 2017 budget included \$5,000 for the development of a MPO web-site, however, MAPO was able to work with the City of Mankato Information Technology Department and develop the web-site in-house which saved the MAPO \$5,000 by not having to hire an outside firm to develop the web-site. Additionally, the Policy Board approved changing the 2017 Pavement Management Plan to the ADA Transition Plan. The Riverfront Drive Corridor Study is a continued project from 2016 with \$35,500 budgeted for 2017. The MAPO will increase that budget to \$70,000. Finally, the 3 intersection controlled evaluation studies were budgeted at \$32,000, but based on the MAPO's executed contract with SRF, that budget number has been lowered to \$25,000. The MAPO is anticipating allocating additional funds to the ADA plan in 2018.

Attachments:

- 1) 2017 UPWP Budget Amendment Summary Page

Unified Planning Work Program Amendment Request

MPO Name:

UPWP Year:

Reason for
UPWP Revision:

Is the MPO requesting an amendment to its Consolidated Planning Grant?

If yes, how much is the MPO requesting to be added or reduced? \$

UPWP Task Information

Task Amounts

Amended Task Number & Name

Prior to
Revision

After
Revision

\$

\$

\$

\$

\$

\$

\$

\$

\$

\$

\$

\$

\$

\$

\$

\$

Total Amended Task Amounts: \$

\$

Use additional forms if needed.

Unified Planning Work Program Amendment Request

Date UPWP Amendment Approved by MPO Board:

(mm/dd/yyyy)

Date MPO Submitted UPWP Amendment to MnDOT for Approval:

(mm/dd/yyyy)

Date MnDOT Submitted UPWP Amendment to USDOT for Approval:

(mm/dd/yyyy)

Required Attachments to be Included with Form Submission:

Revised UPWP Summary Budget Table(s) (Original & Amended)

Revised UPWP Work Activities (Original & Amended)

MPO Resolution and/or MPO Meeting Minutes Approving UPWP Amendment

MnDOT and USDOT Use Only

MnDOT Action on Request:

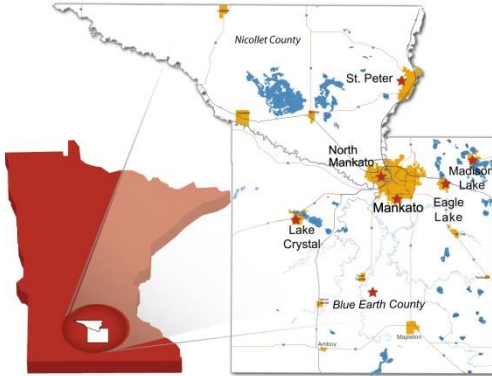
MnDOT Signature:

MnDOT Comments:

USDOT Action on Request:

USDOT Signature:

USDOT Comments:



AGENDA RECOMMENDATION

Agenda Heading: Release of 2018-2021 Transportation Improvement Program (TIP) No: 4.5

Agenda Item: Release of 2018-2021 Transportation Improvement Program (TIP)

Recommendation Action(s): Motion to release the MAPO's 2018-2021 TIP for a 30 Day Public Comment Period

Summary: The Transportation Improvement Program (TIP) reports how the various jurisdictions within the Mankato/North Mankato Area Planning Organization (MAPO) area have prioritized their use of limited federal highway and transit funding.

The TIP process serves to implement projects identified in the Mankato/North Mankato area long range transportation plan (LRTP). The MAPO TIP document programs project funding for metropolitan area.

Development of both the LRTP and the TIP are facilitated by the Mankato/North Mankato Area Planning Organization (MAPO), the federally designated Metropolitan Planning Organization (MPO).

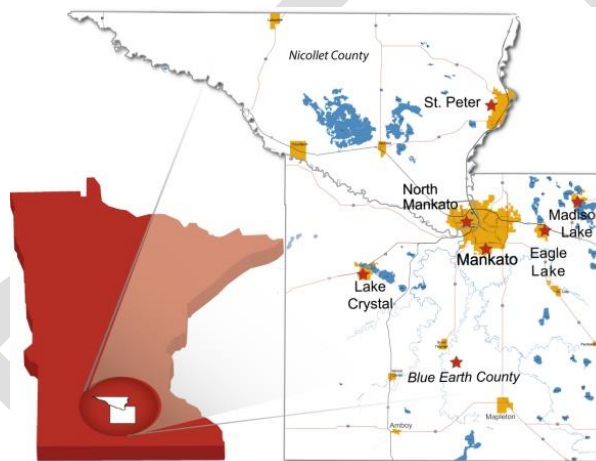
Attachments:

1. Draft 2018-2021 Transportation Improvement Program

Mankato / North Mankato Area Planning Organization Draft Transportation Improvement Program FY 2018-2021

Prepared by the

**Mankato / North Mankato
Area Planning Organization**



May 2017

To view this plan online please visit

www.mnmapo.org

Copies are also available by contacting
Mankato/North Mankato Area Planning Organization
10 Civic Center Plaza
Mankato, MN 56001
507-387-8613

MANKATO/NORTH MANKATO PLANNING ORGANIZATION

Policy Board, Staff and Advisory Committee Listing

Policy Board	Transportation Advisory Committee
Mark Piepho – Blue Earth County (<i>chair</i>)	Scott Hogen – Mankato Public School (District #77)
Mike Laven – City of Mankato	Mark Anderson – City of Mankato, Transit
Brianna Anderson – City of Eagle Lake	Lisa Bigham – MnDOT (District 7)
Bob Freyberg – City of North Mankato	Scott Fichtner – Blue Earth County
Dan Rotchadl – Mankato Township	Paul Corcoran – Minnesota State University, Mankato
Jack Kolars – Nicollet County	Michael Fischer – City of North Mankato (<i>chair</i>)
	Ryan Thilges – Blue Earth County
MAPO Staff	Karl Friedrichs – Lime Township
Paul Vogel, Executive Director	Seth Greenwood – Nicollet County
Jake Huebsch, Transportation Planner	Jeff Johnson – City of Mankato
	Curt Kloss – Leray Township
	Mandy Landkamer – Nicollet County
	Loren Lindsey – Belgrade Township
	Brad Potter – City of Eagle Lake
	Ed Pankratz – Mankato township
	Dan Sarff – City of North Mankato
	Open – South Bend Township
	Sam Parker – Region Nine Development Commission
	Paul Vogel – City of Mankato

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Map Disclaimer

The information contained in the following maps is a compilation of data from various federal, state, county, regional, and municipal sources. Geographic information has limitations due to the scale, resolution, date and interpretation of the original source materials. Users should consult available data documentation to determine limitations and the precision to which the data depicts distance, direction, location or other geographic characteristics. These maps and/or data are not legal survey documents to be used for describing land for the purpose of ownership or title.

Decisions about transportation investments require collaboration and cooperation between different levels of government and neighboring jurisdictions. As a document, the Transportation Improvement Program (TIP) reports how the various jurisdictions within the Mankato/North Mankato Area Planning Organization (MAPO) area have prioritized their use of limited federal highway and transit funding.

The TIP process serves to implement projects identified in the Mankato/North Mankato area long range transportation plan (LRTP). The MAPO TIP document programs project funding for metropolitan area.

Development of both the LRTP and the TIP are facilitated by the Mankato/North Mankato Area Planning Organization (MAPO), the federally designated metropolitan planning organization (MPO).

Mankato/North Mankato Area Planning Organization

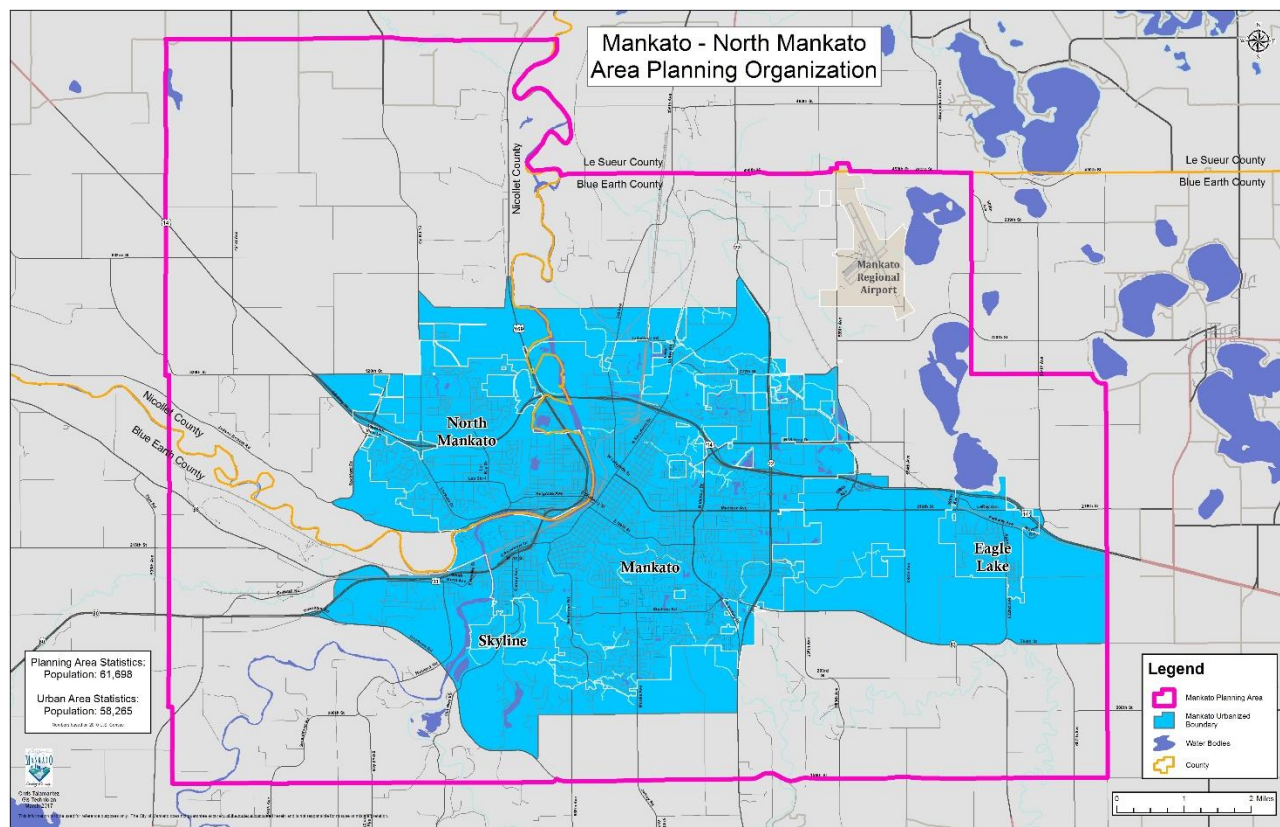
The Mankato/North Mankato Area Planning Organization (MAPO) was established in 2012 in response to the 2010 U.S. Census, which designated the Mankato/North Mankato region as an urbanized area, requiring the formation of a metropolitan planning agency.

