

# MANKATO/NORTH MANKATO AREA PLANNING ORGANIZATION (MAPO)

2019 - 2022

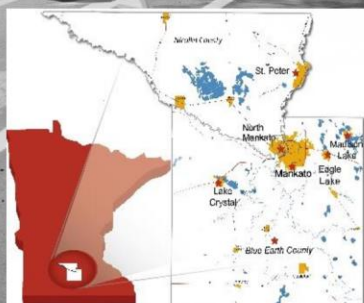
## Transportation Improvement Program (TIP)

Hard copies available from  
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## MANKATO/NORTH MANKATO PLANNING ORGANIZATION

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### *Disclaimer*

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### *Map Disclaimer*

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# Table of Contents

## **Chapter 1 / Introduction .....1**

<i>Mankato/North Mankato Area Planning Organization.....</i>	<i>1</i>
<i>Map 1: MAPO Planning Area .....</i>	<i>3</i>
<i>Transportation Improvement Program.....</i>	<i>4</i>
<i>The TIP and its Connection to the Long Range Transportation Plan .....</i>	<i>5</i>
<i>Federal Funding Sources.....</i>	<i>5</i>

## **Chapter 2 / FY 2019-2022 TIP Projects.....8**

<i>Table 1: 2019 Projects .....</i>	<i>9</i>
<i>Table 2: 2020 Projects .....</i>	<i>10</i>
<i>Table 3: 2021 Projects .....</i>	<i>11</i>
<i>Table 4: 2022 Projects .....</i>	<i>12</i>
<i>Table 5: Regionally Significant Projects .....</i>	<i>12</i>
<i>Map 2: Locations of 2019-2022 TIP Projects.....</i>	<i>13</i>

## **Chapter 3 / Project Selection .....14**

<i>MnDOT District 7 Area Transportation Partnership (ATP).....</i>	<i>14</i>
<i>Figure 1: Location of Membership Counties ATP 7 .....</i>	<i>15</i>
<i>Eligibility for Roadway and Transit Projects .....</i>	<i>15</i>
<i>Project Selection Process.....</i>	<i>16</i>
<i>Projects Funded through the STPG / TAP Program.....</i>	<i>16</i>
<i>Performance Measurement &amp; Targets.....</i>	<i>16 &amp; 17</i>
<i>Regional Significance.....</i>	<i>19</i>

<b>Chapter 4 / Community Impact Assessment.....</b>	<b>21</b>
<i>Map 3: Project Locations and Concentrations of Minority Populations.....</i>	<i>22</i>
<i>Map 4: Project Locations and Low-income Populations.....</i>	<i>23</i>
<b>Chapter 5 / Financial Capability.....</b>	<b>24</b>
<i>Federal Funding Levels .....</i>	<i>24</i>
<i>Figure 2: Historical Total STIP Funding in the MAPO Planning Area .....</i>	<i>24</i>
<i>Table 6: Annual Funding Targets for the ATP 7 .....</i>	<i>25</i>
<i>Financial Plan: Highway Investments.....</i>	<i>25</i>
<i>Table 7: Total Project Costs: 2019-2022 .....</i>	<i>26</i>
<i>Table 8: Estimated Funding Revenue: 2019-2022.....</i>	<i>26</i>
<i>Financial Plan: Transit Investments .....</i>	<i>26</i>
<i>Table 9: Total Transit Project Costs: 2019-2022 .....</i>	<i>27</i>
<i>Table 10: Transit Funding Plan: 2019-2022 .....</i>	<i>27</i>
<b>Chapter 6 / Public Involvement.....</b>	<b>28</b>
<i>2019-2022 TIP Public Participation Summary.....</i>	<i>28</i>
<i>Public Comments Received .....</i>	<i>28 &amp; 29</i>
<b>Chapter 7 / Monitoring Progress .....</b>	<b>30</b>
<i>2018 Project Status .....</i>	<i>31</i>
<b>Appendix .....</b>	<b>32</b>
<i>Greater Minnesota New Service Expansion Grant Program Projects.....</i>	<i>32</i>
<i>Public Notice.....</i>	<i>33</i>
<i>Resolution Adopting the 2019-2022 TIP &amp; Self-Certification Finding.....</i>	<i>34 &amp; 35</i>

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 area's federally designated Metropolitan Planning Organization (MPO).

### Mankato/North Mankato Area Planning Organization

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

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

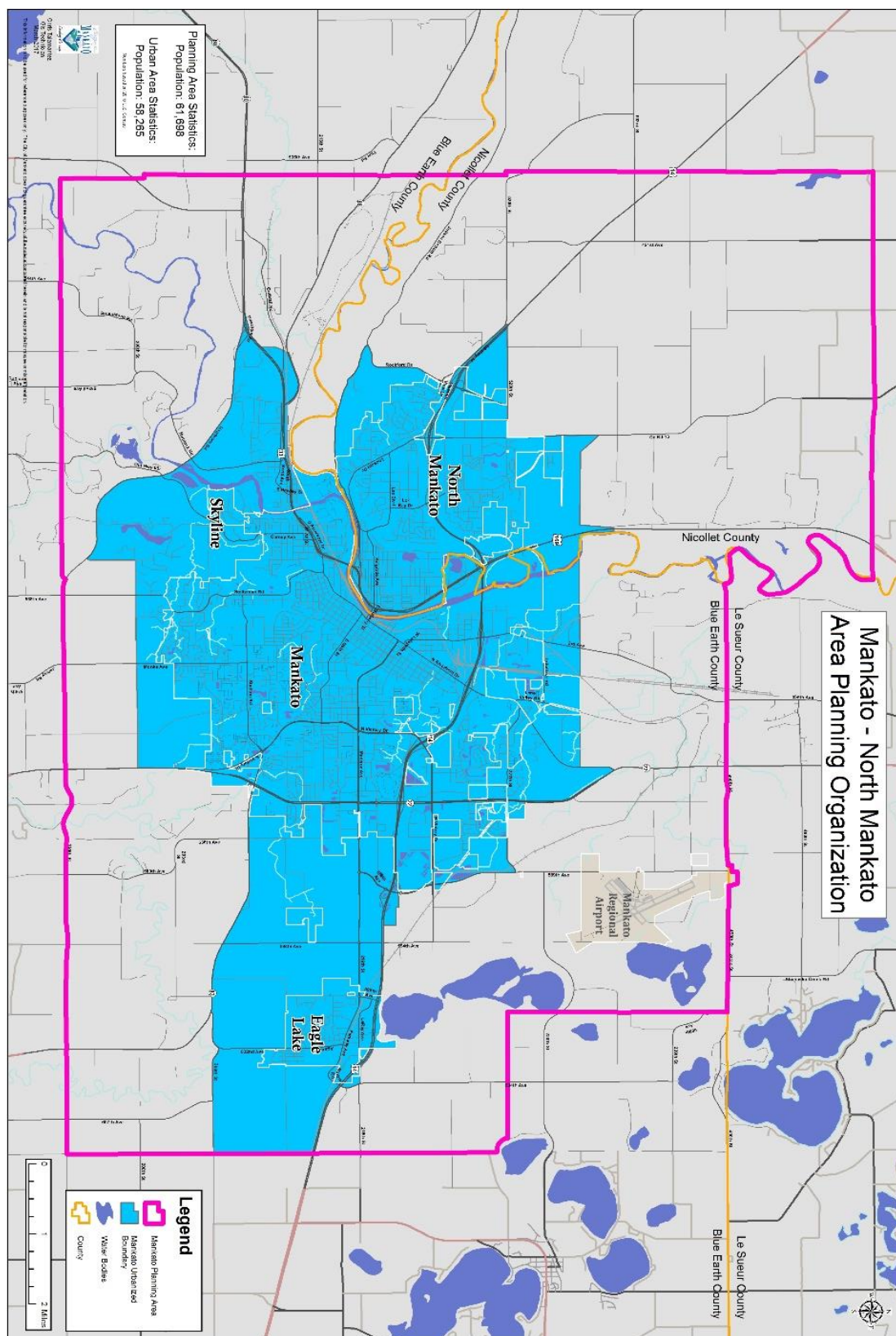
As the federally-designated MPO, the MAPO provides the comprehensive, cooperative, and continuing planning process for all modes of transportation throughout the MAPO planning area. The geographic boundary of the MAPO area is represented on Map 1 on page 3. MAPO offices are located at 10 Civic Center Plaza in Mankato, Minnesota. The MAPO's official website is [www.mnmapo.org](http://www.mnmapo.org) and it can be followed on Twitter at the handle @MinnesotaMAPO.

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

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



Map 1: Mankato/North Mankato Metropolitan Planning Area



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

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

### The Transportation Improvement Program

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

agency.

