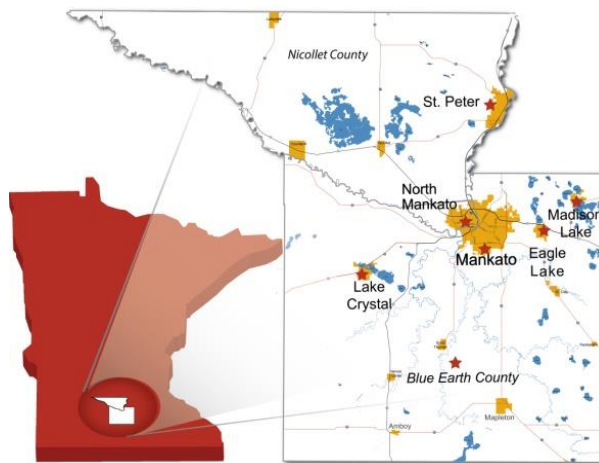


Mankato / North Mankato Area Planning Organization Transportation Improvement Program FY 2016-2019

Prepared by the

**Mankato / North Mankato
Area Planning Organization**



March 2016

To view this plan online please visit

<http://www.mankatomn.gov/mapo>

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

MANKATO/NORTH MANKATO PLANNING ORGANIZATION

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February 2016

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	Ed Pankratz – Mankato township
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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.

Federal Transportation Bill Disclaimer

The information contained in the following document references the previous Federal Surface Transportation Bill Moving Ahead for Progress in the 21st Century Act (MAP-21). On December 4th the current Federal Surface Transportation Bill "Fixing America's Surface Transportation (FAST) Act" was signed into Law. Because the 2016-2019 STIP has already been adopted the MAPO will be referencing MAP-21 in this document.

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

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

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

Mankato/North Mankato Area Planning Organization

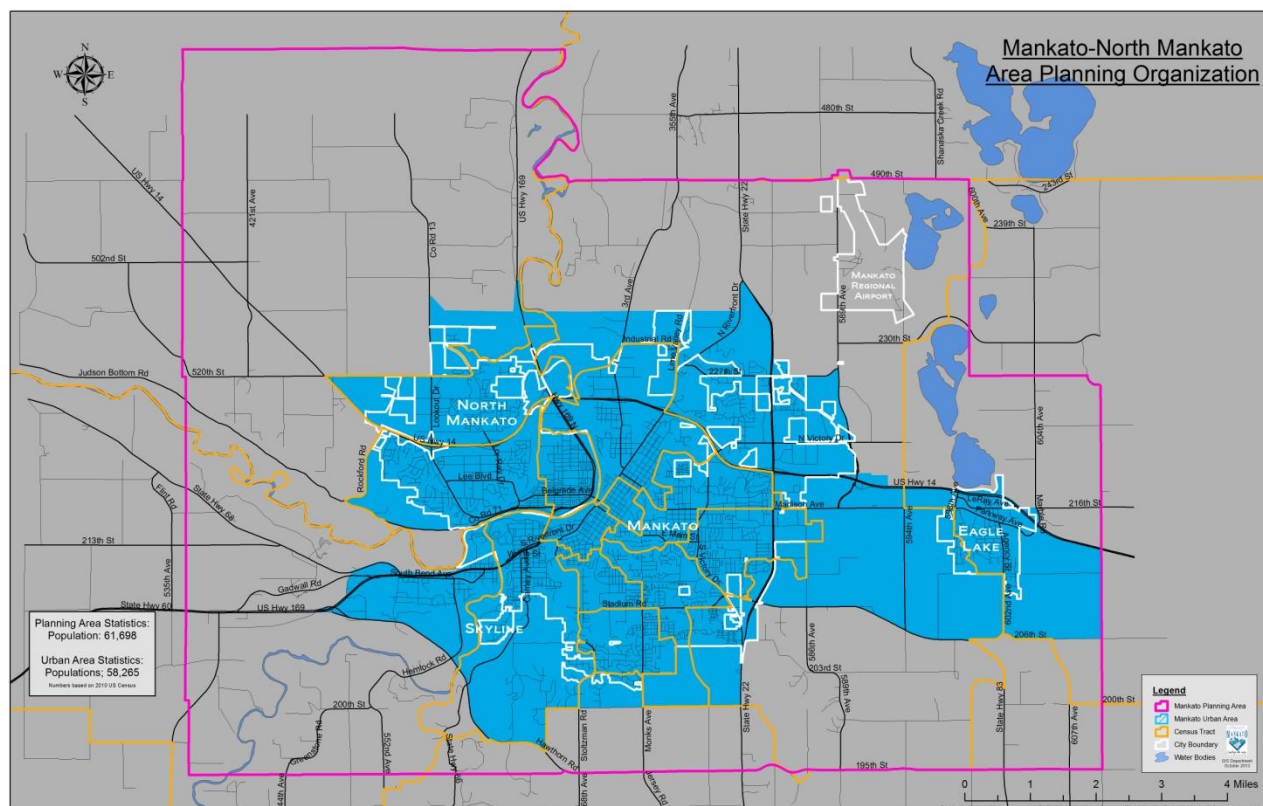
The Mankato/North Mankato Area Planning Organization (MAPO) was established in 2012 in response to the 2010 U.S. Census, which designated the Mankato/North Mankato region as an urbanized area, requiring the formation of a metropolitan planning agency.

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

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

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

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

Map 1: Mankato/North Mankato Metropolitan Planning Area

The federal transportation bill, Moving Ahead for Progress in the 21st Century Act (MAP 21) retains the eight planning factors identified in 23 U.S.C. § 134(f) 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.

The Transportation Improvement Program

The TIP is a federally mandated, annually prepared document that contains highway, transit, and other transportation projects that are being recommended for federal funding during the next four years in the metropolitan area. The projects included in each year's TIP ultimately come from the area's long range transportation plan (LRTP), and are aimed at meeting the long-range needs of the transportation system.