MAPO meets and maintains a continuing, cooperative and comprehensive metropolitan transportation planning process to provide maximum service to citizens since roads and other transportation systems don't start and stop at jurisdictional lines. In other words, the federal government wishes to see federal transportation funds spent in a manner that has a basis in metropolitan region-wide plans developed through intergovernmental collaboration, rational analysis, and consensus-based decision making.

As the federally-designated Metropolitan Planning Organization (MPO), the MAPO provides a 3C (comprehensive, coordinated and cooperative) planning process for all modes of transportation throughout the MAPO planning area. The geographical boundary of the MAPO area can be seen in Map 1 on page 3.

In the transportation planning process, the MAPO's roles include:

- Maintaining a certified "3-C" transportation planning process: continuing, cooperative, and comprehensive.
- Coordinating the planning and implementation activities of local, regional, and state transportation agencies.
- Undertaking an effective public participation process, which ensures meaningful public input, is part of the decision-making process behind plans and programs.
- Providing leadership both in setting transportation policy and in metropolitan system planning.
- Lending technical support in planning and operations to local governments.
- Planning for an intermodal transportation system that is economically efficient, environmentally sound, provides the foundation to compete in the global economy, and will move people and goods in an efficient manner.

Map 1: Mankato/North Mankato Metropolitan Planning Area

The federal transportation bill, Fixing America's Surface Transportation Act (FAST ACT) identifies ten planning factors that must be considered in the transportation planning process. The process used to select projects to be programmed through the Mankato/North Mankato TIP is based on these factors:

- 1) Support economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.
- 2) Increase safety of the transportation system for motorized and non-motorized users.
- 3) Increase security of the transportation system for motorized and non-motorized users.
- 4) Increase accessibility and mobility of people and freight.
- 5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
- 6) Enhance integration and connectivity of the transportation system, across and between modes, people and freight.
- 7) Promote efficient system management and operation.
- 8) Emphasize preservation of the existing transportation system.
- 9) Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.
- 10) Enhance travel and tourism

The Transportation Improvement Program

The TIP is a federally mandated, annually prepared document that contains highway, transit, and other transportation projects that are being recommended for federal funding during the next four years in the metropolitan area. The projects included in each year's TIP ultimately come from the area's long range transportation plan (LRTP), and are aimed at meeting the long-range needs of the transportation system. Implementing agencies, however, propose projects to the MAPO on an annual basis to be coordinated into a comprehensive listing of the area's federally funded transportation improvements planned for the short range (next 4 years). These listings include information regarding cost, specific funding sources, project timing, etc. Once in the TIP, projects represent a commitment to fund those projects on the part of the implementing agency.

TIPs are developed in cooperation with the state (MnDOT) and the Mankato Transit. They must comply with regulations issued by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), but can be revised or amended at any time during the program year by action of the MPO. The TIP projects programmed for Mankato/North Mankato area must match those included in the Minnesota statewide transportation improvement program (STIP).

The MAPO and its Transportation Advisory Committee (TAC), is involved in the development of the TIP, and the MAPO Policy Board reviews for approval the TIP.

The TIP and its Connection to the Long Range Transportation Plan

As stated above, the projects in the 2018-2021 TIP originate from the Mankato/North Mankato long range transportation plan (LRTP). The LRTP contains a list of short-, mid-, and long-range transportation projects that are planned for the metropolitan area over the next twenty five years.

The regional transportation goals and objectives identified in the LRTP set the broad policy framework for planning transportation improvements and the projects entering the TIP are intended to come from the LRTP or support the long-range goals and objectives established in that framework. The Mankato/North Mankato LRTP identifies how each project or program in the TIP will support the MAPO key performance areas which include: access and reliability, economic vitality, safety, preservation and multimodal transportation.

Federal Funding Sources

Projects included in the 2018-2021 Mankato/North Mankato Area TIP will be funded by one of the following funding categories. Funding sources are identified on pages 6 – 7 by the acronym in parentheses after each funding name listed below. Legislation allows MnDOT to reserve the ability to determine which of these funding categories (and how much of each) will ultimately be used to fund any given project in the TIP. As such, the amounts and types of funding shown in the project tables may be subject to modification.

The federal transportation bill, the FAST Act (2015), for the most part, continues the structure of the various funding programs of the previous federal transportation bill, MAP-21. One notable exception from the perspective of local jurisdictions that are eligible for federal transportation funds is the conversion of the long-standing Surface Transportation program (STP) to the new Surface Transportation Block Grant (STBG) program, which emphasizes flexibility in the types of projects and activities that those

funds can be applied to. Nevertheless, for the sake of consistency and convenience, the project tables in this TIP document continue to use the old STP designation, even though projects beyond fiscal year 2017 will receive their funding under the new STBG program.

National Highway Performance Program (NHPP):

The National Highway Performance Program combines the former Interstate Maintenance (IM), the National Highway System (NHS), and Highway Bridge (BH) programs of SAFETEA-LU. NHPP funding is targeted at projects aimed at achieving national performance goals for improving the infrastructure condition, safety, mobility, and/or freight movement of facilities that are part of the National Highway System.

Surface Transportation Program (STP):

Renamed the Surface Transportation Block Grant (STBG) program under the FAST Act, STP funds are designed to be flexible in their application. They can be used by States and localities for projects on any highway that is eligible for Federal-Aid funds, on bridge projects on any public road, on non-motorized paths, or on transit capital projects, including bus purchases. States and localities are responsible for a 20% share of project costs funded through this program.

Highway Safety Improvement Program (HSIP):

The Highway Safety Improvement Program is aimed at achieving a significant reduction in traffic fatalities and serious injuries on all public roads and is related to addressing conditions identified in a state's Strategic Highway Safety Plan (SHSP). Funds may be used for a variety of safety improvements on any public road, and publicly owned bicycle and pedestrian pathways or trails are also eligible for HSIP dollars. The federal share is 90% (for certain projects it can be 100%), and up to 10% of a state's HSIP funds can be used to help fund other activities including education, enforcement and emergency medical services.

Transportation Alternatives Program (TAP):

The Transportation Alternatives Program is a revision of the former Transportation Enhancements program under the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU; 2005) and now funds projects that were previously funded under the Recreational Trails and Safe Routes to School programs. It is derived as a set-aside from each state's annual NHPP, STP, HSIP, and CMAQ apportionments. Eligible projects include, but are not limited to, the creation of facilities for pedestrians and bikes, environmental mitigation or habitat protection as related to highway construction or operations, as well as infrastructure and non-infrastructure related Safe Routes to School activities. States and localities are

responsible for 20% of TAP funds applied to projects. States may also transfer up to 50% of TAP funds to NHPP, STP, HSIP, CMAQ, and/or Metro Planning 50% of TAP funds to NHPP, STP, HSIP, CMAQ, and/or Metro Planning.

Federal Transit Administration (FTA):

Transit funding authorized by the FAST Act is managed in several ways. The largest amount is distributed to the states by formula; other program funds are discretionary. FTA transit allocations may be administered by the state or be granted directly to the transit agency. Projects identified as FTA-funded in the 2018-2021 Mankato/North Mankato Area TIP generally represent one of a number of subcategories that represent different funding programs administered by the FTA to provide either capital or operating assistance to public transit providers.

High Priority Project (HPP):

The High Priority Projects program provides designated funding for specific projects as were identified in a previous federal transportation bill, the *Safe, Accountable, Flexible, and Efficient Transportation Equity Act* (SAFETEA-LU). Funds designated for an HPP project are available only for that project. There are few technical exceptions that may alter how such funds are ultimately applied, but only within the same state for which those funds were originally designated.

Other:

Funding identified as other could include funding from State of Federal grants or other funding sources including local funds.

FY 2018-2021 TIP Projects

The tables that follow on pages 9 - 12 list all the transportation projects scheduled for federal and/or state funding in the Mankato/North Mankato area. The map on page 14 depicts the location of each project. The structure of the tables is as follows:

COLUMN TITLE

LRTP Reference – Page reference to where the project can be found in the LRTP.

Route/System – Local jurisdiction responsible for the project and the route number where the project is occurring.

Project Number – Project identifier. Most trunk highway projects state with the control section numbers. Local projects state with either a county number or the city number.

Year – Year the project is programmed for.

Agency – The jurisdiction responsible for implementing project or for opening bids.

Project Description – Scope of project, its location, length, etc.

Miles – The length of project.

Type – Identifies if project is primarily road, ped/bike, transit-related, etc.

Type of Work – Identifies if project is maintenance, reconstruction, safety improvements, etc.

Proposed Funds – Identifies the federal funding programs intended to be the primary funding sources for the project.

Project Total – Total anticipated cost of the project.

FHWA – The total estimated federal aid highway funding to be used for the project. This includes advance construction conversion funding.

AC – The total estimated amount of future federal funds (AC) being committed to a project, front-ended by local/state funds.

FTA – The total estimated federal aid transit funding to be used for the project

TH – The total estimated state trunk highway funding to be used for the project.

Bond – The total estimated state bond to be used for the project.