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

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

## The TIP and its Connection to the Long Range Transportation Plan

As stated above, the projects in the 2019-2022 TIP originate from the Mankato/North Mankato Long Range Transportation Plan (LRTP). The LRTP contains a list of short-, mid-, and long-range transportation projects and focus areas that are planned for the metropolitan area over the next thirty years.

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

## Federal Funding Sources

Projects included in the 2019-2022 MAPO TIP will be funded by one of the following funding categories. Funding sources are identified on pages 6 – 7 by the acronym in parentheses after each funding name listed below. Legislation allows MnDOT to reserve the ability to determine which of these funding categories (and how much of each) will ultimately be used to fund any given project in the TIP. As such, the amounts and types of funding shown in the project tables may be subject to modification.

The primary governing federal transportation bill, the Fixing America's Surface Transportation Act (FAST, 2015), for the most part continues the structure of the various funding programs of the previous federal transportation bill, the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) Act (2012). One notable exception from the

perspective of local jurisdictions that are eligible for federal transportation funds is the conversion of the long-standing Surface Transportation program (STP) to the Surface Transportation Block Grant (STBG) program, which emphasizes flexibility in the types of projects and activities that those funds can be applied to.

### **National Highway Performance Program (NHPP):**

NHPP funding is targeted toward projects aimed at achieving national performance goals for improving the infrastructure condition, safety, mobility, and/or freight movement of facilities that are part of the National Highway System (NHS).

### **Surface Transportation Block Grant Program (STBG):**

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

### **Highway Safety Improvement Program (HSIP):**

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

### **Transportation Alternatives (TA):**

The Transportation Alternatives (TA) program is derived as a set-aside from each state's annual STBG 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 TA eligible funds applied to projects.

### **Federal Transit Administration (FTA):**

Transit funding authorized by the FAST Act is managed in several ways. The largest amount is distributed to the states by formula; other program funds are discretionary.

FTA transit allocations may be administered by the state or be granted directly to the transit agency. Projects identified as FTA-funded in the 2019-2022 Mankato/North Mankato Area TIP generally represent one of a number of subcategories that represent different funding programs administered by the FTA to provide either capital or operating assistance to public transit providers.

**Other:**

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

## FY 2019-2022 TIP Projects

The tables that follow on pages 9 - 12 list all the transportation projects scheduled for federal and/or state funding in the Mankato/North Mankato area, as well as projects categorized as “regionally significant” by the MAPO. The map on page 13 depicts the location of each project. The structure of the tables is as follows:

### COLUMN TITLE

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

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

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

*Year* – Year the project is programmed.

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

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

*Miles* – The length of project.

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

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

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

*Project Total* – Total anticipated cost of the project.

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

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

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

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

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

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



**Table 1: FY 2019 Federal Funded Transportation Projects**

MPO: MANKATO-NORTH MANKATO AREA PLANNING ORGANIZATION							FY 2019 – FY 2022 STIP									
L RTP REFERENCE	ROUTE SYSTEM	PROJECT NUMBER	YEAR	AGENCY	PROJECT DESCRIPTION	MILES	PROGRAM	TYPE OF WORK	PROPOSED FUNDS	TOTAL	FHWA	AC	FTA	TH	BOND	OTHER
9-33	BB	TRF-0028-19A	2019	MANKATO	SECT 5307: CITY OF MANKATO RR TRANSIT <del>OPERATING ASSISTANCE</del>	-	B9	TRANSIT OPERATIONS	FTA	1,900,000	-	-	532,000	-	-	1,368,000
9-33	BB	TRF-0028-19B	2019	MANKATO	SECT 5307: CITY OF MANKATO RR TRANSIT <del>PREVENTATIVE MAINTENANCE</del>	-	B9	TRANSIT OPERATIONS	FTA	263,000			188,000			75,000
9-33	BB	TRF-0028-19D	2019	MANKATO	SECT 5307: CITY OF MANKATO: PURCHASE ONE (1) BUS <30 FT REPLACEMENT BUS (CLASS 400)	-	B9	TRANSIT VEHICLE PURCHASE	FTA	200,000			160,000			40,000
9-33	BB	TRF-0028-19ZO	2019	MANKATO	CITY OF MANKATO; RR TRANSIT OPERATING ASSISTANCE: NEW SERVICE EXPANSION PROGRAM	-	TR	TRANSIT OPERATIONS	LF (Local Funds)	970,000						970,000
9-33	BB	TRF-0028-19C	2019	MANKATO	SECT 5307: COMPLETE FUEL SYSTEM REPLACEMENT(TANKS, BUMPS, LIGHTED CANOPY)	-	B9	TRANSIT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	600,000			480,000			120,000
9-28	MN22	0704-108SAC	2019	MNDOT	**AC**MN 22, AT JCT OF CSAH 90 CONSTRUCT ROUNDBABOUT (TIED. 007-070-005) (AC PAYBACK 1 OF 1)	0.0	SH	ROUNDBABOUT	HSIP	576,853	576,853					
9-21	LOCAL	137-080- 002AC1	2019	MANKATO	**AC** ADAMS ST FROM TH 22 TO CSAH 12, CONSTRUCT NEW ROAD, ROUNDBABOUT AND PED/BIKE TRAIL (AC PAYBACK 1 OF 2)	1.1	MC	NEW PAVEMENT	STBGP	173,085	173,085					
9-28	CSAH 90	007-070-005AC	2019	BLUE EARTH COUNTY	**AC**CSAH 90 AT JUNCTION OF CSAH 90 AND TH22 CONSTRUCT ROUNDBABOUT (TIED 0704-108) (AC PAYBACK 1 of 1)	0.1	SH	ROUNDBABOUT	HSIP	528,110	528,110					
5-6	MN22	0704-110	2019	MNDOT	MN 22, FROM NORTH CITY LIMITS NEAR 5 <sup>TH</sup> AVE NE OF MAPLETON (TO INCLUDE PLAZA AREA) TO INTERSECTION OF TH22 AND 206 <sup>TH</sup> STREET, LANDSCAPING	14.4	RB	LANDSCAPING	SF (State Funds)	1,013,667				938,667		75,000
9-17	MSAS 138	137-138-001	2019	MANKATO	MSAS 138, ALONG WARREN STREET FROM BALCERZAK DR TO STADIUM RD, CONSTRUCT SIDEWALK, SIGNALS AND PED CHANNELIZATION	0.4	BT	PEDESTRIAN	STBGTA	665,839	422,952					242,887
5-7	US169	5211-69	2019	MNDOT	US169, 0.2 MI SOUTH TO 0.25 MI NORTH OF TH 14, GRADING, FULL DEPTH BITUMINOUS RECLAMATION, MILL AND OVERLAY, SIGNAL & LIGHTING REVISIONS	0.6	RD	BITUMINOUS RECLAMATION	SF	1,670,153				467,643		1,202,510
9-17	MSAS 119	150-119-003	2019	NORTH MANKATO	**AC** MSAS 119, (COMMERCE DR) FROM LOOKOUT DR TO LOR RAY DR, REMOVE AND REPLACE SURFACING, ADA AND LIGHTING (AC PAYBACK IN 2021 & 2022)	0.7	RD	BITUMINOUS RECLAMATION	STBG	2,398,200		1,159,4 14AC				1,238,786
5-6	TWP 190	007-599-063	2019	BLUE EARTH COUNTY	TWP RD 190 (IVYWOOD LANE), BRIDGE OVER LE SUEUR RIVER, PRELIMINARY ENGINEERING FOR REMOVAL AND STORAGE OF BRIDGE	0	BR	BRIDGE REMOVAL	STBGP	49,000	39,200					9,800
5-6	TWP 190	007-599-062	2019	BLUE EARTH COUNTY	TWP RD 190 (IVYWOOD LANE), BRIDGE OVER LE SUEUR RIVER, REMOVAL AND STORAGE OF BRIDGE, INCLUDES CONSTRUCTION ENGINEERING	0	BR	BRIDGE REMOVAL	STBGP	300,000	240,000					60,000
5-5	BB	TRF-0756-19	2019	MNDOT	SECTION 5310: MANKATO REHABILITATION CENTER, INC. – MANKATO; PURCHASE ONE (1) EXPANSION <30FT.(CLASS 400) BUS	-	NB	PURCHASE BUS	FTA	81,000			674,800			16,200
<b>TOTAL</b>										11,388,907	1,980,200		2,034,800	1,406,310		5,418,183

