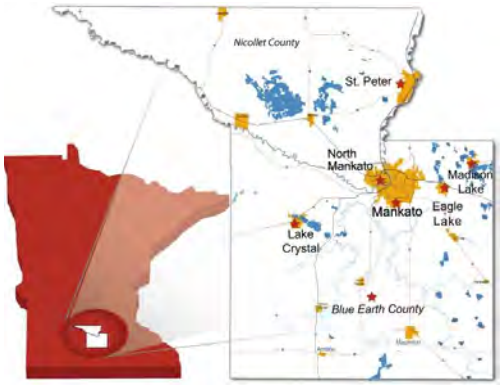


Mankato/North Mankato Area Planning Organization
Technical Advisory Committee
Thursday, July 19, 2018 – 1:00PM
Intergovernmental Center,
Minnesota River Room
10 Civic Center Plaza, Mankato, MN 56001

I. Call to Order

II. Introductions

III. Approval of Agenda

IV. Approval of Minutes – May 17, 2018

V. New Business

1. Review of Suggested Projects for 2019 Unified Planning Work Program (UPWP)
2. Review of Intersection Control Evaluation respondents: Hoffman Road at South Victory Drive
3. Resolution Supporting MnDOT Pavement and Bridge Condition Performance Measure Targets (PM2)
4. Resolution Supporting MnDOT Freight and Reliability Performance Measures (PM3)
5. Resolution of Adoption: Mankato Transit System Transit Asset Management Targets (TAM)

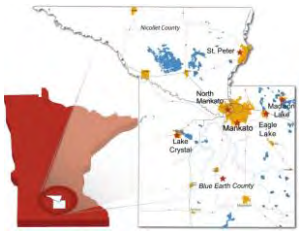
VI. Other Business, Discussion & Updates

1. Trunk Highway 22 Corridor Study Update
2. ADA Transition Plan Update

VII. TAC Comments

VIII. Opportunity for Public Comment

IX. Adjournment



Meeting Minutes of the Mankato/North Mankato Area Planning Organization (MAPO) Technical Advisory Committee (TAC)

May 17, 2018 | 1:00 p.m. | Intergovernmental Center, MN River Room, 10 Civic Center Plaza, Mankato, MN

In attendance: Jennifer Bromeland - City of Eagle Lake, Paul Corcoran - Minnesota State University, Mankato, Michael Fischer - City of North Mankato, Karl Friedrichs - Lime Township, Seth Greenwood - Nicollet County, Michael McCarty (for Jeff Johnson) - City of Mankato, Todd Owens - Greater Mankato Transit System, Ed Pankratz - Mankato Township, Sam Parker, Region Nine Development Commission, Angela Piltaver (for Lisa Bigham) - MnDOT District 7, Bobbi Retzlaff - MnDOT, Ryan Thilges - Blue Earth County, Paul Vogel - City of Mankato

Others Present: Charles Androsky, MAPO Transportation Planner

I. Call to Order

Mr. Fischer called the meeting to order at 1:05 p.m.

II. Introductions

Introductions were made.

III. Approval of Agenda

MAPO staff requested moving item 5.4, Election of Officers: Chair and Vice Chair, to the beginning of the agenda. There were no objections.

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

IV. Approval of Minutes – February 15, 2018

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

V. New Business

5.4 Election of Officers: Chair and Vice Chair

Staff reported that per MAPO TAC bylaws sec. III, a Chair and Vice Chair shall take office upon a biennial basis. The current Chair (Michael Fischer) and Vice Chair (Seth Greenwood) were elected April 21, 2016. The next Chair and Vice Chair shall serve through the May 17, 2018 to May 17, 2020 term. Mr. Thilges and Mr. Greenwood volunteered to serve as Chair and Vice Chair, respectively.

Mr. Vogel moved and Mr. Fischer seconded to elect Mr. Thilges as the next MAPO TAC Chair and Mr. Greenwood as the next MAPO Vice Chair. With all voting in favor, the new officers were elected.

5.1 Final TAC approval: Draft 2019-2022 Transportation Improvement Program

Staff recounted that at the February 15, 2018 TAC meeting, the TAC had approved release of the draft 2019-2022 TIP for 30-day public comment on March 23, 2018. The 30-day public comment period closed on April 24, 2018. The MAPO received a range of comments from local, State, and Federal transportation stakeholders. Comments included updated project descriptions, scopes, funding sources, and associated Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) programs. The TIP was updated as corrections and comments were received. There was also a suggestion to accelerate the timeline on project 137-140-001 (Stadium/Pohl roundabout). Staff recommended to the TAC a motion to recommend to the MAPO Policy Board approval of the draft 2019-2022 TIP.

Mr. Thilges reported that the suggestion to accelerate the timeline on project 137-140-001 had been taken under consideration, and was dependent on several other funding and separate project schedules.

Mr. Greenwood made a motion to approve and Mr. Fischer seconded. Motion carried.

5.2 Formation of Scoring Committee for ICE Report Consultant: Hoffman Road and South Victory Drive Intersection

Staff reported that per the Short Range Planning section of the 2018 Unified Planning Work Program (UPWP), the MAPO programmed a study of the intersection of Hoffman Road and South Victory Drive. Selection committee members would review the project's Request for Proposals (RFP), respondent qualifications, and contract award. Mr. Thilges stated that both he and Jeff Johnson were appropriate choices to serve on the consultant selection committee with MAPO staff. There were no objections.

Mr. Vogel motioned and Mr. Greenwood seconded a motion to approve Mr. Thilges and Mr. Johnson as ICE consultant selection committee members. Motion carried.

5.3 Call for Suggested Projects for 2019 Unified Planning Work Program (UPWP)

Staff reported that the MAPO's 2019 UPWP was currently in development. Several projects, such as initiation of the Long Range Transportation Plan update and Pavement Management Plan, were already scheduled. At the February 15, 2018 TAC meeting, members were encouraged to consult with respective jurisdictions and stakeholders for input on desired transportation projects. Input shall be directed to the MAPO via the 2019 UPWP Project Application. Applications will be accepted through June 29, 2018.

Mr. Fischer stated that North Mankato staff felt further discussion is necessary before the TH 169/14 Corridor Study be placed on the Unified Planning Work Program (UPWP).

VI. Other Business, Discussion & Updates

6.1 Update: Transit Staff

Staff reported that in April 2018, the Greater Mankato Transit System welcomed Craig Rempp as the new Superintendent of Transit. Mr. Rempp served previously as the Transit Director of Chisago-Isanti County Heartland Express and is the current president of the Minnesota Public Transit Association (MPTA).

6.2 Update: Transit Development Plan
Staff reported that The Greater Mankato Transit System (GMTS), in partnership with the project consultant, is reviewing drafts of the project's Executive Summary, Expansion Scenarios, and Recommendations. GMTS hosted a variety of public input events for the project's second round of public engagement, including several open houses and pop-up events. In-person meetings were held with representatives from Minnesota State University, Mankato and local nonprofits and (April 12 and April 18, respectively). A project management team (PMT) meeting is scheduled May 21, 2018. An informational presentation will be delivered to the MAPO Policy Board at the June 7 meeting. The TDP is scheduled for completion summer 2018.

6.3 Update: Trunk Highway 22 Corridor Study
Staff informed that the MAPO, in partnership with the MnDOT will begin the project's second round of public engagement in June. This will include a variety of open houses and a pop-up event. Development has continued on the project's Purpose and Needs Statements, Existing Conditions Report, and scenario analysis. The project's Final Report is anticipated to be complete early summer 2018.

6.4 Update: Americans with Disabilities Act (ADA) Transition Plan
Staff reported that after suspending collection for the winter, inventory gathering resumed May 7. Field staff began by completing collection in North Mankato. Upon completion of North Mankato, they will move to Blue Earth County sometime in mid-May, followed by Mankato in late May or early June. All Self-Evaluations are anticipated to be completed by early September 2018. Transition Plans for Eagle Lake, Skyline, and Nicollet County are nearing full drafts and are anticipated to be distributed to MAPO and respective agencies for review/revision in May 2018.

Mr. Fischer inquired as to the level of municipal responsibility in addressing areas of noncompliance, once identified. The TAC discussed the level of required action to address incidents of ADA noncompliance. This issue was identified as a discussion item with the consultant.

VII. TAC Comments

Mr. Thilges inquired if there were additional TAC comments. There were none.