Other – Funding coming from other sources, including local city, county, or transit agency.

Table 1: FY 2018 Federal Funded Transportation Projects

MPO: MANKATO-NORTH MANKATO AREA PLANNING ORGANIZATION							FY 2018 – FY 2021 STIP									
L RTP REFERENCE	ROUTE SYSTEM	PROJECT NUMBER	YEAR	AGENCY	PROJECT DESCRIPTION	MILES	PROGRAM	TYPE OF WORK	PROPOSED FUNDS	TOTAL	FHWA	AC	FTA	TH	BOND	OTHER
9-33	BB	TRF-0028-18A	2018	MNDOT	SECT 5307: CITY OF MANKATO RR TRANSIT OPERATING ASSISTANCE	-	B9	OPERATE BUS	FTA	1,751,000	-	-	435,755	-	-	1,315,245
9-33	BB	TRF-0028-18B	2018	MNDOT	SECT 5307: CITY OF MANKATO RR TRANSIT PREVENTATIVE MAINTENANCE		B9	TRANSIT	FTA	263,000			188,000			75,000
9-33	BB	TRS-0028-18T	2018	MNDOT	CITY OF MANKATO PURCHASE 2 BUS (CLASS 400) AND BUS RELATED EQUIPMENT	-	TR	PURCHASE BUS	FTA	320,000	256,000	-	-	-	-	64,000
9-33	BB	TRF-0028-18ZO	2018	MANKATO	MANKATO; SFY 2018 GREATER MN NEW SERVICE EXPANSION OPERATING FUNDS (7/1/17-6/30/18)		TR	TRANSIT OPPERATION	LF	549,000						549,000
9-33	BB	TRF-0028-18ZC	2018	MANKATO	MANKATO; SFY 2018 GREATER MN NEW SERVICE EXPANSION CAPITAL FUNDS (7/1/17-6/30/18)		TR	TRANSIT VEHICLE PURCHASE	LF	1,717,800						1,717,800
9-30	RR	07-00127	2018	BLUE EARTH COUNTY	UP, RR, INSTALL GATES, CSAH 5, MANKATO, BLUE EARTH COUNTY		SR	RR XING IMPROVEMENT	RRS	250,000	250,000					
9-30	RR	07-00128	2018	BLUE EARTH COUNTY	DME, RR, INSTALL GATES, CSAH 26, 227 th ST, MANKATO, BLUE EARTH COUNTY		SR	RR XING IMPROVEMENT	RRS	250,000	250,000					
9-30	RR	07-00129	2018	BLUE EARTH COUNTY	DME, RR, INSTALL GATES, CSAH 56, 598 th AVE EAGLE LAKE, BLUE EARTH COUNTY		SR	RR XING IMPROVEMENT	RRS	250,000	250,000					
9-21	LOCAL	137-080-002AC1	2018	CITY OF MANKATO	**AC**TED** ADAMS ST FROM ROOSEVELT CIRCLE TO CSAH 12, CONSTRUCT NEW ROAD (AC PAYBACK 1 OF 3)		MC	NEW PAVEMENT	STBGP	641,108		1,020,000				
	MSAS 116	150-116-009AC	2018	NORTH MANKATO	**AC** MSAS 116, ON LOOKOUT DRIVE FROM CAROL COURT TO HOWARD DRIVE IN NORTH MANKATO, RECONSTRUCT AND MILL AND OVERLAY AND ADA (PAYBACK 1 OF 1)	-	MC	URBAN RECONSTRUCT	STBGP	1,580,000	1,580,000	-	-	-	-	-

Chapter 2

L RTP REFERENCE	ROUTE SYSTEM	PROJECT NUMBER	YEAR	AGENCY	PROJECT DESCRIPTION	MILES	PROGRAM	TYPE OF WORK	PROPOSED FUNDS	TOTAL	FHWA	AC	FTA	TH	BOND	OTHER
9-25	MSAS 138	137-138-001	2018	MANKATO	MSAS 138, ALONG WARREN STREET FROM BALCERZAK DRIVE TO STADIUM RD, CONSTRUCT SIDEWALK AND ADDITIONAL PEDESTRIAN CHANNELIZATION AT VARIOUS LOCATIONS	0.4	BT	PED./BIKE IMPROVEM ENT	STBGTA	721,485	400,000	-	-	-	-	321,485
9-28	MN22	0704-108	2018	MNDOT	MN 22 FROM CSAH 15 TO CSAH 90, REHAB ROADWAY TIED 007- 070-005 ASSOCIATE WITH 0704- 108S	2.3	RS	PVTR – RAVEMENT RESURFACING REHAB	STBGP	3,700,000	2,960,000			740,000		
9-28	MN22	0704-108S	2018	MNDOT	MN 22, AT JCT OF CSAH 90, CONSTRUCT ROUNDABOUT TIED (007-070-005) (ASSOCIATED WITH 0704-108) (AC PAYBACK in 2019)	2.3	SH	ROUNDABOUT	HSIP	100,000		900,000		100,000		
9-28	CSAH90	007-070-005	2018	BLUE EARTH COUNTY	CSAH 90, AT THE JCT OF CSAH 90 & TH22, CONSTRUCT ROUNDABOUT (ASSOC. 0704-108) (AC PAYBACK IN 2019)	.1	SH	RONDABOUT	HSIP	67,800		610,200				67,800
CHAP 4	CSAH999	007-070-004	2018	BLUE EARTH COUNTY	COUNTY WIDE, CURVE AND INTERSECTION SAFETY IMPROVEMENTS		SH	TRAFFIC CONTROL SAFETY DEVICES/SAFETY (P)	HSIP	457,526	411,733					45,753
										12,618,719	6,357,733	2,530,200	623,755	840,000		4,156,083

****NOTE: Totals will not balance because of the Advanced Construction (AC) Dollars****

Table 2: FY 2019 Federal Funded Transportation Projects

MPO: MANKATO-NORTH MANKATO AREA PLANNING ORGANIZATION							FY 2018 – FY 2021 STIP									
L RTP REFERENCE	ROUTE SYSTEM	PROJECT NUMBER	YEAR	AGENCY	PROJECT DESCRIPTION	MILES	PROGRAM	TYPE OF WORK	PROPOSED FUNDS	TOTAL	FHWA	AC	FTA	TH	BOND	OTHER
9-33	BB	TRF-0028-19A	2019	MNDOT	SECT 5307: CITY OF MANKATO RR TRANSIT OPERATING ASSISTANCE	-	B9	OPERATE BUS	FTA	1,751,000	-	-	435,755	-	-	1,315,245
9-33	BB	TRF-0028-19B	2019	MNDOT	SECT 5307: CITY OF MANKATO RR TRANSIT PREVENTATIVE MAINTENANCE		B9	TRANSIT	FTA	255,000			188,000			67,000
9-33	BB	TRF-0028-19T	2019	MNDOT	CITY OF MANKATO PURCHASE 1 BUS (CLASS 400) AND BUS RELATED EQUIPMENT		TR	PURCHASE BUS	FTA	165,000			132,000			33,000
9-33	BB	TRF-0028-19ZO	2019	MANKATO	MANKATO; SFY 2019 GREATER MN NEW SERVICE EXPANSION OPERATING FUNDS (7/1/18-6/30/19)		TR	TRANSIT OPERATIONS	LF	1,080,000						1,080,000
9-28	MN22	0704-108SAC	2019	MNDOT	MN 22, AT JCT OF CSAH 90 CONSTRUCT ROUNDABOUT (TIED, 007-070-005) (3 ASSOCIATED TO 0704-108) (AC PAYBACK 1 OF 1)	2.3	SH	ROUNDABOUT	HSIP	900,000	900,000					
9-21	MN22	137-080-002AC2	2019	MANKATO	**AC**TED**ADAMS ST, FROM ROOSEVELT CIRCLE TO CSAH 12, CONSTRUCT NEW ROAD (PAYBACK 2 OF 3)	0.6	MC	NEW PAVEMENT	STBGP	384,000		636,000				
9-28	CSAH 90	007-070-005AC	2019	BLUE EARTH COUNTY	CSAH 90 AT JUNCTION OF CSAH 90 AND TH22 CONSTRUCT ROUNDABOUT ASSOC (704-108) (AC PAYBACK 1 OF 1)	0.1	SH	CONSTRUCT ROUNDABOUT	HSIP	610,200		610,200				
9-28	US14	0702-125	2019	MNDOT	**ELLA** US14, FROM 0.3 MI W OF LOOKOUT DRIVE TO TH22, MILL & OVERLAY, REHAB BR 91387	7.0	RS	MILL AND OVERLAY	NHPP	7,500,000	6,000,000			1,500,000		
	MN22	0704-110	2019	MNDOT	MN 22, FROM NORTH CITY LIMITS NEAR 5 TH AVE NE OF MAPLETON (TO INCLUDE PLAZA REHAB AREA) TO INTERSECTION OF TH22 AND 206 TH STREET, LANDSCAPING		RB	LANDSCAPING	NHPP	300,000	240,000			60,000		
										12,945,200	7,140,000	1,246,200	755,755	1,560,000	-	2,495,245

