

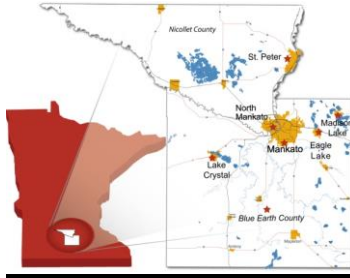
**Mankato/North Mankato Area Planning Organization
Technical Advisory Committee**

Thursday, February 15, 2018 – 1:30PM

Intergovernmental Center,
Minnesota River Room

10 Civic Center Plaza, Mankato, MN 56001

- I. Call to Order
- II. Introductions
- III. Approval of Agenda
- IV. Approval of Minutes – January 11, 2018
- V. New Business
 1. Review of Draft 2019-2022 Transportation Improvement Program (TIP)
 2. Amendment to 2018-2021 Transportation Improvement Program (TIP) Supporting Performance Measures & Targets
 3. Request for Proposed Planning Studies for Inclusion in 2019-2020 Unified Planning Work Program (UPWP)
- VI. Other Business, Discussion & Updates
 1. Transit Development Plan Update
 2. Trunk Highway 22 Corridor Study Update
 3. ADA Transition Plan Update
- VII. TAC Comments
- VIII. Opportunity for Public Comment
- IX. Adjournment



SUMMARY OF MEETING

Mankato/North Mankato Area Planning Organization Technical Advisory Committee Regular Meeting Thursday, January 11, 2018 – 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/North Mankato Area Planning Organization (MAPO) was held on January 11, 2018 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, Charles Androsky – MAPO Transportation Planner, Ed Pankratz – Mankato Township, Mark Anderson – City of Mankato Transit, Dan Sarff – City of North Mankato, Ryan Thilges – Blue Earth County, Seth Greenwood – Nicollet County, Jeff Johnson – Public Works Director City of Mankato, Karl Friedrichs – Lime Township, Scott Hogen – Mankato Public Schools, Sam Parker – Region Nine, David Cowan – Minnesota State University-Mankato.

Others present: Scott Thompson – District 7 Minnesota Department of Transportation, Shauna McIntire – District 7 Minnesota Department of Transportation

I. Call to Order

Mr. Greenwood called the meeting to order at 1:45 p.m.

III. Approval of Agenda

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

IV. Approval of Minutes, August 17, 2017

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

V. New Business

1. Amendment to the 2018 Unified Planning Work Program (UPWP)

MAPO TAC Meeting Summary

Mr. Vogel provided an overview of the necessary amendment to the 2018 Unified Planning Work Program (UPWP). The anticipated federal funding levels as depicted in the adopted 2018 UPWP have been reduced by \$36,795, or from \$324,407 to \$287,612. This reduces the overall budget (considering only the reduction of federal funds) from \$415,726 to \$378,931. Therefore, the purpose of the amendment was to reduce the anticipated expenditures in the budget to reflect the anticipated revenue. Staff clarified that the only revenue funds to be reduced are the federal funding levels. The reduction in funding results in the work on the Pavement Management Plan to be delayed until 2019. In addition, staff confirmed additional 2018 billing for the Americans with Disabilities Act (ADA) Transition Plan and reduced the amount in 2018. Staff recommended that the TAC approve a motion to recommend to the MAPO Policy Board to amend the 2018 UPWP. Mr. Friedrichs moved and Mr. Johnson seconded to approve the motion. With all voting in favor, the motion carried.

2. Resolution Supporting MnDOT Safety Performance Measure Targets

Staff provided an explanation for the need to pass a resolution supporting Minnesota Department of Transportation (MnDOT) Safety Performance Measure Targets. The Moving Ahead for Progress in the 21st Century (MAP-21) Act instituted transportation performance management for state Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs). State DOTs and MPOs are required to establish targets for each performance measure. As the region's designated MPO, the MAPO is required to either agree to support MnDOT's targets or establish targets specific to the MAPO planning area. Staff recommended that the MAPO support the state standards. These targets are reported annually and performance data is reported as a component of the Long Range Transportation Plan (LRTP). The MAPO will plan and program projects so that projects contribute to the accomplishment of MnDOT's calendar year 2018 targets of:

- number of fatalities: 375
- rate of fatalities: 0.62/100 million vehicle miles traveled
- number of serious injuries: 1,935
- rate of serious injuries: 3.19/100 million vehicle miles traveled
- number of non-motorized fatalities and non-motorized serious injuries: 348

Mr. Vogel inquired about the reporting duties that would be required of the MAPO. Staff clarified that, per MnDOT guidance, the MAPO would be required to annually adopt a set of Safety Performance Measure Targets. Progress on attaining targets would be reported as a section of the published Long Range Transportation Plan (LRTP). Staff recommend that the MAPO TAC approve a motion to recommend to the MAPO Policy Board to adopt the resolution supporting MnDOT Safety Performance

MAPO TAC Meeting Summary

Measure Targets. Mr. Hogen moved and Mr. Sarff seconded to approve the motion. The motion carried unanimously.

3. Amendment to the 2018-2021 Transportation Improvement Program (TIP)

Ms. Biggam and Mr. Thompson provided a description of the necessary amendment to the 2018-2021 Transportation Improvement Program (TIP). The US Highway 14 project SP 0702-125 SEQ. #1129 is currently scheduled in Fiscal Year (FY) 2019 as an Early Let Late Award (ELLA). This project needs to be moved into FY 2018 to allow for coordination of construction with a flood mitigation project being done within the project limits. The total cost for the project needs to be updated to \$5,100,000. The project is comprised of approximately 9.2 miles of US 14, from 0.3 miles west of Lookout Drive to 0.5 miles east of CSAH 86. The work will involve mill and overlay.

The project SP 0702-125 will require \$4,080,000 in federal funds and \$1,020,000 in state funds for a total project cost of \$5,100,000. The project SP 0804-81 SEQ#1085 was let and came in under and had a cost savings of \$2,919,703 in federal funds and \$729,926 in state funds. The project SP 5209-74 SEQ.#1090 was also let and came in under with a cost savings of \$3,215,966 in federal funds and \$491,491 in state funds. SP 0702-125 will use the cost savings from these two projects leaving \$2,055,669 in federal funds and \$201,417 in state funds available for use on a future project, therefore fiscal constraint is maintained. Mr. Thilges motioned and Mr. Parker seconded to approve the motion. The motion carried unanimously.

VI. Other Business & Updates

Transportation Alternatives Program Letter of Intent Review Process Update

Staff provided an explanation of the Transportation Alternatives Program Letter of Intent (LOI) Review process. Per Area Transportation Partnership (ATP) protocol, MAPO staff must meet with and advise prospective qualified applicants for the current year's Transportation Alternatives Program (TAP) solicitation. This is accomplished through an informational review and discussion of the applicants' submitted Letter of Interest (LOI). There were three TAP applicants within the MAPO jurisdiction:

- Blue Earth County: Proposed project was comprised of the construction of a grade-separated pedestrian & bicycle trail along County State Aid Highway (CSAH) 16 (Stoltzman Road) from CSAH 60 (Stadium Road) to Mankato West High School (Pleasant Street) in the City of Mankato.

MAPO TAC Meeting Summary

- The City of Mankato: Proposed project was comprised of the installation of a signalized crosswalk directly north of Rosa Parks Elementary School on Timberwolf Drive, as well as converting the 3-way crosswalk at the intersection of Timberwolf Drive and Heron Drive to a 4-way crosswalk in the City of Mankato.
- The Township of Mankato: Proposed project was comprised of the removal and preservation of the historic Kern Bridge in the Township of Mankato.

MAPO staff met with representatives of Blue Earth County and the Township of Mankato and discussed respective projects' scope, funding, and viability. Because the same MAPO staff person conducting LOI reviews also submitted the City of Mankato's LOI, the City of Mankato LOI was reviewed by ATP and Region Nine staff. This was done to avoid any appearance of conflict of interest.

Intersection Control Evaluation Update

Mr. Vogel provided an update on the progress of the ongoing Intersection Control Evaluation (ICE) reports. In 2017 the MAPO partnered with SRF Consulting Group, Inc. to conduct three Intersection Control Evaluation (ICE) Studies. The studied intersections were:

- Lookout Drive at Howard Drive
- Lor Ray Drive at Carlson/Countryside Drive
- Stoltzman Road at Pleasant Street

MAPO has submitted the finalized studies to their respective municipalities for review and signing. Adrian Potter, Senior Associate with SRF, is scheduled to give a final presentation at the upcoming MAPO Policy Board meeting January 18, 2018.

Transit Development Plan Update

Mr. Anderson provided a brief update on the progress of the ongoing Transit Development Plan (TDP). City of Mankato Transit and MAPO staff are meeting regularly with the consultant in production and review of draft existing conditions, routing, and recommendations.

Trunk Highway 22 Corridor Study Update

Staff provided a brief update on the progress of the ongoing Trunk Highway 22 Corridor Study. MAPO staff, MnDOT, and SRF Consulting Group, Inc. continue to make progress. This includes production and

MAPO TAC Meeting Summary

review of drafts of existing conditions, traffic forecasting, and recommendations.

An open house/public input meeting is scheduled to be held at MnDOT headquarters (2151 Basset Drive, Mankato) at 4:30PM on January 18, 2018. Directly following the open house/public input meeting MAPO and SRF will host a pop-up event at the Hy-Vee grocery store along the corridor (2010 Adams Street).

An interactive map for gathering public feedback was launched in January 2018. The map can be accessed from the project website site, located at: www.th22corridorstudy.com/

ADA Transition Plan Update

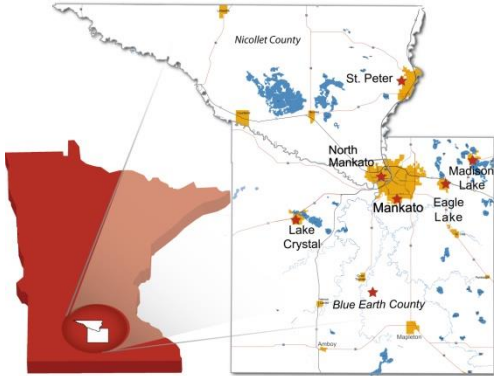
Staff provided an update on the progress of the ongoing Americans with Disabilities Act (ADA) Transition Plan. In 2017 the contracted consultant began collecting inventory of ADA compliance within the MAPO area's public right of way. Inventory collection has stopped for the winter and will resume late March or early April, weather permitting. A stakeholder and public input meeting was held at the Mankato IGC on November 9, 2017.

On January 31, 2018 at 6:00pm, the MAPO and consultant will host the project's first open house at the Mankato IGC. The purpose of the open house will be to communicate project information to the public and solicit feedback on locations of ADA deficiencies in the MAPO area. The meeting will also educate citizens on ADA law, Self-Evaluation policies, practices, and infrastructure and the Transition Plan schedule for removing barriers to ADA compliance. Citizens will also receive information on other methods of providing continual feedback.

VII. Adjournment

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

Chair, Mr. Fischer



AGENDA RECOMMENDATION

Agenda Heading: Review of Draft 2019-2022 Transportation Improvement Program (TIP) No: 5.1

Agenda Item: Review of Draft 2019-2022 Transportation Improvement Program (TIP)

Recommendation Action(s): Motion to recommend release of the MAPO's 2019-2022 TIP for a 30 day Public Comment period pending inclusion of Transportation Alternatives Program (TAP) and Surface Transportation Program – Small Urban (STP-SU) projects

Summary: The annual 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. It also provides an assessment of transportation projects of regional significance. The TIP process serves to implement projects and goals identified in the Mankato/North Mankato area Long Range Transportation Plan (LRTP). The MAPO TIP document programs project funding for the metropolitan area.

Several sections of the draft 2019-2022 TIP will be updated after other scheduled decision-making takes place. This information includes selected projects of ongoing solicitations, such as those submitted for the Surface Transportation Program - Small Urban (STP-SU) solicitation and the Transportation Alternatives Program (TAP) solicitation. Several other sections of the 2019-2022 TIP are dependent upon the release of the draft 2019-2022 Area Transportation Improvement Plan (ATIP) and draft 2019-2022 State Transportation Improvement Plan (STIP).

The STP-SU solicitation closed February 13, 2018. On February 14, the Area Transportation Partnership (ATP) informed MAPO of the applications received and MAPO incorporated the proposed projects into the draft TIP. Similarly, projects selected for the Transportation Alternatives Program (TAP) program will be announced in March, 2018. The TIP project list will be modified based on which projects the ATP selects. Sections of the TIP such as annual cost sum totals, project mapping, and descriptions of project impact will be updated as this information is released.

Performance Measurement

The 2019-2021 TIP includes a section on Performance Measurement. The Moving Ahead for Progress in the 21st Century (MAP-21) Act instituted transportation

Performance Measurement (PM) for state DOTs and MPOs. MAP-21 directed the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to develop performance measures to assess a range of factors. State DOTs and MPOs are required to establish targets for each performance measure. The performance measures focus on three areas; PM1 (transportation safety), PM2 (condition of pavement and bridges), and PM3 (reliability and freight). In supporting these measures, the MAPO may decide to adopt its own targets or choose to adopt the state standards. Support of these measures must be documented annually in the TIP document.