Implementing agencies, however, propose projects to the MAPO on an annual basis to be coordinated into a comprehensive listing of the area's federally funded transportation improvements planned for the short range (next 4 years). These listings include information regarding cost, specific funding sources, project timing, etc. Once in the TIP, projects represent a commitment to fund those projects on the part of the implementing agency.

TIPs are developed in cooperation with the state (MnDOT) and the Mankato Transit. They must comply with regulations issued by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), but can be revised or amended at any time during the program year by action of the MPO. The TIP projects

programmed for Mankato/North Mankato area must match those included in the Minnesota statewide transportation improvement program (STIP).

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

The TIP and its Connection to the Long Range Transportation Plan

As stated above, the projects in the 2016-2019 TIP originate from the Mankato/North Mankato long range transportation plan (LRTP). The LRTP contains a list of short-, mid-, and long-range transportation projects that are planned for the metropolitan area over the next twenty five years.

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

Federal Funding Sources

Projects included in the 2016-2019 Mankato/North Mankato Area TIP will be funded by one of the following funding categories. Funding sources are identified on pages 6 – 7 by the acronym in parentheses after each funding name listed below. Legislation allows MnDOT to reserve the ability to determine which of these funding categories (and how much of each) will ultimately be used to fund any given project in the TIP. As such, the amounts and types of funding shown in the project tables may be subject to modification.

National Highway Performance Program (NHPP):

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

Surface Transportation Program (STP):

The Surface Transportation Program provides flexible funding that may be used by States and localities for projects on any highway designated eligible for Federal-Aid, bridge projects on *any* public road, on non-motorized paths, and on transit capital projects, including bus purchases. States and localities are responsible for a 20% share of STP-funded project costs.

Highway Safety Improvement Program (HSIP):

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

Transportation Alternatives Program (TAP):

The Transportation Alternatives Program is a revision of the former Transportation Enhancements program under SAFETEA-LU and now funds projects that were previously funded under the Recreational Trails and Safe Routes to School programs. It is derived as a set-aside from each state's annual NHPP, STP, HSIP, and CMAQ apportionments. Eligible projects include, but are not limited to, the creation of facilities for pedestrians and bikes, environmental mitigation or habitat protection as related to highway construction or operations, as well as infrastructure and non-infrastructure related Safe Routes to School activities. States and localities are responsible for 20% of TAP funds applied to projects. States may also transfer up to 50% of TAP funds to NHPP, STP, HSIP, CMAQ, and/or Metro Planning.

Federal Transit Administration (FTA):

Transit funding authorized by MAP-21 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 2016-2019 Mankato/North Mankato Area TIP generally represent one of a number of subcategories that represent different funding programs administered by the FTA to provide either capital or operating assistance to public transit providers.

High Priority Project (HPP):

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

Local Funds (LF):

Funding identified as “LF” in the 2016-2019 Mankato/North Mankato Area TIP indicates projects that are being funded almost exclusively with local funds, but are identified as regionally significant and are therefore included in the TIP.

Other:

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

FY 2016-2019 TIP Projects

The tables that follow on pages 9 - 12 list all the transportation projects scheduled for federal and/or state funding in the Mankato/North Mankato area. The map on page 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.

SEQ # Number – This Number is a unique number assigned to each project the STIP.

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

State Project ID – Links the project to the Statewide Transportation Improvement Program (STIP).

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.

Program Year – Year the project is programmed for.

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

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

Miles – The length of project.

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

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

Type of 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 2016 Federal & State Funded Transportation Projects

MPO: MANKATO-NORTH MANKATO AREA PLANNING ORGANIZATION							FY 2016 - FY 2019										
LRTP REFERENCE	SEQ #	ROUTE SYSTEM	PROJECT NUMBER	YEAR	AGENCY	PROJECT DESCRIPTION	MILES	PROGRAM	TYPE OF WORK	PROPOSED FUNDS	TOTAL	FHWA	AC	FTA	TH	BOND	OTHER
9-33	1067	BB	TRF-0028-16A	2016	MNDOT	SECT 5307: CITY OF MANKATO RR TRANSIT OPERATING ASSISTANCE	-	B9	OPERATE BUS	FTA	1,751,000	-	-	435,755	-	-	1,315,245
9-33	1068	BB	TRF-0028-16B	2016	MNDOT	SECT 5307: CITY OF MANKATO RR TRANSIT PREVENTATIVE MAINTENANCE	-	B9	OPERATE BUS	FTA	255,000	-	-	188,000	-	-	67,000
9-33	1069	BB	TRS-0028-16	2016	MNDOT	CITY OF MANKATO PURCHASE 1 BUS (CLASS 400) AND BUS RELATED EQUIPMENT	-	TR	PURCHASE BUS	STP	135,795	108,636	-	-	-	-	27,159
	1082	MSAS 111	150-070-001AC	2016	NORTH MANKATO	**AC**MSAS 111, LOOKOUT DRIVE AND TH 14 WEST BOUND RAMP, CONSTRUCT ROUNDABOUT (AC PAYBACK 1 OF 1)	-	SH	GRADE AND SURFACE	HSIP	630,000	630,000	-	-	-	-	-
9-15 ***	1083	MSAS 117	137-117-001	2016	MANKATO	MSAS 117, ON MAY STREET FROM RIVERFRONT DRIVE TO NORTH 6TH STREET, RECONSTRUCT ROADWAY (FED \$ CAPPED)	0.3	RD	GRADE AND SURFACE	STP	1,072,120	679,200	-	-	-	-	392,920
9-28	1098	US 14	0702-116AC3	2016	MNDOT	**LGA** US 14, CSAH 12 & TH 14 BRIDGE #07587 & RAMPS (LGA PAYBACK TO COUNTY 3 OF 3) TIED 007-612-011	-	BR	NEW BRIDGE	NHPP	2,225,962	2,225,962	-	-	-	-	-
9-28	1099	US 14	0702-121	2016	MNDOT	US 14 NEAR JCT OF CSAH 55 AND LE RAY AVE, CONCRETE PAVEMENT REHAB	-	RD	CONCRETE PAVEMENT REHAB	DPS	100,000	-	-	-	100,000	-	-
9-28	1100	US 14	0702-121S	2016	MNDOT	**SEC164 DPS** US 14, 0.41 MI W OF CSAH 56 TO 0.19 MI E OF CSAH 17, NEAR EAGLE LAKE, INTERSECTION MODIFICATIONS & LIGHTING	2.0	SC	CHANNELIZATION	DPS	1,800,000	1,800,000	-	-	-	-	-
9-17	1105	US 169	5211-59	2016	MNDOT	**FMP** US 169, FROM 0.6 MI N OF TH 14 TO 0.1 MI S OF TH 99, GRADE, SURFACE AND MEDIAN WORK, REPLACE BR 8846 WITH NEW BR 52X07 & EXTEND CULVERTS 52X02 & 52X03 (CHAP 152)	8.8	RD	GRADE AND SURFACE	BF	6,000,000	-	-	-	-	6,000,000	-
9-17	1108	US 169	5211-61	2016	MNDOT	US 169, FROM 1.0 MI N OF TH 14 TO 1.5 MI S OF SOUTH JCT TH 99, MILL AND CONCRETE OVERLAY & SIGNING	5.5	RD	MILL AND OVERLAY	SF	11,300,000	-	-	-	11,300,000	-	-
											25,269,877	5,443,798	-	623,755	11,400,000	6,000,000	1,802,324