****NOTE: Totals will not balance because of the Advanced Construction (AC) Dollars****

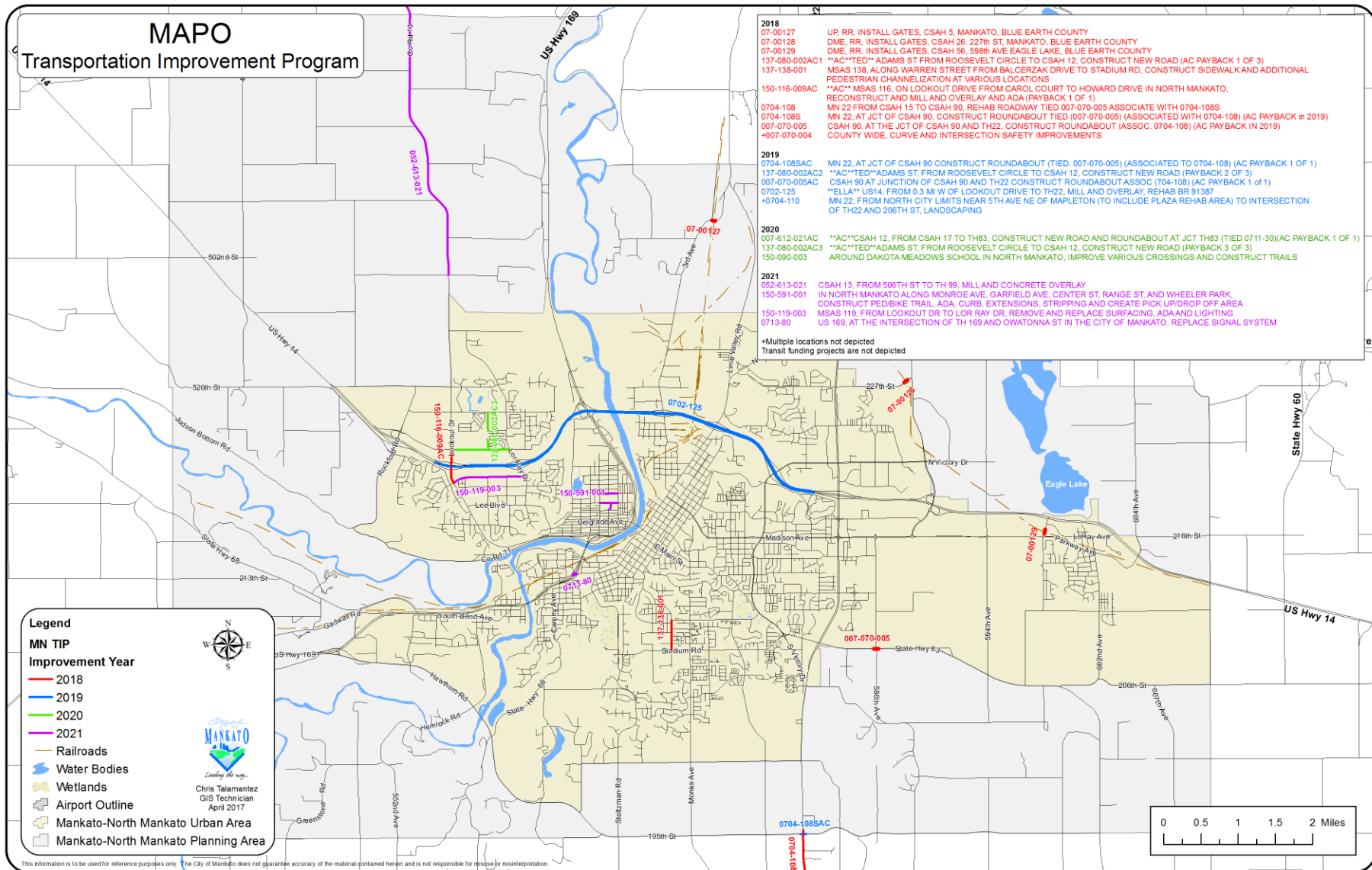
Table 3: FY 2020 Federal Funded Transportation Projects

MPO: MANKATO-NORTH MANKATO AREA PLANNING ORGANIZATION							FY 2018 – FY 2021 STIP									
L RTP REFERENCE	ROUTE SYSTEM	PROJECT NUMBER	YEAR	AGENCY	PROJECT DESCRIPTION	MILES	PROGRAM	TYPE OF WORK	PROPOSED FUNDS	TOTAL	FHWA	AC	FTA	TH	BOND	OTHER
9-33	BB	TRF-0028-20A	2020	MNDOT	SECT 5307: CITY OF MANKATO RR TRANSIT OPERATING ASSISTANCE	-	B9	OPERATE BUS	FTA	1,751,000	-	-	435,755	-	-	1,315,245
9-33	BB	TRF-0028-20B	2020	MNDOT	SECT 5307: CITY OF MANKATO RR TRANSIT PREVENTATIVE MAINTENANCE	-	B9	OPERATE BUS	FTA	255,000	-	-	188,000	-	-	67,000
9-33	BB	TRF-0028-20T	2020	MNDOT	CITY OF MANKATO PURCHASE 1 BUS (CLASS 400) AND BUS RELATED EQUIPMENT		TR	PURCHASE BUS	FTA	170,000			136,000			34,000
9-21	CSAH 12	007-612-021AC	2020	BLUE EARTH COUNTY	**AC**CSAH 12, FROM CSAH 17 TO TH83, CONSTRUCT NEW ROAD AND ROUNDBOUT AT JCT TH83 (TIED 0711-30)(AC PAYBACK 1 OF 1)	1.7	MC	NEW PAVEMENT	STBGP	1,596,000	1,596,000					
9-21	Local	137-080- 002AC3	2020	MANKATO	**AC**TED**ADAMS ST, FROM ROOSEVELT CIRCLE TO CSAH 12, CONSTRUCT NEW ROAD (PAYBACK 3 OF 3)	0.6	MC	NEW PAVEMENT	STBGP	636,000	636,000					
9-25	PED/ BIKE	150-090-003	2020	NORTH MANKATO	AROUND DAKOTA MEADOWS SCHOOL IN NORTH MANKATO, IMPROVE VARIOUS CROSSINGS AND CONSTRUCT TRAILS	0	MC	NEW TRAILS	STBGTA	334,200	267,360					66,840
										4,742,200	2,499,360		759,755			1,483,085

Table 4: FY 2021 Federal Funded Transportation Projects

MPO: MANKATO-NORTH MANKATO AREA PLANNING ORGANIZATION							FY 2018 – FY 2021 STIP									
L RTP REFERENCE	ROUTE SYSTEM	PROJECT NUMBER	YEAR	AGENCY	PROJECT DESCRIPTION	MILES	PROGRAM	TYPE OF WORK	PROPOSED FUNDS	TOTAL	FHWA	AC	FTA	TH	BOND	OTHER
9-33	BB	TRF-0028-20A	2021	MNDOT	SECT 5307: CITY OF MANKATO RR TRANSIT OPERATING ASSISTANCE	-	B9	OPERATE BUS	FTA	1,751,000	-	-	435,755	-	-	1,315,245
9-33	BB	TRF-0028-20B	2021	MNDOT	SECT 5307: CITY OF MANKATO RR TRANSIT PREVENTATIVE MAINTENANCE	-	B9	OPERATE BUS	FTA	255,000	-	-	188,000	-	-	67,000
9-1	CSAH 13	052-613-021	2021	NICOLLET COUNTY	CSAH 13, FROM 506TH ST TO TH 99, MILL AND CONCRETE OVERLAY	5.3	RD	MILL AND OVERLAY	STBGP	4,000,000	1,596,000					2,404,000
9-25	LOCAL	150-591-001	2021	NORTH MANKATO	IN NORTH MANKATO ALONG MONROE AVE, GARFIELD AVE, CENTER ST, RANGE ST, AND WHEELER PARK, CONSTRUCT PED/BIKE TRAIL, ADA, CURB EXTENTIONS, STRIPPING AND CREATE PICK UP/DROP OFF AREA		BT	NEW TRAIL	STBGTAP	300,454	224,482					75,972
9-17	MSAS 119	150-119-003	2021	NORTH MANKATO	MSAS 119, FROM LOOKOUT DR TO LOR RAY DR, REMOVE AND REPLACE SURFACING, ADA AND LIGHTING	1.0	RD	URBAN RECONSTRUCT	STBGP	1,725,400	908,000					817,400
9-1	US169	0713-80	2021	MNDOT	US 169, AT THE INTERSECTION OF TH 169 AND OWATONNA ST IN THE CITY OF MANKATO, REPLACE SIGNAL SYSTEM		SC	TRAFFIC SIGN REVISION	NHPP	370,000	148,000			37,000		185,000
										8,401,854	2,876,482		623,755	37,000		4,864,617

Map 2: Location of 2018-2021 TIP Projects



Project Selection

As the designated MPO for the Mankato/North Mankato area, the MAPO is responsible for developing a list of priority transportation projects for the Mankato metropolitan area for the purpose of programming funding through the FAST Act. It is required to work in cooperation with the Minnesota Department of Transportation, Mankato Transit, and local units of government to identify area transportation priorities and produce the annual TIP. The drafting of this document is done in conjunction with the development of a larger regional program carried out with regional partners of the Minnesota Department of Transportation District 7 Area Transportation Partnership (ATP).

As with the previous federal transportation bills, SAFETEA-LU and MAP-21 the FAST Act continues to call for the prioritization of projects on a statewide basis, which leads to the development of a Statewide Transportation Improvement Program (STIP). The statewide program is informed by those projects developed at the local level. Therefore, the state and local projects programmed in the STIP must be reflected in the local TIPs.

MnDOT District 7 Area Transportation Partnership

The State of Minnesota uses a mechanism called the Area Transportation Partnership (ATP) for distributing federal transportation funds throughout the state. The Mankato/North Mankato Metropolitan Area is served by the MnDOT's District 7 ATP, which is made up of local elected officials, planners, engineers, modal representatives, and other agencies from MnDOT District 7 that serve the thirteen counties of Blue Earth, Brown, Cottonwood, Faribault, Jackson, LeSueur, Martin, Nicollet, Nobles, Rock, Sibley, Waseca, and Watonwan counties (Figure 1, page 16). Similar to the MAPO, the purpose of the ATP is to prioritize projects in the larger region for receiving federal funding. This priority list is combined with priority lists from other ATPs around the state that ultimately make up the STIP.

Under the ATP 7, there are ATP subcommittees that represent each of the funding areas that the ATP helps program: TAP, STP-Small Urban, STP-Rural, and Transit. Representatives from the subcommittees include: counties; cities; transit; MnDOT; Region Nine RDC; Southwest RDC and the MAPO.