Regional Significance

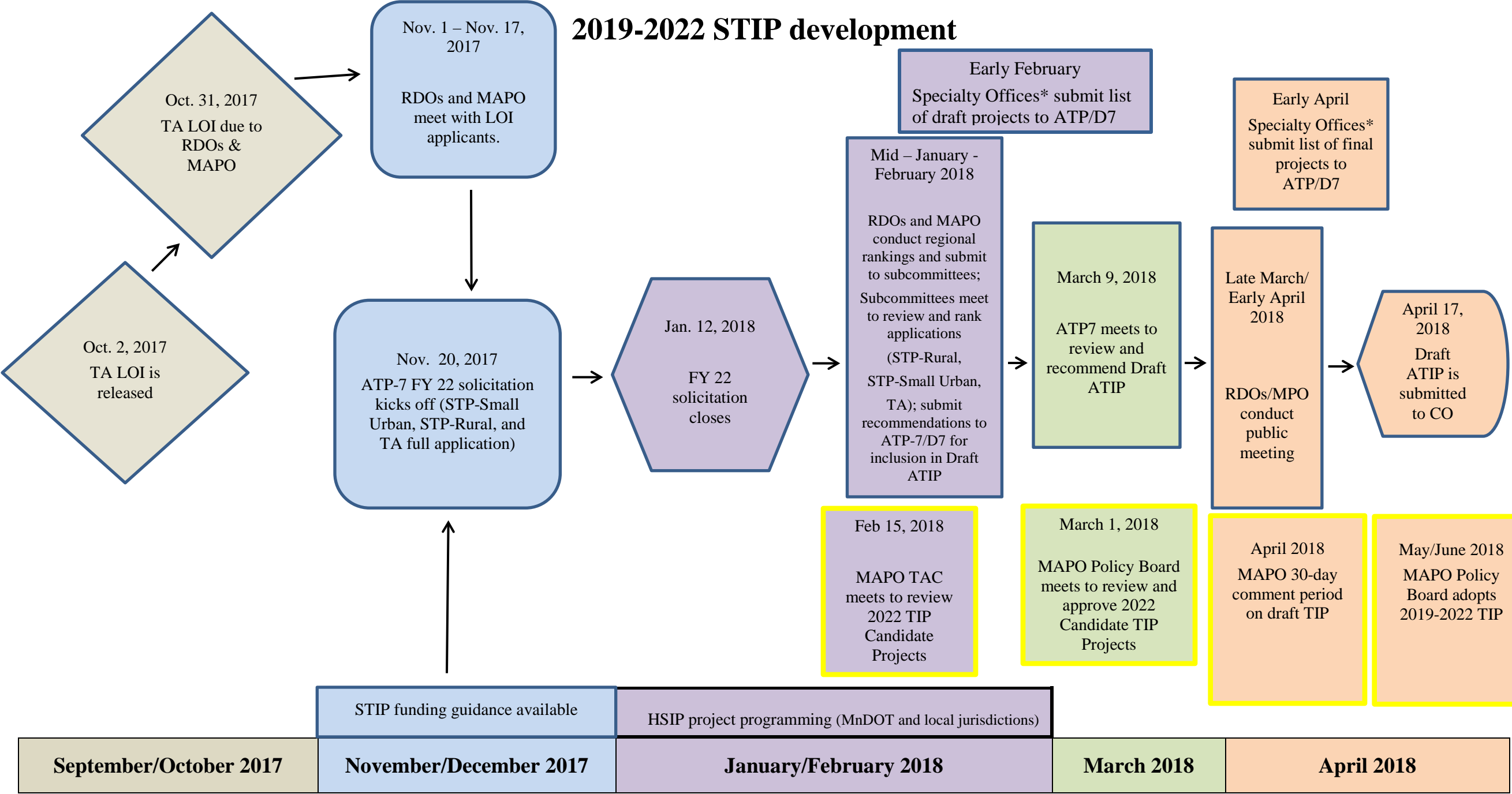
The 2019-2021 TIP includes a section on Regional Significance. The MAPO will assess whether projects outside the MAPO area qualify as “regionally significant” on a case-by-case basis. Staff recommendations for the designation of “regionally significant” include the Trunk Highway 14 Corridor Expansion project and Segment Four of the Minnesota River State Trail, St. Peter to Mankato.

- **Trunk Highway 14 Corridor Expansion**– Administered by the Minnesota Department of Transportation (MnDOT), the Trunk Highway 14 Corridor Expansion project is a sum of phased separate smaller projects with the overall goal of uniform four-lane service of 112 miles of Trunk Highway (TH) 14 from New Ulm to Rochester. Phased component projects are in various stages of completion. The West Nicollet to North Mankato project was completed in 2016. The New Ulm Gateway project is under construction. Two proposed component projects have yet to be funded; 1) MN 15 to West Nicollet (estimated \$45 million to \$85 million), and 2) Owatonna to Dodge Center (estimated \$115 million to \$150 million). This project is a significant expansion of an interregional corridor and has substantial potential impact on freight and commuter traffic routed through the heart of the MAPO area. Trunk Highway 14 is also a part of the National Highway System (NHS) and thus supports FHWA’s PM2 goals. Zachary Tess, MnDOT Program Manager, is scheduled to deliver a brief presentation on the Highway 14 Corridor Expansion.
- **St. Peter to Mankato Bicycle/Pedestrian Trail** – The St. Peter to Mankato Bicycle/Pedestrian Trail is one of six segments outlined in the Minnesota Department of Natural Resources (MnDNR) Minnesota River State Trail Franklin to Le Sueur Master Plan (2015). When completed, the St. Peter to Mankato connection (Segment 4 of the planned trail) will connect the cities of Mankato, Kasota, and St. Peter and comprise approximately 13 miles of the larger statewide bicycle system. The trail has significant potential impact on tourist, hobbyist, and commuter bicycle traffic to and from the MAPO area.

Attachments:

FY 2022 Solicitation Flowchart
Draft 2019-2022 TIP

ATP-7 FY 22 solicitation flowchart for 2019-2022 STIP development



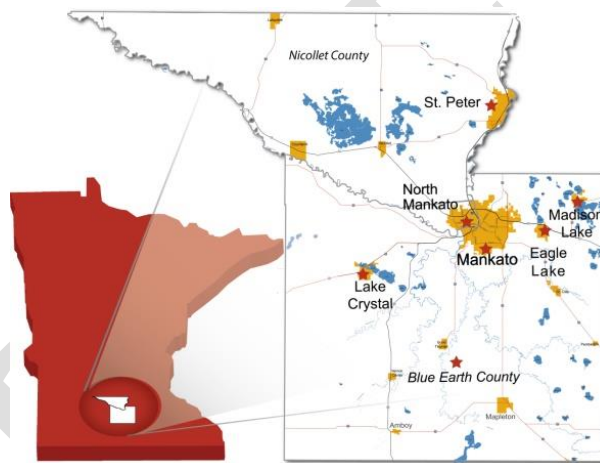
*Specialty offices include: BROS (Bridge Off-System); ADA (Americans with Disabilities Act); Greater MN Noise Walls; Historic Properties; ITS (Intelligent Transportation Systems); Rail; Rest Areas; Weigh Stations

RDO = Regional Development Organization; MAPO = Mankato Area Planning Organization; TA = Transportation Alternatives; STP = Surface Transportation Program; CO = Central Office, ATIP = Area Transportation Improvement Plan

Mankato / North Mankato Area Planning Organization Draft Transportation Improvement Program FY 2019-2022

Prepared by the

**Mankato / North Mankato
Area Planning Organization**



[Date of Adoption]

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
507-387-8389

MANKATO/NORTH MANKATO PLANNING ORGANIZATION

Policy Board, Staff and Advisory Committee Listing

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

Disclaimer

The preparation of this report has been funded in part by the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration. The contents of this document reflect the views of the authors who are responsible for the facts or accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the U.S. Department of Transportation. The report does not constitute a standard, specification, or regulation.

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.

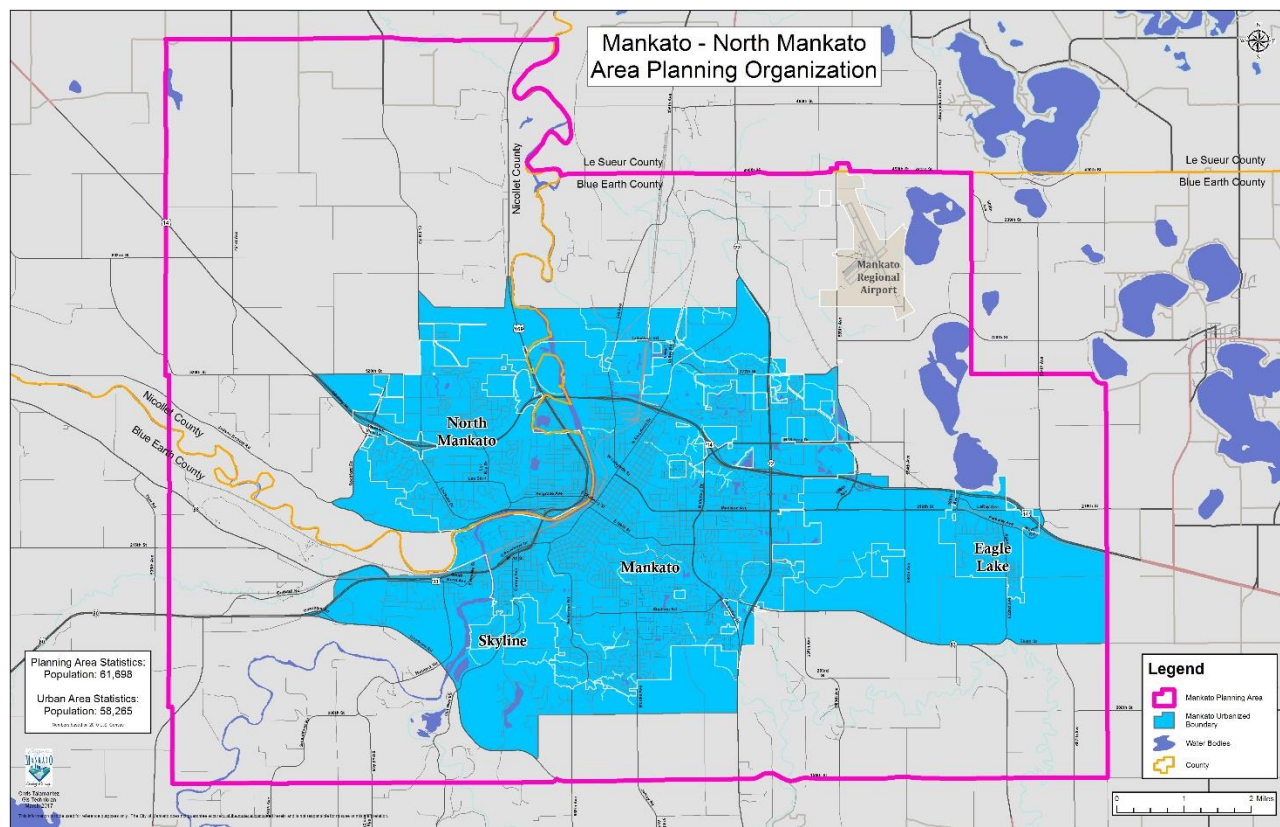
Because roads and other transportation systems don't start and stop at jurisdictional lines, MAPO meets and maintains a “3-C” (comprehensive, cooperative, and continuing) metropolitan transportation planning process to provide maximum service to citizens. In other words, the federal government wishes to see federal transportation funds spent in a manner that has a basis in metropolitan region-wide plans developed through intergovernmental collaboration, rational and performance-based analysis, and consensus-based decision making.

As the federally-designated Metropolitan Planning Organization (MPO), the MAPO provides the comprehensive, cooperative, and continuing planning process for all modes of transportation throughout the MAPO planning area. The geographic boundary of the MAPO area is represented on Map 1 on page 3.

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

- Maintaining a certified "3-C" transportation planning process: comprehensive, cooperative, and continuing.
- Coordinating the planning and implementation activities of local, regional, and state transportation agencies.
- Ensuring that an effective public participation process, in which meaningful public input is obtained, 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 moves 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 pedestrian, highway, transit, and other transportation projects that are 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 of funding on the part of the implementing agency.

TIPs are developed in cooperation with the state (MnDOT) and 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 Area Transportation Improvement Program (ATIP) and the Minnesota Statewide Transportation Improvement Program (STIP).

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

The TIP and its Connection to the Long Range Transportation Plan

As stated above, the projects in the 2019-2022 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 and focus areas 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 2019-2022 MAPO 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 primary governing federal transportation bill, the Fixing America's Surface Transportation Act (FAST, 2015), for the most part continues the structure of the various funding programs of the previous federal transportation bill, the Moving Ahead for Progress in the 21st Century (MAP-21) Act (2012). 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 Surface

Transportation Block Grant (STBG) program, which emphasizes flexibility in the types of projects and activities that those funds can be applied to.

National Highway Performance Program (NHPP):

NHPP funding is targeted toward 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 (NHS).

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.

Surface Transportation Block Grant (STBG) formally known as Transportation Alternatives Program (TAP):

The Transportation Alternatives Program 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 eligible 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 2019-2022 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.

Other:

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

FY 2019-2022 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, as well as projects categorized as “regionally significant” by the MAPO. The map on page 13 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.