VIII. Opportunity for Public Comment

Mr. Thilges opened the floor for Public Comment. There was none.

IX. Adjournment

At approximately 2:10 Mr. McCarty moved and Mr. Greenwood seconded a motion to adjourn. With all voting in favor, the motion carried.

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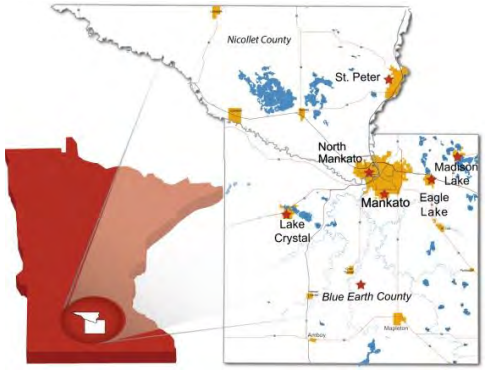
Chair, Mr. Thilges

Meeting Date: July 19, 2018



AGENDA RECOMMENDATION

Agenda Heading: Review of Suggested Projects for 2019 Unified Planning Work Program (UPWP)
No: 5.1

Agenda Item: Review of Suggested Projects for 2019 Unified Planning Work Program

Recommendation Action(s): Review of project suggestions received via the 2019 UPWP Project Application and recommendation to MAPO Policy Board of projects to include in 2019 UPWP

Summary:
The MAPO's 2019 UPWP is scheduled for adoption in September 2018. Several projects, such as initiation of the Long Range Transportation Plan update are already scheduled. Input on suggested projects was solicited through the 2019 UPWP project application. Applications were accepted through June 29, 2018. Three projects were collected through the solicitation. The applications are summarized below:

Application 1 suggests a joint MAPO/MnDOT study of completion of the Highway 14 and 169 interchange to a full interchange. The cost of this project is dependent on a variety of factors but was estimated by MnDOT's Area Transportation Partnership (ATP) to tentatively cost approximately $100,000.

Application 2 suggests MAPO participation in cost sharing of aerial photography for use in MAPO map products, graphical elements, and public education materials. The cost of this project is estimated at $3,000.

Application 3 suggests a Warren Street Corridor Study. The project includes a traffic study of Warren Street from Riverfront Drive to Balcerzak Drive in Mankato with associated Intersection Control Evaluations. The project is estimated to cost approximately $70,000.

Staff recommends the MAPO TAC discuss the solicited projects and provide a recommendation to the MAPO Policy Board of which projects to include in the 2019 UPWP.

Attachments:
2019 UPWP Project Application: Highway 14 and 169 Interchange Study
2019 UPWP Project Application: Aerial Photography
2019 UPWP Project Application: Warren Street Corridor Study
Draft 2019 UPWP Program Activity Detail

MANKATO/NORTH MANKATO AREA PLANNING ORGANIZATION (MAPO)

2019 Unified Planning Work Program (UPWP) Project Application

Purpose

- The intent of this form is to provide the MAPO suggestions for projects for inclusion in the 2019 Unified Planning Work Program (UPWP).
- Projects programmed for the 2019 UPWP must advance the goals of the MAPO's Long Range Transportation Plan (LRTP), with an emphasis toward translating multimodal needs into specific actionable projects.
- The LRTP prioritizes improvements to coordinate preservation needs (so as to maintain the future metropolitan transportation system in a state of good repair) with mobility, safety, freight, and congestion needs to accommodate planned growth in the area.
- Funds for the 2019 UPWP are limited. Several projects, such as the LRTP update, are already scheduled.
- Applicants are encouraged to review the current LRTP, located at www.mnmapo.org.
- Submit completed applications by **June 29, 2018** to candrosky@mankatomn.gov

Applicant Information

Name: Patrick Hentges	*Title:* City Manager
Organization: City of Mankato	
Phone: 507-387-8695	*Email:* phentges@mankatomn.gov

Project Description

Supply a detailed project description including location, need, contributing factors, proposed solution, and why/how the proposed solution will advance the goals of the MAPO's Long Range Transportation Plan.

The City of Mankato requests that MAPO study in conjunction with MnDOT the completion of the Highway 14/169 interchange into a full interchange design along with necessary access and intersection adjustments at Lind Street and location of alternative access. The scope of the project would include the Highway 169/14 interchange, which is located completely within the City of Mankato, and that portion of Highway 169 located within the City of Mankato from Lake Street Northwest to North River Lane in the vicinity of Kwik Trip.

This project is discussed in the MAPO LRTP and also scoped by MnDOT as part of the corridors of commerce.

Contact MAPO Transportation Planner Charles Androsky with questions or comments (507) 387-8389 or candrosky@mankatomn.gov.

MANKATO/NORTH MANKATO AREA PLANNING ORGANIZATION (MAPO)

2019 Unified Planning Work Program (UPWP) Project Application

Purpose

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- Applicants are encouraged to review the current LRTP, located at www.mnmapo.org.
- Submit completed applications by **June 29, 2018** to candrosky@mankatomn.gov

Applicant Information

Name: Kurt Klinder	*Title:* GIS Coordinator
Organization: City of Mankato	
Phone: 507.387.8686	*Email:* kklinder@mankatomn.gov

Project Description

Supply a detailed project description including location, need, contributing factors, proposed solution, estimated cost, and why/how the proposed solution will advance the goals of the MAPO's Long Range Transportation Plan.

The city of Mankato along with Blue Earth and Nicollet Counties will be having Pictometry fly aerial photography in 2019. In 2016 the MAPO participated in the cost sharing of some combined imagery that would have not been otherwise purchased ($3,000.00). The city of Mankato has produced almost all of the maps for the MAPO with that combined aerial imagery. Aerial imagery does a great job representing the landscape; however it does become out of date after a few years. New and old imagery allows for comparison of growth areas and change overtime. The imagery and deliverables would cost about the same as 2016.

Contact MAPO Transportation Planner Charles Androsky with questions or comments (507) 387-8389 or candrosky@mankatomn.gov.

MANKATO/NORTH MANKATO AREA PLANNING ORGANIZATION (MAPO)

2019 Unified Planning Work Program (UPWP) Project Application

Purpose

- The intent of this form is to provide the MAPO suggestions for projects for inclusion in the 2019 Unified Planning Work Program (UPWP).
- Projects programmed for the 2019 UPWP must advance the goals of the MAPO's Long Range Transportation Plan (LRTP), with an emphasis toward translating multimodal needs into specific actionable projects.
- The LRTP prioritizes improvements to coordinate preservation needs (so as to maintain the future metropolitan transportation system in a state of good repair) with mobility, safety, freight, and congestion needs to accommodate planned growth in the area.
- Funds for the 2019 UPWP are limited. Several projects, such as the LRTP update, are already scheduled.
- Applicants are encouraged to review the current LRTP, located at www.mnmapo.org.
- Submit completed applications by **June 29, 2018** to candrosky@mankatomn.gov

Applicant Information

Name: Michael McCarty *Title:* Assistant City Engineer

Organization: City of Mankato

Phone: 507-387-8643 *Email:* mmccarty@mankatomn.gov

Project Description

Supply a detailed project description including location, need, contributing factors, proposed solution, estimated cost, and why/how the proposed solution will advance the goals of the MAPO's Long Range Transportation Plan.

The City of Mankato is requesting proposals from qualified planning and engineering firms to conduct a transportation corridor study. The study will include intersection control evaluations of Warren Street at Broad Street, Glenwood Avenue, Second Street, Front Street and Riverfront Drive, as well as a traffic study of Warren Street from Riverfront Drive to Balcerzak Drive in Mankato. The Study will evaluate alternatives for management of existing and future traffic flow along Warren Street, with discussion on alternatives, access management, intersection control options, alternative intersection designs, pedestrian connectivity including mid-block crossings, potential changes in cross sections and lane configurations from existing conditions, and possible impacts on parallel streets associated with the alternatives. The study should contain technical memos addressing the following areas: Existing Conditions, Traffic Analysis, Issues, Alternative Development, and Alternative Evaluation.

The final objective is to determine the recommended improvements necessary Warren Street from Balcerzak Drive to Riverfront Drive by performing a high level operational analysis of major intersections, pedestrian movements and traffic flow to ensure the most efficient design is implemented for the reconstruction of Warren Street which is scheduled for 2021.