Figure 1: Membership Counties of the MnDOT District 7 ATP

Although projects from the thirteen counties and the MAPO are competing, in a sense, for the limited federal funding that comes to MnDOT District 7, the process used by the ATP aims to provide a degree of equity, but is also based on merit. Proposed local projects are rated for regional significance by the appropriate RDO and MAPO as input to the ATP subcommittees. The subcommittees develop and recommend to the full ATP their ranked list of projects based on funding targets, local priorities, and ATP approved investment guidelines. MnDOT District 7 compiles all the local, and MnDOT projects into a draft ATIP based on MnDOT investment guidelines and after ATP review and approval, sends the Draft ATIP to MnDOT Central Office for review and compilation of the Draft STIP. The Draft STIP is again reviewed and potentially revised by the District and reviewed by the ATP. During this review period, the general public has the opportunity to comment on the ATIP. After all reviews and revisions are complete, the ATIP is submitted to MnDOT Central Office for inclusion in the final STIP.

Eligibility for Roadway and Transit Projects

Federal funds can be spent on any road functionally classified as a local collector or higher (i.e. principal and minor arterials). The FAST ACT provides funding for roadway projects through Federal Highway Administration (FHWA) funding programs and transit projects through Federal Transit Administration (FTA) funding programs. FHWA-funded projects can be maintenance, expansion, safety, or operations-related, as well non-motorized related (bike & pedestrian improvements, scenic byways, etc.). Planning, technology and various other intermodal projects (airports, etc.) are also eligible for FHWA funds. A portion of Surface Transportation Program (STP) funding can also be “flexed” for transit improvements, which the ATP 7 has agreed to do in recent years in order to assist transit operators in the region to maintain their vehicle fleets.

Project Selection Process

The TIP process should result in projects that reflect the goals, objectives, and priorities of the Mankato/North Mankato area. As such, MAPO staff work with area jurisdictions to ensure that the projects that end up in the TIP are consistent with those goals, objectives, and priorities. The MAPO used a subcommittee and scoring sheet to assign a regional ranking score. The score was provided to MnDOT District 7 as part of their ranking projects. For projects in the 2018 – 2021 TIP, the MAPO Policy Board and TAC reviewed the list of projects from the MnDOT District 7 ATIP that were within the MAPO Planning Area. This process is discussed on page 15 and 16.

Projects funded through the Surface Transportation Block Grant Program

The FAST ACT eliminates the MAP-21 Transportation Alternatives Program (TAP) and replaces it with a set-aside of Surface Transportation Block Grant (STBG) program funding for transportation alternatives (TA). These set-aside funds include all projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to storm water and habitat connectivity. Similar to STP funds, TAP/STBG funds are allocated to the State DOT and then sub-allocated to the local level. MnDOT District 7 ATP has developed an application process and STBG/TAP subcommittee made up of elected officials and transportation professionals that is facilitated by MnDOT District 7 Staff. The selected STBG/TAP projects are subject to the approval of the MnDOT District 7 ATP, but any funded TA projects that are located within the MAPO area are included in the MAPO's TIP.

Community Impact Assessment

In 1994, Presidential Executive Order 12898 mandated that every federal agency incorporate environmental justice in its mission by analyzing and addressing the effects of all programs, policies, and activities on minority and low income populations. Drawing from the framework established by Title VI of the Civil Rights Act of 1964, as well as the 1969 National Environmental Policy Act (NEPA), the U.S. Department of Transportation (USDOT) set forth the following three principles to ensure non-discrimination in its federally funded activities:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low income populations.

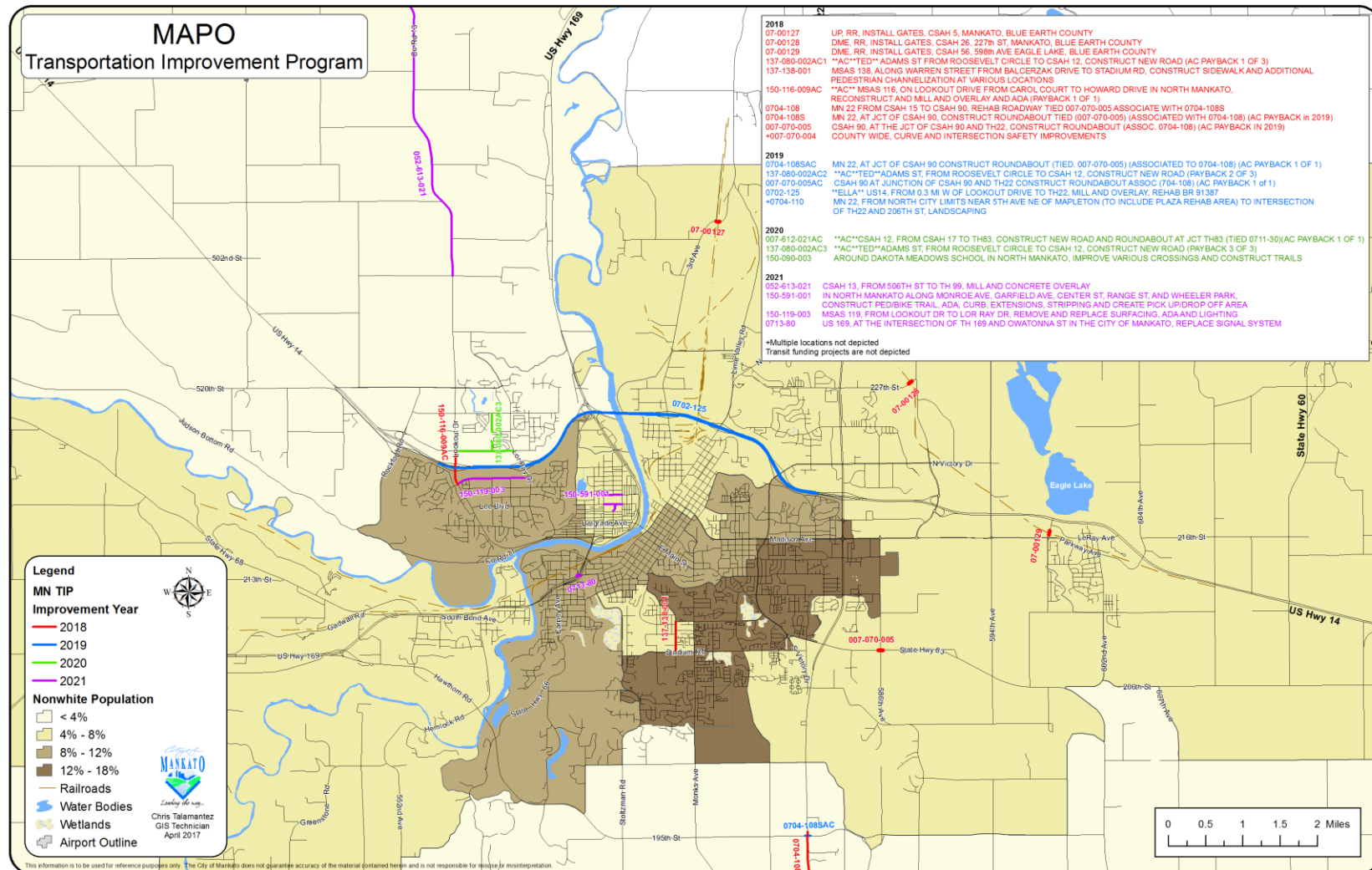
Therefore, Environmental Justice/Community Impact Assessment is a public policy goal of ensuring that negative impacts resulting from government activities do not fall disproportionately on minority or low income populations. While it is difficult to make significant improvements to transportation systems without causing impacts of one form or another, the concern is whether proposed projects negatively affect the health or environments of minority or low income populations.

A community impact assessment highlights those transportation projects that could potentially have a negative impact on disenfranchised neighborhoods. Map 3 and 4 on the following pages identifies the high-concentration areas of minority and low-income populations in the Mankato/North Mankato planning area and shows their location relative to the projects that are listed in this TIP.

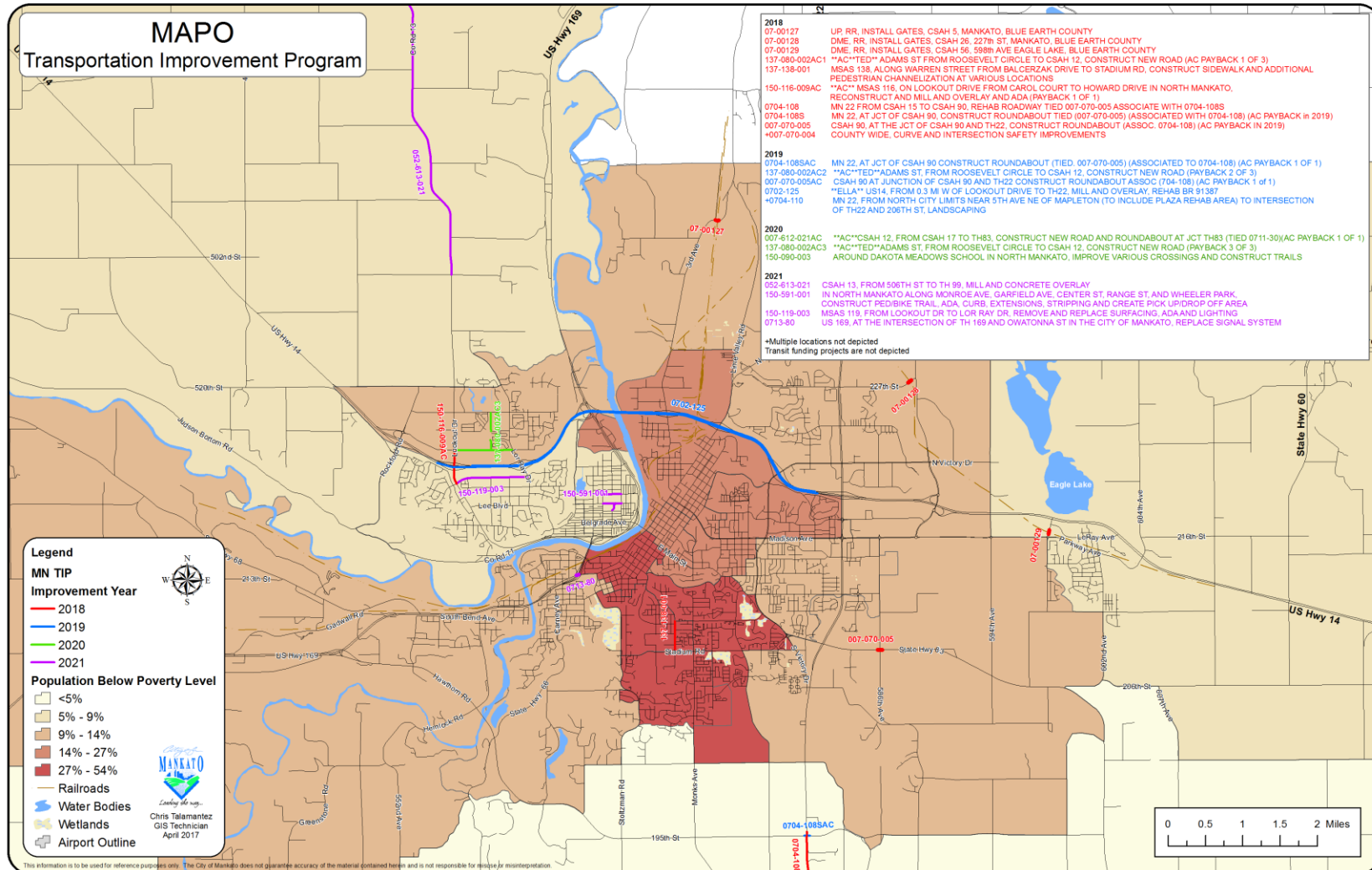
Three projects – Mankato’s sidewalk and pedestrian project along Warren Street (137-138-001), North Mankato’s trail and crossing improvements (150-090-003) and North Mankato’s Monroe and Bridges Community School Safe Routes to School project (150-119-003) represent the extension or creation of infrastructure. These projects are improvements along existing facilities. In all cases, these improvements are expected to benefit, rather than hinder, low-income individuals and minorities living in the area.