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

Projects in red added as Administrative Modifications after initial TIP adoption

Table 2: FY 2020 Federal Funded Transportation Projects

MPO: MANKATO-NORTH MANKATO AREA PLANNING ORGANIZATION							FY 2019 – FY 2022 STIP									
L RTP REFERENCE	ROUTE SYSTEM	PROJECT NUMBER	YEAR	AGENCY	PROJECT DESCRIPTION	MILES	PROGRAM	TYPE OF WORK	PROPOSED FUNDS	TOTAL	FHWA	AC	FTA	TH	BOND	OTHER
9-33	BB	TRF-0028-20A	2020	MANKATO	SECT 5307: CITY OF MANKATO RR TRANSIT OPERATING ASSISTANCE	0.0	B9	TRANSIT OPERATIONS	FTA	2,000,000	-	-	532,000	-	-	1,468,000
9-33	BB	TRF-0028-20B	2020	MANKATO	SECT 5307: CITY OF MANKATO RR TRANSIT PREVENTATIVE MAINTENANCE	0.0	B9	TRANSIT OPERATIONS	FTA	200,000	-	-	160,000	-	-	40,000
9-33	BB	TRF-0028-20C	2020	MANKATO	SECT 5307: CITY OF MANKATO, PURCHASE ONE (1) LF REPLACEMENT BUS (CLASS 400)	0.0	B9	TRANSIT VEHICLE PURCHASE	FTA	200,000			160,000			40,000
9-21	CSAH 12	007-612-021AC	2020	BLUE EARTH COUNTY	**AC**CSAH 12, FROM CSAH 17 TO TH83, CONSTRUCT NEW ROAD AND ROUNDABOUT AT JCT TH83 (TIED 0711-30)(AC PAYBACK 1 OF 1)	1.7	MC	GRADING ONLY	STBGP	1,596,000	1,596,000					
9-21	LOCAL	137-080-002AC2	2020	MANKATO	**AC** ADAMS ST FROM TH 22 TO CSAH 12, CONSTRUCT NEW ROAD, ROUNDABOUT AND PED/BIKE TRAIL (AC PAYBACK 2 OF 2)	1.1	MC	GRADING ONLY	STBGP	636,000	636,000					
9-25	PED/B IKE	150-090-003	2020	NORTH MANKATO	AROUND DAKOTA MEADOWS SCHOOL IN NORTH MANKATO, IMPROVE VARIOUS CROSSINGS AND CONSTRUCT TRAILS	0.0	EN	NEW TRAIL	STBGTA	334,200	267,360					66,840
9-9	CSAH 41	007-641-007	2020	BLUE EARTH COUNTY	CSAH 41 OVER LE SUEUR RIVER, 0.7 MI S OF JCT CR 183, REPLACE BR 7274 WITH BR 07600 AND APPROACHES	0.1	BR	BRIDGE REPLACEMENT	BROS	1,800,000	960,000					840,000
<b>TOTAL</b>										6,766,200	3,459,360	0	852,000	0	0	2,454,840



**Table 3: FY 2021 Federal Funded Transportation Projects**

	MPO: MANKATO-NORTH MANKATO AREA PLANNING ORGANIZATION						FY 2019 – FY 2022 STIP									
L RTP REFERENCE	ROUTE SYSTEM	PROJECT NUMBER	YEAR	AGENCY	PROJECT DESCRIPTION	MILES	PROGRAM	TYPE OF WORK	PROPOSED FUNDS	TOTAL	FHWA	AC	FTA	TH	BOND	OTHER
9-33	BB	TRF-0028-21A	2021	MANKATO	SECT 5307: CITY OF MANKATO RR TRANSIT OPERATING ASSISTANCE	0.0	B9	TRANSIT OPERATIONS	FTA	2,100,000	-	-	532,000	-	-	1,568,000
9-33	BB	TRF-0028-21B	2021	MANKATO	SECT 5307: CITY OF MANKATO RR TRANSIT PREVENTATIVE MAINTENANCE	0.0	B9	TRANSIT OPERATIONS	FTA	200,000	-	-	160,000	-	-	40,000
9-33	BB	TRF-0028-21C	2021	MANKATO	SECT 5339: CITY OF MANKATO PURCHASE ONE (1) BUS <30FT REPLACEMENT BUS (CLASS 400)	0.0	BB	TRANSIT VEHICLE PURCHASE	FTA	200,000			160,000			40,000
9-33	BB	TRS-0028-21TA	2021	MANKATO	CITY OF MANKATO PURCHASE ONE (1) STD BUS 40FT REPLACEMENT BUS (CLASS 700)	0.0	TR	TRANSIT VEHICLE PURCHASE	STBGP	530,000	424,000					106,000
9-1	CSAH 13	052-613-021	2021	NICOLLET COUNTY	CSAH 13, FROM 506TH ST TO TH 99, MILL AND CONCRETE OVERLAY	3.9	RD	MILL AND OVERLAY	STBGP	4,000,000	1,596,000					2,404,000
9-25	PED/BIKE	150-591-001	2021	NORTH MANKATO	IN NORTH MANKATO ALONG MONROE AVE, GARFIELD AVE, CENTER ST, RANGE ST, AND WHEELER PARK, CONSTRUCT PED/BIKE TRAIL, ADA, CURB EXTENTIONS, STRIPING AND CREATE PICK UP/DROP OFF AREA	0.0	EN	PEDESTRIAN RAMPS (ADA IMPROVEMENTS)	STBGTA	300,400	224,428					75,972
9-17	MSAS 119	150-119- 003AC1	2021	NORTH MANKATO	**AC** MSAS 119, (COMMERCE DR) FROM LOOKOUT DR TO LOR RAY DR, REMOVE AND REPLACE SURFACING, ADA AND LIGHTING (AC PAYBACK 1 of 2)	0.7	RD	BITUMINOUS RECLAMATION	STBGP	908,000	908,000					
9-1	US169	0713-80	2021	MNDOT	**ELLA**US 169, AT THE INTERSECTION OF TH 169 AND OWATONNA ST IN THE CITY OF MANKATO, REPLACE SIGNAL SYSTEM	0.0	SC	TRAFFIC SIGNAL REVISION	NHPP	370,000	148,000			37,000		185,000
<b>TOTAL</b>										8,608,400	3,300,428	0	852,000	37,000	0	4,418,972

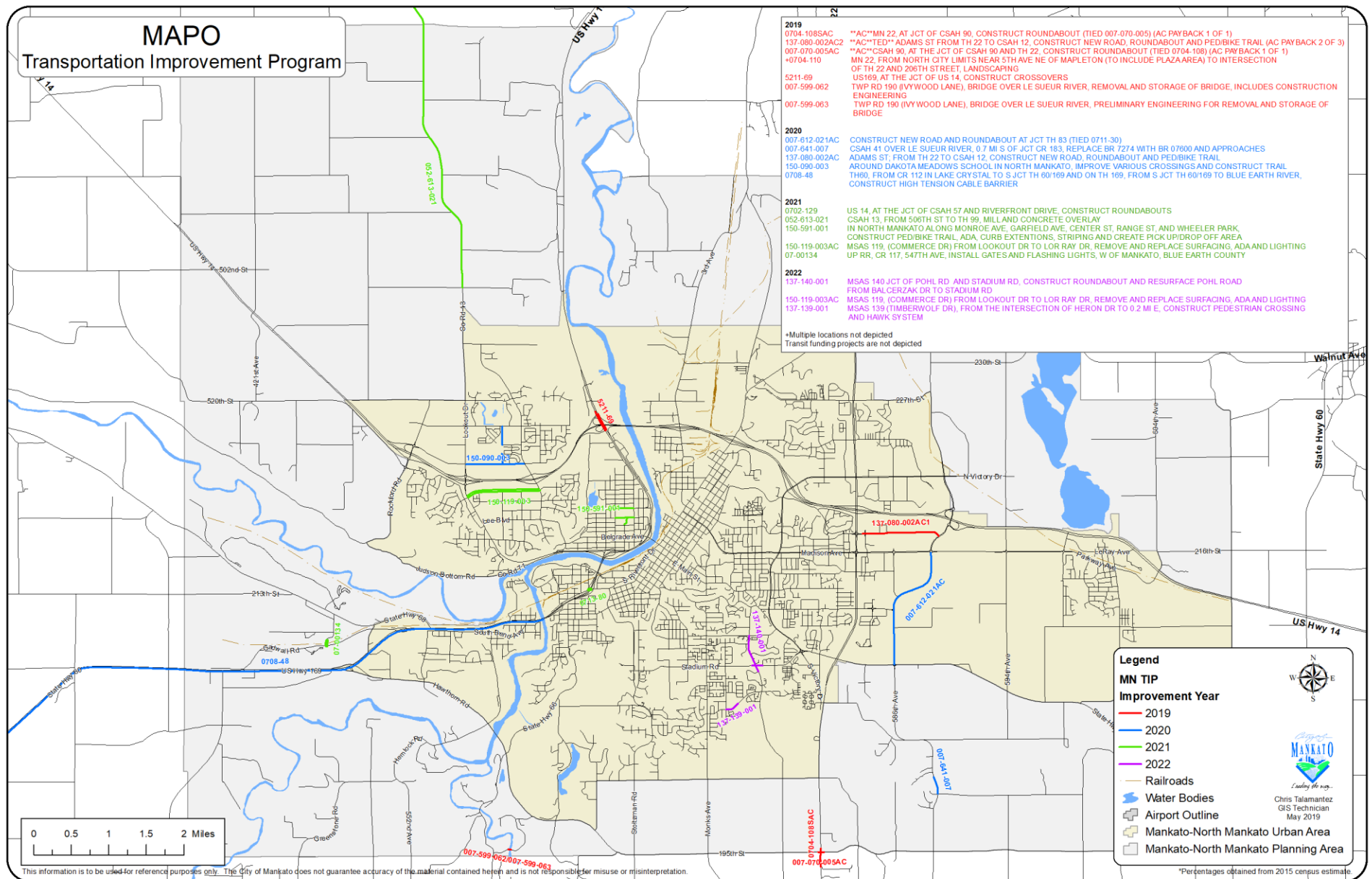
**Table 4: FY 2022 Federal Funded Transportation Projects**