***Seq 1083 added \$74,265 in TAP funding processed by an Administrative Modification per District 7 ATP

Table 2: FY 2017 Federal & State Funded Transportation Projects

	MPO: MANKATO-NORTH MANKATO AREA PLANNING ORGANIZATION						FY 2016 - FY 2019 STIP										
L RTP REFERENCE	SEQ #	ROUTE SYSTEM	PROJECT NUMBE R	YEAR	AGENCY	PROJECT DESCRIPTION	MILES	PROGRAM	TYPE OF WORK	PROPOSED FUNDS	TOTAL	FHWA	AC	FTA	TH	BOND	OTHER
9-33	1116	BB	TRF-0028-17A	2017	MNDOT	SECT 5307: CITY OF MANKATO RR TRANSIT OPERATING ASSISTANCE	-	B9	OPERATE BUS	FTA	1,751,000	-	-	435,755	-	-	1,315,245
9-33	1117	BB	TRF-0028-17B	2017	MNDOT	SECT 5307: CITY OF MANKATO RR TRANSIT PREVENTATIVE MAINTENANCE	-	B9	OPERATE BUS	FTA	263,000	-	-	188,000	-	-	75,000
9-33	1119	BB	TRS-0028-17	2017	MNDOT	CITY OF MANKATO PURCHASE 2 BUSES (CLASS 400) AND BUS RELATED EQUIPMENT	-	TR	PURCHASE BUS	STP	288,130	230,504	-	-	-	-	57,626
9-30	1126	RR	07-00125	2017	BLUE EARTH COUNTY	UP RR, UPGRADE EXISTING SIGNAL SYSTEM, CSAH 5, 3RD AVE, MANKATO, BLUE EARTH COUNTY	-	SR	RR X-ING IMPROVEMENTS	RRS	400,000	400,000	-	-	-	-	-
9-21	1130	CSAH 12	007-612-021	2017	BLUE EARTH COUNTY	CSAH 12, FROM CSAH 17 TO TH 83, CONSTRUCT NEW ROAD	1.7	MC	GRADE AND SURFACE	STP	7,000,000	1,150,000	-	-	-	-	5,850,000
	1133	LOCAL	007-070-003	2017	BLUE EARTH COUNTY	COUNTY WIDE, CURVE AND INTERSECTION SAFETY IMPROVEMENTS	-	SH	SIGNING	HSIP	654,700	589,230	-	-	-	-	65,470
9-28	1136	PED/BIKE	137-591-003	2017	MANKATO	INFRA MANKATO, ALONG MAIN ST, DIVISION ST, DANE ST, PFAU ST, CAPITAL DR & MCCONNELL ST, CE & CONSTRUCTION OF SIDEWALK	1.4	BT	PED./BIKE IMPROVEMENT	TAP	516,407	356,142	-	-	-	-	160,265
											10,873,237	2,725,876		623,755		-	7,523,606