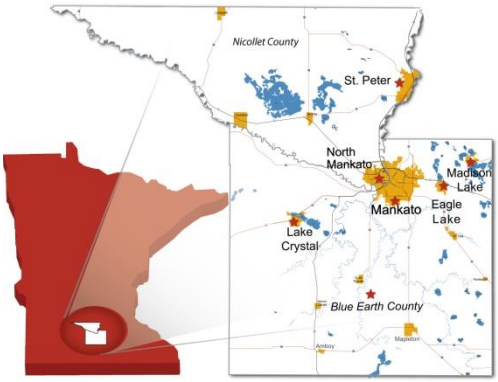
Contact MAPO Transportation Planner Charles Androsky with questions or comments (507) 387-8389 or candrosky@mankatomn.gov.

2019 Program Activity Detail			
	100 Program Support and Administration	**Budget**	**Staff Hours**
Program Support 51001	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 Title VI Program/Limited English Proficiency Plan		
	6. Review and Update Public Participation Plan		
	7. Prepare billing for local jurisdiction assessment		
	Total Expense - Program Support	**$43,547**	**800**
Planning Work Program 51002	1. Prepare draft 2020-2021 UPWP and budget		
	2. Review with MnDOT and FHWA		
	3. Reporting to MnDOT & FHWA		
	Total Expense - Planning Work Program	**$8,763**	**150**
Training and Travel 51003	1. Travel to MPO Directors meetings MN MPO workshop		
	2. Travel to workshops		
	3. Attend other meeting related to transportation		
	Total Expense - Training & Travel	**$8,763**	**150**
Information Tech & Website 51004	1. Maintenance of Website - Post minutes, agendas, meeting materials, information, create revolving content		
	2. Geographic Information System Support	$4,936	
	Total Staff Expenses	$6,213	**100**
	Total Website Expenses	**$6,213**	
Program Expenses 51005	1. Vacation, Sick and Holidays		
	Total Expense - Program Expenses	**$16,728**	**300**
Total Expenses - Program Support and Administration		**$84,014**	**1,500**
	200 Long-Range Planning	**Budget**	**Staff Hours**
LRTP Update 52001	1. Consultant cost - Initiate and coordinate Long Range Transportation Plan Update	$75,000	
	Total Staff costs - Long Range Transportation Plan Update	$13,277	**255**
	Total Expenses - Long Range Transportation Plan Update	**$88,277**	
Total Expenses - Long Range Planning		**$88,277**	**255**

	300 Short-Range Planning	**Budget**	**Staff Hours**
Short Range Planning - Local	1. Consultant cost - continued work on ADA Transition Plan	$4,000	
	2. Consultant cost - Warren Street Corridor Study	$40,000	
	3. Consultant cost - GIS Aerial Pictometry Flyover	$3,000	
	4. Consultant cost - Highway 169/14 Interchange Study	$60,000	
	5. Assist MAPO partners with local transportation planning efforts as needed		
	6. Coordination and working with local Statewide Health Improvement Program/Active Transportation		
	7. Distribute and share relevant transportation materials & information/LRTP Outreach (52002 staff coding)		
	8. Coordination with agency partners on Regional Transit Coordinating Council		
	Staff Expenses	$30,802	**550**
	Total Expenses - Short Range Planning - Local	**$137,802**	
	1. Participation in Statewide and District Planning Efforts		
State Planning	2. Coordination with MnDOT and local partners for transportation related activities		
Efforts			
53002	Total Staffing Costs - Short Term Planning - Interagency	$8,763	**150**
	Total Expenses - Short Range Planning - Interagency	**$8,763**	
	Staff Expenses - Short Range Planning	$39,564	
Total Expenses - Short-Range Planning		**$146,564**	**700**
	400 Program Development	**Budget**	**Staff Hours**
Inter Agency - State 54002	1. TAP LOI Review		
	2. Coordination and review with MnDOT and Transit for STIP		
	Total Staffing Costs - Program Development	$10,620	175
	Total Expenses - Program Development - Interagency	**$10,887**	**175**
Inter Agency Local 54003	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	$22,039	**400**
	Total Expenses - Program Development - Interagency	**$22,039**	

Total Expenses - Program Development		**$32,926**	**575**
	Other Services & Commodities	**Budget**	**Staff Hours**
	3040 Legal, Publication, & 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 2019		**$365,530**	**3,030**

Meeting Date: July 19, 2018



AGENDA RECOMMENDATION

Agenda Heading: Review of Intersection Control Evaluation Respondents: Hoffman Road at South Victory Drive
No: 5.2

Agenda Item: Review of Intersection Control Evaluation Respondents: Hoffman Road at South Victory Drive

Recommendation Action(s): Recommendation to the MAPO Policy Board for consultant to perform intersection control evaluation (ICE) of Hoffman Road at South Victory Drive (CSAH 82).

Summary:
The MAPO released a request for proposal (RFP) on 6/15/18 with responses due 7/9/18. Two responses were received. The MAPO TAC's response review subcommittee met on 7/11/18.

The subcommittee assigned scores using four categories: Technical Approach (40 points), Cost (30 points), Organization, personnel and expertise (20 points), and General quality of response and responsiveness to terms and conditions (10 points).

It is the recommendation of the response review subcommittee that SRF Consulting Group be awarded the contract for the ICE study of Hoffman Road at South Victory Drive. Staff recommends the MAPO TAC make a motion to recommend to the MAPO Policy Board contract award to SRF.

Attachments:
Hoffman Road and South Victory Drive ICE Study review committee comment sheet

MAPO ICE Study Consultant Selection Review Committee Comments

Executive Summary

The scoring for both respondents was very close. Although Bolton & Menk scored higher on project cost (7.4% lower than SRF) and demonstrated more familiarity with local project issues (types of crashes affecting the intersection, bike/ped issues), SRF ultimately scored higher due to more detailed project schedule/timeline, project budget, and higher personnel certifications.

Technical Approach

At a broad itemized level both firms presented similar technical approaches (data gathering, existing conditions, stakeholder engagement, alternatives analysis).

SRF's past performance with ICE reports has been positive.

Cost

Both consultants' budgets are within RFP specifications. Bolton and Menk's total cost is 7.4% lower ($9,250.14 to SRF's $9,993).

Organization, personnel and expertise

Both firms present broad experience with previous ICE studies.

SRF Project Manager is certified as a Professional Traffic Operations Engineer. This was agreed by the panel as a potentially significant benefit to the project.

General Quality of Response

Bolton & Menk's response indicates more local familiarity with project-specific issues.

Neither respondent referenced the most updated MNCMAT traffic data. Ensure the selected respondent uses most recent data (MNCMAT Crash Map Analysis Tool). It is now updated to include 2016.

SRF presented a more detailed staff member hourly rates table.

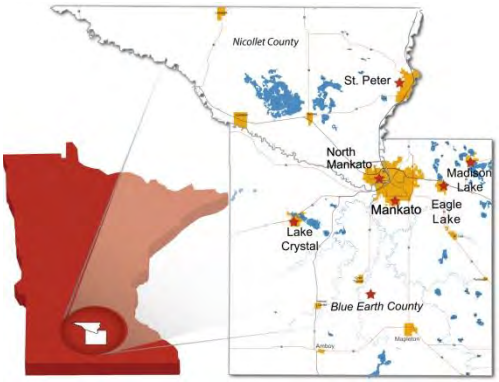
Bolton & Menk's proposal was clearly organized by section with marked page dividers.

Bolton and Menk's Work Plan did not include a final project delivery date. The Gantt chart outlining the project schedule appears to have been cut off on the bottom of the page. It was inferred that the project delivery date was the same as indicated in the RFP, but it would have been helpful to have this clearly spelled out in the response.

Bolton & Menk indicates use of CRASHiD sorting tool, which may provide the study more specific crash data. This data may be obtainable of either respondent.

Overall presentation of SRF regarding budget was more detailed. Bolton and Menk's cost estimate was less specific in identifying costs of sub-tasks.