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

Project Description – Scope of project, 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 2019 Federal Funded Transportation Projects

MPO: MANKATO-NORTH MANKATO AREA PLANNING ORGANIZATION							FY 2019 – FY 2022 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	MANKATO	SECT 5307: CITY OF MANKATO RR TRANSIT OPERATING ASSISTANCE	-	B9	TRANSIT OPERATIONS	FTA	1,900,000	-	-	532,000	-	-	1,368,000
9-33	BB	TRF-0028-19B	2019	MANKATO	SECT 5307: CITY OF MANKATO RR TRANSIT PREVENTATIVE MAINTENANCE		B9	TRANSIT OPERATIONS	FTA	263,000			188,000			75,000
9-33	BB	TRF-0028-19T	2019	MANKATO	*SECT 5339: CITY OF MANKATO: PURCHASE ONE (1) BUS <30 FT REPLACEMENT BUS (CLASS 400)		BB	TRANSIT VEHICLE PURCHASE	FTA	200,000			160,000			40,000
9-33	BB	TRF-0028-19ZO	2019	MANKATO	MANKATO; SFY 2019 GREATER MN NEW SERVICE EXPANSION OPERATING FUNDS (7/1/18-6/30/19)	0.0	TR	TRANSIT OPERATIONS	LF	1,080,000						1,080,000
9-28	MN22	0704-108SAC	2019	MNDOT	**AC**MN 22, AT JCT OF CSAH 90 CONSTRUCT ROUNDABOUT (TIED. 007-070-005) (AC PAYBACK 1 OF 1)	0.0	SH	ROUNDABOUT	HSIP	900,000	900,000					
9-21	LOCAL	137-080- 002AC2	2019	MANKATO	**AC**TED** ADAMS ST FROM TH 22 TO CSAH 12, CONSTRUCT NEW ROAD, ROUNDABOUT AND PED/BIKE TRAIL (AC PAYBACK 2 OF 3)	1.1	MC	NEW PAVEMENT	STBGP	384,000	384,000					
9-28	CSAH 90	007-070-005AC	2019	BLUE EARTH COUNTY	**AC**CSAH 90 AT JUNCTION OF CSAH 90 AND TH22 CONSTRUCT ROUNDABOUT (TIED 0704-108) (AC PAYBACK 1 of 1)	0.0	SH	ROUNDABOUT	HSIP	610,200	610,200					
9-28	US14	0702-125	2019	MNDOT	**ELLA** US14, FROM 0.3 MI W OF LOOKOUT DRIVE TO 0.5 E OF CSAH 86 MILL & OVERLAY, REHAB BR 91387 & ADA	9.2	RS	MILL AND OVERLAY	NHPP	6,700,000	5,360,000			1,340,000		
5-6	MN22	0704-110	2019	MNDOT	MN 22, FROM NORTH CITY LIMITS NEAR 5 TH AVE NE OF MAPLETON (TO INCLUDE PLAZA AREA) TO INTERSECTION OF TH22 AND 206 TH STREET, LANDSCAPING	13.1	RB	LANDSCAPING	NHPP	300,000	240,000			60,000		
TOTAL										12,337,200	7,494,200	0	880,000	1,400,00	0	2,563,000

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

Table 2: FY 2020 Federal Funded Transportation Projects

MPO: MANKATO-NORTH MANKATO AREA PLANNING ORGANIZATION							FY 2019 – FY 2022 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	MANKATO	SECT 5307: CITY OF MANKATO RR TRANSIT OPERATING ASSISTANCE	0.0	B9	TRANSIT OPERATIONS	FTA	2,000,000	-	-	532,000	-	-	1,468,000
9-33	BB	TRF-0028-20B	2020	MANKATO	SECT 5307: CITY OF MANKATO RR TRANSIT PREVENTATIVE MAINTENANCE	0.0	B9	TRANSIT OPERATIONS	FTA	200,000	-	-	160,000	-	-	40,000
9-33	BB	TRF-0028-20T	2020	MANKATO	SECT 5339: CITY OF MANKATO, PURCHASE ONE (1) LF REPLACEMENT BUS (CLASS 400)	0.0	BB	TRANSIT VEHICLE PURCHASE	FTA	200,000			160,000			40,000
9-21	CSAH 12	007-612-021AC	2020	BLUE EARTH COUNTY	**AC**CSAH 12, FROM CSAH 17 TO TH83, CONSTRUCT NEW ROAD AND ROUNDAABOUT AT JCT TH83 (TIED 0711-30)(AC PAYBACK 1 OF 1)	1.7	MC	GRADING ONLY	STBGP	1,596,000	1,596,000					
9-21	Local	137-080- 002AC3	2020	MANKATO	**AC**TED** ADAMS ST FROM TH 22 TO CSAH 12, CONSTRUCT NEW ROAD, ROUNDAABOUT AND PED/BIKE TRAIL (AC PAYBACK 3 OF 3)	1.1	MC	GRADING ONLY	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 TRAIL	STBGTA	334,200	267,360					66,840
TOTAL										4,966,200	2,499,360		852,000			1,614,840

Table 3: FY 2021 Federal Funded Transportation Projects

	MPO: MANKATO-NORTH MANKATO AREA PLANNING ORGANIZATION						FY 2019 – FY 2022 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-0028-21A	2021	MANKATO	SECT 5307: CITY OF MANKATO RR TRANSIT OPERATING ASSISTANCE	0.0	B9	TRANSIT OPERATIONS	FTA	2,100,000	-	-	532,000	-	-	1,568,000
9-33	BB	TRF-0028-21B	2021	MANKATO	SECT 5307: CITY OF MANKATO RR TRANSIT PREVENTATIVE MAINTENANCE	0.0	B9	TRANSIT OPERATIONS	FTA	200,000	-	-	160,000	-	-	40,000
9-33	BB	TRF-0028-21T	2021	MANKATO	SECT 5339: CITY OF MANKATO PURCHASE ONE (1) BUS <30FT REPLACEMENT BUS (CLASS 400)	0.0	BB	TRANSIT VEHICLE PURCHASE	FTA	200,000			160,000			40,000
9-33	BB	TRF-0028-21TA	2021	MANKATO	SECT 5339: CITY OF MANKATO PURCHASE ONE (1) STD BUS 40FT REPLACEMENT BUS (CLASS 700)	0.0	BB	TRANSIT VEHICLE PURCHASE	FTA	530,000			424,000			106,000
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	PED/BIKE	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, STRIPING AND CREATE PICK UP/DROP OFF AREA	0.0	BT	NEW TRAIL	STBGTA	300,400	224,428					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 RECONSTRUCTION	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	0.0	SC	TRAFFIC SIGNAL REVISION	NHPP	370,000	148,000			37,000		185,000
TOTAL										9,425,800	2,876,428		1,276,000	37,000		5,236,372

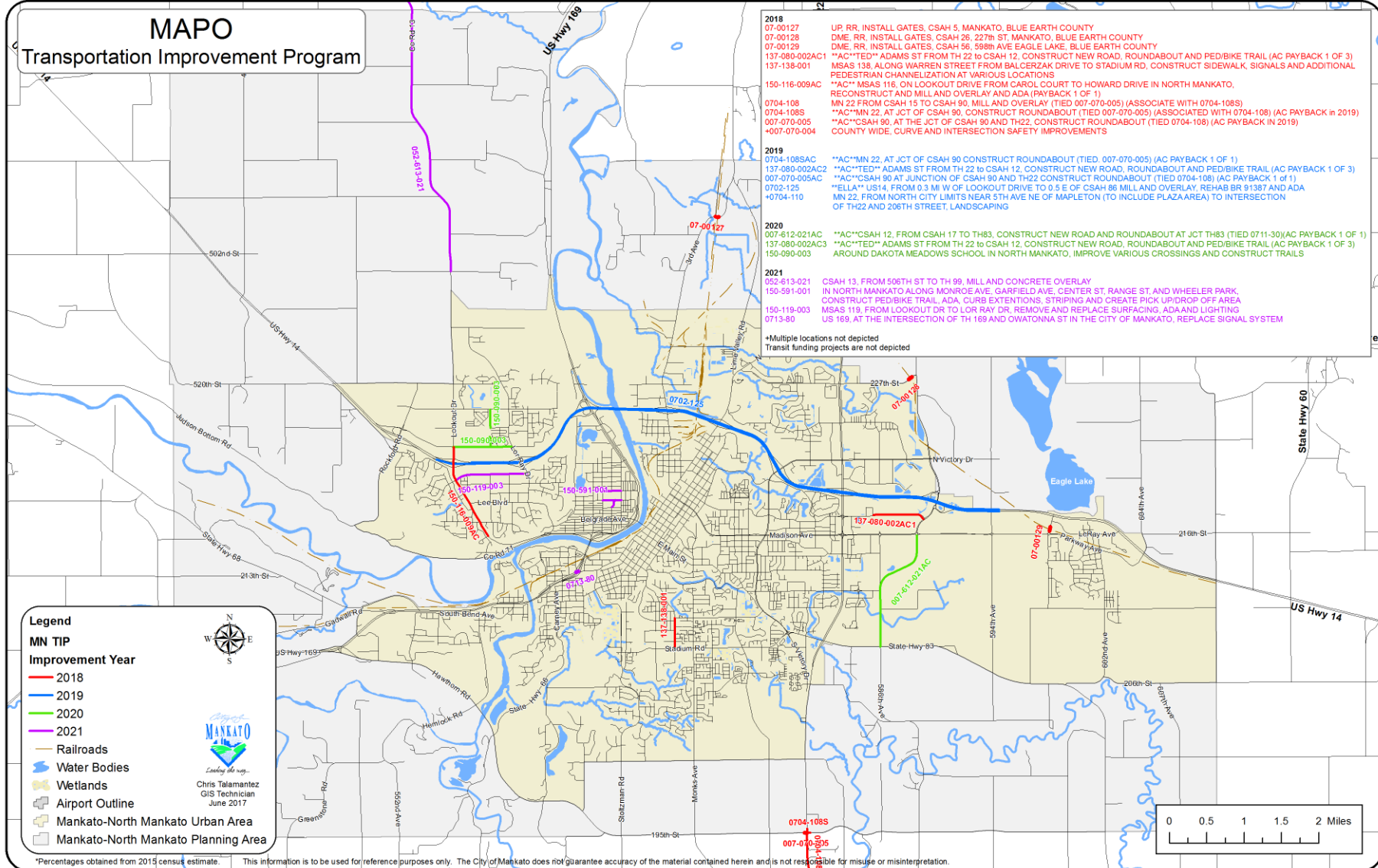
Table 4: FY 2022 Federal Funded Transportation Projects

MPO: MANKATO-NORTH MANKATO AREA PLANNING ORGANIZATION							FY 2019 – FY 2022 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-0028-21A	2022	MANKATO	SECT 5307: CITY OF MANKATO RR TRANSIT OPERATING ASSISTANCE	0.0	B9	TRANSIT OPERATIONS	FTA	2,100,000	-	-	532,000	-	-	1,568,000
9-33	BB	TRF-0028-21B	2022	MANKATO	SECT 5307: CITY OF MANKATO RR TRANSIT PREVENTATIVE MAINTENANCE	0.0	B9	TRANSIT OPERATIONS	FTA	200,000	-	-	160,000	-	-	40,000
9-25	PED/BIKE	TO BE PROVIDED BY MNDOT IF SELECTED	2022	BLUE EARTH COUNTY	BIKE/PED TRAIL ALONG CSAH 16 (STOLTZMAN RD) FROM CSAH 60 (STADIUM RD) TO PLEASANT ST	1.0	TBD	NEW TRAIL	STBGTAP	720,000	470,400					249,600
9-2	PED/BIKE	TO BE PROVIDED BY MNDOT IF SELECTED	2022	MANKATO	LIGHTED CROSSWALK / UPGRADED CROSSWALKS ALONG MSAS 139/TIMBERWOLF DR (SRTS)	0.0	TBD	PEDESTRIAN INFRASTRUCTURE	STBGTAP	230,167	153,445					76,723
9-1	LOCAL	TO BE PROVIDED BY MNDOT IF SELECTED	2022	BLUE EARTH COUNTY	REMOVAL AND PRESERVATION OF HISTORIC KERN BRIDGE	0.0	TBD	RURAL CONSTRUCTION / HISTORIC PRESERVATION	STBGTAP	1,492,548	1,442,548					50,000
9-23	CSAH 60	TO BE PROVIDED BY MNDOT IF SELECTED	2022	MANKATO	CSAH 60 AT THE INTERSECTION OF POHL RD AND STADIUM RD ROUNDBOUT CONSTRUCTION	0.5	TBD	NEW ROUNDBOUT	STP-SU	996,781	795,814					200,968
9-17	MSAS 119	TO BE PROVIDED BY MNDOT IF SELECTED	2022	NORTH MANKATO	MSAS 119, FROM LOOKOUT DR TO LOR RAY DR, REMOVE AND REPLACE SURFACING, ADA AND LIGHTING. SAME PROJECT AS 2021 150-119-003	0.9	TBD	URBAN RECONSTRUCTION	STP-SU	1,990,910	382,910					1,608,000
TOTAL										7,790,406	1,804,012	0	692,000	0	0	3,793,291

Table 5: Regionally Significant Projects

MPO: MANKATO-NORTH MANKATO AREA PLANNING ORGANIZATION						FY 2019 – FY 2022 STIP	
L RTP REFERENCE	PROJECT NUMBER	AGENCY	PROJECT DESCRIPTION	MILES	PHASE	TYPE OF WORK	ESTIMATED COST
3-17	TBD	MNDOT	TH 14 CORRIDOR EXPANSION NEW ULM TO ROCHESTER	112	IN PROGRESS	EXPANSION	TBD
3-58	TBD	MNDOT	BIKE/PED TRAIL FROM ST. PETER TO MANKATO	13	DESIGN	NEW TRAIL	TBD

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 the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU, 2005) and MAP-21 (2012), 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, Le Sueur, 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. Entities represented on the subcommittees include counties, cities, transit, MnDOT, Region Nine RegionDC, 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 in a sense competing 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 MAPO and the appropriate Regional Development Organization 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 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 Major Collector and above for rural roadways and Minor Collector and above for urban roadways. 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 and stakeholders to ensure that the projects that end up in the TIP are consistent with those goals, objectives, and priorities. In selecting projects for inclusion in the TIP, the MAPO utilized the subcommittees of the ATP to ensure consistency with regional and interjurisdictional transportation goals.

Projects funded through the Surface Transportation Block Grant Program / Transportation Alternatives Program

Similar to STP funds, STBG/TA 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/TA subcommittee made up of elected officials and transportation professionals that is facilitated by MnDOT District 7 Staff. The selected STBG/TA 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.

Performance Measures & Targets

The Moving Ahead for Progress in the 21st Century (MAP-21) Act instituted transportation Performance Measurement (PM) for state DOTs and MPOs. MAP-21 directed the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to develop performance measures to assess a range of factors. State DOTs and MPOs are required to establish targets for each performance measure. The performance measures focus on three areas; PM1 (transportation safety), PM2 (condition of pavement and bridges), and PM3 (reliability and freight), as well as transit safety and Transit Asset Management (TAM). In supporting these measures, the MAPO may decide to adopt its own targets or choose to adopt the state standards. Support of these measures must be documented annually in the TIP document. In 2018 the MAPO resolved to support MnDOT's adopted calendar year 2018 PM 1 targets of:

- number of fatalities: 375
- rate of fatalities: 0.62/100 million vehicle miles traveled
- number of serious injuries: 1,935
- rate of serious injuries: 3.19/100 million vehicle miles traveled
- number of non-motorized fatalities and non-motorized serious injuries: 348

The goals of the MAPO's 2045 Long Range Transportation Plan (LRTP) supports these performance measure areas by prioritizing projects which increase the safety of all users of the MAPO's transportation system (LRTP 4-1). The LRTP also specifically outlines compliance with MAPO-21 as a goal of the plan.

Anticipated Effect

The 2019-2022 TIP is anticipated to have a positive effect on the MAPO's adopted PM targets. The projects selected were weighed with a scoring criteria that overlaps and supports the PM goal of reduction of fatalities and serious injuries to users of the MAPO transportation system. For example, the Timberwolf Schoolchild and Pedestrian Crosswalk is a project which directly supports the MAPO's adopted PM1 goals. At this time, it is the MAPO's intention to continue to support MnDOT's state standards without modification. MnDOT has indicated that it will be adopting PM2 and PM3 targets by May 20, 2018. The MAPO is required to either set its own targets or support the state targets within 180 days of state adoption. When MnDOT's targets are issued, the 2019 and 2022 TIP will be amended to reflect the PM2 and PM3 targets MAPO adopts. As of TIP adoption, combined projected funding levels from federal, state, and local sources are adequate to meet current scheduled projects. Performance Target achievement could potentially be hindered by a variety of factors, such as the availability of state and federal data. Additionally, target achievement could be delayed by the MAPO's level of influence when taken into consideration with other local priorities as they arise.