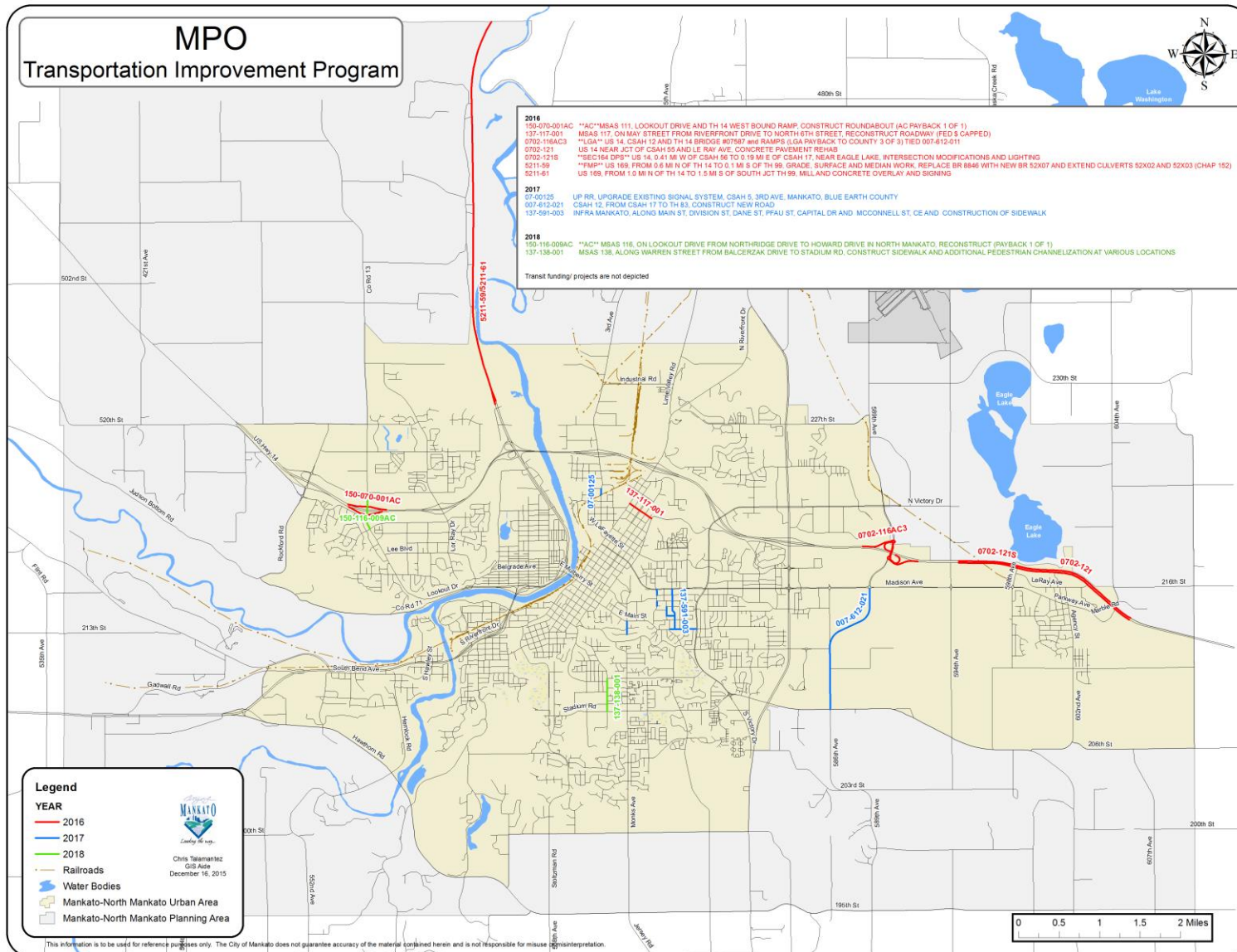
Table 3: FY 2018 Federal & State Funded Transportation Projects

MPO: MANKATO-NORTH MANKATO AREA PLANNING ORGANIZATION							FY 2016 – FY 2019 STIP										
L RTP REFERENCE	SEQ #	ROUTE SYSTEM	PROJECT NUMBER	YEAR	AGENCY	PROJECT DESCRIPTION	MILES	PROGRAM	TYPE OF WORK	PROPOSED FUNDS	TOTAL	FHWA	AC	FTA	TH	BOND	OTHER
9-33	1157	BB	TRF-0028-18A	2018	MNDOT	SECT 5307: CITY OF MANKATO RR TRANSIT OPERATING ASSISTANCE	-	B9	OPERATE BUS	FTA	1,751,000	-	-	435,755	-	-	1,315,245
9-33	1158	BB	TRF-0028-18B	2018	MNDOT	SECT 5307: CITY OF MANKATO RR TRANSIT PREVENTATIVE MAINTENANCE	-	B9	OPERATE BUS	FTA	263,000	-	-	188,000	-	-	75,000
9-33	1159	BB	TRS-0028-18	2018	MNDOT	CITY OF MANKATO PURCHASE 1 BUS (CLASS 400) AND BUS RELATED EQUIPMENT	-	TR	PURCHASE BUS	STP	148,390	118,712	-	-	-	-	29,678
	1172	MSAS 116	150-116-009AC	2018	NORTH MANKATO	**AC** MSAS 116, ON LOOKOUT DRIVE FROM NORTHRIDGE DRIVE TO HOWARD DRIVE IN NORTH MANKATO, RECONSTRUCT (PAYBACK 1 OF 1)	-	MC	GRADE AND SURFACE	STP	1,580,000	1,580,000	-	-	-	-	-
9-25	1173	MSAS 138	137-138-001	2018	MANKATO	MSAS 138, ALONG WARREN STREET FROM BALCERZAK DRIVE TO STADIUM RD, CONSTRUCT SIDEWALK AND ADDITIONAL PEDESTRIAN CHANNELIZATION AT VARIOUS LOCATIONS	0.4	BT	PED./BIKE IMPROVEMENT	TAP	721,485	400,000	-	-	-	-	321,485
											4,463,875	2,098,712	-	623,755	-	-	1,741,408

Table 4: FY 2019 Federal & State Funded Transportation Projects

	MPO: MANKATO-NORTH MANKATO AREA PLANNING ORGANIZATION						FY 2016 – FY 2019 STIP										
L RTP REFERENCE	SEQ #	ROUTE SYSTEM	PROJECT NUMBER	YEAR	AGENCY	PROJECT DESCRIPTION	MILES	PROGRAM	TYPE OF WORK	PROPOSED FUNDS	TOTAL	FHWA	AC	FTA	TH	BOND	OTHER
9-33	1194	BB	TRF-0028-19A	2019	MNDOT	SECT 5307: CITY OF MANKATO RR TRANSIT OPERATING ASSISTANCE	-	B9	OPERATE BUS	FTA	1,751,000	-	-	435,755	-	-	1,315,245
9-33	1195	BB	TRF-0028-19B	2019	MNDOT	SECT 5307: CITY OF MANKATO RR TRANSIT PREVENTATIVE MAINTENANCE	-	B9	OPERATE BUS	FTA	255,000	-	-	188,000	-	-	67,000
											2,006,000		-	623,755	-	-	1,382,245

Map 2: Location of 2016-2019 TIP Projects



Project Selection

The federal funding and authorization bill for transportation, *Moving Ahead for Progress in the 21st Century* (MAP-21) was signed into law in July 2012, bringing changes to the levels of federal funding that are available to the various jurisdictions within the MAPO planning area and MnDOT District 7. Even though the flexibility created in previous transportation bills to direct money to the highest local priorities and across different modes has, for the most part, been retained, the amount of funding now available to local jurisdictions has increased. Federal priority has been shifted to the preservation of nationally significant infrastructure, and so more funding is now going to the states to maintain and operate those facilities that make up the national highway system.