Meeting Date: July 19, 2018



AGENDA RECOMMENDATION

Agenda Heading: Resolution Supporting MnDOT Pavement and Bridge Condition Performance Measure Targets (PM2) No: 5.3

Agenda Item: Resolution Supporting MnDOT Pavement and Bridge Condition Performance Measure Targets (PM2)

Recommendation Action(s): Motion to recommend to the MAPO Policy Board to Adopt Resolution Supporting MnDOT Pavement and Bridge Condition Performance Measure Targets (PM2)

Summary: 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 the Minnesota Department of Transportation (MnDOT)'s targets or establish targets specific to the MAPO planning area. It is 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). MAPO's duties consist of:

- For each respective Performance Measure (PM1, PM2, and PM3) adopt a resolution that supports the state targets or establishes its own.
- Report the targets to MnDOT annually. An annual resolution will serve as the MAPO's documentation.
- Report MAPO progress toward achieving targets in the system performance report component of the LRTP. This can be accomplished as part of the normal plan update cycle.
- Incorporate the targets into the Transportation Improvement Program (TIP).

The MAPO will plan and program projects so that the projects contribute to the accomplishment of MnDOT's calendar year 2018 4-year NHS pavement and bridge condition targets of:

- 50% target for pavements of the non-Interstate NHS in good condition,
- 4% target for non-Interstate NHS pavements in poor condition,

- 50% target for NHS bridges classified as in good condition, and
- 4% target for NHS bridges as in poor classified

Attachments:
Resolution Supporting MnDOT Pavement and Bridge Condition Performance Measure Targets (PM2)

RESOLUTION OF THE MANKATO/NORTH MANKATO AREA PLANNING ORGANIZATION

Adopting NHS Pavement and Bridge Condition Performance Targets (PM2)

Whereas, the U.S. Department of Transportation established performance measures for pavement and bridge condition on the National Highway System as detailed in 23 CFR 490, Subpart C, National Performance Measures for Assessing Pavement Condition, and 23 CFR 490, Subpart D, National Performance Measures for Assessing Bridge Condition;

Whereas, the Minnesota Department of Transportation (MnDOT) established performance targets for each of the four NHS pavement condition performance measures in accordance with 23 CFR 490.307(a); and

Whereas, MnDOT established performance targets for each of the two NHS bridge condition performance measures in accordance with 23 CFR 490.407(c); and

Whereas, metropolitan planning organizations (MPOs) must establish performance targets for each of the NHS pavement and bridge condition performance measures; and

Whereas, MPOs establish NHS pavement and bridge condition targets by either agreeing to plan and program projects so that they contribute to the accomplishment of the State DOT NHS pavement or bridge condition target or commit to a quantifiable target for the metropolitan planning area; and

Whereas, the Mankato/North Mankato Area Planning Organization does not have any Interstate mileage located within its metropolitan planning area;

Now, therefore, be it resolved, that the Mankato/North Mankato Area Planning Organization agrees to plan and program projects so that the projects contribute to the accomplishment of MnDOT's 4-year NHS pavement and bridge condition targets:

- 50% target for pavements of the non-Interstate NHS in good condition,
- 4% target for non-Interstate NHS pavements in poor condition,
- 50% target for NHS bridges classified as in good condition, and
- 4% target for NHS bridges as in poor classified

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 second day of August, 2018 as shown by the minutes of said meeting in my possession.

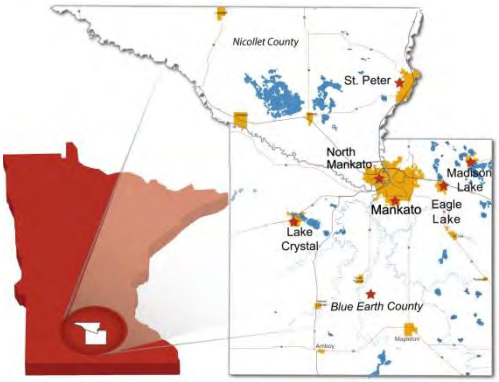
_____

Chair Date

_____

Executive Director Date

Meeting Date: July 19, 2018



AGENDA RECOMMENDATION

Agenda Heading: Resolution Supporting MnDOT Freight Reliability Performance Measure Targets (PM3)
No: 5.4

Agenda Item: Resolution Supporting MnDOT Freight Reliability Performance Measure Targets (PM3)

Recommendation Action(s): Motion to recommend to the MAPO Policy Board to Adopt Resolution Supporting MnDOT Freight Reliability Performance Measure Targets (PM3)

Summary: 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 the Minnesota Department of Transportation (MnDOT)'s targets or establish targets specific to the MAPO planning area. It is 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). MAPO's duties consist of:

- Adopt a resolution that supports the state targets or establishes its own.
- Report the targets to MnDOT annually. An annual resolution will serve as the MAPO's documentation.
- Report MAPO's progress toward achieving its targets in the system performance report component of the LRTP. This can be accomplished as part of the normal plan update cycle.
- Incorporate the targets into the Transportation Improvement Program (TIP).

The MAPO will plan and program projects so that the projects contribute to the accomplishment of MnDOT's target of 75 percent of person-miles traveled on the non-Interstate NHS that are reliable (Non-Interstate Travel Time Reliability).

Attachments:
Resolution Supporting MnDOT Freight Reliability Performance Measure Targets

RESOLUTION OF THE MANKATO/NORTH MANKATO AREA PLANNING ORGANIZATION

Adopting Performance Targets to Assess NHS Performance and Freight Movement on the Interstate System (PM3)

Whereas, the U.S. Department of Transportation established performance measures for pavement and bridge condition on the National Highway System as detailed in 23 CFR 490, Subpart E, National Performance Management Measures to Assess Performance of the National Highway System, and 23 CFR 490, Subpart F, National Performance Management Measures to Assess Freight Movement on the Interstate System;

Whereas, the Minnesota Department of Transportation (MnDOT) established performance targets for each of the two Travel Time Reliability performance measures in accordance with 23 CFR 490.507(a); and

Whereas, MnDOT established a performance target to calculate the Freight Reliability performance measure in accordance with 23 CFR 490.607; and

Whereas, metropolitan planning organizations (MPOs) must establish performance targets for the Travel Time Reliability and Freight Reliability measures; and

Whereas, MPOs establish Travel Time Reliability and Freight Reliability targets by either agreeing to plan and program projects so that they contribute to the accomplishment of the State DOT Travel Time Reliability target or Freight Reliability target or commit to a quantifiable target for the metropolitan planning area; and

Whereas, the Mankato/North Mankato Area Planning Organization does not have any Interstate mileage located within its metropolitan planning area;

Now, therefore, be it resolved, that the MANKATO/NORTH MANKATO AREA PLANNING ORGANIZATION agrees to plan and program projects so that the projects contribute to the accomplishment of MnDOT's target of 75 percent of person-miles traveled on the non-Interstate NHS that are reliable (Non-Interstate Travel Time Reliability).

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 second day of August, 2018 as shown by the minutes of said meeting in my possession.

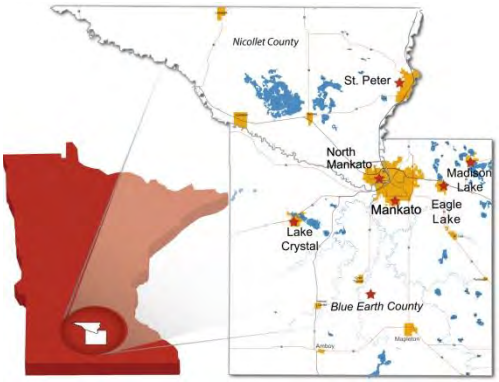
_____

Chair Date

_____

Executive Director Date

Meeting Date: July 19, 2018



AGENDA RECOMMENDATION

Agenda Heading: Resolution Supporting Transit Asset Management (TAM)
No: 5.5

Agenda Item: Resolution Supporting Transit Asset Management (TAM)

Recommendation Action(s): Motion to recommend to the MAPO Policy Board to Adopt Resolution Supporting Mankato Transit System's Transit Asset Management (TAM) Targets

Summary

The Fixing America's Surface Transportation (FAST) Act requires transit systems to establish Federal Performance Targets as detailed in 49 CFR 625. Under this instruction, the Mankato Transit system has established these targets within the system's adopted Transit Asset Management (TAM) plan. Metropolitan planning organizations (MPOs) must either support their respective transit operator's targets or adopt their own.

Staff recommends that the MAPO agree to support the Mankato Transit System's Transit Asset Management plan.

Attachments:

Mankato Transit System Transit Asset Management (TAM) Plan
Resolution Supporting Transit Asset Management (TAM)

Transit Asset Management Plan

June 2018

Prepared for: City of Mankato — Leading the way...