MPO: MANKATO-NORTH MANKATO AREA PLANNING ORGANIZATION							FY 2019 – FY 2022 STIP									
L RTP REFERENCE	ROUTE SYSTEM	PROJECT NUMBER	YEAR	AGENCY	PROJECT DESCRIPTION	MILES	PROGRAM	TYPE OF WORK	PROPOSED FUNDS	TOTAL	FHWA	AC	FTA	TH	BOND	OTHER
9-33	BB	TRF-0028-22A	2022	MANKATO	SECT 5307: CITY OF MANKATO RR TRANSIT OPERATING ASSISTANCE	0.0	B9	TRANSIT OPERATIONS	FTA	2,100,000	-	-	532,000	-	-	1,568,000
9-33	BB	TRF-0028-22B	2022	MANKATO	SECT 5307: CITY OF MANKATO RR TRANSIT PREVENTATIVE MAINTENANCE	0.0	B9	TRANSIT OPERATIONS	FTA	200,000	-	-	160,000	-	-	40,000
9-33	BB	TRS-0028-22T	2022	MANKATO	CITY OF MANKATO PURCHASE ONE (1) BUS >35FT REPLACEMENT BUS (CLASS 700)	0.0	TR	TRANSIT VEHICLE PURCHASE	STBGP	550,000	440,000					110,000
9-23	MSAS 140	137-140-001	2022	MANKATO	MSAS 140 JCT OF POHL RD AND STADIUM RD CONSTRUCT ROUNDABOUT INTERSECTION RESURFACE POHL ROAD FROM BALCERZAK DR TO STADIUM RD	0.4	MC	NEW ROUNDABOUT	STBGP	995,000	795,814					199,186
9-17	MSAS 119	150-119-003AC2	2022	NORTH MANKATO	**AC** MSAS 119, (COMMERCE DR) FROM LOOKOUT DR TO LOR RAY DR, REMOVE AND REPLACE SURFACING, ADA AND LIGHTING (AC PAYBACK 2 OF 2)	0.7	RD	BITUMINOUS RECLAMATION	STBGP	251,414	251,414					
9-2	MSAS 139	137-139-001	2022	MANKATO	MSAS 139 (TIMBERWOLF DRIVE), FROM THE INTERSECTION OF HERON DR TO 0.2 MI E, CONSTRUCT PEDESTRIAN CROSSING AND HAWK SYSTEM	0.2	EN	PEDESTRIAN RAMPS (ADA IMPROVEMENTS)	STBGTA	191,805	153,444					38,361
<b>TOTAL</b>										4,288,219	1,640,672	0	692,000	0	0	1,955,547

**Table 5: Regionally Significant Projects**

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

## Map 2: Location of 2019-2022 TIP Projects



## Project Selection

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

As with the previous federal transportation bills the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU, 2005) and MAP-21 (2012), the FAST Act continues to call for the prioritization of projects on a statewide basis, which leads to the development of a Statewide Transportation Improvement Program (STIP). The statewide program is informed by those projects developed at the local level. Therefore, the state and local projects programmed in the STIP must be reflected in the local TIPs.

### MnDOT District 7 Area Transportation Partnership

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

Under the ATP 7, there are ATP subcommittees that represent each of the funding areas that the ATP helps program: TAP, STP-Small Urban, STP-Rural, and Transit. Entities represented on the subcommittees include counties, cities, transit, MnDOT, Region Nine Regional Development Commission (RDC), Southwest RDC, and the MAPO.



**Figure 1: Membership Counties of the MnDOT District 7 ATP**

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

## Eligibility for Roadway and Transit Projects

Federal funds can be spent on any road functionally classified as a Major Collector and above for rural roadways and Minor Collector and above for urban roadways. The FAST ACT provides funding for roadway projects through Federal Highway Administration (FHWA) funding programs and transit projects through Federal Transit Administration (FTA) funding programs. FHWA-funded projects can be maintenance, expansion, safety, or operations-related, as well non-motorized-related (bike & pedestrian improvements, scenic byways, etc.). Planning, technology and various other intermodal projects may also eligible for FHWA funds. A portion of Surface Transportation Block Grant (STBG) funding can also be “flexed” for transit improvements, which the ATP 7 has agreed to do in recent years in order to assist transit operators in the region to maintain their vehicle fleets.

## Project Selection Process

The TIP process should result in projects that reflect the goals, objectives, and priorities of the Mankato/North Mankato area. As such, MAPO staff work with area jurisdictions and stakeholders to ensure that the projects that end up in the TIP are consistent with those goals, objectives, and priorities. In selecting projects for inclusion in the TIP, the MAPO utilized the subcommittees of the ATP to ensure consistency with regional and interjurisdictional transportation goals.

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

Similar to STP funds, STBG/TA funds are allocated to the State DOT and then sub-allocated to the local level. MnDOT District 7 ATP has developed an application process and STBG/TA subcommittee made up of elected officials and transportation professionals that is facilitated by MnDOT District 7 Staff. The selected STBG/TA projects are subject to the approval of the MnDOT District 7 ATP, but any funded TA projects that are located within the MAPO area are included in the MAPO's TIP.

## Performance Measures & Targets

The Moving Ahead for Progress in the 21st Century (MAP-21) Act instituted transportation Performance Measurement (PM) for state DOTs and MPOs. MAP-21 directed the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to develop performance measures to assess a range of factors. State DOTs and MPOs are required to establish targets for each performance measure. The performance measures focus on several major areas; PM1 (transportation safety), PM2 (condition of pavement and bridges), and PM3 (freight reliability), as well as transit safety and Transit Asset Management (TAM). TAM targets emphasize improvement of the regional transit system, and MAPO must program projects accordingly. In 2018, the MAPO passed resolutions of support for PM1, PM2, PM3, and TAM.

### Target Support

In supporting PMs 1 – 3 targets, the MAPO may decide to adopt its own targets or choose to adopt the state standards. Support of these measures must be documented annually in the TIP document.

In 2018 the MAPO resolved to support MnDOT's adopted calendar year 2018 PM1 (Safety) targets. MPOs must adopt PM1 targets on an annual basis. Also in 2018, the MAPO resolved to support MnDOT's targets for PM2 (Pavement and Bridge Condition)



and PM3 (Freight Reliability). Differing from PM1, PM2 and PM3 targets must be adopted to support the MnDOT four-year target. As such, the MAPO must re-adopt PM2 and PM3 targets in 2022. The MAPO is not required to update its TAM targets annually. The MAPO's adopted PM targets are below:

<b>Performance Measure 1: Safety</b>	
	number of fatalities: 375
	rate of fatalities: 0.62/100 million vehicle miles traveled
	number of serious injuries: 1,935
	rate of serious injuries: 3.19/100 million vehicle miles traveled
	number of non-motorized fatalities and non-motorized serious injuries: 348
<b>Performance Measure 2: Pavement and Bridge Condition</b>	
	50% target for pavements of non-Interstate NHS classified in good condition
	4% target for non-Interstate NHS pavements classified in poor condition
	50% target for NHS bridges classified in good condition
	4% target for NHS bridges classified in poor condition
<b>Performance Measure 3: Freight Reliability</b>	
	75% of person-miles traveled on the non-Interstate NHS that are reliable (Non-Interstate Travel Time Reliability)

The goals of the MAPO's 2045 Long Range Transportation Plan (LRTP) support these performance measure areas by prioritizing projects which: increase the safety of all users of the MAPO's transportation system (4-1), preserve and maintain the existing transportation infrastructure (5-6), and increase access and reliability options for users (5-6). The LRTP also specifically outlines compliance with MAP-21 as a goal of the plan.