As with the previous federal transportation bill, SAFETEA-LU (2005), MAP-21 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.

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 MAP-21. 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).

MnDOT District 7 Area Transportation Partnership

The State of Minnesota uses a mechanism called the Area Transportation Partnership (ATP) for distributing federal transportation funds throughout the state. The Mankato/North Mankato Metropolitan Area is served by the MnDOT's District 7 ATP, which is made up of local elected officials, planners, engineers, modal representatives, and other agencies from MnDOT District 7 that serve the thirteen counties of Blue Earth, Brown, Cottonwood, Faribault, Jackson, LeSueur, Martin, Nicollet, Nobles, Rock, Sibley, Waseca, and Watonwan counties (Figure 1, page 15). Similar to the MAPO, the purpose of the ATP is to prioritize projects in the larger region for receiving federal funding. This priority list is combined with priority lists from other ATPs around the state that ultimately make up the STIP.

Under the ATP 7, there are ATP subcommittees that represent each of the funding areas that the ATP helps program: TAP, STP-Small Urban, STP-Rural, and Transit.

Representatives from the subcommittees include: counties; cities; transit; MnDOT; Region Nine RDC; Southwest RDC and the MAPO.

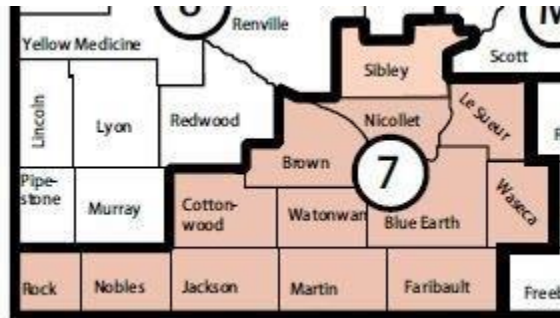


Figure 1:
Membership Counties of
the MnDOT District 7 ATP

AREA
TRANSPORTATION
PARTNERSHIP

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

Eligibility for Roadway and Transit Projects

Federal funds can be spent on any road functionally classified as a local collector or higher (i.e. major and minor arterials). MAP-21 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 as non-motorized related (bike & pedestrian improvements, scenic byways, etc.). Planning, technology and various other intermodal projects (airports, etc.) are also eligible for FHWA funds. A portion of Surface Transportation Program (STP) funding can also be “flexed” for transit improvements, which the ATP 7 has agreed to do in recent years in order to assist transit operators in the region to maintain their vehicle fleets.

Project Selection Process

The TIP process should result in projects that reflect the goals, objectives, and priorities of the Mankato/North Mankato area. As such, MAPO staff work with area jurisdictions to ensure that the projects that end up in the TIP are consistent with those goals, objectives, and priorities. The MAPO is still developing a process for reviewing and ranking projects. For projects in the 2016 – 2019 TIP, the MAPO Policy Board reviewed and approved the list of projects from the MnDOT District 7 ATP that were within the MAPO Planning Area. This process is discussed on page 14 and 15.

Projects funded through the Transportation Alternatives Program

Several discretionary funding programs authorized under SAFETEA-LU are now combined under the Transportation Alternatives Program (TAP) of MAP-21. This includes funding for the former Transportation Enhancements, Recreational Trails, Safe Routes to School programs. Construction, planning, and design for these types of projects are all eligible activities under TAP, as well as projects related to environmental mitigation, or the maintenance and preservation of historic transportation facilities. Similar to STP funds, TAP 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 TAP sub committee made up of elected officials and transportation professionals that is facilitated by MnDOT District 7 Staff. The selected TAP projects are subject to the approval of the MnDOT District 7 ATP, but any funded TAP projects that are located within the MAPO area are included in the MAPO’s TIP.