MPO Investment Priorities

Although reporting guidance on performance measurement and targeting progress is being finalized in 2018, the MAPO has long supported the spirit of the federal PMs in its project selection process. The underlying values of safety, efficiency, and fiscal responsibility have historically been firmly integrated into MAPO decision-making. Since receiving preliminary guidance from FHWA on PM reporting requirements in 2018, the MAPO has re-emphasized the significance of these target areas. PMs are integrated into the MAPO's project selection process and play a significant role in staff decision-making, priorities, and recommendations. For example, the MAPO's LRTP used MAP-21's national goals as a guide for its development. Additionally, the planned Pavement Management Plan project, scheduled for inclusion in the 2019-2022 Unified Work Planning Program (UPWP), will support MnDOT's and FHWA's PM2 target area of satisfactory pavement conditions. The MAPO's continued Intersection Control Evaluation (ICE) studies, as well as the upcoming Trunk Highway 169 / 14 Area Study, abide by and support PM1's target area of user safety.

Regional Significance

Due to the multijurisdictional nature of transportation, some projects located outside the MAPO planning area may have significant effect on and within the MAPO area. For example, a substantial expansion or improvement of an interregional corridor passing through the MAPO jurisdiction may have transformative effect on traffic patterns to and from the MAPO area, and thus qualify as regionally significant. It is the intent of the MAPO to show support for projects it classifies as regionally significant. The MAPO will assess whether projects qualify as regionally significant on a case-by-case basis. In some cases these projects are in conceptual stages and thus definitive cost projections are unavailable. Cost estimates included in the “Regionally Significant” Table 5 are illustrative and may be adjusted.

- **Trunk Highway 14 Corridor Expansion**– Administered by MnDOT, the Trunk Highway 14 Corridor Expansion project is a sum of phased separate smaller projects with the overall goal of uniform four-lane service of Trunk Highway (TH) 14 from New Ulm to Rochester. Phased component projects are in various stages of completion. The West Nicollet to North Mankato project was completed in 2016. The New Ulm Gateway project is under construction. Two proposed component projects have yet to be funded; 1) MN 15 to West Nicollet (estimated \$45 million to \$85 million), and 2) Owatonna to Dodge Center (estimated \$115 million to \$150 million). This project is a significant expansion of an interregional corridor and has substantial potential impact on freight and commuter traffic routed through the heart of the MAPO area. In recognition of this impact, the MAPO has designated this project as regionally significant. Trunk Highway 14 is also listed on the National Highway system (NHS) and thus will support MAPO’s PM2 goals, once these goals are released under MAPO-21.
- **St. Peter to Mankato Bicycle/Pedestrian Trail** – The St. Peter to Mankato Bicycle/Pedestrian Trail is one of six segments outlined in the Minnesota Department of Natural Resources (MnDNR) Minnesota River State Trail Franklin to Le Sueur Master Plan (2015). When completed, the St. Peter to Mankato connection (Segment 4 of the planned trail) will connect the cities of Mankato, Kasota, and St. Peter and comprise approximately 13 miles of the larger statewide bicycle system. The trail has significant potential impact on tourist, hobbyist, and commuter bicycle traffic to and from the MAPO area. In recognition of this impact, the MAPO has designated the St. Peter to Mankato Bicycle/Pedestrian project as regionally significant.

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.

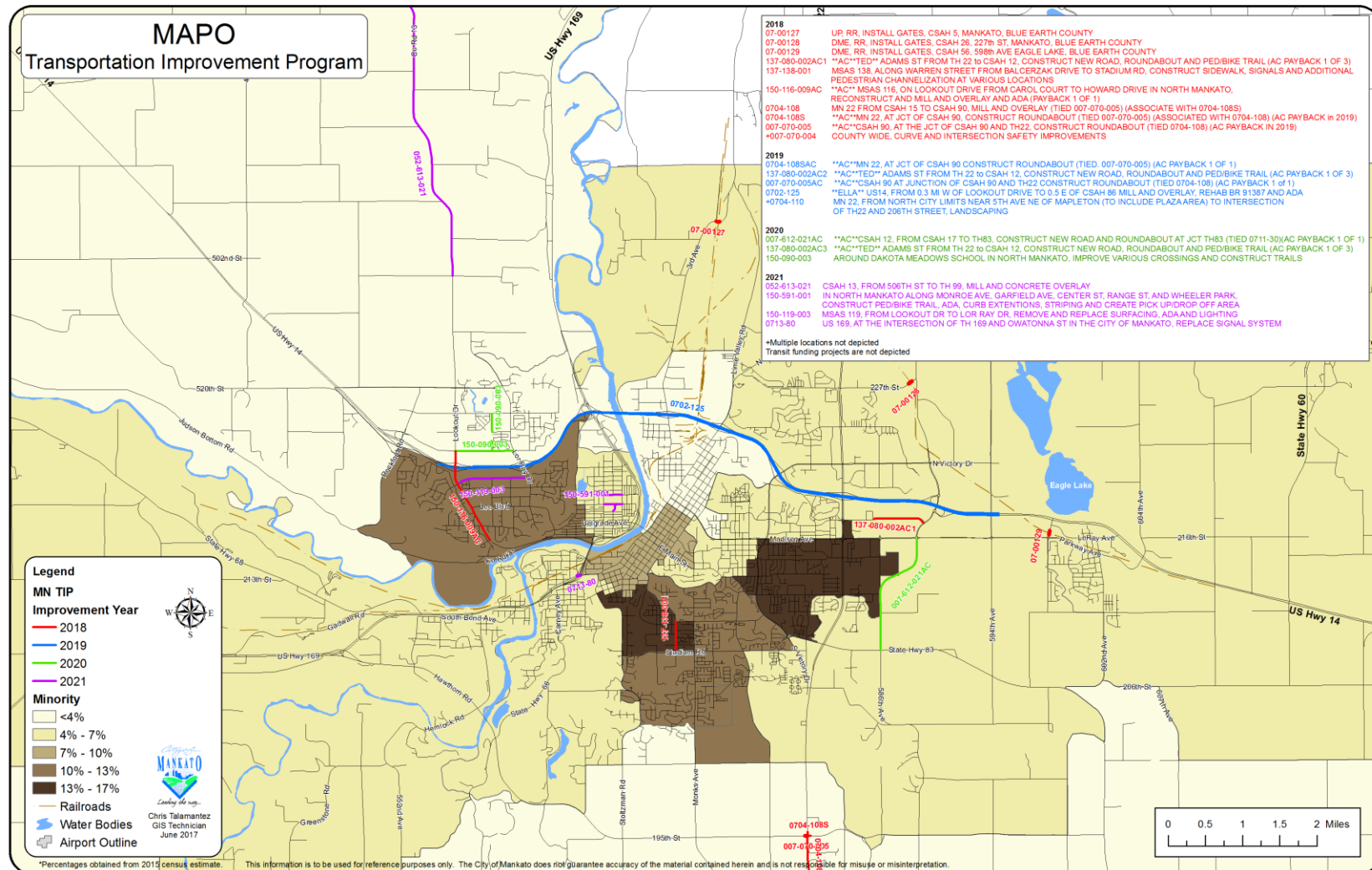
Therefore, Environmental Justice/Community Impact Assessment is a public policy goal of ensuring that negative impacts resulting from government activities do not fall disproportionately on minority or low income populations. While it is difficult to make significant improvements to transportation systems 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. Maps 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.

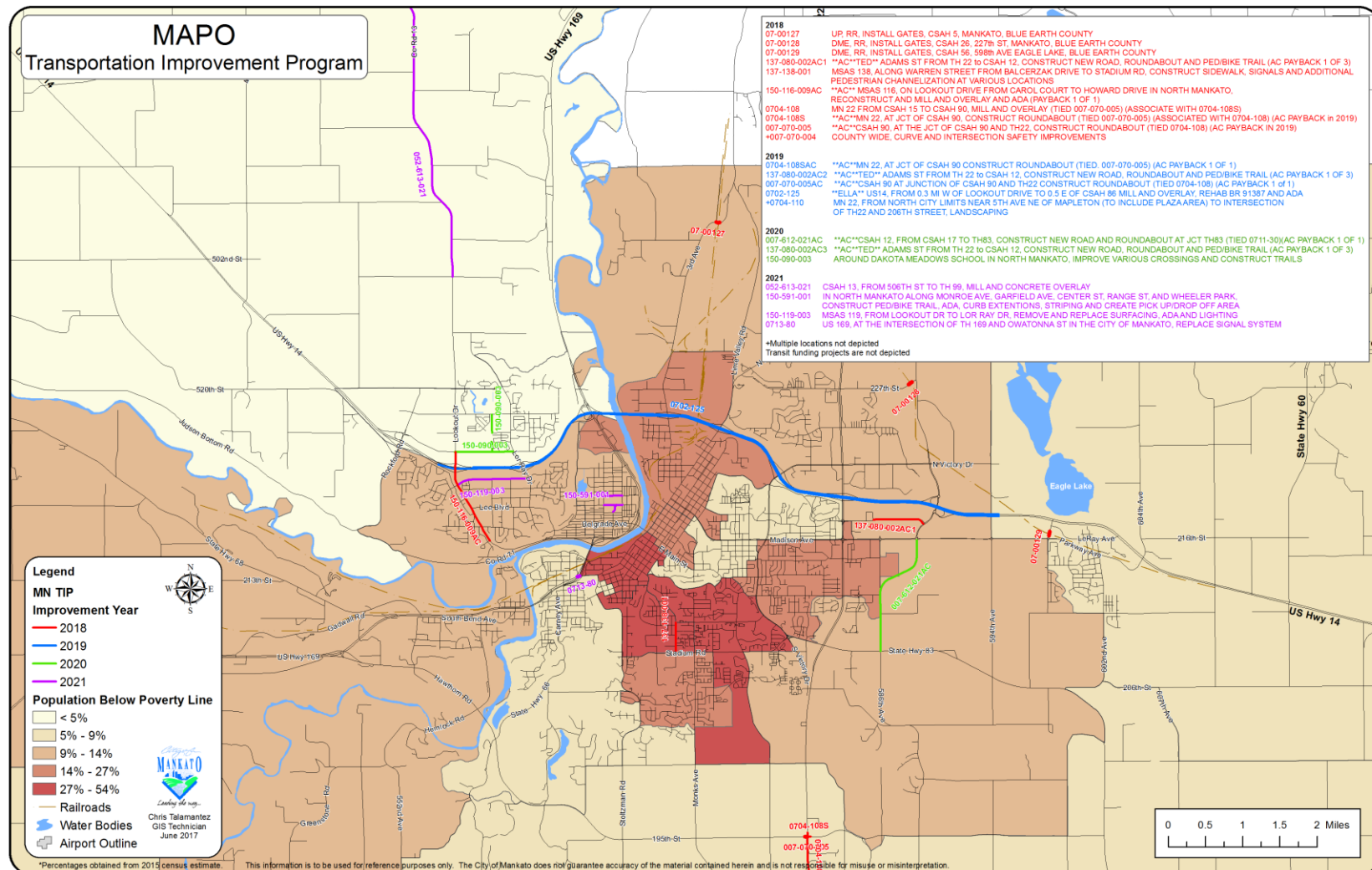
[The ATP will provide notification as to which projects have been selected in March 2018. Once this information is provided, specific language will be inserted regarding the approved TAP projects and how they relate to Mankato's 1) minority populations and 2) low income populations. Descriptions will include how each project would either advantage or disadvantage the neighborhood.]

Community Impact Assessment

Map 3: Project Locations and Concentrations of Minority Populations



Map 4: Project Locations and Low-Income Population



Financial Capability

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 § 450.326(j), 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 2019-2022 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 14 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 2019-2022 TIP cycle.

Figure 2: STIP Funding in MAPO Planning Area

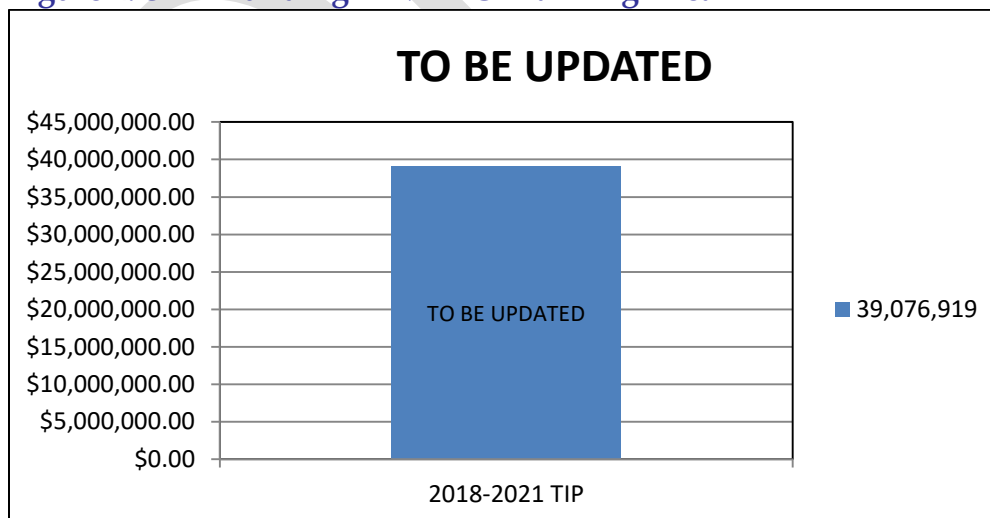


Table 6: Annual Funding Targets for the District 7 ATP (FHWA & FTA formula funds)

Program	Column B: MAP 21 / FAST Act Levels	
	Target Federal Formula \$ 2019-2022	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%
MnDOT (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 24 represents the MAPO Area's financial plan for funding the highway projects being programmed in the 2019-2022 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 regard 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. The 4% rate of inflation is based on industry standards as well as Engineering News Record (ENR). 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: 2019-2022 MAPO TIP

Source	2019	2020	2021	2022	EXPENSES
					2019-2022 TIP (4-year total)
MnDOT District 7	\$1,200,000		\$370,000	TBD	TBD
Blue Earth County	\$610,200	\$1,596,000		TBD	TBD
Nicollet County			\$4,000,000	TBD	TBD
Mankato	\$384,000	\$636,000		TBD	TBD
North Mankato		\$334,200	\$2025,800	TBD	TBD
TOTAL	\$2,194,200	\$2,566,200	\$6,395,800	TBD	TBD

* Source: 2019 – 2022 Draft STIP.