Prepared by: Kimley»Horn

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Transit Asset Management Plan

The condition of a public transportation system's capital assets is critical to the safety and quality of its service. Most notably, a system's equipment, rolling stock, infrastructure, and facilities determine its effectiveness in serving its community. When transit assets are not in a state of good repair, the consequences include increased safety risks, decreased system reliability, higher maintenance costs, and lower system performance.

The Greater Mankato Transit System (GMTS) is committed to providing safe, efficient, and reliable service to its customers. Having a transit asset management (TAM) plan which assesses current and future needs and prioritizes investments to resolve those needs is critical to meeting this mission.

Overview

To comply with Federal Transit Administration (FTA) guidance, the GMTS must use inventory and condition data and well-defined objectives to provide a systematic approach for improving resource allocation decision-making. This chapter includes:

- Documentation of the decision support process used by GMTS to establish capital investment needs and develop investment prioritization
- An inventory of capital assets, including number, type, and value
- A condition assessment of inventoried assets to monitor and predict asset condition
- An estimation of funding levels from all available sources that are reasonably expected to be available in each fiscal year during the TAM Plan horizon period
- A prioritization of investments, including rank/priority and anticipated project year to improve or manage the state of good repair

Best Practices in Asset Management

Preventative Maintenance

Traditionally, asset management is a reactive find-and-fix maintenance method. Improved transit asset management uses a predict-and-prevent approach to reduce cost and improve safety and reliability of the system. This approach to asset management aligns with the guidance of the FTA, which requires that recipients of federal funding report on:

- The condition of their system
- Any change in condition since the last report
- Targets set for the state-of-good-repair performance measures
- Progress towards meeting those targets

Regular Inspections

In addition to reporting data, inspections should be conducted on all assets. These inspections are critical to maintaining an accurate database that can help make investment decisions. Regular vehicle and equipment inspections should be conducted based upon vehicle type, mileage, road conditions, and other policies.

- Vehicle type: Due to deterioration from stop frequency and wear and tear from congestion and general use, revenue vehicles require a more frequent and in-depth preventative maintenance inspection than other vehicles
- Mileage: Vehicles with the highest mileage should be inspected frequently
- Road conditions: Vehicles used in inclement weather or road conditions, such as ice, snow, or gravel, should be inspected more frequently than the manufacturer recommendation

Inspections should occur on a regular schedule, should be organized and consistent, and should be fully documented. Many agencies identify a specific person to manage this task.

Review and Adjust

Finally, GMTS staff should continually review these maintenance practices to identify improvements to the program. The current condition assessment portion of this chapter includes the first iteration of a FTA-compliant report on state of good repair. Continually updating this section of the report with current numbers, budgets, and the state of good repair is the first recommended change.

Existing Asset Management Practices at GMTS

The GMTS has a daily vehicle maintenance program. Managed by the Superintendent of Transit, this program employs one full-time mechanic who maintains and cleans all 17 buses, garage equipment, and transit facilities. This employee's responsibilities include interior and exterior cleaning of buses and bus shelters, fueling and repair of buses and other maintenance equipment as well as cleaning and repair of shelters and other bus facilities.

Having only one person responsible for vehicle and bus shelter maintenance is an issue for system functionality. Successful maintenance is essential to system safety and reliable operations. Vacations, sick-leave, or any sudden departure from the maintenance position has an immediate impact on daily operations. The FTA has noted that GMTS needs more maintenance staff to safely and reliably execute the existing service plan.

Investment Framework: Goals, Performance Measures and Targets

The GMTS is committed to maintaining current stock and replacing assets that are no longer in a state of good repair. This is an essential part of providing a transportation system that promotes the safety and security of all users. Proper maintenance increases the system's reliability, improves quality of service, and maximizes the useful life of transit assets. GMTS should strive to maintain the condition and functionality of its transportation inventory through the establishment of goals and use of performance measures and performance targets for its capital assets. These maintenance goals and metrics are nested within the Existing Asset Management Decision Making Process.

The Existing Asset Management Decision Making Process considers both physical condition and customer service factors to determine asset maintenance and replacement needs. Equipment, rolling stock, and facilities goals, performance measures and performance targets are contained within the process (**Figure 1**).

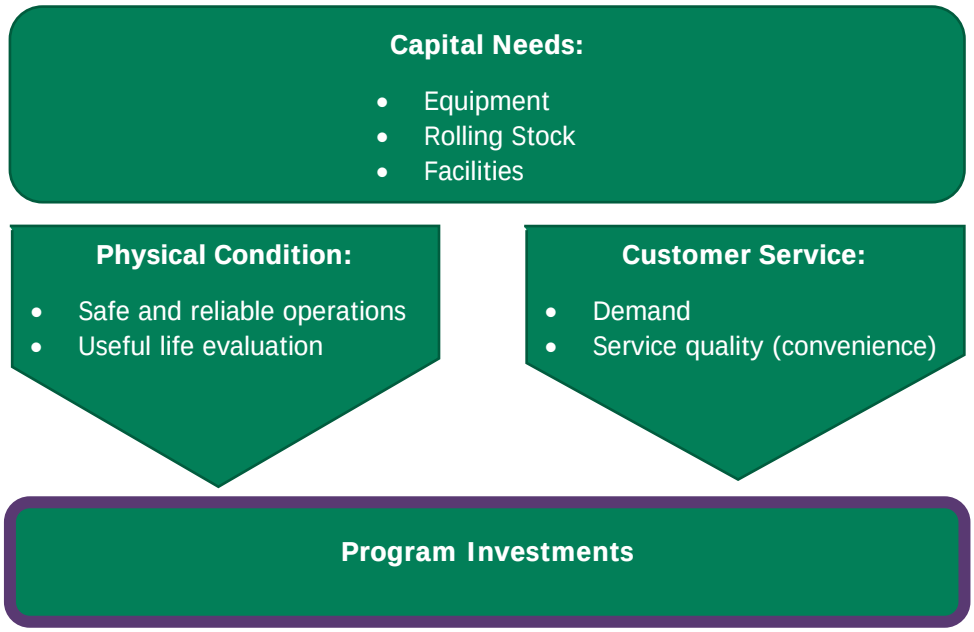


Figure 1: Existing Asset Management Decision Making Process evaluates assets against Physical Condition and Customer Service criteria to establish investment priority

Goals, Performance Measures and Targets

Capital needs are determined by evaluating Equipment, Rolling Stock, and Facilities assets against Physical Condition and Customer Service goals, performance measures, and performance targets. Goals, performance measures and targets for each asset category are described below.

EQUIPMENT

Goals and Objectives

- Safety - Develop and maintain a transportation system that promotes the safety of all users Support a safe, secure, and comfortable transportation system
- Preservation - Develop a regional system that promotes the preservation of the existing and future transportation system

Performance Measures and Targets

- Useful life evaluation: 50 percent of non-revenue vehicles meet or exceed useful life

ROLLING STOCK

Goals and Objectives

- Access and Reliability - Develop a transportation system that increases access and reliability options for all users
  - Objective 7: Increase system ridership each year
  - Objective 8: Minimize overcrowding on buses
  - Objective 9: Improve system on-time performance
- Safety - Develop and maintain a transportation system that promotes the safety of all users Support a safe, secure, and comfortable transportation system
  - Objective 1: Promote the safety of all users by developing an agency safety plan and training staff and drivers in incident response

- Preservation - Develop a regional system that promotes the preservation of the existing and future transportation system
- Environmental Conservation and Sustainability - Support transportation improvements that promote energy conservation to improve community quality of life, health, and character
  - Objective 1: Reduce CO2 emissions
  - Objective 3: Increase alternative fuel vehicles in the GMTS fleet
- System Management: Promote efficient system management and operations while increasing collaboration among businesses, community and industry groups, and federal, state, and local governments to better target investments and improve accountability
  - Objective 1: Establish service standards for each mode regarding vehicle loads, vehicle headways, on-time performance, and service availability, as required by Title VI
  - Objective 2: Establish systemwide service policies for transit amenities and vehicle assignment by mode, as required by Title VI
  - Objective 4: Monitor and reduce operating costs per passenger