Community Impact Assessment

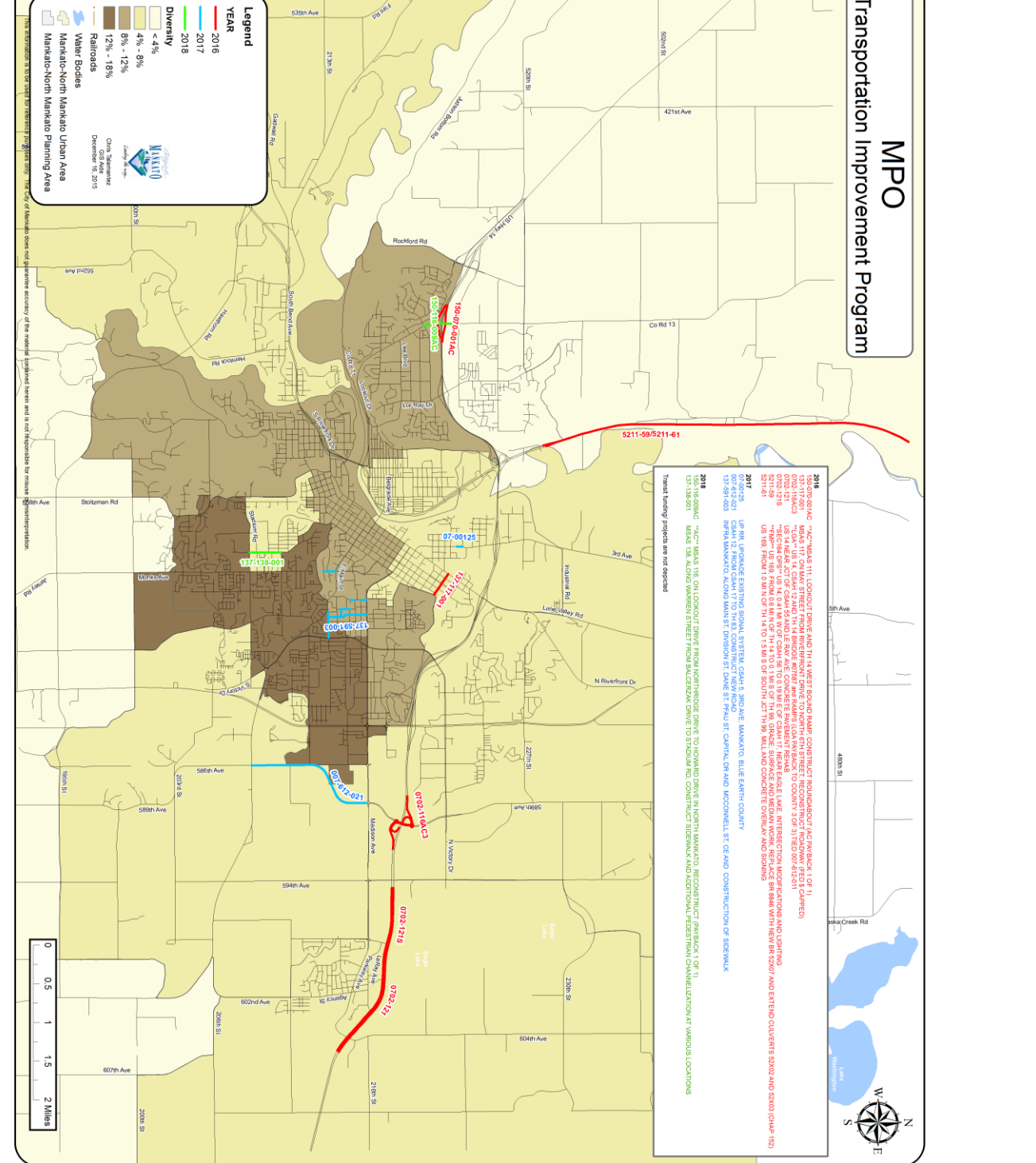
In 1994, Presidential Executive Order 12898 mandated that every federal agency incorporate environmental justice in its mission by analyzing and addressing the effects of all programs, policies, and activities on minority and low income populations. Drawing from the framework established by Title VI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

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

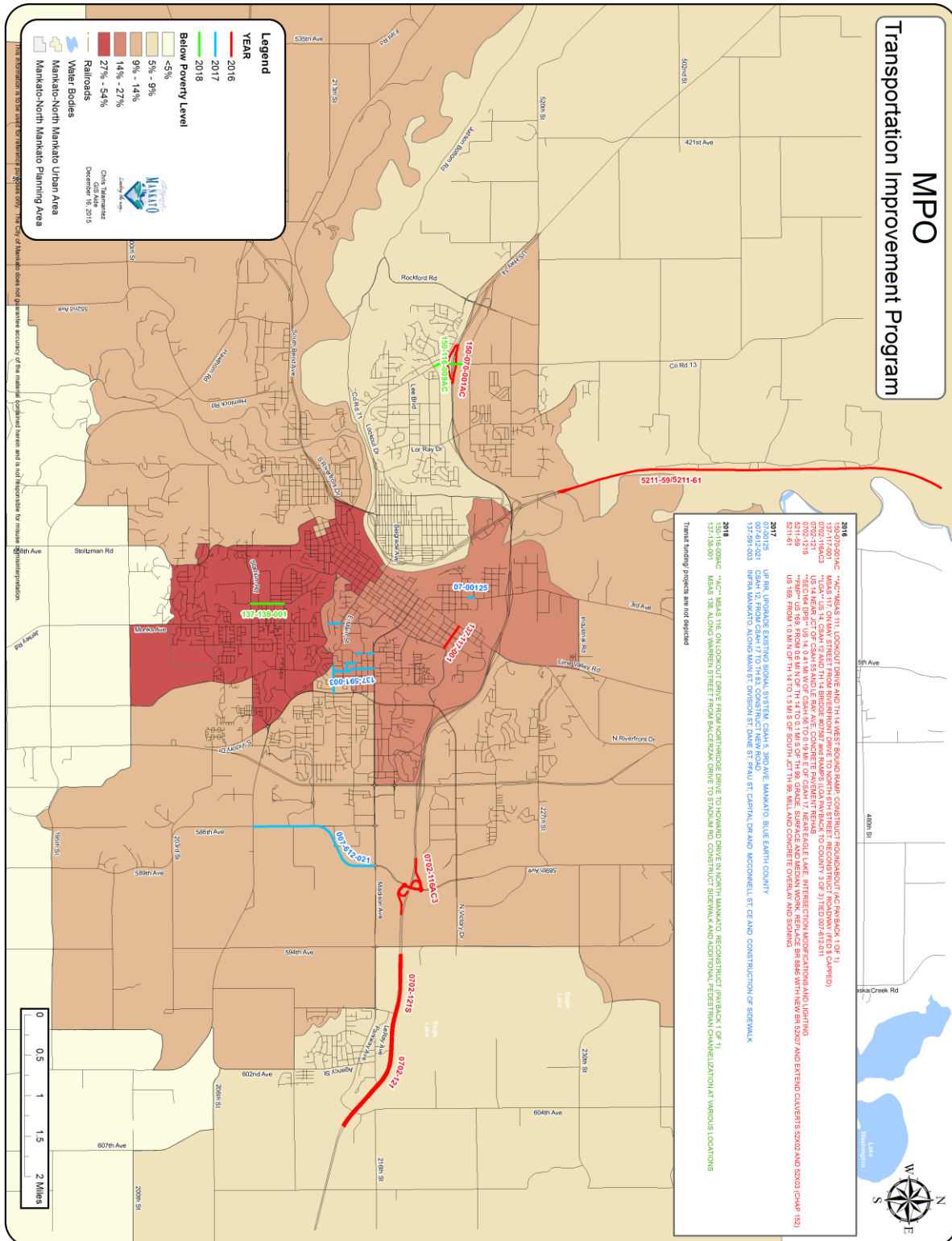
Therefore, Environmental Justice/Community Impact Assessment is a public policy goal of ensuring that negative impacts resulting from government activities do not fall disproportionately on minority or low income populations. While it is difficult to make significant improvements to transportation systems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