### Transit Asset Management

In 2018 the MAPO resolved 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. For example, the Mankato Transit System's TAM targets include "Rolling Stock: 20 percent of revenue vehicles meet or exceed useful life." This target is supported in the TIP by the projects TRF-0028-19T, TRF-0028-20T, TRF-0028-21C, and TRS-0028-22T. Similarly, the TAM targets include "At least 80 percent of all regular fleet available for operations, and "50 percent of facilities (including passenger amenities) adequate or better." These targets are supported by the TIP by the projects TRF-0028-19ZO, TRF-0028-20B, and TRF-0028-22A, which include preventative maintenance and new service expansion.

### Anticipated Effect

The 2019-2022 TIP is anticipated to have a positive effect on the MAPO's adopted PM1, PM2, PM3, and TAM targets. The projects selected were weighed with a scoring criteria that overlaps and supports PM1, PM2, and PM3 goals. For example, the below table illustrates how the programmed projects within the 2019-2022 TIP support PM and TAM targets.

Target	Project Number / Description	Target Support
PM1	137-139-001 / Timberwolf Drive pedestrian crosswalk	Increases safety of users of the roadway
PM1	137-080-002AC2 / Construct new road, roundabout, and bike / ped trail (AC payback)	Roundabout construction will lead to decrease in intersection crash severity, bike / ped trail will separate bicyclists and walkers from traffic
PM2	5211-69 / US 169 reclamation	Improves pavement condition
PM2	007-641-007 / Bridge replacement	Bridge replacement
PM3	5211-69 / US 169 reclamation	Improves traffic flow along US 169
PM3	0713-80 / US 169 signal system replacement	Improves traffic movement and reliability
TAM	TRF-0028-19T / Bus replacement	Supports upkeep of transit equipment
TAM	TRF-0028-20T / Bus replacement	Supports upkeep of transit equipment

At this time, it is the MAPO's intention to continue to support MnDOT's state standards without modification. As of TIP adoption, combined projected funding levels from federal, state, and local sources are adequate to meet current scheduled projects.

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

### MPO Investment Priorities

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



national goals as a guide for its development. The MAPO's continued Intersection Control Evaluation (ICE) studies, as well as the upcoming Trunk Highway 169 / 14 Area Study, abide by and support PM1 target area of user safety, as well as PM3 goals of providing reliable transportation of people and goods.

## Regional Significance

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

- **Trunk Highway 14 Corridor Expansion**– Administered by MnDOT, the Trunk Highway 14 Corridor Expansion project is a sum of phased separate smaller projects with the overall goal of uniform four-lane service of Trunk Highway (TH) 14 from New Ulm to Rochester. Phased component projects are in various stages of completion. The West Nicollet to North Mankato project was completed in 2016. The New Ulm Gateway project is under construction. Two proposed component projects have yet to be funded; 1) MN 15 to West Nicollet (estimated \$45 million to \$85 million), and 2) Owatonna to Dodge Center (estimated \$115 million to \$150 million). This project is a significant expansion of an interregional corridor and has substantial potential impact on freight and commuter traffic routed through the heart of the MAPO area. In recognition of this impact, the MAPO has designated this project as regionally significant. Trunk Highway 14 is also listed on the National Highway system (NHS) and thus will support MAPO's PM3 performance targets, once these targets are adopted.
- **St. Peter to Mankato Bicycle/Pedestrian Trail** – The St. Peter to Mankato Bicycle/Pedestrian Trail is one of six segments outlined in the Minnesota Department of Natural Resources (MnDNR) Minnesota River State Trail Franklin to Le Sueur Master Plan (2015). When completed, the St. Peter to Mankato connection (Segment 4 of the planned trail) will connect the cities of Mankato, Kasota, and St. Peter and comprise approximately 13 miles of the larger

statewide bicycle system. The trail has significant potential impact on tourist, hobbyist, and commuter bicycle traffic to and from the MAPO area. In recognition of this impact, the MAPO has designated the St. Peter to Mankato Bicycle/Pedestrian project as regionally significant.

## Community Impact Assessment

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

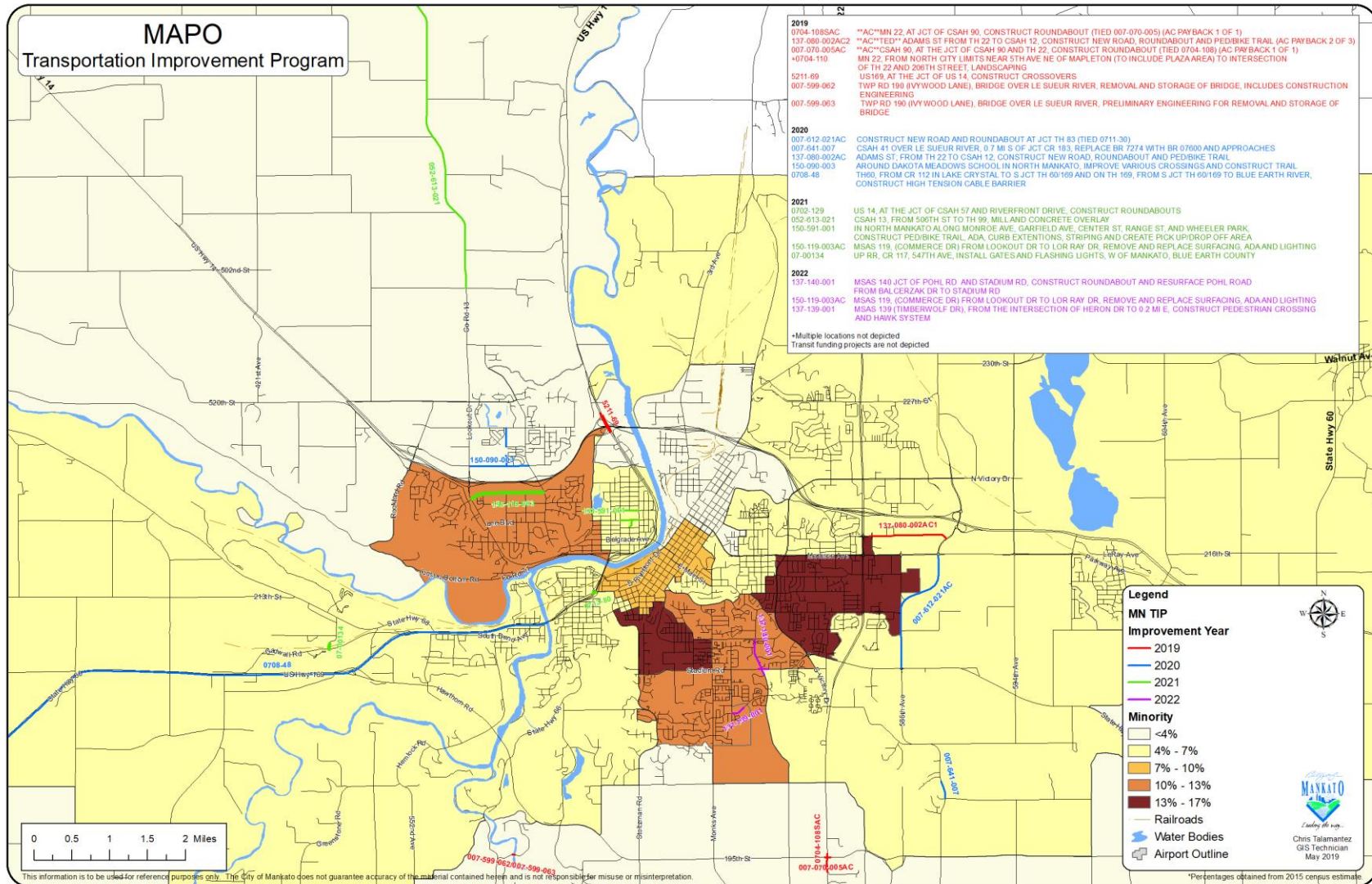
- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making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

Therefore, Environmental Justice/Community Impact Assessment is a public policy goal of ensuring that negative impacts resulting from government activities do not fall disproportionately on minority or low income populations. While it is difficult to make significant improvements to transportation systems without causing impacts of one form or another, the concern is whether proposed projects negatively affect the health or environments of minority or low income populations. A community impact assessment highlights those transportation projects that could potentially have a negative impact on disenfranchised neighborhoods. Maps 3 and 4 on the following pages identifies the high-concentration areas of minority and low-income populations in the Mankato/North Mankato planning area and shows their location relative to the projects that are listed in this TIP.