Performance Measures and Targets

- Increase system ridership by three percent each year
- Maximum seated passenger load: 120 percent
- On-time performance: 90 percent
- Revenue hours per capita: 0.7 revenue hours per capita
- Crashes per 100,000 revenue miles: 0.4
- Fleet condition: At least 80 percent of all regular fleet available for operations
- Spare Ratio: Spare vehicles to peak requirement less than 20 percent
- Rolling Stock: 20 percent of revenue vehicles meet or exceed useful life
- Propulsion technology: Add an electric bus to the fleet in the next 5 years
- Vehicle load standard: 1.2
- Vehicle headway standard
  - Weekday: 30 minutes
  - Weekend: 60 minutes
- Vehicle assignment standard: vehicles with greater capacity will be assigned to routes with the greater ridership
- Operating cost per passenger: Less than or equal to $3

FACILITIES

Goals and Objectives

- Access and Reliability - Develop a transportation system that increases access and reliability options for all users
  - Objective 7: Increase system ridership each year
- Safety - Develop and maintain a transportation system that promotes the safety of all users Support a safe, secure, and comfortable transportation system
  - Objective 3: Ensure safe waiting areas for passengers by providing lighting, benches, and/or shelters at major stops
- Preservation - Develop a regional system that promotes the preservation of the existing and future transportation system
- Multimodal Transportation - Develop and maintain a transportation system that integrates multimodal options for all users, while considering active living and public health initiatives
  - Objective 1: Connect to other local and regional transit services (Minnesota River Valley Transit and True Transit)
  - Objective 2: Provide bicycle parking at transit centers and major bus stops

  - Objective 3: Locate bus stops along sidewalks and trails
- Coordination and Collaboration - Maintain intergovernmental cooperation and coordination, along with community participation and input in all stages of the transportation planning process
  - Objective 6: Seek opportunities for public-private partnerships to improve transportation options
- Environmental Conservation and Sustainability - Support transportation improvements that promote energy conservation to improve community quality of life, health, and character
  - Objective 1: Reduce CO2 emissions
  - Objective 2: Integrate GMTS into development of quality of life initiatives in the Greater Mankato area
- Land Use - Establish a strong connection between transportation modes and the land uses that they serve
  - Objective 1: Facilitate and promote moderate to higher density and mixed-use development in areas near or along planned/existing transit routes
  - Objective 2: Encourage the concentration of employment and services along transit routes
  - Objective 3: Promote transit-oriented development into small area plans, master-planned developments, and site plans
- Security - Increase security of the transportation system for motorized and non-motorized users in preparedness for emergency events and natural disasters
  - Objective 1: Develop an Emergency Event and Natural Disasters Plan and seek opportunities to utilize the region's transit service in such events
  - Objective 3: Maintain or reduce the number of security-related complaints
  - Objective 4: Maintain or improve customer satisfaction regarding perceptions of safety and security
- System Management: Promote efficient system management and operations while increasing collaboration among businesses, community and industry groups, and federal, state, and local governments to better target investments and improve accountability
  - Objective 2: Establish systemwide service policies for transit amenities and vehicle assignment by mode, as required by Title VI

Performance Measures and Targets

- Increase system ridership by three percent each year
- Facilities: 50 percent of facilities (including passenger amenities) adequate or better
- 90 percent of regional transit routes have no wait transfers to GMTS routes
- Bicycle parking at transit stops with 20 or more boardings per day
- Pedestrian sidewalks or trails within ¼ mile of bus stops with at least 20 boardings per day
- Transit amenity standards
  - Shelters at stops with at least 20 boardings per day or major transfer points
  - Benches at bus stops with 15 or more daily boardings
  - Lights at bus stops with 15 or more daily boardings

Current Condition Assessment

Methodology

The FTA Transit Economic Requirements Model (TERM) Lite tool estimates transit capital investment needs over an extended time horizon. It estimates asset condition based on age, useful life, and asset decay curves. This tool was used to identify the current condition of the GMTS transit system features

and create recommendations for resource allocation to reach and maintain a state of good repair (SGR) for years to come. The assumptions used for the base model were:

- 10-year horizon year
- All assets have the same priority
- Agency soft costs are 5 percent for most non-rolling stock, and 10 percent for the central maintenance facility
- Inflation is set at 3 percent
- GMTS capital budget is set at "unconstrained"

INPUTS

The inputs for the TERM Lite model include 41-line items such as 17 fixed-route and demand response revenue vehicles, seven bus shelters, various office equipment and supplies, maintenance and repair equipment pieces, and a maintenance facility.

Useful lives were identified for every asset. Revenue vehicle useful lives ranged from 7 to 15 years, non-revenue vehicles have useful lives of 10 years, and maintenance equipment ranged from 10 to 40 years.

Asset Inventory Replacement Value

Figure 2 shows the existing replacement value of GMTS' capital assets at $19.9 million. Facilities, which include the existing central maintenance facility, make up the largest single asset type at $13.5 million. Revenue vehicles make up over one-quarter of the value of GMTS' assets, while bus stops (stations) and systems assets make up roughly 2.5 percent of the value.

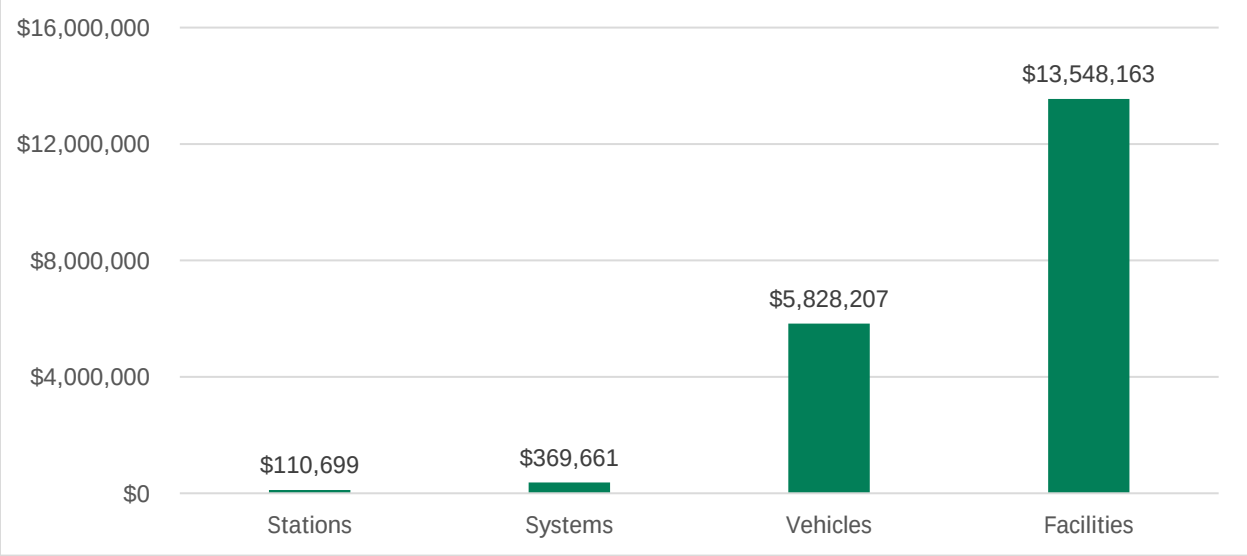


Figure 2: GMTS Capital Assets (reported in 2018 dollars)

Table 1 shows GMTS's capital asset inventory, broken down by asset type, quantity, and replacement value.