A community impact assessment highlights those transportation projects that could potentially have a negative impact on disenfranchised neighborhoods. Map 3 and 4 on the following page 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.

Only three projects - the City of Mankato's Safe Routes to School Project (137-591-003), Blue Earth County CSAH 12 road construction (007-612-021) and City of Mankato's sidewalk and pedestrian along Warren Street (137138-001) represent the extension or creation of infrastructure. The City's project is improving pedestrian facilities along existing roadways and the county's project is creating a new roadway where there is currently minimal development. In all three cases these improvements are expected to benefit, rather than hinder, low-income individuals and minorities living in the area.



Map 4: Project Locations and Low-Income Populations



As the federally designated MPO for the Mankato/North Mankato area, the MAPO must demonstrate fiscal constraint when programming funding for projects in the TIP. Under 23 CFR § 450.324(h), the MAPO is required to include a financial plan for the projects being programmed in the TIP, as well as demonstrate the ability of its jurisdictions to fund these projects while continuing to also fund the necessary operations and maintenance (O&M) of the existing transportation system. To comply with these requirements, the MAPO has examined past trends regarding federal, state, and local revenue sources for transportation projects in the area in order to determine what levels of revenue can be reasonably expected over the 2016-2019 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 2016-2019 TIP cycle.

Figure 2: FHWA & FTA Federal Funding to District 7

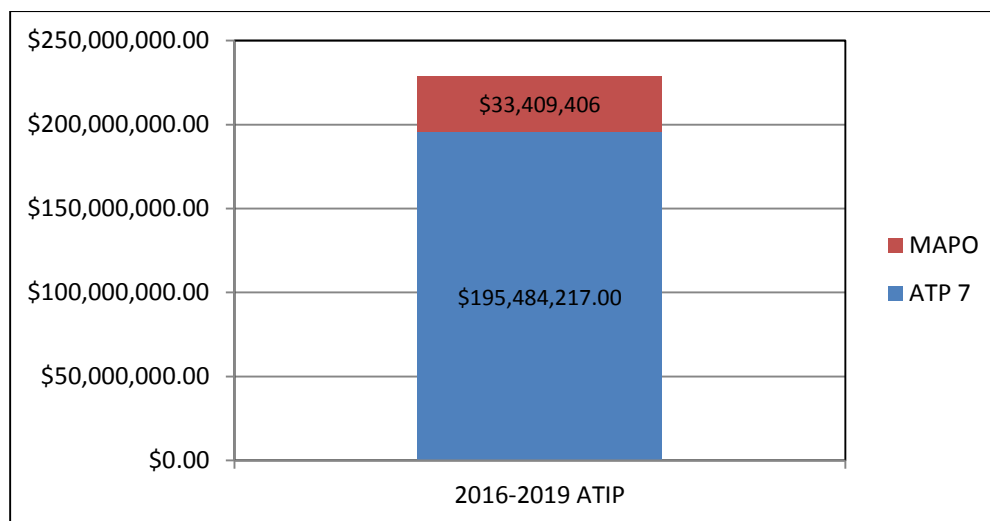


Table 6: Annual Funding Targets for the District 7 ATP (FHWA & FTA formula funds)

Program	Column B: MAP 21 Levels	
	Target Federal Formula \$ 2016-2019	Per Cent
Rail Crossings	(administered statewide)	NA
Transit (Urban)	\$ 320,000	< 1%
Transit (Rural)	\$436,000	<1%
Transp. Alternatives (formerly Enhancements)	\$ 900,000	<1%
Safety	\$ 1,400,000	2%
STP Small Urban	\$1,580,000	3%
STP Rural	\$2,500,000	5%
MN/DOT (SPP Pavement, SPP Bridge, DRMP - STP)	\$ 55,100,000	88%
Total	\$ 62,236,000*	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 22 represents the MAPO Area's financial plan for funding the highway projects being programmed in the 2016-2019 MAPO TIP. The table identifies individual funding sources as specified by each of the jurisdictions to be expected and available during the next four years based on revenue forecast with the Long Range Transportation Plan.

Assessment of Fiscal Constraint

The MAPO has assessed the ability of the area's highway jurisdictions to meet their financial commitments with regards to the projects being programmed in the TIP while also continuing to fund their ongoing operations and maintenance (O&M). To demonstrate fiscal constraint, project costs were compared with budget data from previous years. Project costs have been adjusted to reflect an inflation rate of 4% per year (as they are also presented in the project tables on pages 8-12) to account for the effects of inflation at the year of expenditure. Revenue estimates were held flat over this same period, as budget increases cannot be reasonably assumed at this time.

Table 7: Total Highway & Local Project Costs: 2016-2019 MAPO TIP

Source	2016	2017	2018	2019	EXPENSES
					2016-2019 TIP (4-year total)
MnDOT District 7	\$21,425,962**	\$4,660,000			\$26,085,962
Blue Earth County		\$8,054,700			\$8,054,700
Nicollet County					
Mankato	\$1,072,120	\$516,407	\$721,485		\$2,310,012
North Mankato	\$630,000		\$1,580,000		\$2,210,000
TOTAL	\$23,128,082	\$13,231,107	\$2,301,485		\$38,660,674

* Source: 2016 – 2019 STIP.