Table 8: Estimated Funding Revenue: 2019-2022 MAPO TIP

Funding Source	2019-2022
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 25 represent the Mankato Transit System financial plan for funding the transit projects listed in the 2019-2022 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 9-12). The 3% inflation rate is based on industry standard as well as the price per index (PPI). 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 the 2019 – 2022 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 2019-2022 exceed the overall 4-year revenue average of \$10,916,800. The reason for this difference is the recent 100% funding provided by MnDOT through the Greater Minnesota new service expansion funds. These funds are programmed for 2019 and 2022. 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: 2019-2022 MAPO TIP

Source	2019	2020	2021	2022	EXPENSES
					2019-2022 TIP (4-year total)
Operations & Maintenance	\$2,163,000	\$2,200,000	\$2,300,000	\$3,608,905	\$10,271,905
Bus Purchases	\$200,000	\$200,000	\$730,000	\$546,000	\$1,676,000
Greater MN New Service Expansion & Capital	\$1,080,000				\$1,080,000
TOTAL	\$3,443,000	\$2,400,000	\$3,030,000	\$4,154,905	\$13,027,905

* Source: 2019 – 2022 Draft STIP.

Table 10: Estimated Transit Funding Revenue: 2019-2022 Mankato Area TIP

Funding Source	2019-2022
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 is encouraged to provide comment via phone or email.

2019-2022 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 2019-2022 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

TBD

Monitoring Progress

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 2018 – 2021 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 0704-108AC from 2019 to 2018
- Addition of project 0702-125 along US 14 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

2018 Project Status:

MPO: MANKATO-NORTH MANKATO AREA PLANNING ORGANIZATION						
LRTP REFERENCE	ROUTE SYSTEM	PROJECT NUMBER	YEAR	AGENCY	PROJECT DESCRIPTION	STATUS
9-33	BB	TRF-0028-18A	2018	MANKATO	SECT 5307: CITY OF MANKATO RR TRANSIT OPERATING ASSISTANCE	In Progress
9-33	BB	TRF-0028-18B	2018	MANKATO	SECT 5307: CITY OF MANKATO RR TRANSIT PREVENTATIVE MAINTENANCE	In Progress
9-33	BB	TRF-0028-18ZO	2018	MANKATO	MANKATO; SFY 2018 GREATER MN NEW SERVICE EXPANSION OPERATING FUNDS (7/1/17-6/30/18)	In Progress
9-33	BB	TRF-0028-18ZC	2018	MANKATO	MANKATO; SFY 2018 GREATER MN NEW SERVICE EXPANSION CAPITAL FUNDS (7/1/17-6/30/18)	In Progress
04	RR	07-00127	2018	BLUE EARTH COUNTY	UP, RR, INSTALL GATES, CSAH 5, MANKATO, BLUE EARTH COUNTY	In Progress
9-30	RR	07-00128	2018	BLUE EARTH COUNTY	DME, RR, INSTALL GATES, CSAH 26, 227 th ST, MANKATO, BLUE EARTH COUNTY	In Progress
9-30	RR	07-00129	2018	BLUE EARTH COUNTY	DME, RR, INSTALL GATES, CSAH 56, 598 th AVE EAGLE LAKE, BLUE EARTH COUNTY	In Progress
9-21	LOCAL	137-080-002AC1	2018	MANKATO	**AC**TED** ADAMS ST FROM TH 22 TO CSAH 12, CONSTRUCT NEW ROAD, ROUNDABOUT AND PED/BIKE TRAIL (AC	In Progress
9-9	MSAS 116	150-116-009AC	2018	NORTH MANKATO	**AC** MSAS 116, ON LOOKOUT DRIVE FROM CAROL COURT TO HOWARD DRIVE	In Progress
9-25	MSAS 138	137-138-001	2018	MANKATO	MSAS 138, ALONG WARREN STREET FROM BALCERZAK DRIVE TO STADIUM RD, CONSTRUCT SIDEWALK, SIGNAL AND ADDITIONAL PEDESTRIAN CHANNELIZATION AT VARIOUS LOCATIONS	In Progress
9-28	MN22	0704-108	2018	MNDOT	MN 22 FROM CSAH 15 TO CSAH 90, MILL AND OVERLAY (TIED 007-070-005) (ASSOC 0704-108S)	In Progress
9-28	MN22	0704-108S	2018	MNDOT	**AC**MN 22, AT JCT OF CSAH 90, CONSTRUCT ROUNDABOUT (TIED 007-070-005) (ASSOC WITH 0704-108) (AC PAYBACK in 2019)	In Progress
9-28	CSAH90	007-070-005	2018	BLUE EARTH COUNTY	**AC**CSAH 90, AT THE JCT OF CSAH 90 & TH22, CONSTRUCT ROUNDABOUT (TIED 0704-108) (AC PAYBACK IN 2019)	In Progress
CHAP 4	CSAH999	007-070-004	2018	BLUE EARTH COUNTY	COUNTY WIDE, CURVE AND INTERSECTION SAFETY IMPROVEMENTS	In Progress

Greater Minnesota New Service Expansion Grant Program Projects

MnDOT OFFICE OF TRANSIT NSE AWARD NOTICE						OPERATING SFY 2019 (7/1/2018-6/30/2019)			
City of Mankato						COST	REV	OP DEFICIT	STATE AMOUNT
OPERATING SFY 2018 (7/1/2017-6/30/2018)	UPIN	COST	REVENUE	OP DEFICIT	STATE AMOUNT				
DAR 3 Expansion - 2080 hrs	BCG0003940	\$88,000	\$7,000	\$81,000	\$81,000	\$121,000	\$12,000	\$109,000	\$109,000
DAR 4 Expansion - 2080 hrs (evening)	BCG0003946	\$44,000	\$4,300	\$39,700	\$39,700	\$121,000	\$12,000	\$109,000	\$109,000
Add 80 hrs of comp. ADA serv for Saturday	BCG0003952	\$5,000	\$400	\$4,600	\$4,600	\$5,000	\$400	\$4,600	\$4,600
Sunday Comp ADA Service in Mankato	BCG0003953	\$15,000	\$1,100	\$13,900	\$13,900	\$30,000	\$2,900	\$27,100	\$27,100
Expand Service in Mankato/Interline Rts 2 & 6	BCG0003954	\$0	\$0	\$0	\$0	\$170,000	\$20,200	\$149,800	\$149,800
Rt 7 Expansion	BCG0003955	\$78,000	\$6,100	\$71,900	\$71,900	\$159,000	\$15,800	\$143,200	\$143,200
Fill gaps in North Mankato Fixed Routes	BCG0003959	\$52,000	\$4,000	\$48,000	\$48,000	\$106,000	\$6,000	\$100,000	\$100,000
Non-ADA DAR to low-density areas	BCG0003963	\$177,000	\$21,500	\$155,500	\$155,500	\$183,000	\$22,000	\$161,000	\$161,000
Mankato to City of Eagle Lake Service: Sunday	BCG0003981	\$15,000	\$1,100	\$13,900	\$13,900	\$30,000	\$2,900	\$27,100	\$27,100
Mankato to City of Eagle Lake Service: M-F	BCG0003993	\$75,000	\$5,900	\$69,100	\$69,100	\$155,000	\$15,400	\$139,600	\$139,600
CONTRACT AWARD OP FOR SFY 2018		\$549,000	\$51,400	\$497,600	\$497,600	TRF-0028-1820	\$1,080,000	\$109,600	\$970,400
CAPITAL SFY 2018 (7/1/2017-6/30/2018)									
FLOOR SCRUBBER; Support Equip/facilities-equipment	BCG0003947	\$40,000	\$0	\$40,000	\$40,000				
Scissors lift; Support Equip/facilities-equipment	BCG0003948	\$20,000	\$0	\$20,000	\$20,000				
Purchase Computer Software - Remix	BCG0003949	\$12,000	\$0	\$12,000	\$12,000				
Buy 30-ft (Class 400) Expansion Bus for DAR 3	BCG0003950	\$150,700	\$0	\$150,700	\$150,700				
Buy 30-ft (Class 400) Expansion Bus for DAR 4	BCG0003951	\$150,700	\$0	\$150,700	\$150,700				
Buy 40-ft (Class 700) Expansion Bus for Rt 2 & 6	BCG0003956	\$460,000	\$0	\$460,000	\$460,000				
Buy 30-ft (Class 400) Expansion Bus for Rt 7 expansion	BCG0003958	\$163,600	\$0	\$163,600	\$163,600				
Buy 30-ft (Class 400) Expansion Bus for fixed service	BCG0003964	\$163,600	\$0	\$163,600	\$163,600				
Purchase Radios: update to ARMER	BCG0003965	\$99,000	\$0	\$99,000	\$99,000				
13 bus shelters	BCG0003968	\$131,000	\$0	\$131,000	\$131,000				
Buy 30-ft (Class 400) Expansion Bus for Eagle Lake	BCG0003997	\$163,600	\$0	\$163,600	\$163,600				
Purchase Expansion <30ft Bus	BCG0004015	\$163,600	\$0	\$163,600	\$163,600				
CONTRACT AWARD CAP FOR SFY 2018		\$1,717,800	\$0	\$1,717,800	\$1,717,800	TRF-0028-182C			
PROJECTED SFY 2019 (7/1/2018-6/30/2019)									
OPERATING SFY 2019		\$1,080,000	\$109,600	\$970,400	\$970,400	TRF-0028-1920			
CAPITAL SFY 2019		\$0							
PROJECTED TOTAL AWARD (SFY 2018 & 2019)		\$3,185,800							

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 2019-2022 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 2019-2022.

Public comments are being taken through [REDACTED] 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 Charles Androsky, who is taking all public comments on the document, at candrosky@mankatomn.gov or 507-387-8389. (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 [REDACTED]. The final version of the 2019-2022 TIP will be available to view after [REDACTED] 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 2019-2022 TIP & Self-Certification Finding

RESOLUTION OF THE MANKATO /NORTH MANKATO AREA PLANNING ADOPTING THE 2019-2022 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 2019-2022; 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:

23 U.S.C 134 and 49 U.S.C. 5303, and the subpart;

In non-attainment and maintenance areas, Section 174 and 176 (c) and (d) of the Clean Air Act as Amended (42 U.S.C 7504, 7506 (c) and (d) and 40 CFR part 93;

Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;

49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;

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;

23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;

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;

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;

Section 324 of title 23, U.S.C regarding the prohibition of discrimination based on gender, and

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 2019-2022 Transportation Improvement Plan.

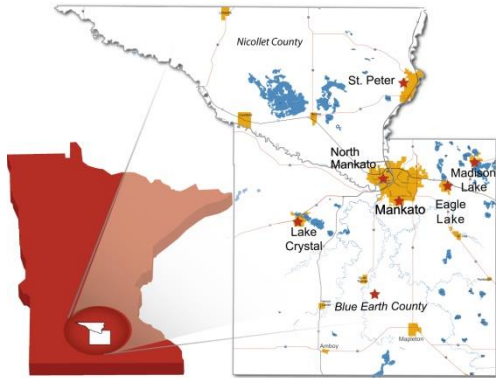
CERTIFICATION

State of Minnesota

I hereby certify that the foregoing Resolution is a true and correct copy of the resolution presented to and adopted by the Mankato/North Mankato Area Planning Organization at a duly authorized meeting thereof, held on the day of , 2018 as shown by the minutes of said meeting in my possession.

Chair Date

Executive Director Date



AGENDA RECOMMENDATION

Agenda Heading: Amendment to the 2018-2021 Transportation Improvement Program (TIP) Supporting Performance Measures & Targets No: 5.2

Agenda Item: Amendment to the 2018-2021 Transportation Improvement Program (TIP) Supporting Performance Measures & Targets

Recommendation Action(s): Motion to recommend to the MAPO Policy Board to approve the Resolution to Amend the 2018-2021 TIP with addition of language supporting the Moving Ahead for Progress in the 21st Century Act (MAP-21) performance measures and targets

Summary:

In February 2018 MnDOT and Minnesota's Metropolitan Planning Organizations (MPOs) were advised by the Federal Highway Administration (FHWA) to amend their existing 2018-2021 TIP documents to include language supporting MAP-21's Performance Measurement goals. While not required, this action will allow the MAPO flexibility to amend the 2018-2021 TIP document after May 27, 2018, should the need arise.

Attachments:

Amendment
Resolution

AMENDMENT TO THE MANKATO/NORTH MANKATO AREA PLANNING ORGANIZATION 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Supporting MAP-21 Performance Measures & Targets

The purpose of this Amendment shall be to specify the Mankato/North Mankato Area Planning Organization (MAPO) support for and compliance with 23 CFR 450.326 (d): “...*the TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets.*” This Amendment shall be incorporated into the 2018-2021 Transportation Improvement Program (TIP) as a permanent and transformative addendum.

The Moving Ahead for Progress in the 21st Century (MAP-21) Act instituted transportation Performance Measurement (PM) for state DOTs and MPOs. MAP-21 directed the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to develop performance measures to assess a range of factors. State DOTs and MPOs are required to establish targets for each performance measure. The performance measures focus on three areas; PM1 (transportation safety), PM2 (condition of pavement and bridges), and PM3 (reliability and freight), as well as transit safety and Transit Asset Management (TAM). In supporting these measures, the MAPO may decide to adopt its own targets or choose to adopt the state standards. Support of these measures must be documented annually in the TIP document. In 2018 the MAPO resolved to support MnDOT’s adopted calendar year 2018 PM 1 targets of:

- number of fatalities: 375
- rate of fatalities: 0.62/100 million vehicle miles traveled
- number of serious injuries: 1,935
- rate of serious injuries: 3.19/100 million vehicle miles traveled
- number of non-motorized fatalities and non-motorized serious injuries: 348

The goals of the MAPO’s 2045 Long Range Transportation Plan (LRTP) supports these performance measure areas by prioritizing projects which increase the safety of all users of the MAPO’s transportation system (LRTP 4-1). The LRTP also specifically outlines compliance with MAPO-21 as a goal of the plan.