Community Impact Assessment

Map 3: Project Locations and Concentrations of Minority Populations



Map 4: Project Locations and Low-Income Population



As the federally designated MPO for the Mankato/North Mankato area, the MAPO must demonstrate fiscal constraint when programming funding for projects in the TIP. Under 23 CFR § 450.324(h), the MAPO is required to include a financial plan for the projects being programmed in the TIP, as well as demonstrate the ability of its jurisdictions to fund these projects while continuing to also fund the necessary operations and maintenance (O&M) of the existing transportation system. To comply with these requirements, the MAPO has examined past trends regarding federal, state, and local revenue sources for transportation projects in the area in order to determine what levels of revenue can be reasonably expected over the 2018-2021 TIP cycle. The resulting revenue estimates were then compared with the cost of the projects in the TIP, which are adjusted for inflation to represent year-of-expenditure.

Federal Funding Levels

Federally funded transportation projects within the MAPO area are programmed regionally through the MnDOT District 7 ATP process (see page 15 for more information). The District 7 ATP receives a targeted amount of federal funding for the District 7 MnDOT region which is further directed using a state-established formula and funding targets. Although subject to flexibility, these targets are used during development of the Mankato/North Mankato TIP, the MnDOT District 7 ATIP, and the MN state STIP help establish the priority list of projects. Table 6 on the following page identifies the funding targets that have been established for the MnDOT ATP 7 Region in the 2018-2021 TIP cycle.

Figure 2: STIP Funding in MAPO Planning Area

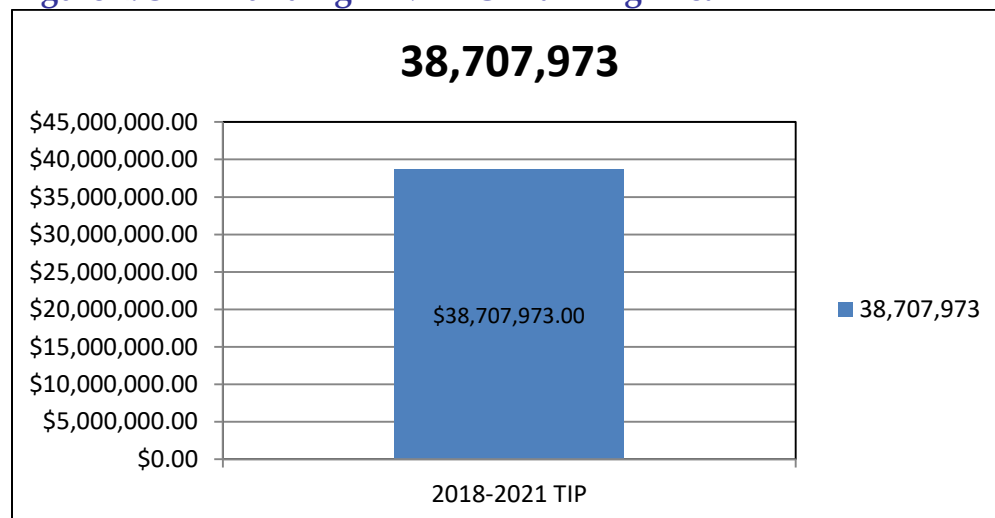


Table 6: Annual Funding Targets for the District 7 ATP (FHWA & FTA formula funds)

Program	Column B: MAP 21 / FAST Act Levels	
	Target Federal Formula \$ 2018-2021	Percent
Rail Crossings	(administered statewide)	NA
Transit (Urban)	\$ 0	0%
Transit (Rural)	\$0	0%
Transp. Alternatives / Enhancements	\$ 700,000	<1%
Safety (Local HSIP)	\$ 1,700,000	3%
STP Small Urban	\$2,300,000	4%
STP Rural	\$3,100,000	6%
MN/DOT (SPP Pavement, SPP Bridge, DRMP – STP, HSIP)	\$ 45,400,000	85%
Total	\$ 53,200,000*	100%

* Total does not include Rail Crossing funding, which is handled centrally through MnDOT for entire state.

Financial Plan: Highway Investments

Table 7 on page 23 represents the MAPO Area's financial plan for funding the highway projects being programmed in the 2018-2021 MAPO TIP. The table identifies individual funding sources as specified by each of the jurisdictions to be expected and available during the next four years based on revenue forecast with the Long Range Transportation Plan.

Assessment of Fiscal Constraint

The MAPO has assessed the ability of the area's highway jurisdictions to meet their financial commitments with regards to the projects being programmed in the TIP while also continuing to fund their ongoing operations and maintenance (O&M). To demonstrate fiscal constraint, project costs were compared with budget data from previous years. Project costs have been adjusted to reflect an inflation rate of 4% per year (as they are also presented in the project tables on pages 9-13) to account for the effects of inflation at the year of expenditure. Revenue estimates were held flat over this same period, as budget increases cannot be reasonably assumed at this time.

Table 7: Total Highway & Local Project Costs: 2018-2021 MAPO TIP

Source	2018	2019	2020	2021	EXPENSES
					2018-2021 TIP (4-year total)
MnDOT District 7	\$3,800,000	\$8,700,000		\$370,000	\$12,870,000
Blue Earth County	\$1,275,326	\$610,200	\$1,596,000		\$3,481,526
Nicollet County				\$4,000,000	\$4,000,000
Mankato	\$1,362,566	\$384,000	\$636,000		\$2,382,566
North Mankato	\$1,580,000		\$334,200	\$1,949,882	\$3,864,082
TOTAL	\$8,017,892	\$9,694,200	\$2,566,200	\$6,319,882	\$26,598,174

* Source: 2018 – 2021 Draft STIP.

Table 8: Estimated Funding Revenue: 2018-2021 MAPO TIP

Funding Source	2018-2021
MnDOT District 7	\$18,480,836
Blue Earth County	\$26,672,767
Nicollet County	\$2,543,767
Mankato	\$30,678,750
North Mankato	\$6,071,355
Total	\$84,447,475

* Source Mankato/North Mankato Long Range Transportation Plan 8-4.

Financial Plan: Transit Investments

Table 9 and Table 10 on page 24 represents the Mankato Transit System financial plan for funding the transit projects listed in the 2018-2021 MAPO TIP. The tables identify specific sources of funding that the Mankato Transit has determined to be reasonably expected and available during the next four years.

Assessment of Fiscal Constraint

The MAPO has assessed the ability of the Mankato Transit System to meet their financial commitments with regards to the transit investments being programmed in the TIP while also continuing to fund their ongoing O&M. The costs of these investments have been adjusted to reflect an inflation rate of 3% per year (as they are also presented in the project tables on pages 8-12). In general, revenue estimates were not adjusted for inflation, as significant budget increases cannot be reasonably assumed at this time.

Table 9 shows the Mankato Transit System cost and project type for 2018 – 2021 TIP. When compared with the estimated revenue funding based on the MAPO Long Range Transportation Plan in Table 10, it can be seen that the Mankato Transit programmed investments for years 2018-2021 exceed the overall 4-year revenue average of \$10,916,800. The reason for this difference is the recent 100% funding provides by MnDOT through the Greater Minnesota new service expansion funds. These funds are programed for 2018 and 2019. Minus the Greater Minnesota new service expansion funds, the rest of the program demonstrates that the costs of the transit projects being programmed for the MAPO area within the bounds of the level of revenue that can be reasonably assumed to be available to the Mankato Transit System.

Table 9: Total Transit Costs by Project Type: 2018-2021 MAPO TIP

Source	2018	2019	2020	2021	EXPENSES
					2018-2021 TIP (4-year total)
Operations & Maintenance	\$2,014,000	\$2,006,000	\$2,006,000	\$2,006,000	\$8,032,000
Bus Purchases	\$320,000	\$165,000	\$170,000		\$655,000
Greater MN New Service Expansion & Capital	\$2,226,800	\$1,080,000			\$3,306,800
TOTAL	\$4,560,800	\$3,251,000	\$2,176,000	\$2,006,000	\$11,993,800

* Source: 2018 – 2021 Draft STIP.