The 2022 TIP schedule contains three projects which represent investment in infrastructure. These projects are comprised of 1) roundabout construction on MSAS 140 at the junction of Pohl Road and Stadium Road and resurfacing of Pohl Road from Balcerzak Drive to Stadium Road in Mankato (137-140-001); 2) Advanced Construction funding for urban reconstruction on along Commerce Drive from Lookout Drive to Lor Ray Drive in North Mankato (150-119-003AC); and 3) installation of a lighted crosswalk on MSAS 139 (Timberwolf Drive) and pedestrian infrastructure at the intersection of Timberwolf Drive and Heron Street in Mankato (137-139-001). All projects are expected to benefit, rather than hinder, low-income individuals and minorities living in the area.

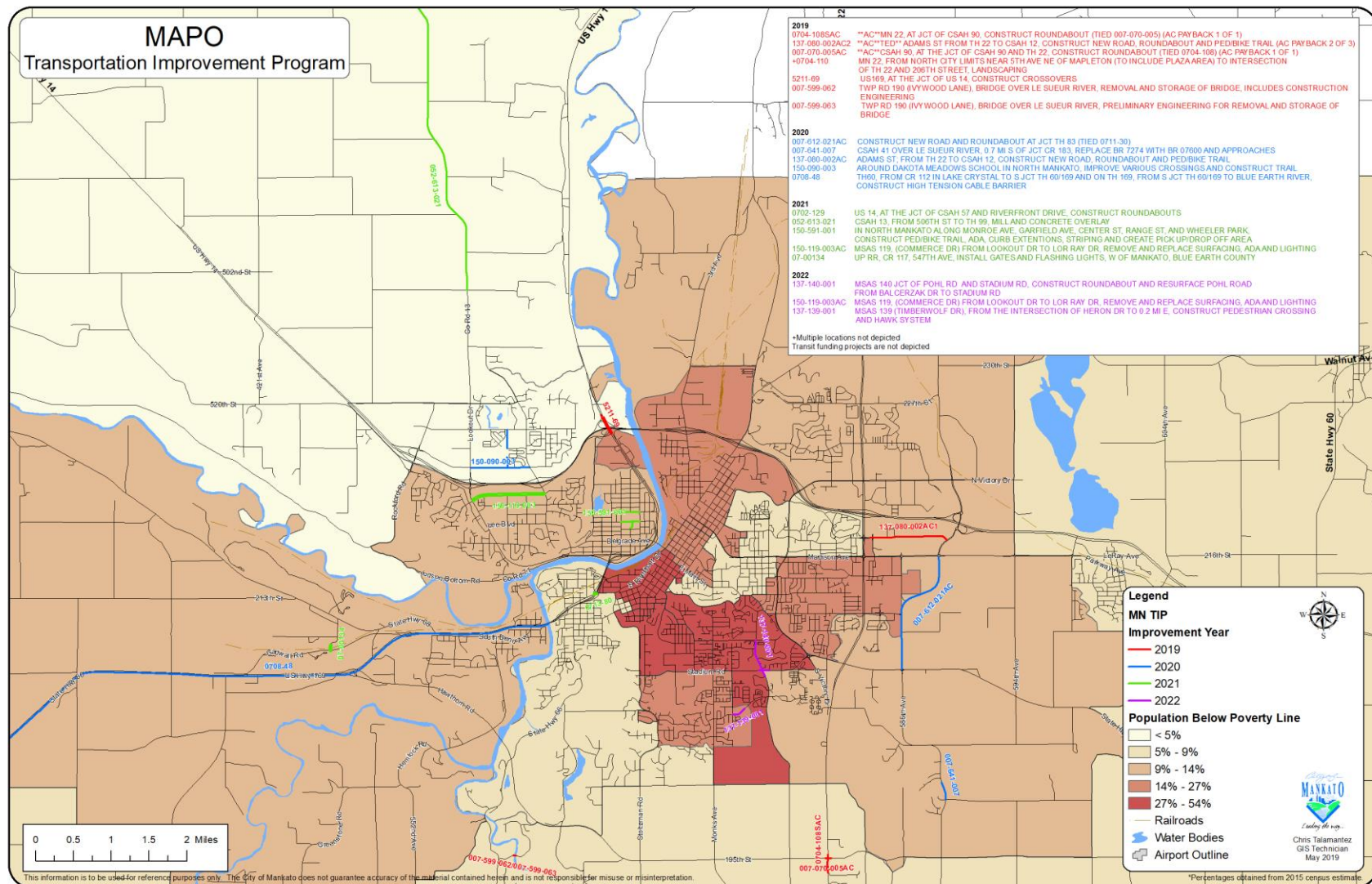
# Community Impact Assessment

## Map 3: Project Locations and Concentrations of Minority Populations





Map 4: Project Locations and Low-Income Populations

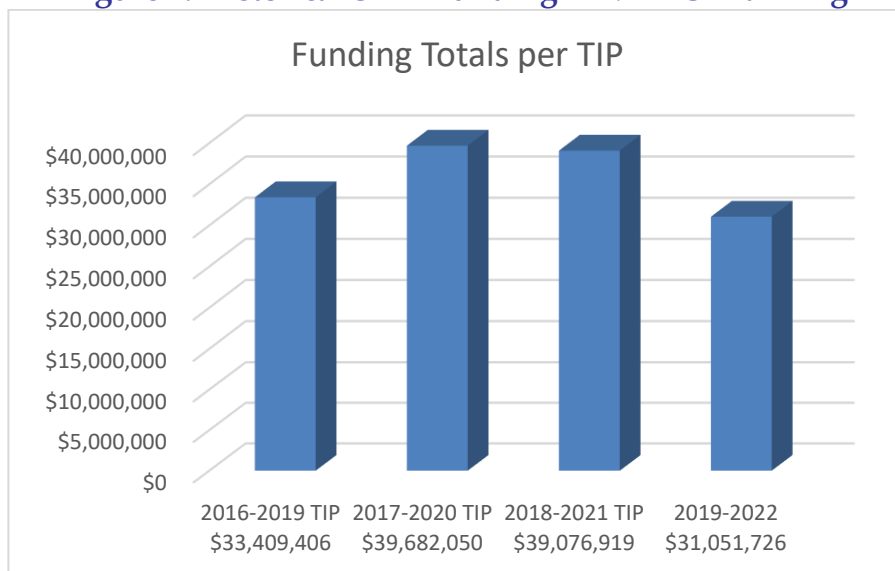


As the federally designated MPO for the Mankato/North Mankato area, the MAPO must demonstrate fiscal constraint when programming funding for projects in the TIP. Under 23 CFR § 450.326(j), the MAPO is required to include a financial plan for the projects being programmed in the TIP, as well as demonstrate the ability of its jurisdictions to fund these projects while continuing to also fund the necessary operations and maintenance (O&M) of the existing transportation system. To comply with these requirements, the MAPO has examined past trends regarding federal, state, and local revenue sources for transportation projects in the area in order to determine what levels of revenue can be reasonably expected over the 2019-2022 TIP cycle. The resulting revenue estimates were then compared with the cost of the projects in the TIP, which are adjusted for inflation to represent year-of-expenditure.

## Federal Funding Levels

Federally funded transportation projects within the MAPO area are programmed regionally through the MnDOT District 7 ATP process (see page 14 for more information). The District 7 ATP receives a targeted amount of federal funding for the District 7 MnDOT region which is further directed using a state-established formula and funding targets. Although subject to flexibility, these targets are used during development of the Mankato/North Mankato TIP, the MnDOT District 7 ATIP, and the MN state STIP help establish the priority list of projects. Table 6 on the following page identifies the funding targets that have been established for the MnDOT ATP 7 Region in the 2019-2022 TIP cycle.

**Figure 2: Historical STIP Funding in MAPO Planning Area**



The 2019-2022 total of \$27,802,405 represents a decrease from the historical average. Primary contributing factors include:

- ❖ Project #0702-125, originally scheduled for 2019, was rescheduled to 2018, a decrease of \$6,700,000 from the 2019-2022 total.
- ❖ 2022 projects total \$4,288,219. The total for 2018 was \$12,347,719, a decrease of \$8,059,500.