Anticipated Effect

The 2018-2021 TIP is anticipated to have a positive effect on the MAPO’s adopted PM targets. The projects selected were weighed with a scoring criteria that overlaps and supports the PM goal of reduction of fatalities and serious injuries to users of the MAPO transportation system. At time, it is the MAPO’s intention to continue to support MnDOT’s state standards without modification. MnDOT has indicated that it will be adopting PM2 and PM3 targets by May 20, 2018. The MAPO is required to either set its own targets or support the state targets within 180 days of state adoption. When MnDOT’s targets are issued, the 2019 and 2022 TIP will be amended to reflect the PM2 and PM3 targets MAPO adopts. As of TIP adoption, combined projected funding levels from federal, state, and local sources are adequate to meet current

scheduled projects. Performance Target achievement could potentially be hindered by a variety of factors, such as the availability of state and federal data. Additionally, target achievement could be delayed by the MAPO's level of influence when taken into consideration with other local priorities as they arise.

MPO Investment Priorities

Although reporting guidance on performance measurement and targeting progress is being finalized in 2018, the MAPO has long supported the spirit of the federal PMs in its project selection process. The underlying values of safety, efficiency, and fiscal responsibility have historically been firmly integrated into MAPO decision-making. Since receiving preliminary guidance from FHWA on PM reporting requirements in 2018, the MAPO has re-emphasized the significance of these target areas. PMs are integrated into the MAPO's project selection process and play a significant role in staff decision-making, priorities, and recommendations. For example, the MAPO's LRTP used MAP-21's national goals as a guide for its development.

Chair

Date

Executive Director

Date

**RESOLUTION OF THE MANKATO/NORTH MANKATO AREA PLANNING
ORGANIZATION AMENDING THE 2018-2021 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP)**

Supporting MAP-21 Performance Measures & Targets

Whereas, The Moving Ahead for Progress in the 21st Century (MAP-21) Act instituted transportation Performance Measurement (PM) for state DOTs and MPOs. MAP-21 directed the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to develop performance measurement targets; and

Whereas, State DOTs and MPOs are required to establish targets for each performance measure; and

Whereas, In supporting these measures, the MAPO may decide to adopt its own targets or choose to adopt the state standards. In 2018 the MAPO resolved to support MnDOT's adopted calendar year 2018 PM 1 targets of:

- number of fatalities: 375
- rate of fatalities: 0.62/100 million vehicle miles traveled
- number of serious injuries: 1,935
- rate of serious injuries: 3.19/100 million vehicle miles traveled
- number of non-motorized fatalities and non-motorized serious injuries: 348; and

Now, therefore, be it resolved, that the Mankato/North Mankato Area Planning Organization (MAPO) shall adopt the attached Amendment to the 2018-2021 Transportation Improvement Plan (TIP) titled “Supporting MAP-21 Performance Measures & Targets.” This Amendment shall be incorporated into the 2018-2021 TIP as a permanent and transformative addendum.

CERTIFICATION

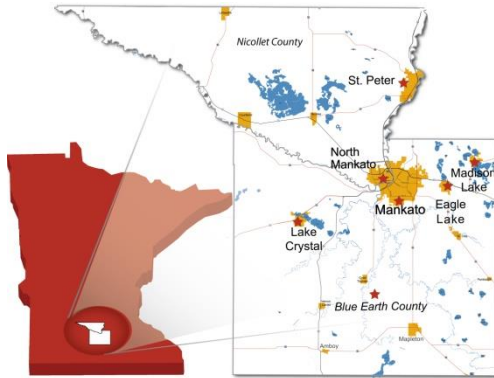
I hereby certify that the foregoing Resolution is a true and correct copy of the resolution presented to and adopted by the Mankato/North Mankato Area Planning Organization at a duly authorized meeting thereof, held on the 1st day of March, 2018 as shown by the minutes of said meeting in my possession.

Chair

Date _____

Executive Director

Date _____



AGENDA RECOMMENDATION

Agenda Heading: Request for Proposed Planning Studies for Inclusion in 2019-2020 Unified Planning Work Program (UPWP) No: 5.3

Agenda Item: Request for Proposed Planning Studies for Inclusion in 2019-2020 Unified Planning Work Program (UPWP)

Recommendation Action(s): Informational and discussion

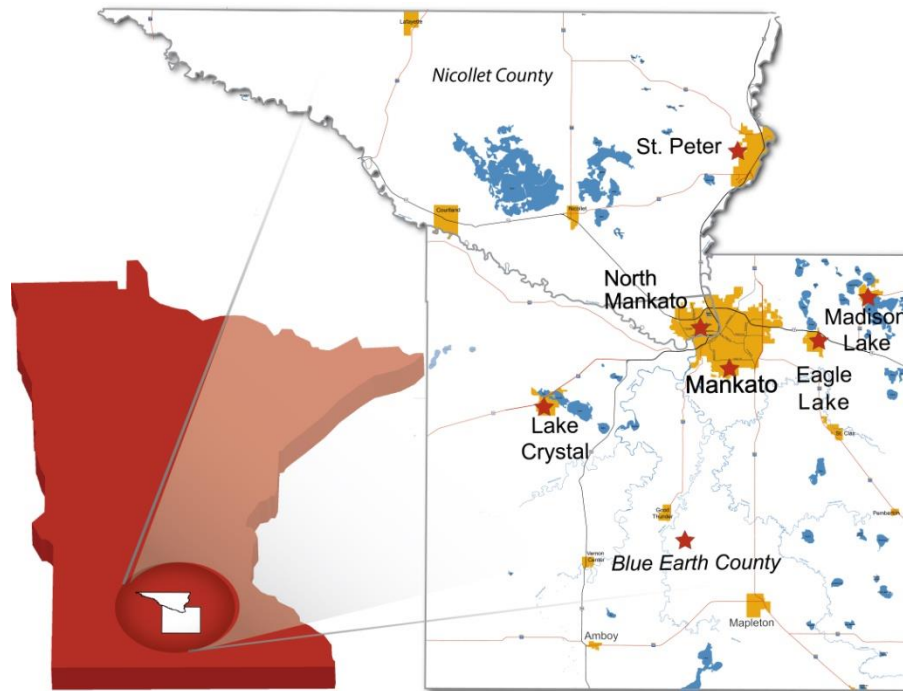
Summary: In preparation for the 2019-2020 Unified Planning Work Program (UPWP), the MAPO must prioritize planning studies and work activities to take place over the years 2019 and 2020. MAPO staff now advises TAC members to meet with their respective member jurisdictions to reevaluate planning studies and discuss projects to be prioritized. The 2018-2019 UPWP identifies 2018 through 2020 activities as:

Major Program Actives	2018	2019	2020
Transit Development Plan	X		
Highway 22 Corridor Study	X		
ADA Transition Plan	X	X	
Pavement Management Plan	X	X	
Highway 169 / Highway 14 Area Study		X	
Intelligent Trans Plan			X
MAPO Transportation Modeling			X
Long Range Transportation Plan Update		X	X
Warren Street Corridor Study			X
Bike & Pedestrian Plan			X

The MAPO will have an estimated \$200,000 in funding available. Available funding may be limited due to initiation of the next Long Range Transportation Plan (LRTP), which is estimated to cost between \$150,000 and \$250,000. MnDOT has indicated that they should be able to provide a firm estimate of the funding available in April 2018.

Attachments:
2018-2019 UPWP

Mankato/North Mankato
Area Planning Organization (MAPO)
2018 & (2019 Draft) Work Program & Budget



Technical Advisory Committee: August 17, 2017

Technical Advisory Committee Recommendation for Amendment January 11, 2018

Policy Board: September 7, 2017

Policy Board Amendment February 1, 2018

Mankato/North Mankato Area Planning Organization
10 Civic Center Plaza
Mankato, MN 56001

Executive Director: Paul Vogel
Office: 507-387-8613
Email: pvogel@mankatomn.gov

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Mankato/North Mankato Area Planning Organization Background and Transportation Planning History

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 area as an urbanized area requiring the formation of a metropolitan planning agency. The purpose of the MAPO is to meet and maintain a continuing, cooperative and comprehensive metropolitan transportation planning process.

Mankato/North Mankato Area Planning Organization Representation

The MAPO is represented by the following units of government:

- City of Mankato
- City of North Mankato
- City of Eagle Lake
- City of Skyline
- Blue Earth County
- Nicollet County
- Belgrade Township
- Lime Township
- South Bend Township
- LeRay Township
- Mankato Township

The MAPO is directed by a six (6) member policy board. The MAPO is advised by a Technical Advisory Committee (TAC) which reviews and formulates recommendations to the Policy Board regarding the Unified Program Work Plan, Long-Range Transportation Plan, Transportation Improvement Plan and other plans and studies prepared by the MAPO.

Mankato/North Mankato Area Planning Organization Policy Board

Mark Piepho, Chair, Blue Earth County Board of Commissioners

Mike Laven, Vice Chair, City of Mankato

Robert Freyberg, City of North Mankato

Jack Kolars, Nicollet County Board of Commissioners

Daniel Rotchadl, Mankato Township

Brianna Anderson, City of Eagle Lake

Mankato/North Mankato Area Planning Organization Technical Advisory Committee

Sheri Allen, Superintendent of Schools, Independent School District #77

Mark Anderson, Transit Superintendent, City of Mankato

Lisa Bigham, District 7, Minnesota Department of Transportation

Scott Fichtner, Director of Environmental Services, Blue Earth County

Paul Corcoran, Assistant Vice President for Facilities Management, MSU - Mankato

Michael Fischer, Director of Community Development, City of North Mankato

Ryan Thilges, Director of Public Works, Blue Earth County

Jeff Johnson, Director of Public Works / City Engineer, City of Mankato

Karl Friedrichs, Lime Township

Seth Greenwood, County Engineer, Nicollet County

Travis Javens, City Council, City of Skyline

Curt Kloss, Leray Township

Mandy Landkamer, Director of Environmental Services, Nicollet County

Loren Lindsay, Belgrade Township

Sam Parker, Region 9 Development Commission

Open, City Administrator, City of Eagle Lake

Ed Pankratz, Mankato Township

Dan Sarff, North Mankato Engineer

Open, South Bend Township

Paul Vogel, Director of Community Development, City of Mankato

Introduction and Vision Statement

The 2018 Planning Work Program for the Mankato/North Mankato Area Planning Organization (MAPO) outlines work activities that the MAPO will undertake as the designated Metropolitan Planning Organization (MPO) for the Mankato/North Mankato Metropolitan Planning Area.

This document represents the Unified Planning Work Program for the MAPO and was developed with input and cooperation of the local municipalities, agencies, and public through the MAPO Policy Board.

MAPO Vision Statement

Through continuing, cooperative and comprehensive planning, the Mankato/North Mankato Planning Organization will promote a regional transportation system that is safe, increasingly efficient, integrated and multi-modal. This system will support economic development, encourage sustainable growth, and improve mobility and access for area residents and businesses.

Purpose of Work Program Document

The purpose of this work program is to:

- 1) Provide a detailed description of all transportation-related planning activities anticipated by the MAPO within the metropolitan planning area during 2018.
- 2) Provide detailed work activities and budget information, including local, state and federal funding shares, to allow the state to document the requirements for planning grants distributed through the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA).

Scope of Work Program Planning Process

The work activities described within are supported by funding from the Federal Highway Administration, Federal Transit Administration, Minnesota Department of Transportation and MAPO member organizations.

Metropolitan Planning Factors

Federal planning statutes identify planning factors that specify the scope of the planning process to be followed by the MAPO. According to federal planning statutes, the planning process shall provide for consideration and implementation of projects and strategies and services that will address the ten planning factors.

Each factor is listed below. After each factor is a brief description of how the work activities contained in this UPWP support the metropolitan planning factors:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
 - Promote and use the adopted LRTP to ensure that transportation projects are planned in a comprehensive, continuous and complete manner.
 - Continue to monitor travel forecasting with development to reliably and accurately predict future traffic on the Major Street and highway system.
2. Increase the security of the transportation system for motorized and non-motorized users.
 - MAPO staff will continue to serve as a resource to promote programs and opportunities that encourage non-motorized use and users such as the Transportation Alternatives Program, Minnesota Statewide Health Improvement Program (SHIP).
 - Staff will continue to work with local bike and walk advocate groups in their efforts of safe non-motorized use.
 - MAPO will be assisting member communities applying for Transportation Alternative Program grant funding. Depending on type of funding requested, MAPO may assist member communities in improving safety for non-motorized users, such as completing trail system links, critical sidewalk networks around schools, and pedestrian crossing upgrades.
3. Increase the accessibility and mobility of people and for freight.
 - As intersection improvements are planned and constructed, install pedestrian buttons and ADA ramps and consider other mobility options as technology becomes available.
 - Continued development and identification of needs through Trunk Highway 22 Corridor Study and ADA Transition Plan.
 - Perform intersection study on Hoffman Road / Victory Drive.
4. 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.
 - MAPO staff will assist in implementation of the Mankato's and North Mankato's Complete Streets Plan to promote non motorized usage and promotes the health initiatives of the Minnesota Statewide Health Improvement Program (SHIP).

5. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
6. Promote efficient system management and operation
 - Coordination with Area Transportation Partners (ATP) and MnDOT District 7 for review of Transportation Improvement Projects in the MAPO area in the development of the Transportation Improvement Program.
 - Develop the MAPO's area TIP for submission to federal and state sources. The MAPO is charged with developing and promoting programs and projects that best meet the needs of the regional transportation network.
7. Emphasize the preservation of the existing transportation system.
 - MAPO will use the LRTP and its performance measures when examining the conditions of the existing transportation system for consideration in the development of the Transportation Improvement Plan.
 - MAPO will be an active participant in the Area Transportation Partnership of MnDOT District 7 to consider projects that will preserve and enhance the existing transportation system in the urbanized area.
8. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.
9. Enhance travel and tourism
 - MAPO staff will assist in implementation of the Mankato and North Mankato's Complete Streets Plan to enhance commuter and recreational opportunities.

Resolution & Agreements

The signed resolution adopting the annual work program is included as Appendix C.