Table 10: Estimated Transit Funding Revenue: 2018-2021 Mankato Area TIP

Funding Source	2018-2021
State Revenue	\$6,188,800
Federal Revenue	\$2,641,600
Farebox and Contract Revenue	\$1,611,200
Local Property Tax Levy	\$475,200
Total	\$10,916,800

* Source Mankato/North Mankato Long Range Transportation Plan 8-4.

Public Involvement

The MAPO is committed to being a responsive and participatory agency for regional decision-making. The public is given a continuous opportunity to view all TIP related materials on the MAPO website www.mnmapo.org and provide comment via phone, or email.

2018-2021 Mankato/North Mankato TIP Public Participation Summary

MAPO worked with area partners and the Minnesota Department of Transportation to ensure the TIP reflects the draft 2018-2021 Statewide Transportation Improvement Plan (STIP). MAPO will continue to coordinate with the Minnesota Department of Transportation to ensure both the TIP and STIP align.

Public Comments Received

Table 11: Comments Received Through TIP Public Outreach Efforts

Comments received will be included in the final TIP

The MAPO has the responsibility of monitoring and documenting the progress of projects listed in the TIP each year. Specifically, the MAPO is asked to note changes in priorities from prior years, as well as list the major projects from the previous TIP that have been either implemented or significantly delayed. Updates and changes from the 2017 – 2020 TIP Include:

2018:

- Addition of project TRF-0028-18B Transit preventative maintenance
- Addition of project TRF-0028-18ZO Greater MN Service Expansion
- Addition of project TRF-0028-18ZC Greater MN Service Capital
- Move project 0704-108 & 0704-108S from 2019 to 2018

2019:

- Addition of project TRF-0028-19B Transit preventative maintenance
- Addition of project TRF-0028-19ZO Greater MN Service Expansion
- Addition of 0702-110, Landscaping MN 22
- Move project 0702-125 from 2020 to 2019, Mill and Overlay US 14

2020:

- Addition of project TRS-0028-20T Purchase 1 bus class 400

2017

- Project Status Report is on the following page

2017 Project Status:

Public Notice

NOTICE OF 30-DAY PUBLIC COMMENT PERIOD

The Mankato/North Mankato Area Planning Organization (MAPO), located at the 10 Civic Center Plaza Mankato, MN 56001, has prepared a Draft Fiscal Year 2018-2021 Transportation Improvement Program (TIP) for the Mankato/North Mankato Metropolitan Area. The Draft TIP lists all transportation projects in the greater metropolitan area that are recommended by the MAPO Board to receive federal transportation funds for FY 2018-2021.

Public comments are being taken through June 9 on the Draft TIP and the proposed projects. To view the Draft TIP online, visit www.mnmapo.org. To request a hard copy of the document, contact Jake Huebsch, who is taking all public comments on the document, at jhuebsch@mankatomn.gov or 507-387-8630. (Free TTY services are available through Minnesota Relay at 800-627-3529).

The Draft TIP, along with all comments received, will be considered for final approval at the MAPO Board meeting on July 6, 2017. The final version of the 2018-2021 TIP will be available to view after July 14, 2017 at www.mnmapo.org or in person at the MAPO office.

Public comment is solicited for a 30-day period in accordance with the MAPO's Public Involvement Plan for this Draft, as well as for the final TIP upon introduction of a major amendment.

Resolution Adopting the 2018-2021 TIP & Self-Certification Finding

RESOLUTION OF THE MANKATO /NORTH MANKATO AREA PLANNING ADOPTING THE 2018-2021 TRANSPORTATION IMPROVEMENT PLAN & SELF-CERTIFICATION FINDING

WHEREAS, the Mankato /North Mankato Area Planning Organization (MAPO) was created as the MPO for the Mankato/North Mankato urbanized area through a joint powers Agreement between all local units of government located within the urbanized area; and

WHEREAS, MAPO is the metropolitan planning body responsible for performing transportation planning in conformance with State and Federal regulation for Metropolitan Planning Organizations; and

WHEREAS, the U. S. Department of Transportation requires the development of a Transportation Improvement Plan by a Metropolitan Planning Organization; and

WHEREAS, staff and the Technical Advisory Committee has developed and recommended for approval the Transportation Improvement Program for State Fiscal Years 2018-2021; and

WHEREAS, the representation on the Technical Advisory Committee consists of those agencies initiating the recommended projects and have the authority to execute them; and

WHEREAS, the projects are adopted from and consistent with the Minnesota Department of Transportation State Transportation Improvement Program; and

WHEREAS, the projects are consistent with the MAPO's 2045 Long-Range Transportation Plan; and

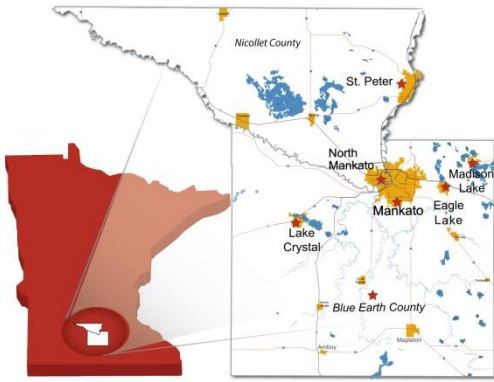
WHEREAS, in accordance with 23 CFR 450.336(a) the MAPO hereby certifies that the metropolitan transportation planning process addressing major issues facing the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

1. 23 U.S.C 134 and 49 U.S.C. 5303, and the subpart;
2. In non-attainment and maintenance areas, Section 174 and 176 (c) and (d) of the Clear Air Act as Amended (42 U.S.C 7504, 7506 (c) and (d) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Sections 1101 (b) of the FAST ACT (Pub. L. 114-357) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in the US DOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the American with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR Parts 27, 37 and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23, U.S.C regarding the prohibition of discrimination based on gender, and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR 27 regarding discrimination against individuals with disabilities.

NOW, THEREFORE BE IT RESOLVED; that the Mankato/North Mankato Area Planning Organization Policy Board approves the 2018-2021 Transportation Improvement Plan.

CERTIFICATION

State of Minnesota



AGENDA RECOMMENDATION

Agenda Heading: Review of Policy Board Bylaws No: 4.6

Agenda Item: Review of Policy Board Bylaws

Recommendation Action(s): Review and update (if needed) the Policy Board Bylaws

Summary: The MAPO Policy Board bylaws were originally adopted March 7, 2013 and updated in July of 2015. It is requested that the Policy Board review the attached bylaws and provide any additional suggested changes. At this time MAPO staff does not have any recommended changes to the bylaws.

Attachments:

1. MAPO Policy Board Bylaws

**MANKATO/NORTH MANKATO AREA PLANNING
ORGANIZATION (MAPO)**

**Policy Board
By-Laws**

Originally Approved by the Policy Board
March 7, 2013

Reviewed and Updated by the Policy Board
July 2, 2015

ARTICLE I. MISSION STATEMENT

The Mankato/North Mankato Area Planning Organization (MAPO) is committed to coordinated long-range planning, a Unified Planning Work Program (UPWP), and a Transportation Improvements Program (TIP), in a fair and mutually beneficial manner, on selected issues transcending jurisdictional boundaries, for the betterment of the entire Mankato/North Mankato Area. The Mankato/North Mankato Area Planning Organization will promote coordinate, implement and encourage the planning of infrastructure systems embracing all modes in a manner that efficiently maximizes the safety and mobility of people and goods through the urbanized area.

ARTICLE II. PURPOSE

The MAPO is responsible for preparing, updating and maintaining three primary transportation planning documents; a Long Range Transportation Plan (LRTP), a Transportation Improvement Program (TIP), and Unified Planning Work Program (UPWP). In addition, the MAPO is responsible for developing and maintaining a public involvement process. The MAPO is also responsible for a variety of supporting work products such as traffic/transportation data collection analysis, analysis of pertinent socioeconomic data, analysis to assure nondiscrimination in the delivery of transportation services, and other technical studies and needs analysis.

The Technical Advisory Committee (TAC), which was established under the Joint Powers Agreement shall review, evaluate, comment upon, and make recommendations to the Policy Board for the required plans and programs. The MAPO Policy Board shall also review evaluate, comment upon, make recommendations and ultimately endorse the required plans and programs such that federal and state funding eligibility is maintained.

Prior to adoption of the Long Range Transportation Plan (LRTP), a Transportation Improvement Program (TIP), and Unified Planning Work Program (UPWP), the local units of government represented on the Policy Board shall provide formal consent to the adoption of the plans.

Article III. MEMBERSHIP AND DUES

SECTION 1. Membership: The Mankato/North Mankato Area Planning Organization will consist of 6 Policy Board members. Each member (or their appointed alternate) will be entitled to one full vote. No eligible voting member will have more than one vote. All of the membership will be local elected officials or their alternates.

Membership will be as follows:

<u>City of Eagle Lake</u>	<u>1 Representative</u>
<u>City of Mankato</u>	<u>1 Representative</u>
<u>City of North Mankato</u>	<u>1 Representative</u>
<u>Blue Earth County</u>	<u>1 Representative</u>
<u>Nicollet County</u>	<u>1 Representative</u>
<u>Townships</u>	<u>1 Representative</u>

SECTION 2. Attendance: Two or more unexcused absences by a delegate during a period of twelve consecutive months shall constitute reason for MAPO to request a replacement for that delegate by the unit or units of government appointment said delegate.

ARTICLE IV. AUTHORITY

The MAPO is authorized under a Joint Powers Agreement and by Section 134, Title 23, United States Code (23 USC 134), as amended.

The Joint Powers Agreement authorizes the MAPO to appoint and maintain such technical advisory, citizen and/or other committees as deemed appropriate and effective to carry out a comprehensive, cooperative, and continuing urban transportation process in the planning area.

MAPO activities will be governed by a Policy Board and attendant bylaws. The Bylaws herein have been adopted by the MAPO Policy Board, and made effective on March 7, 2013 and updated July 2, 2015.