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

Program	Column B: MAP 21 / FAST Act Levels	
	Target Federal Formula \$ 2019-2022 (avg.)	Percent
Rail Crossings	(administered statewide)	NA
Transit (Urban, non-federal funds)	\$ 0	0%
Transit (Rural, non-federal funds)	\$0	0%
Transp. Alternatives / Enhancements	\$ 700,000	2%
Safety (Local HSIP)	\$ 1,300,000	3%
STP - Small Urban	\$2,386,500	5%
STP - Rural	\$3,168,500	7%
MnDOT (SPP Pavement, SPP Bridge, DRMP – STP, HSIP)	\$ 38,765,000	83%
<b>Total</b>	<b>\$ 46,440,000*</b>	<b>100%</b>

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

\*\*Source: MnDOT ATP D7

## Financial Plan: Highway Investments

Table 7 on page 24 represents the MAPO Area's financial plan for funding the highway projects being programmed in the 2019-2022 MAPO TIP. The table identifies individual funding sources as specified by each of the jurisdictions to be expected and available during the next four years based on revenue forecast with the Long Range Transportation Plan.

### *Assessment of Fiscal Constraint*

The MAPO has assessed the ability of the area's highway jurisdictions to meet their financial commitments with regard to the projects being programmed in the TIP while also continuing to fund their ongoing operations and maintenance (O&M). To demonstrate fiscal constraint, project costs were compared with budget data from previous years. Project costs have been adjusted to reflect an inflation rate of 4% per year (as they are also presented in the project tables on pages 9-12) to account for the effects of inflation at the year of expenditure. The 4% rate of inflation is based on industry standards as well as Engineering News Record (ENR). Revenue estimates were held flat over this same period, as budget increases cannot be reasonably assumed at this time.

**Table 7: Total Highway & Local Project Costs: 2019-2022 MAPO TIP**

Source	2019	2020	2021	2022	EXPENSES
					2019-2022 TIP (4-year total)
MnDOT District 7	\$1,200,000	0	\$370,000	0	\$1,570,000
Blue Earth County	\$610,200	\$1,596,000	0	0	\$2,206,200
Nicollet County	0	0	\$4,000,000	0	\$4,000,000
Mankato	\$384,000	\$636,000	0	\$1,186,805	\$2,206,805
North Mankato	0	\$334,200	\$2025,800	\$251,414	\$2,611,414
<b>TOTAL</b>	<b>\$2,194,200</b>	<b>\$2,566,200</b>	<b>\$6,395,800</b>	<b>\$1,438,219</b>	<b>\$12,594,419</b>

\* Source: 2019 – 2022 Draft STIP.

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

Funding Source	2019-2022
MnDOT District 7	\$23,168,220
Blue Earth County	\$20,642,849
Nicollet County	\$2,707,141
Mankato	\$33,295,233
North Mankato	\$6,496,698
<b>Total</b>	<b>\$86,310,141</b>

\* Source Mankato/North Mankato Long Range Transportation Plan 8-1.

## Financial Plan: Transit Investments

Table 9 and Table 10 on page 25 represent the Greater Mankato Transit System (GMTS) financial plan for funding the transit projects listed in the 2019-2022 MAPO TIP. The tables identify specific sources of funding that the GMTS 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 GMTS to meet their financial commitments with regards to the transit investments being programmed in the TIP while also continuing to fund their ongoing O&M. The costs of these investments have been adjusted to reflect an inflation rate of 3% per year (as they are also presented in the project tables on pages 9-12). The 3% inflation rate is based on industry standard as well as the price per index (PPI). In general, revenue estimates were not adjusted for inflation, as significant budget increases cannot be reasonably assumed at this time.



Table 9 shows the GMTS cost and project type for the 2019 – 2022 TIP. When compared with the estimated revenue funding based on the MAPO Long Range Transportation Plan in Table 10, it can be seen that the GMTS programmed investments for years 2019-2022 exceed the overall 4-year revenue average of \$10,916,800. The reason for this difference is the shared funding provided by MnDOT through the Greater Minnesota new service expansion funds and funding provided by local sources. These funds are programmed for 2019 and 2022. Minus the Greater Minnesota new service expansion funds, the rest of the program demonstrates that the costs of the transit projects being programmed for the MAPO area within the bounds of the level of revenue that can be reasonably assumed to be available to the GMTS.

**Table 9: Total Transit Costs by Project Type: 2019-2022 MAPO TIP**

Source	2019	2020	2021	2022	EXPENSES
					2019-2022 TIP (4-year total)
Operations & Maintenance	\$2,163,000	\$3,280,000	\$3,380,000	\$3,380,000	\$12,203,000
Bus Purchases	\$200,000	\$200,000	\$730,000	\$730,000	\$1,860,000
Greater MN New Service Expansion & Capital	\$1,080,000	0	0	0	\$1,080,000
<b>TOTAL</b>	<b>\$3,443,000</b>	<b>\$3,480,000</b>	<b>\$4,110,000</b>	<b>\$4,110,000</b>	<b>\$15,143,000</b>

\* Source: 2019 – 2022 Draft STIP

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

Funding Source	2019-2022
State Revenue	\$6,188,800
Federal Revenue	\$2,641,600
Farebox and Contract Revenue	\$1,611,200
Local Property Tax Levy	\$475,200
<b>Total</b>	<b>\$10,916,800</b>

\* Source Mankato/North Mankato Long Range Transportation Plan 8-2

## Public Involvement

The MAPO is committed to being a responsive, inclusive, and participatory agency for regional decision-making. The public is given continuous opportunity to view all TIP-related materials on the MAPO website [www.mnmapo.org](http://www.mnmapo.org) and is encouraged to provide comment via phone, email, online comment, in person, U.S. mail, or tweet.

### 2019-2022 Mankato/North Mankato TIP Public Participation Summary

MAPO worked with area partners and the Minnesota Department of Transportation to ensure the TIP reflects the draft 2019-2022 Statewide Transportation Improvement Plan (STIP). MAPO will continue to coordinate with the Minnesota Department of Transportation to ensure both the TIP and STIP align.

Two separate 30-day public comment periods and open houses were performed for the 2019-2022 TIP. The first comment period ran March 23 – April 24, 2018. The second ran August 2 – September 3, 2018. Advertisement for the TIP Public Comment periods included notice in the Mankato Free Press, the MAPO website, the MAPO stakeholder email list, the MAPO Twitter account, and distribution of the TIP and informational posters to partner agencies. Hard copies were distributed to the cities of Mankato, North Mankato, and Eagle Lake, as well as to County Administrative Buildings of Blue Earth and Nicolette, Blue Earth County Library in Mankato and the Taylor Library in North Mankato. Email distribution was sent to local, state and federal partners.

### Public Comments Received

Summary of Comments Received through 2019-2022 TIP 30-day Public Comment Periods	
Entity	Comment
Blue Earth County Public Works	*Addition of CSAH 41 Bridge over Le Sueur River to TIP, as this project is included in STIP.
Federal Highway Administration	Change references to "STP" to "STBG," "TAP" to "TA," clarify types of projects FHWA funds are eligible for, specify anticipated effects,
MnDOT District 7	Project cost, funding sources, description updates.
MnDOT Office of Transportation System Management	Formatting, project number corrections, specification of abbreviations used.
MnDOT Office of Transit and Active Transportation	Project cost, funding sources, description updates.

Minnesota State University, Mankato	**Support for project 137-140-001, intersection of Pohl Road and Stadium Road and resurfacing of Pohl Road, suggestion to move project up to 2019 (from 2022).
Public comment	***Comment on structure of the TIP

**\*Comment received via MAPO website March 26, 2018:**

*"Blue Earth County has Federal Funds programmed in the STIP for FY 2020 for the replacement of the CSAH 41 Bridge over the Le Sueur River. This is within the MAPO limits and needs to be added to the 2019-2022 TIP."*

**\*\*Comment received via MAPO website April 13, 2018:**

*"The existing four-way stop signs at the intersection of Pohl Road and Stadium Road are a disaster to try to navigate during peak demand times during the day. Vehicles are backed up, including MSU buses, trying to get through that intersection. You can expect significant delays during major events held at the University, such as MSU's three commencements in May, its December commencement, East/West High School graduations, South Central Commencement, large venue football games, and high school regional basketball games. "Minnesota Nice" drivers tend to follow the law and as vehicles stop at the signs in the four-way intersection, each driver defers to the vehicle on their right, and it cycles all around one vehicle freed at a time, despite the fact that east bound and west bound traffic has upwards of twenty vehicles lined up stuck in the cycle even though there are only a few vehicles going north or south. Even forgetting the MSU major events and the traffic they pull in and related exiting backlogs, non-MSU folks face the hardships of a daily "commute" to work and back home. Traffic grounds to a halt at the Pohl/Stadium intersection, contributing to Mankato's own version of Los Angeles style road rage. Please do what you can to schedule the round-a-about in 2019, don't wait until 2024."*