** Note Project 5211-61 for 11.3M is only partially within the MAPO Planning Area

Table 8: Estimated Funding Revenue: 2016-2019 MAPO TIP

Funding Source	2016-2019
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.

** Note Project 5211-61 for 11.3M is only partially within the MAPO Planning Area

Financial Plan: Transit Investments

Table 9 and Table 10 on page 23 represents the Mankato Transit System financial plan for funding the transit projects listed in the 2016-2019 MAPO TIP. The tables identify specific sources of funding that the Mankato Transit has determined to be reasonably expected and available during the next four years.

Assessment of Fiscal Constraint

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

Table 9 shows the Mankato Transit System cost and project type for 2016 – 2019 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 2016-2019 do not exceed the overall 4-year revenue average of \$10,916,800. This 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: 2016-2019 MAPO TIP

Source	2016	2017	2018	2019	EXPENSES
					2016-2019 TIP (4-year total)
Operations & Maintenance	\$2,006,000	\$2,014,000	\$2,014,000	\$2,006,000	\$8,040,000
Bus Purchases	\$135,795	\$288,130	\$148,390		\$572,315
TOTAL	\$2,141,795	\$2,302,130	\$2,162,390	\$2,006,000	\$8,612,315

* Source: 2016 – 2019 STIP.

Table 10: Estimated Transit Funding Revenue: 2016-2019 Mankato Area TIP

Funding Source	2016-2020
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.

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 (<http://www.mankatomn.gov/city-services-a-z/city-services-a-m/mankato-north-mankato-area-planning-organization-mapo>) and provide comment via phone, or email.

2016-2019 Mankato/North Mankato TIP Public Participation Summary

As a newly established MPO and due to federally mandated timelines the Public Participation Process in the 2016-2019 MAPO TIP was conducted on a limited basis. MAPO worked with area partners and the Minnesota Department of Transportation to ensure the TIP matched the already approved 2016-2019 Statewide Transportation Improvement Plan (STIP). As future TIP's are developed MAPO staff will provide increased outreach throughout the TIP development process as outlined in the MAPO's Public Participation Plan.

Public Comments Received

The MAPO received zero comments which can be read in the public comment log found below.

Table 11: Comments Received Through TIP Public Outreach Efforts

None

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. Since the 2016 – 2019 TIP is MAPO's first TIP monitoring progress will take place as future TIPs are developed.

Common Acronyms

AC – Advance Construction
ADA – Americans with Disabilities Act
ADT – Average Daily Traffic
ATIP - Area Transportation Improvement Program
BR – Bridge Replacement
CBD - Central Business District
CSAH - County State Aid Highway
EPA - Environmental Protection Agency
FHWA - Federal Highway Administration
FTA - Federal Transit Administration
FY - Fiscal Year
HPP - High Priority Projects
LRTP - Long Range Transportation Plan
MAP-21 - Moving Ahead for Progress in the 21st Century (2012 Federal Transportation Bill)
MAPO – Mankato/North Mankato Area Planning Organization
MnDOT - Minnesota Department of Transportation
MPCA - Minnesota Pollution Control Agency
MPO - Metropolitan Planning Organization
NEPA - National Environmental Policy Act
NHPP - National Highway Preservation Program (formerly the NHS program)
NHS - National Highway System program
STIP - State Transportation Improvement Program
STP - Surface Transportation Program
TAC - Transportation Advisory Committee to the MAPO
TAP - Transportation Alternatives Program (formerly Transportation Enhancements program)
TDP - Transportation Development Program
TEA-21 - Transportation Equity Act for the 21st Century
TH - Trunk Highway
TIP - Transportation Improvement Program
SAFETEA-LU - Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users

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 2016-2019 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 2016-2019.

Public comments are being taken through March 4th on the Draft TIP and the proposed projects. To view the Draft TIP online, visit <http://www.mankatomn.gov/city-services-a-z/city-services-a-m/mankato-north-mankato-area-planning-organization-mapo>. To request a hard copy of the document, contact Jake Huebsch, who is taking all public comments on the document, at jhuebsch@mankatomn.gov or 507-387-8630. (Free TTY services are available through Minnesota Relay at 800-627-3529).

The Draft TIP, along with all comments received, will be considered for final approval at the MAPO Board meeting on March 17, 2015. The final version of the 2016-2019 TIP will be available to view after March 16th at <http://www.mankatomn.gov/city-services-a-z/city-services-a-m/mankato-north-mankato-area-planning-organization-mapo> 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 2016-2019 TIP & Self-Certification Finding

RESOLUTION OF THE MANKATO /NORTH MANKATO AREA PLANNING ADOPTING THE 2016-2019 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 2016-2019; 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 450.334(a) the MAPO hereby certifies that the metropolitan transportation planning process addressing major issues facing the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

1. 23 U.S.C 134 and 49 U.S.C. 5303, and the subpart;
2. In non-attainment and maintenance areas, Section 174 and 176 (c) and (d) of the Clean Air Act as Amended (42 U.S.C 7504, 7506 (c) and (d) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Sections 1101 (b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in the US DOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the American with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR Parts 27, 37 and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23, U.S.C regarding the prohibition of discrimination based on gender, and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR 27 regarding discrimination against individuals with disabilities.

Appendix

NOW, THEREFORE BE IT RESOLVED; that the Mankato/North Mankato Area Planning Organization Policy Board approves the 2016-2019 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 17 day of march, as shown by the minutes of said meeting in my possession.

	<u>3-17-16</u>
Chair	Date
	<u>3-17-16</u>
Executive Director	Date