Table 1: GMTS Capital Asset Inventory

ASSET CATEGORY	ASSET DESCRIPTION	QUANTITY	ASSET REPLACEMENT VALUE	ESTIMATED ASSET REPLACEMENT YEAR
Vehicles	Demand Response (DR)	1	$ 145,282	2025

ASSET CATEGORY	ASSET DESCRIPTION	QUANTITY	ASSET REPLACEMENT VALUE	ESTIMATED ASSET REPLACEMENT YEAR
	Demand Response (DR)	1	$ 152,221	2018
	Demand Response (DR)	1	$ 151,626	2020
	Demand Response (DR)	1	$ 143,839	2022
	Motor Bus (MB)	1	$ 462,512	2024
	Motor Bus (MB)	3	$ 1,471,137	2029
	Motor Bus (MB)	1	$ 473,105	2032
	Motor Bus (MB)	3	$ 1,375,264	2025
	Motor Bus (MB)	1	$ 492,272	2027
	Motor Bus (MB)	1	$ 479,026	2028
	Motor Bus (MB)	1	$ 155,483	2020
	Motor Bus (MB)	1	$ 144,946	2030
	Motor Bus (MB)	1	$ 158,666	2030
	Non-Revenue vehicle (truck)	1	$ 22,822	2020
Systems	Revenue Collection - on vehicle (SY)	17	$ 298,162	2023
	Two-way Radios - portable (SY)	12	$ 25,250	2028
	Two-way radios - mobile (SY)	17	$ 46,248	2028
Stations/Bus Stops	Bus Pad Shelter Estimate	7	$ 6,615	2033
	Bus shelter (SY)	1	$ 41,832	2018
	Bus shelters (SY)	6	$ 62,251	2015
Facilities	Access and parking (SY)	1	$ 347,121	2031
	Administrative space in public works (SY)	1	$ 764,041	2046
	Air compressor (SY)	1	$ 20,690	2031
	Built in equipment and specialties - interior sprinkler system (SY)	1	$ 46,952	2056

ASSET CATEGORY	ASSET DESCRIPTION	QUANTITY	ASSET REPLACEMENT VALUE	ESTIMATED ASSET REPLACEMENT YEAR
	Built in equipment and specialties - overhead crane (SY)	1	$ 82,941	2041
	Built in equipment and specialties - overhead doors (SY)	13	$ 169,299	2056
	Built in equipment and specialties- bus wash equip (SY)	1	$ 275,027	2026
	Built in equipment and specialties-interior paintings/coating (SY)	1	$ 66,656	2036
	Built in equipment and specialties-tubular daylighting (SY)	20	$ 59,487	2056
	Drainage (SY)	1	$ 29,654	2056
	Electrical (SY)	1	$ 449,303	2056
	Exterior (SY)	1	$ 1,324,507	2056
	Fire Alarm (SY)	1	$ 8,986	2031
	HVAC (SY)	1	$ 780,664	2036
	Maintenance Facility (SY)	1	$ 8,281,624	2056
	Mobile Lifts (SY)	1	$ 44,299	2031
	Office technology/computers	1	$ 12,837	2021
	Plumbing (SY)	1	$ 386,401	2056
	Roof (SY)	1	$ 322,375	2036
	Scrubber sweeper (SY)	1	$ 56,034	2032
	Vertical lift (SY)	1	$ 19,255	2037

Asset Conditions

An asset is in a SGR if it has not reached the end of its useful life. The SGR backlog represents the value of all assets in the transit system that are beyond their useful life and should be replaced. Based on the provided inventory, one percent of the total value of GMTS's transit system is in backlog (**Table 2**).

▸ Table 2: Assets in Backlog by Category

ASSET CATEGORY	REPLACEMENT VALUE	VALUE OF ASSETS IN BACKLOG	PERCENT OF ASSETS IN BACKLOG
Stations	$110,699	$104,084	94%
Systems	$369,661	$0	0%
Vehicles	$5,828,207	$152,221	3%
Facilities	$13,548,163	$0	0%
Total Assets	***$19,856,730***	***$256,306***	***1%***

Table 3 shows how each element fits into the five FTA defined asset-condition categories[1] based on how soon it will reach its useful life.

▸ Table 3: Asset Condition by Category and Type

CATEGORY	ELEMENT	USEFUL LIFE	REPLACEMENT VALUE (2018$)	EXCELLENT	GOOD	ADEQUATE	MARGINAL	POOR*
Facilities	Administration	30 years	$764,042	100%				
Facilities	Building Components	15 - 40 years	$4,178,436	98%		2%		
Vehicles	Bus	15 years	$4,753,319	49%	51%			
Facilities	Maintenance	10 - 40 years	$8,696,931	100%				
Facilities	MIS/IT/Network Systems	5 years	$12,837		100%			

[1]https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/Facility%20Performance%20Assessment%20Guidebook.pdf

CATEGORY	ELEMENT	USEFUL LIFE	REPLACEMENT VALUE (2018$)	EXCELLENT	GOOD	ADEQUATE	MARGINAL	POOR*
Systems	On-Vehicle	15 years	$298,162		100%			
Stations	Platform	15 years	$6,615	100%				
Systems	Radio	10 years	$71,499	100%				
Vehicles	Truck	10 years	$22,822			100%		
Vehicles	Vans, Cutaways and Autos	7 - 15 years	$1,052,066	43%	14%	43%		

Recommendations for Guiding Resources

Current Funding Scenario

Under GMTS's current service and funding conditions, a total of $8.5 million is spent over the next decade to replace assets (**Figure 3**). Given the assumption of unrestrained funding, the current system backlog is eliminated during the first full year (2019), and assets are replaced as soon as they reach the end of their useful life.

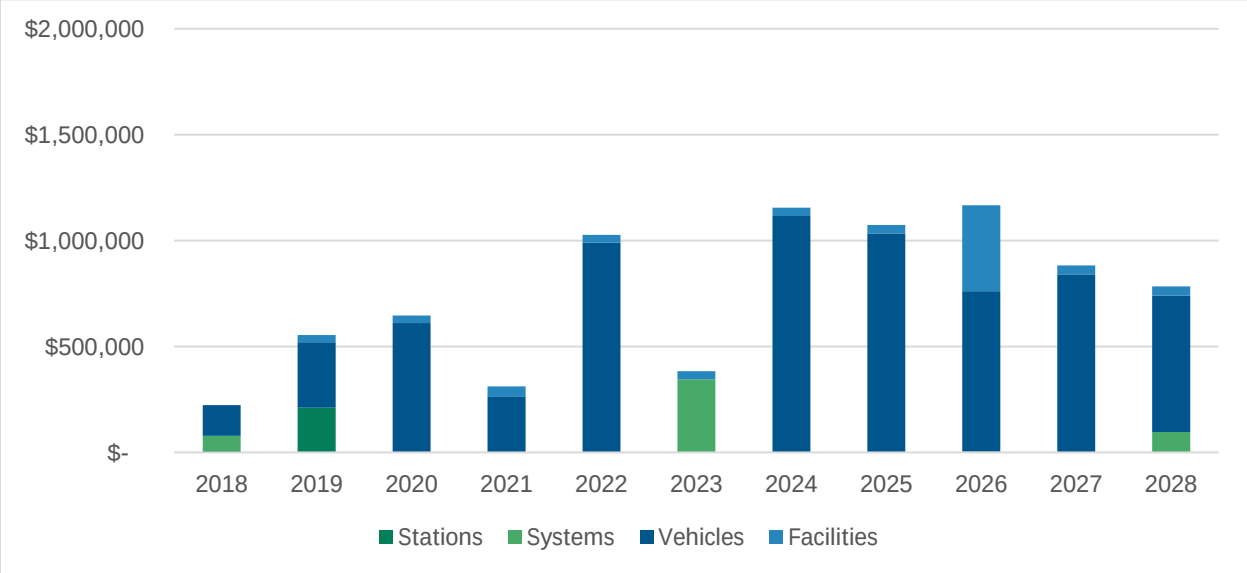


Figure 3: Current funding scenario asset replacement expenditures by year, separated by asset category

New Service Expansion Scenario

The New Service Expansion (NSE) funding scenario models the asset replacement expenditures that would occur under the NSE service plan, as described in the Service Recommendation Report and Financial Plan. Under this plan, GMTS would make immediate additions to its asset inventory that include 5 revenue vehicles, 13 bus shelters, and various radio and revenue collection units. Given the assumption of unrestrained funding, the current system backlog is eliminated during the first full year (2019), and assets are replaced as soon as they reach the end of their useful life.

Under the NSE scenario, a total of $10.8 million is spent over the project horizon (**Figure 4**).