The following agreements governing the operation of the MAPO are available on the MAPO website at www.mnmapo.org

- Joint Powers Agreement between Governmental Units in the Mankato/North Mankato Urbanizing Area.
- The Memorandum of Understanding between the Minnesota Department of Transportation, the Mankato/North Mankato Area Planning Organization, and the Public Transportation Operator.

Document Organization

The *2018 Planning Work Program for the Mankato/North Mankato Area Planning Organization* is organized into six chapters.

Chapter 1 is the Summary List of 2018 & 2019 Activities for the MAPO.

Chapters 2-5 detail the work activities that will be undertaken in 2018 with program hours and budget information. These activities are:

- 100 Program Support and Administration
- 200 Long-Range Transportation Planning
- 300 Short-Range Transportation Planning
- 400 Program Development
- 500 Strategic Plan

Chapter 6 provides the MAPO Strategic Plan

Appendices provide supporting documentation of activities, details of the budgets and work activities, meeting times, and contact information.

Chapter 1: Executive Summary of 2018 and 2019 Activities

2018 Activities

The main work activities for 2018 are:

- Development of Transportation Improvement Program (TIP).
- Continued work on the Trunk Highway 22 Corridor Study
- Continued work on the MAPO ADA Transition Plan.
- Perform intersection study of Hoffman Road and Victory Drive
- Provide staff administration to the MAPO TAC and Policy Board.
- Continued work on GIS base/data for MAPO Urban and Planning Area.
- Upkeep and maintenance of MAPO web-site.
- Assist MnDOT District 7/Central Office in statewide and regional planning efforts.
- Complete 2019 & 2020 Unified Planning Work Program.
Note: the 2019 UPWP requires approval the 2020 UPWP is more conceptual.
- Continued involvement in the Transportation Alternative Program (TAP) by providing review and ranking.
- Work with the Region Nine Development Commission Transportation Committee and serve on their TAC.
- Coordination with ATP and MnDOT in reviewing and recommending projects.
- Continued involvement in the Statewide Health Improvement Plan (SHIP).
- Review and Update the MAPO's Public Participation Plan.
- Solicit RFP for intersection study
- Project management and coordination with consultant on various studies.

2019 Activities

Main activities for 2018 may include:

- Continued work on ADA Transition Plan
- Draft Request for Proposal and distribute with goal of retaining consultant for Pavement Management Plan
- Starting process for Long Range Transportation Plan update

MAPO Staff will work with area partners and the MAPO TAC and Policy Board to prioritize future studies.

Chapter 2: Program Support and Administration

100 Program Support and Administration

2018 Staff Hours: 1,500 2018 Budget: \$73,615

2019 Staff Hours: 1,350 2019 Budget: \$75,467

Introduction

Program Support and Administration activities include the coordination of technical committee and policy board meetings, staff training and travel, preparing the work program and quarterly accounting, vacation and holiday time, etc. and the maintenance of the MAPO website and social media outlets.

- **Program Support**
Program support activities keep the policy board and technical committees informed and meeting on a regular basis. Actions include maintaining committee membership lists and bylaws, writing agendas and minutes.
 - Prepare agendas and minutes for MAPO meetings.
 - Prepare agendas, minutes and meeting notices for TAC meetings and Policy Board Meetings.
 - Attend trainings, meetings and conferences.
 - Project task administration and communication between the MAPO and its advisory committee.
 - Review and Update Public Participation Plan.
 - Prepare local jurisdictions for billing.
 - Attend and present information on the LRTP and MAPO updates to the Blue Earth and Nicolet County Board meeting as requested.
 - Attend and present information on the LRTP and other MAPO updates to the City Councils of Mankato, North Mankato, and Eagle Lake as requested.
- **Planning Work Program**
The planning work program is updated annually in consultation with the MnDOT, FTA, FHWA, and transit providers, technical committees and the policy board. Quarterly reports and reimbursement forms are prepared and the office accounting is maintained. The annual dues are calculated and billed, and the budget is coordinated with the City of Mankato.
 - Prepare draft 2019-2020 UPWP.
 - Annual and midyear review with MnDOT and FHWA.
 - Prepare budgets and quarterly progress reports for MnDOT and FHWA
 - Review 2019 UPWP with TAC, MnDOT and FHWA for work items to carry forward into 2019-2020 UPWP.
 - Receive input from local TAC, MnDOT and FHWA on work items to include in 2019- 2020 UPWP.
 - Write draft 2019-2020 UPWP.
- **Training and Travel**
Travel to MPO Directors' meetings, training, and other activities are included. MnDOT requires that \$3,000 of planning funds are used to provide for the MPO's

participation in meeting and workshops for the Minnesota MPO Directors and other professional development and training of the MPO staff. (Hard cost of these items are listed as a line items in the budget)

- Travel to MPO Directors Meetings
 - Travel to training opportunities (APA, FHWA, MnDOT)
 - Attend Conference
 - Attend various statewide and district functions or workshops relevant to the MAPO
- Information Technology
 - Post meeting packets, minutes and other materials to MAPO web-site.
 - Continue work with the City of Mankato's Information Technology and Public Information Departments to build and expand the MAPO web-site.
 - Work with Mankato, North Mankato, Blue Earth County and Nicollet county to continuing development of GIS information for MAPO Area.
 - Program Expenses
 - Program expenses are the costs included staff vacation, sick and holiday time.

Process and Timeline to Completion:

- *The 2018-2020 unified planning work program will be drafted during 2018 and adopted by September of 2018.*
- *Ongoing maintenance and coordination with City of Mankato Information Technology Department.*
- *The activities in this section will generally be completed in the 2017 Calendar year.*

Chapter 3: Long-Range Transportation Planning

200 Long-Range Transportation Planning

2018 Staff Hours: 155	2018 Budget: \$9,031
2019 Staff Hours: 150	2019 Budget: \$8,725

Introduction

The Mankato Transit Authority is in development of their Transit Development Plan (. The TDP will represent a strategic vision for the Mankato Transit Authority to promote the operation of an efficient, responsive and financially sustainable transit system. Major components of the Transit Development Plan include: annual performance, service operations, capital programs and funding.

Mankato Transit Authority TDP:

- Coordination and participation in the Mankato Transit Development Plan.
- Plan development through 2017 and 2018 (adoption anticipated in spring of 2018)

LRTP Development 2019

- *Start LRTP update process including writing RFP*

Chapter 4: Short-Range Transportation Planning

300 Short-Range Transportation Planning

2018 Staff Hours: 800 2018 Budget: \$251,056

2019 Staff Hours: 675 2019 Budget: \$223,296

Introduction

The Short-Range Transportation Planning includes activities that provide necessary planning support and implementation for transportation planning in the MAPO planning area. Short-Range transportation planning activities are typically planning for the next 5 years.

Activities

Specific activities that will be undertaken in the Short-Range Transportation Planning will be:

- Local Planning Assistance
 - Work with area partners on identified intersections to perform Intersection Control Evaluation (ICE) study.
 - Continued work with consultant and area partners on the Trunk Highway 22 Corridor Study.
 - Continued work with consultant and area partners on ADA Transition Plan for the area.
 - Assist local partners with localized transportation planning efforts as needed.
 - Work with partners on future local planning studies as identified by the TAC and Policy Board.
 - Provide communication to Mankato, North Mankato and Eagle Lake on Safe Routes to School and other programs or grant opportunities and solicitations.
 - Assist on general transportation topics that arise.
 - Continued work with the Blue Earth County and Nicollet County Statewide Health Improvement Program (SHIP).
- State Planning Assistance
 - Assist MnDOT District 7/Central Office in statewide and regional planning efforts, including review and commenting on statewide and district plans or projects. Assist as needed in open houses, outreach or other communication.
 - Review requests and present functional classifications changes to TAC and Policy Board
 - Provide reporting and follow up with MnDOT regarding changes or updates to functional classification changes.
 - Work with the Region Nine Development Commission Transportation Committee and serve on their TAC.

- Coordinate with MnDOT District 7, area partners and consultant on the future 169 corridor study.
- Continued involvement in meetings related to MPO functions for local advocacy groups and transportation partnerships.

Process and Timeline to Completion:

- The above referenced planning efforts and activities are anticipated to occur within over the 2018 & 2019 calendar years.

Consultant Studies:

- Trunk Highway Corridor Study
 - Total Contact Amount \$137,571
 - Amount Anticipated in 2018 \$85,000
 - Anticipated Completion Quarter 4 of 2018
- ADA transition Plan
 - Total Contact Amount \$175,316
 - Amount Anticipated in 2018 \$113,205
 - Anticipated Completion Quarter 1 of 2019
- One Intersection Control Evaluation Studies
 - Budget Amount \$10,000
 - Anticipated Completion Q4 of 2018
- Highway 169 / Highway 14 Area Study
 - Budget amount \$80,000 in 2019

Chapter 5: Program Development

400 Program Development & TIP Development

2018 Staff Hours: 575	2018 Budget: \$31,479
2019 Staff Hours: 575	2019 Budget: \$32,899

Introduction

The Program Development element includes activities related to MAPO Transportation Improvement Program (TIP), Area Transportation Partnership and Area Transportation Improvement Program/State Transportation Improvement Program.

Activities

- Transportation Improvement Program (TIP)
To develop the MAPO's area 2019-2022 TIP for submission to federal and state sources. The MAPO is charged with developing and promoting programs and projects that best meet the needs of the regional transportation network.
 - Ensure that federal investments are tied to planning, priorities and policies as defined in the MAPO's LRTP.
 - Solicit and prioritize candidate project and assist MnDOT with ATP as a member of the steering committee.
 - Conduct consultation with the Mankato Transit Authority.
 - Prepare a fiscally constrained TIP document.
 - Complete all federal requirements pertaining to TIP development, including relating TIP projects to the federal planning process as shown in the MAPO's Public Participation Plan.
 - Send approved TIP to federal and state agencies.
 - Amend TIP as necessary in response to changes in project schedules and/or scopes.
- Regional Planning Assistance
 - Initial Review of Letters of Intent for Transportation Alternative Program (TAP).
 - Coordinate and interview applicants for submitted TAP projects in MPO planning area.
 - Provide staff recommendation and input for submitted projects.
 - Participate in regional reviewing and ranking of District 7 STP projects.
 - Coordinate with ATP and MnDOT in reviewing and recommending projects, including transit, for inclusion in the Area Transportation Improvement Program/Statewide Transportation Improvement Program.
 - Attend and participate in ATP meetings and review of projects and other supporting documents that relate to the development of the STIP.
- Provide updates to the MAPO TAC and Policy Board on STIP projects that fall within the MPO planning boundary.

Process and Timeline to Completion:

- The above referenced items are yearly planning activities that coincide with District 7 ATP's dates and timelines within the calendar year.

Chapter 6: Strategic Plan

Introduction

What follows is a summary of MAPO overall Strategic Plan as it relates to maintenance of the Long Range Transportation Plan (LRTP) for the Years 2017-2020.

Major Program Actives	2017	2018	2019	2020
Belgrade Ave Corridor Study	X			
Riverfront Drive Corridor Study	X			
Transit Development Plan	X	X		
Three ICE Studies	X			
Highway 22 Corridor Study	X	X		
ADA Transition Plan	X	X	X	
Pavement Management Plan			X	X
Highway 169 / Highway 14 Area Study			X	
Intelligent Trans Plan				X
MAPO Transportation Modeling				X
Long Range Transportation Plan Update			X	X
Warren Street Corridor Study				X
Bike & Pedestrian Plan				X

MAPO staff, TAC and Policy Board will annually review the MAPO Strategic Plan and reevaluate planning studies for inclusion in future work programs.

Appendix A: 2018 UPWP Budget and Details

2018 Program Activity Detail			
	100 Program Support and Administration	Budget	Staff Hours
Program Support 100.1	1. Prepare agendas and minutes for MAPO Meetings		
	2. Attending MnDOT and local agency meetings		
	3. Prepare and agendas and minutes for TAC meetings		
	4. Attend training, meetings, and conferences		
	5. Review and Update Public Participation Plan		
	6. Prepare billing for local jurisdiction assessment		
	Total Expense - Program Support	38,280	800
Planning Work Program 100.2	1. Prepare draft 2019-2020 UPWP and budget		
	2. Review with MnDOT and FHWA		
	3. Reporting to MnDOT & FHWA		
	Total Expense - Planning Work Program	7,901	150
Training and Travel 100.3	1. Travel to MPO Directors meetings MN MPO workshop		
	2. Travel to workshops		
	3. Attend other meeting related to transportation		
	Total Expense - Training & Travel	7,901	150
Information Tech & Website 100.4	1. Maintenance of Website - Post minutes, agendas, meeting materials, information		
	Total Staff Expenses	4,936	100
	Total Website Expenses	4,936	
Program Expenses 100.5	1. Vacation, Sick and Holidays		
	Total Expense - Program Expenses	14,597	300
Total Expenses - Program Support and Administration		73,615	1500
	200 Long-Range Planning	Budget \$	
Transit Development Plan 200.1	1. Coordinate & participation Mankato Transit Development Plan		
	Total Staff Costs - Transit Development Plan	9,031	155
	Total Expenses - Transit Development	9,031	
Total Expenses - Long-Range Planning		9,031	155
	300 Short-Range Planning	Budget \$	
Local Planning Efforts 300.1	1. Continued Trunk Highway 22 Corridor Contract From 2017 Contract with SRF	85,000	
	2. Continued Work on ADA Transition Plan (*\$40,845 from unspent 2015 Appropriations)	113,205	
	4. Intersection Study at Hoffman Road and Victory Drive	10,000	
	4. Assist local partners with localized transportation planning efforts as needed		
	5. Coordination and working with local Statewide Health Improvement Program and Active Transportation Groups		
	6. Distribute and share relevant transportation materials & information with area partners		
	Staff Expenses	31,930	625
	Total Expenses - Short Range Planning - Local	240,135	
State Planning Efforts 300.2	1. Participation in Statewide and District Planning Efforts		
	2. Coordination with MnDOT and local partners for transportation related activities		
	Total Staffing Costs - Short Term Planning - Interagency	10,921	175
	Total Expenses - Short Range Planning - Interagency	10,921	
Total Expenses - Short-Range Planning		251,056	800