ARTICLE V. ADMINISTRATION

The administrative agency shall be the City of Mankato. The administrative agency shall keep and distribute minutes of all meetings of the MAPO, countersign all documents as necessary to be executed, publish open meeting requirements, keep and preserve all resolutions, transactions, findings and determinations of the MAPO. The administrative agency shall accept and keep all the funds, deposits, records of all payments, transactions, disbursements, and receipts of the MAPO in a dedicated account, follow all local, federal and state requirements for administering those funds and supervise the MAPO staff. The administrative agency shall be responsible for the appointment of the MAPO Executive Director, who shall be under the supervision of the City of Mankato City Manager. The administrative agency shall also be responsible for the hiring of all MAPO staff.

ARTICLE VI. OFFICERS

SECTION 1. Officers: The officers of MAPO shall be a Chair and Vice-Chair. The officers, who shall be elected by the General Membership, shall take office upon election on a biennial basis during the fall Policy Board meeting in the appropriate year.

SECTION 2. Terms: The Chair and Vice-Chair shall serve for a two-year term. No officer's term can extend beyond his or her office terms. If for any reason the Policy Board Chair or Vice-Chair resigns from their position, the Policy Board shall elect a new Chair or Vice-Chair by majority vote of the members present.

ARTICLE VII. OFFICER'S DUTIES

SECTION 1. Chair: It shall be the duty of the Chair to preside at all meetings of the MAPO. The Chair shall have general responsibility for the affairs of the MAPO including signatory authority on all contracts, documents and other official instruments of the MAPO.

SECTION 2. Vice-Chair: The Vice-Chair shall perform the duties of the Chair the absence or incapacity of the Chair. In case of the resignation or death of the Chair, the Vice-Chair shall perform such duties as are imposed on the Chair until such time as the MAPO shall select a new

Chair. The Vice-Chair shall have signatory authority on all contracts, documents and other official instruments of the MAPO.

SECTION 3. Executive Director: The Executive Director shall be appointed by the administrative agency and fall under the supervision of the City Manager. The Executive Director of the MAPO shall be responsible for the general supervision, management and administration of the business and affairs of the Organization. He/She shall have the care and custody of all funds of the MAPO and shall deposit the same in the name of the Organization in such bank or banks as the administrative agency may select. He/She shall have signatory authority for the disbursement of all monies under the direction of the Organization shall countersign all such disbursements. He/She shall keep all official records and financial accounts of the Organization. The administrative agency shall be responsible for the appointment of the MAPO Executive Director.

The Executive Director shall also serve as the Secretary for the MAPO Policy Board.

SECTION 4. Additional Personnel: The MAPO may employ such personnel, as it deems necessary to exercise its powers, duties and functions. The Policy Board shall be subject to the laws of the State of Minnesota shall determine the selection and compensation of such personnel.

ARTICLE VIII. MEETINGS

SECTION 1. Regular Meetings: Regular MAPO Policy Board meetings are scheduled on an as-needed basis and are open to the public with comments welcomed at all meetings. At a minimum, the MAPO Policy Board will meet quarterly to approve the Unified Planning Work Program and the Transportation Improvement Program (TIP). A Public Notice will be provided as defined in the Public Participation Plan.

SECTION 2. Special Meetings: In consultation with the MAPO Policy Board Chair, the Executive Director shall call meetings of the Policy Board. All members of the Policy Board shall be notified 10 days prior to the date of the meeting. An exception to the 10 day notice may be granted by the chairs of the Policy Board. A Public Notice shall be printed in the officially designated local newspaper. The notice shall state the purpose, time, and location of the meeting as well as staff contact information. The public notice shall be printed in the local newspaper at least 5 days prior to the meeting.

SECTION 3. Rules of Order: All meetings shall operate under "Roberts Rules of Order" and any other special rules that are specifically adopted by the Policy Board. Such special rules for the MAPO shall govern and supersede "Roberts Rules of Order," insofar as they do not conflict with

or are inconsistent with the provisions of these By-Laws. All meetings of the MAPO shall be open to the public.

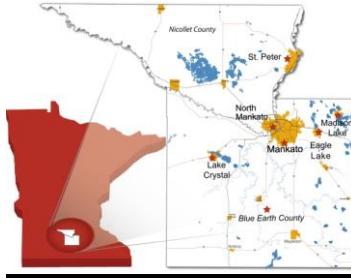
SECTION 4. Agenda: In consultation with the chair of the Policy Board, the MAPO administrative agency shall prepare an agenda for the Policy Board meetings. A copy of the proposed agenda, together with the copies of reports, recommendations, documents, and the like will be furnished to each Policy Board member one week prior to the regular Policy Board meetings.

The Policy Board shall have the option of deleting any item from the agenda or deferring an item on the agenda to a subsequent Policy Board meeting. Deleting or deferring agenda items is subject to a majority vote by the Policy Board members.

SECTION 5. Quorum: At all meetings of the Policy Board, four members who are present and eligible to vote shall constitute a quorum. A simple majority vote of a quorum present at any meeting shall suffice to adopt motions, adopt resolutions and other transactions of business.

SECTION 6. Voting: Any act or other business of the Council may be enacted, constituted or approved by a majority of the votes of this Council present at any duly called meeting.

SECTION 7. Amendments: These bylaws may be amended by majority vote of the Policy Board. The amended bylaws must note the version number and date of approval.



SUMMARY OF MEETING

Mankato/North Mankato Area Planning Organization Technical Advisory Committee Regular Meeting Thursday, April 20, 2017 – 1:30 p.m. Minnesota River Room, Intergovernmental Center, 10 Civic Center Plaza, Mankato, MN 56001

A meeting of the Technical Advisory Committee (TAC) of the Mankato Area Planning Organization was held on April 20, 2017, at 1:30 p.m. in the Minnesota River Room of the Intergovernmental Center. Present, Paul Vogel – MAPO Executive Director, Lisa Bigham – District 7 Minnesota Department of Transportation, Jake Huebsch – MAPO Transportation Planner, Ed Pankratz – Mankato Township, Karl Friedrichs – Lime Township, Mark Anderson – City of Mankato Transit, Mike Fischer – City of North Mankato, Ryan Thilges – Blue Earth County Public Works Director, Mandy Landkamer – Director of Environmental Services Nicollet County, Nate Huettl - Facilities Management, Minnesota State University, Mankato, Brad Potter – City of Eagle Lake. Others present: Bobbi Retzlaff – MnDOT.

I. Call to Order

Chair Fischer called the meeting to order at 1:30 p.m.

II. Introductions

Introductions were made.

III. Approval of Agenda

Mr. Vogel moved and Mr. Anderson seconded a motion to approve the agenda. With all voting in favor, the agenda was approved.

IV. Approval of Minutes, March 16, 2017

Mr. Thilges moved and Mr. Anderson seconded a motion to approve the minutes. With all voting in favor, the minutes were approved.

V. New Business

1. Trunk Highway 22 Corridor Study

The MAPO received 3 proposals relating to Trunk Highway 22 Corridor Study. MAPO staff, along with representatives from MnDOT, Blue Earth County and the City of Mankato staff reviewed and ranked the TH22 Corridor study proposals. The scoring criteria that was used includes:

Technical approach (45 Points)

1. Methodology for problem analysis (15)
2. Clarity and organization in concept development (10)
3. Quantity and quality of services rendered (10)
4. Public participation process (including a special emphasis on community engagement and outreach to underrepresented groups) (10)

Cost (25 Points)

1. Overall cost to complete the Corridor Study (25)

Organization, personnel and expertise (20 Points)

1. Qualifications of personnel assigned to project (10)
2. Experience of personnel assigned to project (10)

Based on the scoring and the in-depth discussion, the review committee has recommended SRF for the TH 22 Corridor Study.

Mr. Anderson motioned and Mr. Thilges seconded the motion to recommend to the MAPO Policy Board that the MAPO accept SRF's proposal to perform the Trunk Highway 22 Corridor Study. With all voting in favor, the motion carried unanimously.

2. Draft 2018-2021 Transportation Improvement Program

Staff presented the Transportation Improvement Program (TIP). The TIP reports how the various jurisdictions within the Mankato/North Mankato Area Planning Organization (MAPO) area have prioritized their use of limited federal highway and transit funding. Staff explained the TIP process serves to implement projects identified in the Mankato/North Mankato area long range transportation plan (LRTP). The MAPO TIP documents programs and project funding for metropolitan area.

Mr. Friedrichs Motioned and Mr. Vogel seconded the motion to Recommend Release of the MAPO's draft 2018-2021 TIP for a 30 Day Public Comment Period to the MAPO Policy Board. With all voting in favor, the motion carried unanimously.

MAPO TAC Meeting Summary

VI. Other Business & Updates

Mr. Anderson provided an update on the Transit Development Plan including recent outreach efforts by the consultant Kimley-Horn. MAPO explained that the Riverfront and Belgrade Avenue Corridors studies are in the final stages and both projects should be wrapped up in the next few months. Staff notified the TAC about the final Riverfront Drive Corridor Study Open House which was occurring later that evening.

The April 6, 2017 MAPO Policy Board Minutes were included as Informational

VII. Adjournment

Mr. Thilges moved and Mr. Anderson seconded a motion to adjourn the meeting. With all voting in favor, the motion carried unanimously.

Chair, Mr. Fischer

Publish: April 28 & May 3, 2017

NOTICE IS HEREBY GIVEN that on the 4th day of May at 6:00 p.m. the Mankato/North Mankato Area Planning Organization (MAPO) Policy Board will hold their regularly scheduled meeting.

The Meeting will be held in the Minnesota River Room of the Intergovernmental Center, 10 Civic Center Plaza, Mankato, Minnesota.

Copies of the agenda and materials will be available upon request by April 28, 2017 at the Intergovernmental Center, 10 Civic Center Plaza, Mankato, Minnesota, during regular business hours. To receive electronic copies please visit www.mnmapo.org or call (507) 387-8630 for additional information.

**Paul Vogel
Executive Director
Mankato/North Mankato Area Planning Organization**