**Comment received via email August 15, 2018**

*"I read through this - I didn't expect to as I started, but it was actually really interesting. Well organized and written so even I could understand it. :) It's clear there has been lots of planning and thought put into all aspects of this - from safety to the environment to community impact on minority and low income populations especially. I don't have any more specific notes other than to say that the projects in the plan sound appropriately prioritized and the supporting information here sure makes a good argument for proceeding. Thanks for sharing it, I think I got on the list because I showed up for one of the input sessions. I appreciate being included."*

## Monitoring Progress

The MAPO has the responsibility of monitoring and documenting the progress of projects listed in the TIP each year. Specifically, the MAPO is asked to note changes in priorities from prior years, as well as list the major projects from the previous TIP that have been either implemented or significantly delayed. Updates and changes from the 2018 – 2021 TIP Include:

2018:

- Addition of project TRF-0028-18B Transit preventative maintenance
- Addition of project TRF-0028-18ZO Greater MN Service Expansion
- Addition of project TRF-0028-18ZC Greater MN Service Capital
- Move project 0704-108AC from 2019 to 2018
- Addition of project 0702-125 along US 14 from 2019 to 2018

2019:

- Addition of project TRF-0028-19B Transit preventative maintenance
- Addition of project TRF-0028-19ZO Greater MN Service Expansion
- Addition of 0702-110, Landscaping MN 22
- Move project 0702-125 from 2020 to 2019, Mill and Overlay US 14
- Addition of project transit project TRF-0028-19C, complete fuel system replacement (tanks, bumps, and lighted canopy)

2020:

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

## 2018 Project Status:

MPO: MANKATO-NORTH MANKATO AREA PLANNING ORGANIZATION						
LRTP REFERENCE	ROUTE SYSTEM	PROJECT NUMBER	YEAR	AGENCY	PROJECT DESCRIPTION	STATUS
9-33	BB	TRF-0028-18A	2018	MANKATO	SECT 5307: CITY OF MANKATO RR TRANSIT OPERATING ASSISTANCE	In Progress
9-33	BB	TRF-0028-18B	2018	MANKATO	SECT 5307: CITY OF MANKATO RR TRANSIT PREVENTATIVE MAINTENANCE	In Progress
9-33	BB	TRF-0028-18ZO	2018	MANKATO	MANKATO; SFY 2018 GREATER MN NEW SERVICE EXPANSION OPERATING FUNDS (7/1/17-6/30/18)	In Progress
9-33	BB	TRF-0028-18ZC	2018	MANKATO	MANKATO; SFY 2018 GREATER MN NEW SERVICE EXPANSION CAPITAL FUNDS (7/1/17-6/30/18)	In Progress
04	RR	07-00127	2018	BLUE EARTH COUNTY	UP, RR, INSTALL GATES, CSAH 5, MANKATO, BLUE EARTH COUNTY	In Progress
9-30	RR	07-00128	2018	BLUE EARTH COUNTY	DME, RR, INSTALL GATES, CSAH 26, 227 <sup>th</sup> ST, MANKATO, BLUE EARTH COUNTY	In Progress
9-30	RR	07-00129	2018	BLUE EARTH COUNTY	DME, RR, INSTALL GATES, CSAH 56, 598 <sup>th</sup> AVE EAGLE LAKE, BLUE EARTH COUNTY	In Progress
9-21	LOCAL	137-080-002AC1	2018	MANKATO	**AC**TED** ADAMS ST FROM TH 22 TO CSAH 12, CONSTRUCT NEW ROAD, ROUNDABOUT AND PED/BIKE TRAIL (AC PAYBACK 1 OF 3)	In Progress
9-9	MSAS 116	150-116-009AC	2018	NORTH MANKATO	**AC** MSAS 116, ON LOOKOUT DRIVE FROM CAROL COURT TO HOWARD DRIVE IN NORTH MANKATO, RECONSTRUCT AND MILL AND OVERLAY AND ADA (PAYBACK 1 OF 1)	In Progress
9-25	MSAS 138	137-138-001	2018	MANKATO	MSAS 138, ALONG WARREN STREET FROM BALCERZAK DRIVE TO STADIUM RD, CONSTRUCT SIDEWALK, SIGNAL AND ADDITIONAL PEDESTRIAN CHANNELIZATION AT VARIOUS LOCATIONS	In Progress
9-28	MN22	0704-108	2018	MNDOT	MN 22 FROM CSAH 15 TO CSAH 90, MILL AND OVERLAY (TIED 007-070-005) (ASSOC 0704-108S)	In Progress
9-28	MN22	0704-108S	2018	MNDOT	**AC**MN 22, AT JCT OF CSAH 90, CONSTRUCT ROUNDABOUT (TIED 007-070-005) (ASSOC WITH 0704-108) (AC PAYBACK in 2019)	In Progress
9-28	CSAH90	007-070-005	2018	BLUE EARTH COUNTY	**AC**CSAH 90, AT THE JCT OF CSAH 90 & TH22, CONSTRUCT ROUNDABOUT (TIED 0704-108) (AC PAYBACK IN 2019)	In Progress
CHAP 4	CSAH999	007-070-004	2018	BLUE EARTH COUNTY	COUNTY WIDE, CURVE AND INTERSECTION SAFETY IMPROVEMENTS	In Progress

## Greater Minnesota New Service Expansion Grant Program Projects

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

## Public Notice

### NOTICE OF 30-DAY PUBLIC COMMENT PERIOD

The Mankato/North Mankato Area Planning Organization (MAPO), located at the 10 Civic Center Plaza, Mankato, MN 56001, has prepared a draft Fiscal Year 2019-2022 Transportation Improvement Program (TIP) for the Mankato/North Mankato Metropolitan Area. The Draft TIP lists all transportation projects in the greater metropolitan area that are recommended by the MAPO Board to receive federal transportation funds for FY 2019-2022.

Public comments are being taken through March 23rd, 2018 to April 24th, 2018 on the draft TIP and the proposed projects. To view the draft TIP online, visit [www.mnmapo.org](http://www.mnmapo.org). To request a hard copy of the document, contact Charles Androsky, who is taking all public comments on the document, at [candrosky@mankatomn.gov](mailto:candrosky@mankatomn.gov) or 507-387-8389. (Free TTY services are available through Minnesota Relay at 800-627-3529).

The MAPO will hold a public Open House regarding the draft 2019-2022 TIP on April 18, 2018 from 4:00 p.m. to 6:00 p.m. The Open House will be held in the Police Annex of the North Mankato City Hall, 1001 Belgrade Avenue, North Mankato, Minnesota.

The draft TIP, along with all comments received, will be considered for final approval at the MAPO Board meeting on June 7, 2018. The final version of the 2019-2022 TIP will be available after approval at [www.mnmapo.org](http://www.mnmapo.org) or in person at the MAPO office. Public comment is solicited for a 30-day period in accordance with the MAPO's Public Involvement Plan for this draft, as well as for the final TIP upon introduction of a major amendment.

## Resolution Adopting the 2019-2022 TIP & Self-Certification Finding

### **RESOLUTION OF THE MANKATO /NORTH MANKATO AREA PLANNING ADOPTING THE 2019-2022 TRANSPORTATION IMPROVEMENT PLAN & SELF-CERTIFICATION FINDING**

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

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

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

WHEREAS, staff and the Technical Advisory Committee has developed and recommended for approval the Transportation Improvement Program for State Fiscal Years 2019-2022; and

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

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

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

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

- 23 U.S.C 134 and 49 U.S.C. 5303, and this subpart;
- In non-attainment and maintenance areas, Section 174 and 176 (c) and (d) of the Clean Air Act as Amended (42 U.S.C 7504, 7506 (c) and (d)) and 40 CFR part 93;
- Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- Sections 1101 (b) of the FAST ACT (Pub. L. 114-357) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in the US DOT funded



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- projects;
  - 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
  - The provisions of the American with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR Parts 27, 37 and 38;
  - The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
  - Section 324 of title 23, U.S.C regarding the prohibition of discrimination based on gender, and
  - Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR 27 regarding discrimination against individuals with disabilities.

NOW, THEREFORE BE IT RESOLVED; that the Mankato/North Mankato Area Planning Organization Policy Board approves the 2019-2022 Transportation Improvement Plan.

### CERTIFICATION

State of Minnesota

I hereby certify that the foregoing Resolution is a true and correct copy of the resolution presented to and adopted by the Mankato/North Mankato Area Planning Organization at a duly authorized meeting thereof, held on the 6<sup>th</sup> day of September, 2018 as shown by the minutes of said meeting in my possession.

\_\_\_\_\_  
Chair Date

\_\_\_\_\_  
Executive Director Date