2018 Program Activity Details Continued

	400 Program Development	Budget \$	
Inter Agency - State 400.1	1. TAP LOI Review		
	2. Coordination and review with MnDOT and Transit for STIP		
	Total Staffing Costs - Program Development		
	Total Expenses - Program Development - Interagency	9,976	175
Inter Agency Local 400.2	1. Public notice of Transportation Improvement Plan (TIP) preparation		
	2. Solicit projects from local partners		
	3. Begin TIP environmental justice analysis		
	4. Conduct consultation with the Greater Mankato Transit		
	5. TIP Development & Documentation		
	6. Coordination with District 7 ATP		
	7. Work with Region 9 RDC & Serve on their Transportation Committee TAC		
	Total Staffing Costs - Inter Agency Local	21,503	400
	Total Expenses - Program Development - Interagency	21,503	
Total Expenses - Program Development		31,479	575
	Other Services & Commodities		
	3040 Legal & Advertising	1,000	
	7208 GIS Services (transfer)	5,000	
	3210 Telephone & Postage	500	
	3300 Training, Travel & Conferences	3,000	
	3410 Printing & Publishing	3,000	
	2010 Office Supplies (including software)	750	
	4330 Subscriptions & Memberships	500	
Total Commodities & Other Services		13,750	
Total Expenses and Staffing Hours for 2018		378,931	3030
* \$40,845 from unspent 2015 Appropriations			

2018 Unified Planning Work Program Budget – Federal Funds and Local Match

MAPO FY 2018 Unified Planning Work Program Budget - Federal Funds and Local Match				
UPWP Category	Project Title	Federal Funding Amount	Local Funding Amount	Total Funding Amount
100	Program Support	55,874	17,740.66	73,615
200	Long Range Planning	6,855	2,176.40	9,031
300	Short Range Planning	190,553	60,502.59	251,056
400	Program Development	23,893	7,586.20	31,479
	Other Service & Commodities	10,436	3,313.65	13,750
	Funding Totals	287,611	91,319	378,931
Source of Local Funds:				
	Minnesota State Funds		32,698	
	Local Funds		58,622	
	Funding Totals		91,320	

2018 Local Share Amount

2018 LOCAL SHARE AMOUNT	
UNIT OF GOVERNMENT	LOCAL SHARE
Blue Earth County	\$ 15,436
Nicollet County	\$ 4,875
City of Mankato	\$ 15,030
City of North Mankato	\$ 5,281
Local Carry Over Assessments	\$ 18,000
TOTAL - MAPO	\$ 58,622

Local Share Amount by Year

	2013	2014	2015	2016	2017	2018
Blue Earth County	Cover By City of Mankato	\$17,316	\$8,443	\$11,983	\$11,196	\$15,436
Mankato		\$16,824	\$8,207	\$11,668	\$10,901	\$15,030
North Mankato		\$5,715	\$2,787	\$4,098	\$3,830	\$5,281
Nicollet County		\$5,223	\$2,545	\$3,783	\$3,535	\$4,875

2018 Program Activity Details

2018 Planning Work Program Budget						
Account	Funding Source	Funds	Allocation of Funds			
			100	200	300	400
			Program Support	Long Range Planning	Short Range Planning	Program Development
	MAPO Revenue					
	Minnesota Federal Funds	\$ 287,611	55,874	6,855	190,533	23,893
		75.9%				
	Local Match - Minnesota Federal Funds	\$ 50,447	9,800	1,202	33,423	4,191
		13.3%				
	Minnesota State Funds	\$ 32,698	6,352	779	21,664	2,716
		8.6%				
	Local Match - Minnesota State Funds	\$ 8,175	1,588	195	5,416	679
		2.2%				
	Total Revenue	\$ 378,931	\$ 73,615	\$ 9,031	\$ 251,056	\$ 31,479
	MAPO Expenses					
	Program Support And Administration	\$ 73,615	\$ 73,615			
	Long Range Planning	\$ 9,031		\$ 9,031		
	Short Range Planning	\$ 42,851			\$ 42,851	
	Program Development	\$ 31,479				\$ 31,479
	Total Staff Salaries & Benefits	\$ 156,976				
	Commodities & Other Services					
	Legal and Publication	\$ 1,000	\$ 1,000			
	GIS Services (Transfer)	\$ 5,000	\$ 5,000			
	Telephone & Postage	\$ 500	\$ 500			
	Training, Travel & Conferences	\$ 3,000	\$ 3,000			
	Printing & Publishing	\$ 3,000	\$ 3,000			
	Office Supplies (Including Software)	\$ 750	\$ 750			
	Subscriptions and Memberships	\$ 500	\$ 500			
	Consultant Services	\$ 208,205			\$ 208,205	
	Total Expenses	\$ 378,931	\$ 87,365	\$ 9,031	\$ 251,056	\$ 31,479
	% of Total Program		23%	2%	66%	8%

Draft 2019 Program Activity Details & Budget

Draft 2019 Program Activity Detail			
		Budget	Staff Hours
	100 Program Support and Administration		
Program Support 100.1	1. Prepare agendas and minutes for MAPO Meetings		
	2. Attending MnDOT and local agency meetings		
	3. Prepare and agendas and minutes for TAC meetings		
	4. Attend training, meetings, and conferences		
	5. Review and Update Public Participation Plan		
	6. Prepare billing for local jurisdiction assessment		
	Total Expense - Program Support	34,898	600
Planning Work Program 100.2	1. Prepare UPWP and budget		
	2. Review with MnDOT and FHWA		
	3. Reporting to MnDOT & FHWA		
	Total Expense - Planning Work Program	8,725	150
Training and Travel 100.3	1. Travel to MPO Directors meetings MN MPO workshop		
	2. Travel to workshops		
	3. Attend other meeting related to transportation		
	Total Expense - Training & Travel	8,725	150
Information Tech & Website 100.4	1. Maintenance of Website - Post minutes, agendas, meeting materials, information		
	Total Staff Expenses	6,325	125
	Total Website Expenses	6,325	
Program Expenses 100.5	1. Vacation, Sick and Holidays		
	Total Expense - Program Expenses	16,795	325
Total Expenses - Program Support and Administration		75,467	1350
	200 Long-Range Planning	Budget \$	
LRTP Development 200.1	1. Start LRTP process update including RFP		
	Total Expenses - LRTP Development	8,725	150
		8,725	
Total Expenses - Long-Range Planning		8,725	150
	300 Short-Range Planning	Budget \$	
	1. Pavement Management Plan	100,000	
	2. Continued ADA Transition Plan	20,000	
	3. Highway 169 / Highway 14 Area Study	80,000	
	4. Coordination and working with local Statewide Health Improvement Program		
	5. Distribute and share relevant transportation materials & information with area partners		
	Staff Expenses	33,626	500
	Total Expenses - Short Range Planning - Local	233,626	
State Planning Efforts 300.2	1. Participation in Statewide and District Planning Efforts		
	2. Coordination with MnDOT and local partners		
	Total Staffing Costs - Short Term Planning - Interagency	9,670	175
	Total Expenses - Short Range Planning - Interagency	9,670	
Total Expenses - Short-Range Planning		243,296	675
	400 Program Development	Budget \$	
Inter Agency - State 400.1	1. TAP LOI Review		
	2. Coordination and review with MnDOT and Transit for STIP		
	Total Staffing Costs - Program Development		
	Total Expenses - Program Development - Interagency	8,725	150
Inter Agency Local 400.2	1. Public notice of Transportation Improvement Plan (TIP) preparation		
	2. Solicit projects from local partners		
	3. Begin TIP environmental justice analysis		
	4. Conduct consultation with the Greater Mankato Transit		
	5. TIP Development & Documentation		
	6. Coordination with District 7 ATP		
	7. Work with Region 9 RDC & Serve on their Transportation Committee TAC		
	Total Staffing Costs - Inter Agency Local	24,174	425
Total Expenses - Program Development - Interagency		24,174	
Total Expenses - Program Development		32,899	575
	Other Services & Commodities		
	3040 Legal & Advertising	1,000	
	7208 GIS Services (transfer)	5,000	
	3210 Telephone & Postage	500	
	3300 Training, Travel & Conferences	3,000	
	3410 Printing & Publishing	2,000	
	2010 Office Supplies (including software)	750	
	4330 Subscriptions & Memberships	500	
Total Commodities & Other Services		12,750	
Total Expenses and Staffing Hours for 2019		373,137	2750

Appendix B: MAPO Meeting Locations, Times & Contact information

MAPO Meeting Locations and Times

- The 2017 MAPO Policy Board meetings are typically held every other month on the 1st Thursday of the month unless notified otherwise. Board meeting will be held in the Minnesota River Room, 1st Floor of the Intergovernmental Center at 6:00 pm, 10 Civic Center Plaza, Mankato, MN 56001.
- The MAPO Technical Advisory Committee meetings are typically held every other month on the 3rd Thursday of every month unless notified otherwise. TAC meeting will be held in the Minnesota River Room at 1:30 pm, 1st Floor of the Intergovernmental Center Mankato, Mankato, MN 56001.

MAPO Contact information

Mailing Address:

Mankato/North Mankato Area Planning Organization
10 Civic Center Plaza
Mankato, MN 56001

Website: www.mnmapo.org

Fax: 507-388-7530

Executive Director: Paul Vogel

Direct: 507-387-8613

pvogel@mankatomn.gov

Appendix C: Adopting Resolution

Resolution Adopting 2018 Unified Planning Work Program for the Mankato/North Mankato Area Planning Organization

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 MAPO is recognized by the Governor of Minnesota as the transportation planning policy body for the Mankato/North Mankato urbanized area; and

WHEREAS, MAPO commits to providing the 20 percent local match for the federal and state funds.

NOW, THEREFORE, BE IT RESOLVED: that the Policy Board of the MAPO adopts the 2018 Unified Planning Work Program with potential minor amendments or amendments pending Mn/DOT and FHWA comments; and

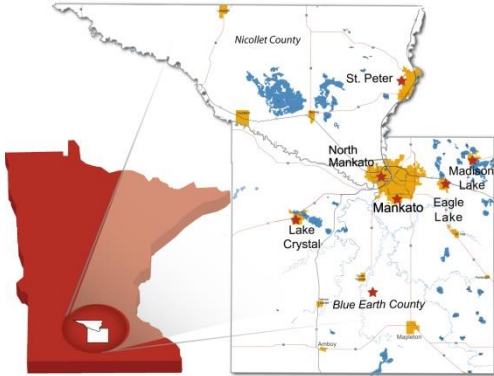
NOW, THEREFORE, BE IT FURTHER RESOLVED: that the Chairperson of the Policy Board and Executive Director are authorized to execute all State and Federal Grant agreements, contracts and amendments relating to the funding of the Unified Planning Work Program.

CERTIFICATION

State of Minnesota

I hereby certify that the foregoing Resolution is a true and correct copy of the resolution presented to and adopted by the Mankato/North Mankato Area Planning Organization at a duly authorized meeting thereof, held on the 7th day of Sept, as shown by the minutes of said meeting in my possession.

	<u>9/7/17</u>
Chair	Date
	<u>9/7/17</u>
Executive Director	Date



AGENDA RECOMMENDATION

Agenda Heading: Transit Development Plan Update No: 6.1

Agenda Item: Transit Development Plan Update

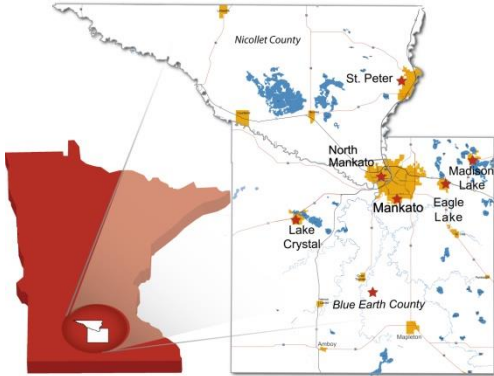
Recommendation Action(s): Informational and discussion

Summary:

Mark Anderson, City of Mankato Superintendent of Transit, will deliver a brief update on the ongoing Transit Development Plan (TDP).

Attachments:

None



AGENDA RECOMMENDATION

Agenda Heading: Trunk Highway 22 Corridor Study Update No: 6.2

Agenda Item: Trunk Highway 22 Corridor Study Update

Recommendation Action(s): Informational and discussion

Summary:

An open house/public input meeting was held at MnDOT headquarters (2151 Basset Drive, Mankato) on January 18, 2018. Directly following the open house/public input meeting a pop-up event was held at the Hy-Vee grocery store along the corridor (2010 Adams Street).

Attendees gave feedback and public input to MAPO, MnDOT, and consultant staff. Stakeholders were also educated on the scope, background, and intent of the project. Citizens also received information on other methods of providing continual feedback.

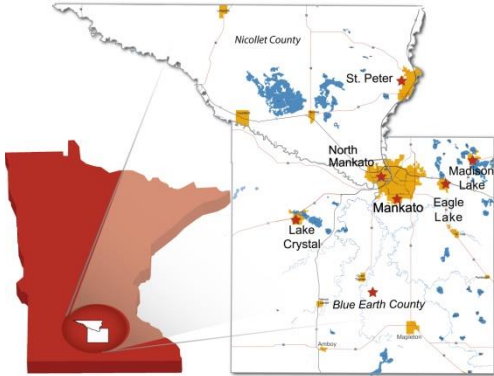
Audio recaps of the display boards presented at the events are available at:

<https://th22corridorstudy.com/study-library/>.

Project work in the near-term will focus on development of segment-specific purpose and needs statements, corridor alternatives, analysis, and screening/evaluation of alternatives.

Attachments:

None



AGENDA RECOMMENDATION

Agenda Heading: Americans with Disabilities Act (ADA) Transition Plan Update No: 6.3

Agenda Item: Americans with Disabilities Act (ADA) Transition Plan Update

Recommendation Action(s): Informational and discussion

Summary: On January 31, 2018 the MAPO and consultant hosted the project's first open house at the Mankato Intergovernmental Center. Attendees to the meeting were educated on the scope, background, and intent of the project. Stakeholders gave feedback on locations of ADA deficiencies in the MAPO area. The meeting also educated citizens on ADA law, Self-Evaluation policies, practices, and infrastructure and the Transition Plan schedule for removing barriers to ADA compliance. Citizens also received information on other methods of providing continual feedback.

Inventory collection has stopped for the winter. A kickoff meeting is scheduled March 20, 2018 when inventory collection will resume (weather permitting).

Attachments:
None