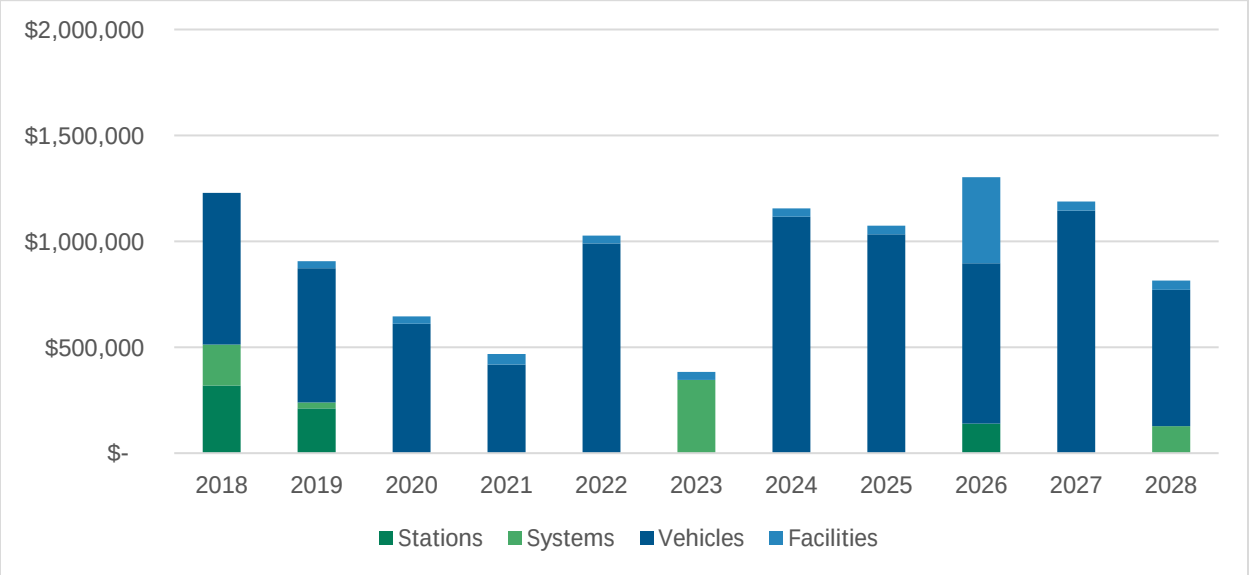


Figure 4: New Service Expansion funding scenario asset replacement expenditures by year, separated by asset category

Illustrative Funding Scenario

The Illustrative funding scenario models the asset replacement expenditures that would occur under the Illustrative expanded service plan, as described in the Service Recommendation Report and Financial Plan. Under this plan, GMTS would make immediate additions to its asset inventory that include 14 revenue vehicles, 13 bus shelters, an integrated Automatic Passenger Counter (APC) system, dispatching software, and various radio and revenue collection units. Given the assumption of unrestrained funding, the current system backlog is eliminated during the first full year (2019), and assets are replaced as soon as they reach the end of their useful life.

Under the Illustrative Funding Scenario, a total of $14.6 million is spent over the project horizon (**Figure 5**).

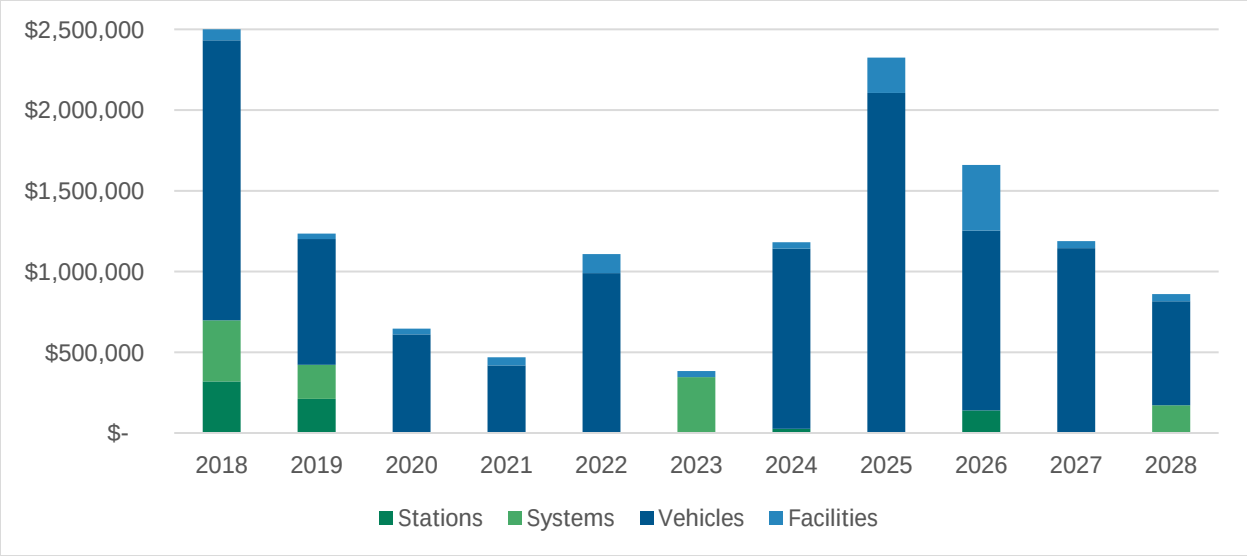


Figure 5: Illustrative funding scenario asset replacement expenditures by year, separated by asset category

RESOLUTION OF THE MANKATO/NORTH MANKATO AREA PLANNING ORGANIZATION (MAPO)

Supporting Transit Asset Management (TAM)

Whereas, with the purpose of directing national transit assets to achieve and maintain a state of good repair (SGR), the Fixing America's Surface Transportation (FAST) Act requires transit systems to establish Federal Performance Targets as detailed in 49 CFR 625; and

Whereas, under this instruction, the Mankato Transit System (MTS) has established these targets within the system's adopted Transit Asset Management (TAM) plan; and

Whereas, metropolitan planning organizations (MPOs) must either support their respective transit operator's targets or adopt their own; and

Now, therefore, be it resolved, that the Mankato/North Mankato Area Planning Organization (MAPO) agrees to support the Mankato Transit System's Transit Asset Management plan, as well as to plan and program projects so that the projects contribute to the accomplishment of the Mankato Transit System's transit asset management targets.

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 second day of August 2018 as shown by the minutes of said meeting in my possession.

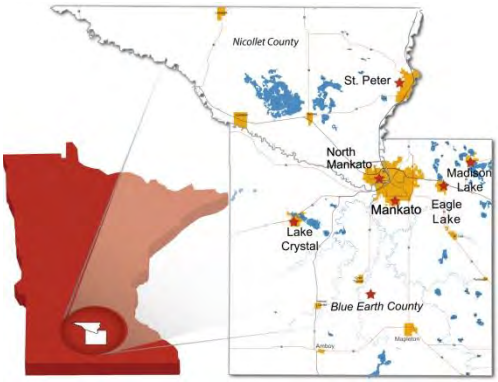
_____

Chair Date

_____

Executive Director Date

Meeting Date: July 19, 2018



AGENDA RECOMMENDATION

Agenda Heading: Update: Trunk Highway 22 Corridor Study No: 6.1

Agenda Item: Update: Trunk Highway 22 Corridor Study

Recommendation Action(s): Informational and discussion

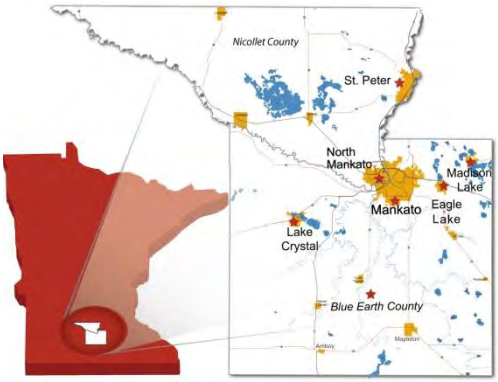
Summary:
The MAPO, in partnership with the Minnesota Department of Transportation (MnDOT) wrapped up the project's second round of public engagement in June. Engagement events included:

- An Open House for the project's southern segment on June 5 in Mapleton
- An Open House for the project's northern segment on June 12 in Kasota
- A Pop-Up event for the project's Mankato segment on June 14 in Mankato
- An Open House for the project's Mankato segment on June 14 in Mankato

The study team is currently reviewing scenario alternatives and analyzing public input and survey responses, including responses on highway build scenarios, travel preferences, and preferences regarding location and type of pedestrian crossings. The team is also in the process of reviewing Federal Highway Administration (FHWA) comments received.

Attachments:

Meeting Date: July 19, 2018



AGENDA RECOMMENDATION

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

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

Recommendation Action(s): Informational and discussion

Summary:

The project management team has begun review of collected data and drafts of member agency plans. This includes map and graphical elements of inventoried areas within the MAPO, as well as draft sections to be included in the finalized plans. These include MAPO member agency requirements, project purpose, and individualized Transition Plan and Inventories for each member. A project management team meeting was held June 26, 2018.

Attachments: