

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

Thursday, September 5, 2019 – 6:00 p.m.  
Intergovernmental Center,  
Minnesota River Room  
10 Civic Center Plaza, Mankato, MN 56001

- I. Call to Order
- II. Introductions
- III. Approval of Agenda
- IV. Approval of Minutes – August 1, 2019
- V. New Business
  1. Amendment to 2019-2020 Unified Planning Work Program (UPWP)
  2. Approve 2020-2021 Unified Planning Work Program (UPWP)
  3. Approve 2020-2023 Transportation Improvement Program (TIP)
  4. Resolution Supporting MnDOT Safety Performance Measure Targets
- VI. Other Business, Discussion & Updates
  1. Report: Administrative Modification to 2019-2022 Transportation Improvement Program (TIP) - 007-599-062
  2. Update: Long Range Transportation Plan (LRTP) Update
  3. Update: Warren Street Corridor Study
  4. Update: Regional Transportation Coordinating Council (RTCC)
- VII. MAPO Technical Advisory Committee meeting minutes – August 15, 2019 (informational)
- VIII. Policy Board Comments
- IX. Opportunity for Public Comment
- X. Adjournment



# Meeting Minutes of the Mankato/North Mankato Area Planning Organization (MAPO) Policy Board

August 1, 2019 | 6:00PM | Intergovernmental Center, Mankato Room, 10 Civic Center Plaza, Mankato MN

Policy Board members present: Tim Auringer – City of Eagle Lake, Jack Kolars – Nicollet County, Michael Laven – City of Mankato, Mark Piepho – Blue Earth County, Dan Rotchadl – MAPO Townships, James Whitlock – City of North Mankato

Others Present: Ronda Allis, Charles Androsky, Dennis Dieken, John Harrenstein, Patrick Hentges, Shawn Schlosser, Ryan Thilges, Paul Vogel

## I. Call to Order

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

## II. Introductions

Introductions were made.

## III. Approval of Agenda

Mr. Rotchadl moved and Mr. Kolars seconded a motion to approve. With all voting in favor, the motion carried.

## IV. Approval of Minutes – June 6, 2019

Mr. Rotchadl moved and Mr. Whitlock seconded a motion to approve. With all voting in favor, the motion carried.

## V. New Business

### 5.1 Release 169 Corridor Study Request for Proposal

Mr. Thilges reported that the MAPO TAC had approved a draft RFP for a 169 Corridor Study at its meeting held July 18, 2019. The study will develop and evaluate alternatives for management of existing and future transportation and traffic flow in the corridor. The geography of the segment outlined in the RFP was the Highway 169 corridor routing from the intersection of US169 and State Highway 60 on the west and the intersection of US169 North and Lake Street NW on the north.

In July 2019 the cities of Mankato and North Mankato passed individual resolutions authorizing the study. In addition to the resolutions adopted by each Council, on Monday July 8, 2019 the City Administrator of North Mankato and City Manager of Mankato met with the MnDOT District 7 Engineer to discuss the request for proposal and the two resolutions passed by the respective cities. It

was agreed that the resolutions were not in conflict and that while additional comments may be forthcoming regarding the RFP, the study could proceed per the terms of the respective resolutions.

This item was discussed at the MAPO TAC meeting held July 18, 2019 and was recommended for approval with direction that Blue Earth County and Nicollet County be added to the project management team, and that the two city resolutions be included within the RFP.

After TAC approval, several updates to the draft RFP had been proposed. The proposed updates included:

**Update 1:** Per the MAPO TAC, the following language was added to the draft RFP: *“The Consultant shall lead coordination of a Project Management Team (PMT) comprised of stakeholders including Transportation Planner, Charles Androsky, representatives from MAPO, MnDOT, the cities of Mankato and North Mankato, and the counties of Blue Earth and Nicollet. The PMT will serve as the project’s primary management entity.”*

**Update 2:** MAPO and MnDOT staff were able to coordinate to develop an independent cost estimate after a corridor geography had been approved by the the MAPO TAC. It was proposed that the cost estimate be included in the RFP.

**Update 3:** In the process of developing the independent cost estimate, it was suggested by MnDOT that the study expand public engagement efforts. The following language was proposed to be added:

#### ***Stakeholder Focus Groups***

*With direction from the PMT, the Consultant shall coordinate, market, and lead a series of on-site Stakeholder Focus Group meetings. These meetings will be selectively targeted toward obtaining input from specific stakeholder populations of 1) Business Owners 2) Homeowners, and 3) Pedestrians/Bicyclists. The Consultant will seek input from the PMT regarding the design/format of the focus group meetings and collect/analyze/report input obtained from each stakeholder group. For budgeting purposes, respondents are asked to account for two (2) meetings with each identified stakeholder group (Business Owners, Homeowners, and Pedestrians/Bicyclists) for a total of six (6) focus group meetings.*

**Update 4:** Per MnDOT Office of Transportation System Management, the following language was proposed to be added: *CONTRACT IS PARTIALLY FUNDED BY THE FEDERAL HIGHWAY ADMINISTRATION (FHWA).*

**Update 5:** Per MnDOT Office of Transportation System Management, the following language was proposed to be added: *CFDA # 20.205.*

Ms. Allis reported that in the process of jointly developing the independent cost estimate, MnDOT District 7 had suggested augmenting the project’s public engagement efforts with Update 3 above.

Mr. Harrenstein stated that the proposed changes were acceptable to North Mankato, though further discussion may be warranted regarding the inclusion of the estimated project cost.

Mr. Hentges inquired if the cost estimate information was a requirement.

Ms. Allis stated that while an independent cost estimate is a requirement, sharing the estimate within the RFP is not.

Staff reported that cost estimates have been historically included within MAPO RFPs but are not a necessity.

Mr. Kolars motioned to delete the cost estimate from the draft RFP. Mr. Rotchadl seconded. Motion carried.

Mr. Rotchadl motioned to approve the draft 169 RFP with omitted cost estimate information. Mr. Kolars seconded. With all voting in favor, the motion carried.

#### **5.2 Report: Administrative Modification to 2019-2022 Transportation Improvement Program (TIP) - 150-119-003**

Staff reported that MnDOT District 7 had adjusted a funding source and advanced payment for a 2019 project programmed within the MAPO planning area. Because new funding was made available in 2019, an Advanced Construction payment scheduled for 2021 was eliminated and a related Advanced Construction payment in 2022 was reduced.

Per the MAPO's Public Participation Plan, MAPO and MnDOT staff conferred and jointly determined the change constitutes an Administrative Modification. The process to execute an Administrative Modification is to announce the change at MAPO TAC and Policy Board meetings and make the change to the TIP.

As this was an Administrative Modification, no action was requested of the MAPO Policy Board regarding this item.

#### **5.2 Report: Administrative Modification to 2019-2022 Transportation Improvement Program (TIP) - 007-599-062**

Staff reported that MnDOT District 7 had adjusted a cost estimate and project description for a project within the MAPO planning area. The project was 007-599-062, one of two 2019 projects involved in removal and salvage of the historic Kern Bridge.

Per the MAPO's Public Participation Plan, MAPO and MnDOT staff conferred and jointly determined the change constitutes an Administrative Modification. The process to execute an Administrative Modification is to announce the change at MAPO TAC and Policy Board meetings and make the change to the TIP.

As this was an Administrative Modification, no action was requested of the MAPO Policy Board regarding this item.

## **VI. Other Business, Discussion & Updates**

### **6.1 Update: Long Range Transportation Plan**

Staff reported progress coordinating with the project contracted consultant on preliminary project duties including provision of data for analysis and developing meeting schedules, roles, and early project elements. A formal introductory presentation regarding this project was scheduled for the next MAPO TAC meeting on August 15, 2019.

Topics covered during the August 15 presentation will include recruitment of TAC members to the project's Project Management Team (PMT). TAC members will be invited to add to the development of LRTP Update areas of emphasis. The areas of emphasis will be underscored as appropriate within the Plan as context-sensitive transportation issues representing partner agency perspectives and desired focus areas.

### **6.2 Update: Warren Street Corridor Study**

Staff reported progress coordinating with the project contracted consultant and partner agencies to gather and process preliminary data for analysis, develop schedules for meetings, work product delivery, and public engagement events.

### **6.3 Update: Regional Transportation Coordinating Council (RTCC)**

Staff reported progress coordinating with regional transportation and human service stakeholders to develop and release a Request for Proposal (RFP) for planning services for a Regional Transportation Coordinating Council (RTCC) servicing the region.

Proposals are due August 9, 2019. A proposal evaluation committee had been formed with representatives from MAPO, MnDOT District 7, Mankato Transit, Region Nine Development Commission, and local human service organizations.

## **VII. TAC Minutes (July 18, 2019 meeting minutes)**

The minutes from the July 18, 2019 MAPO TAC meeting were distributed.

## **VIII. Policy Board Comments**

Mr. Auringer inquired about promotion efforts regarding the recent initiation of fixed transit service to Eagle Lake.

Mr. Vogel reported that there is ongoing coordination between the Mankato Transit System and Eagle Lake administration.

Mr. Piepho inquired about the transit schedule servicing Eagle Lake.

Mr. Vogel reported that Eagle Lake currently receives fractured service. Buses run from 6:45a.m. to 10:45a.m and 3:45p.m. to 7:45p.m.

**IX. Opportunity for Public Comment**

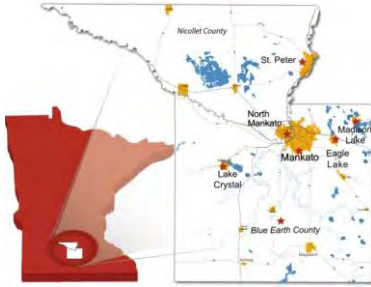
There were no comments.

**X. Adjournment**

At approximately 6:55 p.m. Mr. Rotchadl moved and Mr. Auringer seconded to adjourn. Motion carried.

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Chair, Mr. Piepho



## AGENDA RECOMMENDATION

### Agenda Heading: Amendment to 2019-2020 Unified Planning Work Program (UPWP) No: 5.1

#### **Agenda Item:**

Amendment to 2019-2020 Unified Planning Work Program (UPWP)

#### **Recommendation Action(s):**

Motion to pass resolution amending the 2019-2020 Unified Planning Work Program (UPWP)

#### **Summary:**

MAPO's current 2019-2020 UPWP was adopted September 6, 2018. On June 28, 2019 the Minnesota Department of Transportation (MnDOT) informed staff that a grant agreement (MnDOT contract number 1034442) had been fully executed for planning activities for development of a Regional Transportation Coordinating Council (RTCC).

The grant agreement administers \$75,000 in state planning funds to MAPO for planning activities. The funds are 100% state funds with zero federal or local match.

The 2019 UPWP must be amended to include the addition of the \$75,000. The funds are separate from the consolidated planning grant funds and have been added to the 2019 UPWP under the Total Commodities & Other Services section (below). The current UPWP is available at the following web address:

[https://mnmapo.files.wordpress.com/2018/09/mapo-2019-upwp\\_adopted1.pdf](https://mnmapo.files.wordpress.com/2018/09/mapo-2019-upwp_adopted1.pdf)

	Other Services & Commodities	Budget	Staff Hours
	3040 Legal, Publication, & Advertising	\$1,200	
	7208 GIS Services (transfer)	\$5,000	
	3210 Telephone & Postage	\$499	
	3300 Training, Travel & Conferences	\$3,000	
	3410 Printing & Publishing	\$3,000	
	2010 Office Supplies (including software, \$4,000 license for StreetLight access over Oct. 2019-Sept. 2020)	\$4,760	
	4330 Subscriptions & Memberships	\$550	
	<b>Total Commodities &amp; Other Services</b>	<b>\$18,009</b>	
	<b>Regional Transportation Coordinating Council (RTCC). Funds are 100% State of Minnesota with zero federal or local match.</b>	<b>\$75,000</b>	
	<b>Total Expenses and Staffing Hours for 2019</b>	<b>\$444,589</b>	<b>3,030</b>

Staff recommendation is for passage of the attached Resolution amending the 2019-2020 UPWP to include RTCC funds. This item was reviewed by the MAPO TAC at their meeting held August 15, 2019 and was recommended for approval by the Policy Board.

#### **Attachments:**

Resolution amending 2019-2020 UPWP

RESOLUTION OF THE MANKATO/NORTH MANKATO AREA PLANNING  
ORGANIZATION AMENDING THE 2019 UNIFIED PLANNING WORK PROGRAM

*Whereas*, the Mankato/North Mankato Area Planning Organization (MAPO) is the federally-designated Metropolitan Planning Organization (MPO) for the Mankato/North Mankato region; and

*Whereas*, the MAPO's required documents include a Unified Planning Work Program (UPWP) specifying work activity and budget information; and

*Whereas*, the MAPO's current 2019 Unified Planning Work Program was adopted by the MAPO Policy Board September 6, 2018; and

*Whereas*, on June 28, 2019 the Minnesota Department of Transportation (MnDOT) informed MAPO staff that a MAPO-MnDOT grant agreement (MnDOT contract number 1034442) had been fully executed to supply the MAPO \$75,000 for planning activities for development of a Regional Transportation Coordinating Council (RTCC); and

*Whereas*, the funds are 100% state funds with zero federal or local match and are separate from consolidated planning grant funds; and

*Whereas*, the 2019 UPWP must be amended to recognize and include the addition of the \$75,000;

*Now, therefore, be it resolved* the MAPO Policy Board hereby amends its 2019 Unified Planning Work Program to include, list, recognize, and identify the receipt and inclusion of \$75,000 in state funds for planning activities toward development of a Regional Transportation Coordinating Council as described in MnDOT contract number 1034442.

**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 **fifth** day of **September, 2019**, as shown by the minutes of said meeting in my possession.

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Chair

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Executive Director



## AGENDA RECOMMENDATION

### Agenda Heading: Adopt 2020-2021 Unified Planning Work Program (UPWP) No: 5.2

**Agenda Item:** Adopt 2020-2021 Unified Planning Work Program (UPWP)

**Recommendation Action(s):**

Motion to pass resolution adopting 2020-2021 Unified Planning Work Program (UPWP)

**Summary:**

In coordination with local partners, staff have developed a 2020 UPWP. Programmed projects include continued work on the MAPO Long Range Transportation Plan (LRTP) Update, Warren Street Corridor Study, 169 Corridor Study, an intersection control evaluation (ICE) of Lor Ray Drive at James Drive in North Mankato, and staff administration work for planning for a Regional Transportation Coordinating Council (RTCC) servicing the region.

Development considered project suggestions, scoring, and estimated costs from a 2020 UPWP project suggestion solicitation. A ranking subcommittee ranked by factors including project nature, description, and cost. These combined factors led to the ICE study of Lor Ray Drive and James Drive being added to the 2020 work plan.

Total MAPO expenses for 2020 are currently listed as \$447,302. The expenditures will be funded via \$351,301 federal funds, \$32,698 state funds, and \$63,302 local match, including \$20,000 in state funds from MnDOT District 7. The remaining \$43,302 will be divided among the partners, as indicated in the Local Share Amount by Year table below.

Local Share Amount by Year							
	2014	2015	2016	2017	2018	2019	2020
Blue Earth County	\$ 17,316	\$ 8,443	\$ 11,983	\$ 11,496	\$ 15,436	\$ 16,021	\$ 16,455
City of Mankato	\$ 16,824	\$ 8,207	\$ 11,668	\$ 10,901	\$ 15,030	\$ 15,599	\$ 16,022
Nicollet County	\$ 5,223	\$ 2,545	\$ 3,783	\$ 3,535	\$ 4,875	\$ 5,059	\$ 5,196
City of North Mankato	\$ 5,715	\$ 2,787	\$ 4,098	\$ 3,830	\$ 5,281	\$ 5,481	\$ 5,629
Total	\$ 45,078	\$ 21,982	\$ 31,532	\$ 29,762	\$ 40,622	\$ 42,160	\$ 43,302

Staff recommends passage of the included resolution adopting the 2020-2021 MAPO UPWP.

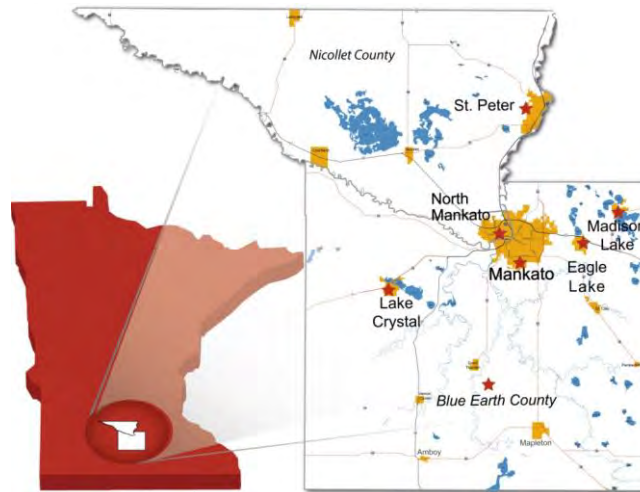
This item was reviewed by the MAPO TAC at their meeting held August 15, 2019 and was recommended for approval by the Policy Board.

**Attachments:**

Draft 2020-2021 UPWP (resolution included as Appendix C)

# **Mankato/North Mankato Area Planning Organization (MAPO)**

## **2020 & (2021 Draft) Unified Planning Work Program**



**Recommended for Adoption by MAPO Technical Advisory Committee  
August 15, 2019**

**Adopted by MAPO Policy Board  
September 5, 2019**

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

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## **MAPO Organization Background and Transportation Planning History**

The Mankato/North Mankato Area Planning Organization (MAPO) was established in 2012 in response to the 2010 U.S. Census which designated the Mankato/North Mankato region as an urbanized area requiring the formation of a Metropolitan Planning Organization (MPO). The purpose of MAPO is to meet and maintain a continuing, cooperative, and comprehensive (3C) metropolitan transportation planning process.

## **MAPO Representation**

MAPO is represented by the following units of government:

### **Counties**

Blue Earth  
Nicollet

### **Cities**

Eagle Lake  
Mankato  
North Mankato  
Skyline

### **Townships**

Belgrade  
Le Ray  
Lime  
Mankato  
South Bend

MAPO is directed by a six (6) member Policy Board comprised of elected officials representing MAPO partner agencies. MAPO is advised by a Technical Advisory Committee (TAC) which reviews and formulates recommendations to the Policy Board regarding the Unified Program Work Plan (UPWP), Long Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), and other plans and studies prepared by MAPO.

## Policy Board, Technical Advisory Committee, and Staff

<b>Policy Board</b>	<b>Technical Advisory Committee</b>
Tim Auringer – City of Eagle Lake	Ronda Allis – MnDOT (District 7)
Jack Kolars – Nicollet County	Paige Attarian – City of Skyline
Mike Laven – City of Mankato	Jennifer Bromeland – City of Eagle Lake
Mark Piepho – Blue Earth County (chair)	David Cowan – Minnesota State University, Mankato
Dan Rotchadl – MAPO Townships	Karl Friedrichs – Lime Township
James Whitlock – City of North Mankato	Michael Fischer – City of North Mankato
	Seth Greenwood – Nicollet County
<b>Staff</b>	Scott Hogen – Mankato Area Public Schools (D77)
Paul Vogel, Executive Director	Jeff Johnson – City of Mankato
Charles Androsky, Transportation Planner	Curt Kloss – Leray Township
	Mandy Landkamer – Nicollet County
	Leroy McClelland – South Bend Township
	Ed Pankratz – Mankato Township
	Paul Peterson – Mankato Area Public Schools (D77)
	Craig Rempp – City of Mankato
	Dan Sarff – City of North Mankato
	Shawn Schloesser – Region Nine Development Commission
	Craig Smith – Belgrade Township
	Michael Stalberger – Blue Earth County
	Ryan Thilges – Blue Earth County (chair)

## **Introduction and Vision Statement**

The 2020 Unified Planning Work Program (UPWP) for MAPO outlines work activities that MAPO will undertake as the designated Metropolitan Planning Organization (MPO) for the Mankato/North Mankato Metropolitan Planning Area. Projects programmed in the UPWP must be informed by and in congruence with MAPO's adopted Long Range Transportation Plan (LRTP).

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

### **MAPO Vision Statement**

Through continuing, cooperative, and comprehensive planning, the Mankato/North Mankato Area Planning Organization will promote a regional transportation system that is safe, increasingly efficient, integrated, and multimodal. This system will support economic development, be designed in a manner that promotes and markets the community, encourages sustainable growth, and improves mobility and access for both area and non-area residents and businesses.

## **Purpose of Unified Planning Work Program Document**

The purpose of this work program is to:

- 1) Provide a description of all transportation-related planning activities anticipated to be conducted by MAPO within the metropolitan planning area during 2020 and illustrative activities for 2021.
- 2) Provide detailed work activities and budget information, including local, state and federal funding shares, to allow the state to document the requirements for planning grants distributed through the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA).

### **Scope of Work Program Planning Process**

The work activities described within are supported by funding from the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Minnesota Department of Transportation (MnDOT) and MAPO member organizations. Work activities are informed by the MAPO Long Range Transportation Plan (LRTP).

### **Metropolitan Planning Factors**

Federal planning statutes identify planning factors that specify the scope of the planning process to be followed by MAPO (23 CFR 450.306). According to statute, the planning process shall provide for consideration and implementation of projects and strategies and services that will address ten (10) identified planning factors. Each factor is listed below. After each factor is a brief description of how the work activities contained in this UPWP support the metropolitan planning factors:

- 1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.**
  - Promote and use the adopted LRTP to ensure that transportation projects and work products are planned in a continuing, cooperative, and comprehensive manner.
  - Continue to monitor travel forecasting with development to reliably and accurately predict future traffic on the major street and highway system.
- 2. Increase the safety of the transportation system for motorized and non-motorized users.**
  - Continue to program transportation projects in coordination with the adopted LRTP and State and Federal safety requirements.
- 3. Increase the security of the transportation system for motorized and non-motorized users.**
  - MAPO staff will continue to serve as a resource to promote programs and opportunities that encourage non-motorized use and users such as the Transportation Alternatives (TA) program, Minnesota Statewide Health Improvement Program (SHIP) and Safe Routes to School (SRTS).
  - Staff will continue to work with local bike and walk advocate groups in advancement of safe non-motorized transportation options.
  - MAPO will provide technical assistance to member communities applying for Transportation Alternative (TA) program grant funding. Depending on type of funding requested, MAPO may assist member communities in improving safety for non-motorized users, such as completing trail system links, critical sidewalk networks around schools, and pedestrian crossing upgrades.
- 4. Increase the accessibility and mobility of people and for freight.**
  - Work with partners to implement the recommendations of local ADA transition plans.
  - Continued development and identification of needs through the Long Range Transportation Plan Update and ADA Transition Plan.
  - Work with other agencies on cooperative development of a Regional Transportation Coordinating Council (RTCC) to increase accessibility and mobility of persons within and throughout the MAPO planning area.
  - Assist MnDOT District 7 and MnDOT Central Office in statewide and regional planning efforts.
- 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.**
  - MAPO staff will assist in implementation of Mankato's and North Mankato's Complete Streets Plan to promote non-motorized usage and

promotes the health initiatives of the Minnesota Statewide Health Improvement Program (SHIP).

**6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.**

- Work with other agencies on cooperative development of a Regional Transportation Coordinating Council (RTCC) to promote efficiencies and cooperation, as well as reduce redundancies of public, private, and non-profit transit service within and throughout the MAPO planning area.

**7. Promote efficient system management and operation.**

- Coordination with MnDOT Area Transportation Partners (ATP) and MnDOT District 7 in administering the Transportation Alternatives (TA) program in the MAPO area, as well as in the development of the annual Transportation Improvement Program (TIP).
- Develop the MAPO's area TIP for submission to federal and state entities. MAPO is charged with developing and promoting programs and projects that best meet the needs of the regional transportation network.

**8. Emphasize the preservation of the existing transportation system.**

- MAPO will use the LRTP and its performance measures when examining the conditions of the existing transportation system for consideration in the development of the Transportation Improvement Plan.
- MAPO will be an active participant in the Area Transportation Partnership of MnDOT District 7 to consider projects that will preserve and enhance the existing transportation system in the urbanized area.

**9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.**

- Continue to program transportation projects in coordination with the adopted LRTP and local, State, and Federal stormwater requirements.

**10. Enhance travel and tourism.**

- MAPO staff will assist in implementation of Mankato's and North Mankato's Complete Streets Plans to enhance commuter and recreational opportunities.
- Continue to consider livability, user comfort, and person-centered design when developing work products.

**Resolution & Agreements**

The signed resolution adopting the annual work program is included as Appendix C. The following agreements governing the operation of MAPO are available on the MAPO website at [www.mnmapo.org](http://www.mnmapo.org).

- Joint Powers Agreement between Governmental Units in the Mankato/North Mankato Urbanizing Area.

- Memorandum of Understanding between the Minnesota Department of Transportation, MAPO, and the Public Transportation Operator.

## **Document Organization**

The 2020 Unified Planning Work Program is organized into six chapters:

**Chapter 1** provides a Summary List of 2020 and illustrative 2021 activities.

**Chapters 2-5** detail the work activities that will be undertaken in 2020 with program hours and budget information. These activities are:

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

**Chapter 6** provides the MAPO Strategic Plan.

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

## Chapter 1: Executive Summary of 2020 and 2021 Activities

### 2020 Activities

The primary work activities for 2020 are:

- Development of Transportation Improvement Program (TIP).
- Continuation of Long Range Transportation Plan (LRTP) Update.
- Continuation of Highway 169 Corridor Study.
- Continuation of Warren Street Corridor Study.
- Provide staff administration to the MAPO TAC and Policy Board.
- Continued coordination with Mankato GIS regarding base data and map requests.
- Facilitate StreetLight data requests for MAPO partner jurisdictions
- Intersection Control Evaluation (ICE) for Lor Ray Drive and James Drive.
- Continued work on planning for a Regional Transportation Coordinating Council
- Upkeep and maintenance of MAPO website.
- Assist MnDOT District 7 and MnDOT Central Office in statewide and regional planning efforts.
- Complete 2021 & 2022 Unified Planning Work Program.
  - o Note: the 2021 UPWP requires approval. The 2022 UPWP is conceptual.
- Continued involvement in the Transportation Alternatives (TA) program, Surface Transportation Program (STP), and Safe Routes to School (SRTS) programs by providing assistance to MAPO member jurisdictions, as well as review and ranking as needed.
- Provide technical assistance and resources to Mankato Transit System (MTS) on as-needed basis.
- Work with the Region Nine Development Commission Transportation Committee and serve on their TAC.
- Coordination with Area Transportation Partnership (ATP-7) and MnDOT in reviewing and recommending projects.
- Continued involvement in the Statewide Health Improvement Plan (SHIP) and serving on their TAC.
- Review and update MAPO administrative documents as needed.
- Project management and coordination with consultants on various studies.

### 2021 Activities

Potential activities for 2021 may include:

- Initiation of Transit-Oriented Development Plan
- Initiation of Minnesota River Trail Master Planning (corridor through MAPO area)
- Initiation of MAPO Transportation Modeling
- Initiation of Active Transportation Plan
- Initiation of Intelligent Transportation Plan

MAPO staff will coordinate with area partners and the MAPO TAC and Policy Board to prioritize future studies.

## Chapter 2: Program Support and Administration

### 100 Program Support and Administration

2020 Staff Hours: 1,450     2020 Budget: \$100,215

2021 Staff Hours: 1,500     2021: Budget: \$106,599

#### Introduction

Program Support and Administration activities include the coordination of Technical Advisory Committee and Policy Board meetings, staff training and travel, preparing the work program and quarterly accounting, vacation and holiday time, etc. and maintenance of the MAPO website and social media outlets.

- Program Support (750 staff hours)  
Program support activities keep the Policy Board, Technical Advisory Committee, and subcommittees informed and meeting on a regular basis. Actions include administering meetings, maintaining committee membership lists and bylaws, writing agendas and minutes, and special assignments.
  - Prepare agendas and minutes for MAPO meetings.
  - Prepare agendas, minutes and meeting notices for TAC meetings and Policy Board Meetings.
  - Attend trainings, meetings, and conferences.
  - Project task administration and communication between the Policy Board and TAC.
  - Review and update administrative Plans as needed.
  - Prepare local jurisdictions for billing.
  - Attend and present information on the current projects and MAPO updates to the Blue Earth and Nicollet County Board meetings as requested.
  - Attend and present MAPO updates to the Region Nine Development Commission Transportation Advisory Committee TAC at their regularly-scheduled meetings.
  - Attend and present information on the current projects and other MAPO updates to the City Councils of Mankato, North Mankato, and Eagle Lake as requested.
  - Attend and present information on the current projects and other MAPO updates to the Minnesota Statewide Health Improvement Initiative and serve on their Community Leadership Team.
- Unified Planning Work Program (UPWP) (150 staff hours)  
The UPWP is updated annually in consultation with the MnDOT, Federal Transit Administration (FTA), Federal Highway Administration (FHWA), Mankato Transit System (MTS), the MAPO TAC, and MAPO Policy Board. Quarterly reports and reimbursement forms are prepared and office accounting is maintained. Annual

dues are calculated and billed, and the budget is coordinated with the City of Mankato.

- Prepare draft 2021-2022 UPWP.
  - Midyear and miscellaneous reviews with MnDOT, FHWA and FTA.
  - Prepare budgets and quarterly progress reports for MnDOT and FHWA.
  - Review 2020 UPWP with TAC, MnDOT and FHWA for work items to carry forward into 2021-2022 UPWP.
  - Receive input from local TAC, MnDOT and FHWA on work items to include in 2021- 2022 UPWP.
- Training and Travel (150 staff hours)  
Travel to MPO Directors meetings, training, and other activities are included. MnDOT requires that \$3,000 of planning funds are used to provide for the MPO's participation in meeting and workshops for the Minnesota MPO Directors and other professional development and training of the MPO staff. (Hard cost of these items are listed as line items in the budget)
    - Travel to MPO Directors Meetings.
    - Travel/registration for training opportunities (APA, FHWA, MnDOT, NTI).
    - Attend conferences.
    - Attend various statewide and district functions or workshops relevant to MAPO.
- Information Technology (City of Mankato) (100 staff hours)
    - Post meeting packets, minutes, and other materials to MAPO website.
    - Continue work with the City of Mankato's Information Technology and Public Information Departments to build and expand the MAPO website.
    - Work with Mankato, North Mankato, Blue Earth County and Nicollet County to continuing development of GIS information for MAPO area.
    - Explore and implement new technologies and methods to enhance public participation and engagement with MAPO.
- Program Expenses (300 staff hours)  
Program expenses are the costs associated with organizational upkeep and administration, including staff vacation, sick and holiday time.

*Process and Timeline to Completion:*

- *The 2021-2022 Unified Planning Work Program will be drafted during 2020 and adopted by September of 2020.*
- *Ongoing maintenance and coordination with City of Mankato Information Technology Department.*
- *The activities in this section will generally be completed in the 2020 Calendar year.*

## Chapter 3: Long-Range Transportation Planning

### 200 Long-Range Transportation Planning

2020 Staff Hours: 425      2020 Budget: \$113,428 (staff hours and consultant costs)  
2021 Staff Hours: 200      2021 Budget: \$74,976 (staff hours and consultant costs)

#### Introduction

The Long Range Transportation Planning element includes activities related to development of and maintenance of intermodal transportation plans which serve the long range transportation needs of the metropolitan planning area and are in compliance with federal and state requirements. MAPO also ensures fiscal constraint and conformity for all Long Range Transportation Planning activities.

#### Long Range Transportation Plan Update

As the region's designated Metropolitan Planning Organization (MPO), MAPO must maintain and periodically update a Long Range Transportation Plan (LRTP). The LRTP update must be adopted by December, 2020. Over the year 2020, work on the LRTP update shall include:

- *Continue LRTP update process, including data collection and analysis, public engagement elements, drafting and revision of Plan elements, and stakeholder presentations.*

#### Consultant Studies

- Long Range Transportation Plan Update
  - Total Contract Amount \$163,108.94
  - Amount Anticipated in 2020 (est.) \$87,299.00 (\$75,800 expended in 2019)
  - Anticipated Completion: 2020

## Chapter 4: Short-Range Transportation Planning

### 300 Short-Range Transportation Planning

2020 Staff Hours: 600      2020 Budget: \$184,438

2021 Staff Hours: 700      2021 Budget: \$180,344

#### Introduction

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

#### Activities

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

#### **Local Planning Assistance (475 staff hours)**

- Continued work on Warren Street Corridor Study.
- Continued work on 169 Corridor Study.
- Assist local partners with localized transportation planning efforts as needed.
- Work with partners on future local planning studies as identified by the TAC and Policy Board.
- Provide notification and assistance to MAPO partner agencies on Transportation Alternatives Program (TA), Surface Transportation Program (STP), Safe Routes to School (SRTS) and other opportunities, programs, and solicitations as needed.
- Assist Mankato Transit with various projects, plans, and initiatives as needed.
- Assist on general transportation topics that arise.
- Continued work with the Blue Earth County and Nicollet County. Includes technical assistance/support, presentations/outreach for MAPO projects and programming.
- Continued work with Statewide Health Improvement Program (SHIP). Includes serving on the SHIP Community Leadership Team.

#### **State Planning Assistance (125 staff hours)**

- Assist MnDOT District 7 and MnDOT Central Office in statewide and regional planning efforts, including review and commenting on statewide and district plans or projects. Assist as needed in open houses, outreach or other communication.
- Review requests and present functional classifications changes to TAC and Policy Board.
- Provide reporting and follow up with MnDOT regarding changes or updates to functional classification changes.
- Work with Region Nine Development Commission Transportation Committee and serve on their TAC. Provide technical assistance/support, present

information on MAPO projects/programming, serve as liaison between agencies.

- Continued involvement in meetings related to MPO functions for local advocacy groups and transportation partnerships.

*Process and Timeline to Completion:*

- The above referenced planning efforts and activities are anticipated to occur within over the 2020 calendar year.

**Consultant Studies**

- **Warren Street Corridor Study**

The Warren Street Corridor Study includes a traffic study of Warren Street from Riverfront Drive to Highland Park (via Cedar and Highland Avenue) in Mankato. The study will determine a range of alternatives for potential multimodal improvements throughout the segment by performing an operational analysis of major intersections, pedestrian movements, transit operations, safety, public engagement, and traffic flow to ensure the most efficient and community-supported design is implemented for the reconstruction of Warren Street, which is scheduled for 2021. This study is referenced in the LRTP on pages 12-2 and 12-3.

- Total Project Cost (est.): 69,499.34
- 2020 Cost (est.): \$30,500 (\$39,000 expended in 2019)
- Anticipated Completion: 2020

- **Highway 169 Corridor Study**

Highway 169 Corridor Study includes coordination with partner jurisdictions (Mankato, North Mankato, Blue Earth County, and Nicollet County) in cooperation with MnDOT. In the District 7 Capital Highway Improvement Plan (CHIP), several pavement and bridge projects are contemplated along the corridor within the next 10 years. In addition, land use transitions abutting the corridor are also likely. Since a study has not been conducted for the corridor within the last 20 years, MAPO partners believe a coordinated examination of the corridor is warranted considering possible land use transitions, future MnDOT improvements, and ongoing concerns regarding access, safety, and the context of the corridor through the urbanized area. The need for this study is referenced in the LRTP on numerous pages including 6-21 and 9-21, which identifies that “further study [is] warranted” along the corridor.

- Total project cost (est.): \$196,700
- 2020 Cost (est.): \$100,000 (\$10,000 expended in 2019, \$86,700 estimated in 2021)
- Anticipated Completion: 2021

- **Intersection Control Evaluation (ICE) of Lor Ray Drive at James Drive**

A multimodal study of the intersection of Lor Ray Drive and James Drive in North Mankato. This area experiences high volumes of traffic generated by industrial, commercial, and residential uses. The intersection is currently a four-way stop with

issues of traffic backup during peak hours. The purpose of the ICE study is to examine a range of alternatives through review of existing traffic counts and movements and contributing factors. Alternatives will be examined with consideration to safety, future planning, nearby land impacts, multimodalism, and local context. The ICE will develop recommendations for potential future improvements.

- Total Project Cost (est.): \$15,000
- Anticipated Completion: 2020
- 

## **Chapter 5: Program Development**

### **400 Program Development & TIP Development**

2020 Staff Hours: 580	2020 Budget: \$35,212
2021 Staff Hours: 605	2021 Budget: \$37,382

#### Introduction

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

#### Activities

#### **Transportation Improvement Program (TIP)**

The TIP is a federally-mandated, annually-prepared document that contains pedestrian, highway, transit, streets, highway, and other transportation projects that are recommended for federal funding during the next four years in the metropolitan area. This task includes development of the MAPO's area 2020-2023 TIP for submission to federal and state oversight agencies. MAPO is charged with developing and promoting programs and projects that best meet the needs of the regional transportation network.

- Ensure that federal investments are tied to planning, priorities, and policies as defined in the MAPO's LRTP.
- Solicit and prioritize candidate project and assist MnDOT Central Office and MnDOT District 7 as a member of ATP subcommittees as needed.
- Conduct consultation with the Mankato Transit System.
- Ensure the TIP document is fiscally constrained.
- Complete all federal requirements pertaining to TIP development, including relating TIP projects to the federal planning process.
- Perform TIP public engagement activities as outlined in the MAPO Public Participation Plan.
- Send approved TIP to federal and state oversight agencies.
- Amend and/or modify the TIP as necessary in response to changes in project schedules and/or scopes.

## **Regional Planning Assistance**

- Initial Review of Letters of Intent for Transportation Alternative Program (TA).
- Coordinate and interview applicants for submitted TA projects in MAPO planning area.
- Provide staff recommendation and input for submitted projects.
- Participate in regional reviewing and ranking of District 7 Surface Transportation Program (STP) projects.
- Coordinate with ATP and MnDOT in reviewing and recommending projects, including transit, for inclusion in the Area Transportation Improvement Program (ATIP) and Statewide Transportation Improvement Program (STIP).
- Attend and participate in ATP meetings and review of projects and other supporting documents that relate to the development of the STIP.
- Provide updates to the MAPO TAC and Policy Board on STIP projects that fall within the MPO planning boundary.

### *Process and Timeline to Completion:*

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

## **Regional Transportation Coordinating Council (RTCC) Development**

MAPO, in cooperation with MnDOT's Office of Transit and Active Transportation, will continue work on planning for a Regional Transportation Coordinating Council (RTCC). The RTCC will be tasked with increasing coordination between transportation providers and service agencies to achieve efficiencies and fill transportation gaps within, throughout, and around the MAPO area.

- Work with other agencies on cooperative development of a Regional Transportation Coordinating Council (RTCC) to increase accessibility and mobility of persons within and throughout the MAPO planning area.
- Build and strengthen partnerships with and between regional human service organizations and private, public, and nonprofit providers.
- Coordinate with MnDOT to obtain and administer funding for development of an RTCC Plan.
- Manage consultant throughout plan development process.

## Chapter 6: Strategic Plan

### Introduction

What follows is a summary of MAPO overall Strategic Planning as it relates to maintenance of the Long Range Transportation Plan (LRTP) for the Years 2019-2022.

Major Program Activities	2019	2020	2021	2022
ADA Transition Plan	X			
Aerial Photography	X			
Highway 169 Corridor Study	X	X		
Warren Street Corridor Study	X	X		
Long Range Transportation Plan Update	X	X		
Regional Transportation Coordinating Council (RTCC)	X	X		
Intersection Control Evaluation: Lor Ray Dr. and James Dr.		X		
Prospective: Transit-Oriented Development Plan			X	X
Prospective: Active Transportation Plan			X	X
Prospective: MAPO Transportation Modeling			X	X
Prospective: Intelligent Transportation Plan			X	X

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

## \*Appendix A: 2020 Program Activity Details & Budget

\*Note: totals in appendices may be off by \$1 due to rounding

	100 Program Support and Administration	Budget	Staff Hours
Program Support 51001	1. Prepare agendas and minutes for MAPO Meetings		
	2. Attending MnDOT and local agency meetings		
	3. Prepare and agendas and minutes for TAC meetings		
	4. Attend training, meetings, and conferences		
	5. Review and update MAPO administrative documents as needed		
	6. Prepare billing for local jurisdiction assessment		
	<b>Total Expense - Program Support</b>	<b>\$48,408</b>	<b>750</b>
Planning Work Program 51002	1. Prepare draft 2021-2022 UPWP and budget		
	2. Review with MnDOT and FHWA		
	3. Reporting to MnDOT & FHWA		
	<b>Total Expense - Planning Work Program</b>	<b>\$9,471</b>	<b>150</b>
Training and Travel 51003	1. Travel to MPO Directors meetings MN MPO workshop		
	2. Travel to workshops		
	3. Attend other meeting related to transportation		
	<b>Total Expense - Training &amp; Travel</b>	<b>\$9,471</b>	<b>150</b>
Information Tech, GIS, & Website 51004	1. Maintenance of Website - Post minutes, agendas, meeting materials, information, create revolving content		
	2. Geographic Information System Support (7208)	\$10,000	
	Total Staff Expenses	\$4,769	100
	<b>Total Expense - Information Tech &amp; Website</b>	<b>\$14,769</b>	
Program Expenses 51005	1. Vacation, Sick and Holidays		
	<b>Total Expense - Program Expenses</b>	<b>\$18,096</b>	<b>300</b>
<b>Total Expenses - Program Support and Administration</b>		<b>\$100,215</b>	<b>1,450</b>
	200 Long-Range Planning	Budget	Staff Hours
LRTP Update 52001	1. Consultant cost - Continue to develop Long Range Transportation Plan Update	\$87,299	
	Total Staff costs - Long Range Transportation Plan Update	\$26,129	425
	<b>Total Expenses - Long Range Transportation Plan Update</b>	<b>\$113,428</b>	
<b>Total Expenses - Long Range Planning</b>		<b>\$113,428</b>	<b>425</b>
	300 Short-Range Planning	Budget	Staff Hours
Short Range Planning - Local	1. Consultant cost - Intersection Control Evaluation (ICE) Lor Ray Drive at James Drive	\$15,000	
	2. Consultant cost - Warren Street Corridor Study	\$30,500	
	3. Consultant cost - Highway 169 Corridor Study	\$100,000	
	4. Assist MAPO partners with local transportation planning efforts as needed		
	5. Coordination and working with local Statewide Health Improvement Program/Active Transportation		
	6. Distribute and share relevant transportation materials & information/LRTP Outreach (52002 staff coding)		
	7. Initiate work on RFP for urbanized area Transit-Oriented Development Plan		
	Staff Expenses	\$30,694	475
	<b>Total Expenses - Short Range Planning - Local</b>	<b>\$176,194</b>	
State Planning Efforts 53002	1. Participation in Statewide and District Planning Efforts		
	2. Coordination with MnDOT and local partners for transportation related activities		
	Total Staffing Costs - Short Term Planning - Interagency	\$8,244	125
	<b>Total Expenses - Short Range Planning - Interagency</b>	<b>\$8,244</b>	
	Staff Expenses - Short Range Planning	\$38,938	
<b>Total Expenses - Short-Range Planning</b>		<b>\$184,438</b>	<b>600</b>

## 2020 Program Activity Details & Budget Continued

	400 Program Development	Budget	Staff Hours
Inter Agency - State 54002	1. TAP LOI Review		
	2. Coordination and review with MnDOT and Transit for STIP		
	Total Staffing Costs - Program Development	\$10,620	
	<b>Total Expenses - Program Development - Interagency</b>	<b>\$5,614</b>	<b>80</b>
Inter Agency Local 54003	1. Public notice of Transportation Improvement Plan (TIP) preparation		
	2. Solicit projects from local partners		
	3. Begin TIP environmental justice analysis		
	4. Conduct consultation with the Greater Mankato Transit		
	5. TIP Development & Documentation		
	6. Coordination with District 7 ATP		
	7. Work with Region 9 RDC & serve on their Transportation Advisory Committee		
	8. Staff costs - coordinate Regional Transportation Coordinating Council - Phase 1 Planning	\$5,751	100
	9. Facilitate interjurisdictional discussion with City of Mankato and Mankato Township regarding Foley Road		
	Total Staffing Costs - Inter Agency Local	\$23,847	400
	<b>Total Expenses - Program Development - Interagency</b>	<b>\$29,598</b>	
<b>Total Expenses - Program Development</b>		<b>\$35,212</b>	<b>580</b>
	Other Services & Commodities	Budget	Staff Hours
	3040 Legal, Publication, & Advertising	\$1,200	
	3210 Telephone & Postage	\$499	
	3300 Training, Travel & Conferences	\$3,000	
	3410 Printing & Publishing	\$3,000	
	2010 Office Supplies (including software and \$5,000 StreetLight license fee to be paid October 2020)	\$5,760	
	4330 Subscriptions & Memberships	\$550	
<b>Total Commodities &amp; Other Services</b>		<b>\$14,009</b>	
<b>Total Expenses and Staffing Hours for 2020</b>		<b>\$447,302</b>	<b>3,055</b>

## 2020 Program Budget and Detail

2020 UPWP Program Budget and Detail						
Funding Source	Funds	Allocation of Funds				
		100	200	300	400	
		Program Support	Long Range Planning	Short Range Planning	Program Development	Other Services & Commodities
MAPO Revenue						
Minnesota Federal Funds	\$ 351,301	\$ 78,707	\$ 89,084	144,854	\$ 27,654	\$ 11,002
	78.54%					
Local Match - Minnesota Federal Funds - (including \$20,000 State funds from MnDOT District 7 for 169 Corridor Study)	\$ 55,128	\$ 12,351	\$ 13,980	22,731	\$ 4,340	\$ 1,727
	12.32%					
Minnesota State Funds	\$ 32,698	\$ 7,326	\$ 8,292	13,483	\$ 2,574	\$ 1,024
	7.31%					
Local Match - Minnesota State Funds	\$ 8,175	\$ 1,832	\$ 2,073	3,371	\$ 644	\$ 256
	1.83%					
Total Revenue	\$447,302	\$100,215	\$113,428	\$184,438	\$35,212	\$14,009
MAPO Staff Expenses						
Program Support & Administration	\$ 100,215	\$ 100,215				
Long Range Planning	\$ 26,129		\$ 26,129			
Short Range Planning	\$ 38,938			\$ 38,938		
Program Development	\$ 35,212				\$ 35,212	
Total Staff Salaries & Benefits	\$ 200,494					
Commodities & Other Services						
Legal, Publication, & Advertising	\$ 1,200					\$ 1,200
Telephone & Postage	\$ 499					\$ 499
Training, Travel & Conferences	\$ 3,000					\$ 3,000
Printing & Publishing	\$ 3,000					\$ 3,000
Office Supplies (including software)	\$ 5,760					\$ 5,760
Subscriptions & Memberships	\$ 550					\$ 550
Consultant Services	\$ 232,799		\$ 87,299	\$ 145,500		
Total Expenses	\$ 447,302	\$ 100,215	\$ 113,428	\$ 184,438	\$ 35,212	\$ 14,009
% of Total Program		22.4%	25.4%	41.2%	7.9%	3.1%

## \*2020 Unified Planning Work Program Budget – Federal Funds and Local Match

MAPO FY 2020 Unified Planning Work Program Budget - Federal Funds and Local Match				
UPWP Category	Project Title	Federal Funding Amount	Local Funding Amount (State and Local)	Total Funding Amount
100	Program Support	\$ 78,707	\$ 21,508	\$ 100,215
200	Long Range Planning	\$ 89,084	\$ 24,344	\$ 113,428
300	Short Range Planning	\$ 144,854	\$ 39,584	\$ 184,438
400	Program Development	\$ 27,654	\$ 7,557	\$ 35,212
	Other Service & Commodities	\$ 11,002	\$ 3,007	\$ 14,009
	<b>*Funding Totals</b>	<b>\$ 351,301</b>	<b>\$ 96,000</b>	<b>\$ 447,302</b>
Source of Local Funds:				
	Minnesota State Funds		\$ 32,698	
	Local Funds		\$ 63,302	
	<b>Funding Totals</b>		<b>\$ 96,000</b>	

\*Note: funds granted by State of Minnesota for Regional Transportation Coordinating Council Phase 1 Planning activities not included.

### 2020 Local Share Amount

2020 LOCAL SHARE AMOUNT	
UNIT OF GOVERNMENT	LOCAL SHARE
<b>TOTAL 2020 Local Payments</b>	<b>\$ 63,302</b>
<b>Subtract MnDOT D7 match for 169 Corridor Study (\$20,000)</b>	<b>\$ 43,302</b>
Blue Earth County	\$ 16,455
City of Mankato	\$ 16,022
Nicollet County	\$ 5,196
City of North Mankato	\$ 5,629
<b>TOTAL 2020 Local Partner Payments</b>	<b>\$ 43,302</b>

### Local Share Amount by Year

Local Share Amount by Year	2014	2015	2016	2017	2018	2019	2020
Blue Earth County	\$ 17,316	\$ 8,443	\$ 11,983	\$ 11,496	\$ 15,436	\$ 16,021	\$ 16,455
City of Mankato	\$ 16,824	\$ 8,207	\$ 11,668	\$ 10,901	\$ 15,030	\$ 15,599	\$ 16,022
Nicollet County	\$ 5,223	\$ 2,545	\$ 3,783	\$ 3,535	\$ 4,875	\$ 5,059	\$ 5,196
City of North Mankato	\$ 5,715	\$ 2,787	\$ 4,098	\$ 3,830	\$ 5,281	\$ 5,481	\$ 5,629
Total	\$ 45,078	\$ 21,982	\$ 31,532	\$ 29,762	\$ 40,622	\$ 42,160	\$ 43,302

## Draft 2021 Program Activity Details & Budget (illustrative)

	100 Program Support and Administration	Budget	Staff Hours
Program Support 51001	1. Prepare agendas and minutes for MAPO Meetings		
	2. Attending MnDOT and local agency meetings		
	3. Prepare and agendas and minutes for TAC meetings		
	4. Attend training, meetings, and conferences		
	5. Review and update MAPO administrative documents as needed		
	6. Prepare billing for local jurisdiction assessment		
	<b>Total Expense - Program Support</b>	<b>\$52,955</b>	<b>800</b>
Planning Work Program 51002	1. Prepare draft 2021-2022 UPWP and budget		
	2. Review with MnDOT and FHWA		
	3. Reporting to MnDOT & FHWA		
	<b>Total Expense - Planning Work Program</b>	<b>\$9,660</b>	<b>150</b>
Training and Travel 51003	1. Travel to MPO Directors meetings MN MPO workshop		
	2. Travel to workshops		
	3. Attend other meeting related to transportation		
	<b>Total Expense - Training &amp; Travel</b>	<b>\$9,660</b>	<b>150</b>
Information Tech, GIS, & Website 51004	1. Maintenance of Website - Post minutes, agendas, meeting materials, information, create revolving content		
	2. Geographic Information System Support (7208)	\$10,000	
	Total Staff Expenses	\$5,866	100
	<b>Total Expense - Information Tech &amp; Website</b>	<b>\$15,866</b>	
Program Expenses 51005	1. Vacation, Sick and Holidays		
	<b>Total Expense - Program Expenses</b>	<b>\$18,458</b>	<b>300</b>
<b>Total Expenses - Program Support and Administration</b>		<b>\$106,599</b>	<b>1,500</b>
	200 Long-Range Planning	Budget	Staff Hours
Long Range Planning 52001	1. Consultant cost - Long Range Planning	\$50,000	
	Total Staff costs - Long Range Planning	\$24,976	200
	Total Expenses - Long Range Planning	<b>\$74,976</b>	
<b>Total Expenses - Long Range Planning</b>		<b>\$74,976</b>	<b>200</b>
	300 Short-Range Planning	Budget	Staff Hours
Short Range Planning - Local 52002	1. Consultant cost - Short Range Planning	\$25,000	
	2. Consultant cost - Highway 169 Corridor Study	\$86,700	
	3. Partner-solicited projects	\$25,000	
	4. Assist MAPO partners with local transportation planning efforts as needed		
	5. Coordination and working with local Statewide Health Improvement Program/Active Transportation		
	6. Distribute and share relevant transportation materials & information/outreach (52002 staff coding)		
	7. Coordination with agency partners on Regional Transit Coordinating Council		
	Staff Expenses	\$33,984	550
	<b>Total Expenses - Short Range Planning - Local</b>	<b>\$170,684</b>	
State Planning Efforts 53002	1. Participation in Statewide and District Planning Efforts		
	2. Coordination with MnDOT and local partners for transportation related activities		
	Total Staffing Costs - Short Term Planning - Interagency	\$9,660	150
	<b>Total Expenses - Short Range Planning - Interagency</b>	<b>\$9,660</b>	
	Staff Expenses - Short Range Planning	\$43,644	
<b>Total Expenses - Short-Range Planning</b>		<b>\$180,344</b>	<b>700</b>

## Draft 2021 Program Activity Details & Budget (illustrative) Continued

	400 Program Development	Budget	Staff Hours
Inter Agency - State 54002	1. TAP LOI Review		
	2. Coordination and review with MnDOT and Transit for STIP		
	Total Staffing Costs - Program Development	\$10,620	
	<b>Total Expenses - Program Development - Interagency</b>	<b>\$6,727</b>	<b>100</b>
Inter Agency Local 54003	1. Public notice of Transportation Improvement Plan (TIP) preparation		
	2. Solicit projects from local partners		
	3. Begin TIP environmental justice analysis		
	4. Conduct consultation with the Greater Mankato Transit		
	5. TIP Development & Documentation		
	6. Coordination with District 7 ATP		
	7. Work with Region 9 RDC & serve on their Transportation Advisory Committee		
	8. Staff costs - coordinate Regional Transportation Coordinating Council - Phase 1 Planning	\$6,331	105
	Total Staffing Costs - Inter Agency Local	\$24,324	400
	<b>Total Expenses - Program Development - Interagency</b>	<b>\$30,655</b>	
<b>Total Expenses - Program Development</b>		<b>\$37,382</b>	<b>605</b>
	Other Services & Commodities	Budget	Staff Hours
	3040 Legal, Publication, & Advertising	\$1,200	
	3210 Telephone & Postage	\$499	
	3300 Training, Travel & Conferences	\$3,000	
	3410 Printing & Publishing	\$3,000	
	2010 Office Supplies (including software and \$5,000 StreetLight license fee to be paid October 2021)	\$5,760	
	4330 Subscriptions & Memberships	\$550	
<b>Total Commodities &amp; Other Services</b>		<b>\$14,009</b>	
<b>Total Expenses and Staffing Hours for 2021 (est.)</b>		<b>\$413,311</b>	<b>3,005</b>

## Appendix B: MAPO Meeting Locations, Times & Contact Information

### Policy Board meetings

MAPO Policy Board meetings are typically held every other month on the 1<sup>st</sup> Thursday of the month unless otherwise notified. Board meetings are typically held in the Minnesota River Room, 1<sup>st</sup> floor of the Intergovernmental Center (IGC) at 6:00pm, 10 Civic Center Plaza, Mankato, MN 56001.

### Technical Advisory Committee (TAC) meetings

MAPO Technical Advisory Committee meetings are typically held every other month on the 3<sup>rd</sup> Thursday of every month unless otherwise notified. TAC meetings are typically held in the Minnesota River Room, 1<sup>st</sup> floor of the Intergovernmental Center (IGC) at 6:00pm, 10 Civic Center Plaza, Mankato, MN 56001.

### MAPO Contact information

#### Mailing Address

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

#### Website

[www.mnmapo.org](http://www.mnmapo.org)

**Executive Director**

Paul Vogel

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**Fax**

(507) 388-7530

## Appendix C: Adopting Resolution

### **Resolution Adopting 2020-2021 Unified Planning Work Program for the Mankato/North Mankato Area Planning Organization**

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

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

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

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

NOW, THEREFORE, BE IT RESOLVED: that the Policy Board of the MAPO adopts the 2020 Unified Planning Work Program with potential minor amendments or amendments pending MnDOT and FHWA comments; and

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

#### CERTIFICATION

State of Minnesota

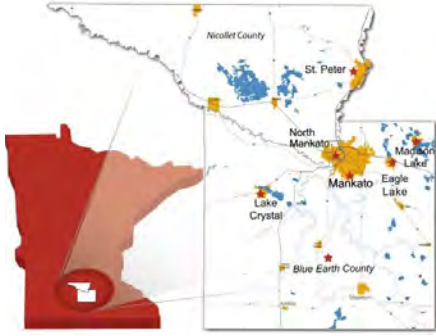
I hereby certify that the foregoing Resolution is a true and correct copy of the resolution presented to and adopted by the Mankato/North Mankato Area Planning Organization at a duly authorized meeting thereof, held on the 5<sup>th</sup> day of September, 2019, as shown by the minutes of said meeting in my possession.

\_\_\_\_\_  
Chair

\_\_\_\_\_  
Date

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

\_\_\_\_\_  
Date



## **AGENDA RECOMMENDATION**

### **Agenda Heading: Adopt 2020-2023 Transportation Improvement Program (TIP) No: 5.3**

#### **Agenda Item:**

Adopt 2020-2023 Transportation Improvement Program (TIP)

#### **Recommendation Action(s):**

Motion to pass resolution adopting 2020-2023 Transportation Improvement Program (TIP)

#### **Summary:**

At its June 6, 2019 meeting the MAPO Policy Board approved a motion to release the draft 2020-2023 Transportation Improvement Program (TIP) for 30-day public comment.

The public comment period ran from July 1 to July 31, 2019. Input was solicited from the general public as well as local, state, and federal agencies. The comment period was advertised via the Mankato Free Press, television and newspaper interviews, the MAPO stakeholder email list, the MAPO website, the MAPO Twitter account, and venues used by the City of Mankato Department of Public Information. Fliers and physical copies of the draft were disbursed to area government buildings and libraries. An open house was held July 10, 2019.

The updated TIP does not differ significantly from the draft originally approved for public comment. Comments received and subsequent actions are included as Appendix C on page 34 of the TIP document.

Staff recommends passage of the included resolution adopting the 2020-2023 TIP.

This item was reviewed by the MAPO TAC at their meeting held August 15, 2019 and was recommended for approval by the Policy Board.

#### **Attachments:**

Draft 2020-2023 MAPO Transportation Improvement Program (adopting resolution included as Appendix B)

# Mankato/North Mankato Area Planning Organization (MAPO)



## 2020-2023 Transportation Improvement Program (TIP)

Recommended for adoption by the MAPO Technical Advisory Committee  
(TAC)

August 15, 2019

Adopted by the MAPO Policy Board

September 5, 2019

Hard copies available at MAPO offices:  
10 Civic Center Plaza  
Mankato, MN 56001

Website | [www.mnmapo.org](http://www.mnmapo.org)  
Phone | (507) 387-8389  
Twitter | @MinnesotaMAPO

## Policy Board, Staff and Technical Advisory Committee Listing

Policy Board	Technical Advisory Committee
Tim Auringer – City of Eagle Lake	Ronda Allis – MnDOT (District 7)
Jack Kolars – Nicollet County	Paige Attarian – City of Skyline
Mike Laven – City of Mankato	Jennifer Bromeland – City of Eagle Lake
Mark Piepho – Blue Earth County (chair)	David Cowan– Minnesota State University, Mankato
Dan Rotchadl – MAPO Townships	Michael Fischer – City of North Mankato
James Whitlock – City of North Mankato	Karl Friedrichs – Lime Township
	Seth Greenwood – Nicollet County
<b>Staff</b>	Scott Hogen – Mankato Area Public Schools (District 77)
Paul Vogel, Executive Director	Jeff Johnson – City of Mankato
Charles Androsky, Transportation Planner	Open – Leray Township
	Leroy McClelland – South Bend Township
	Ed Pankratz – Mankato Township
	Paul Peterson – Mankato Area Public Schools (District 77)
	Craig Rempp – Mankato Transit System
	Dan Sarff – City of North Mankato
	Shawn Schloesser – Region Nine Development Commission
	Craig Smith – Belgrade Township
	Michael Stalberger – Blue Earth County
	Ryan Thilges – Blue Earth County (chair)
	Paul Vogel – City of Mankato

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### ***Disclaimer***

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

### ***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.



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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 the use of limited federal highway and transit funding. This TIP is part of an annual effort to specify a coordinated, multimodal transportation program that includes the full range of transportation improvements to be considered for implementation during the next four-year period

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 organization.

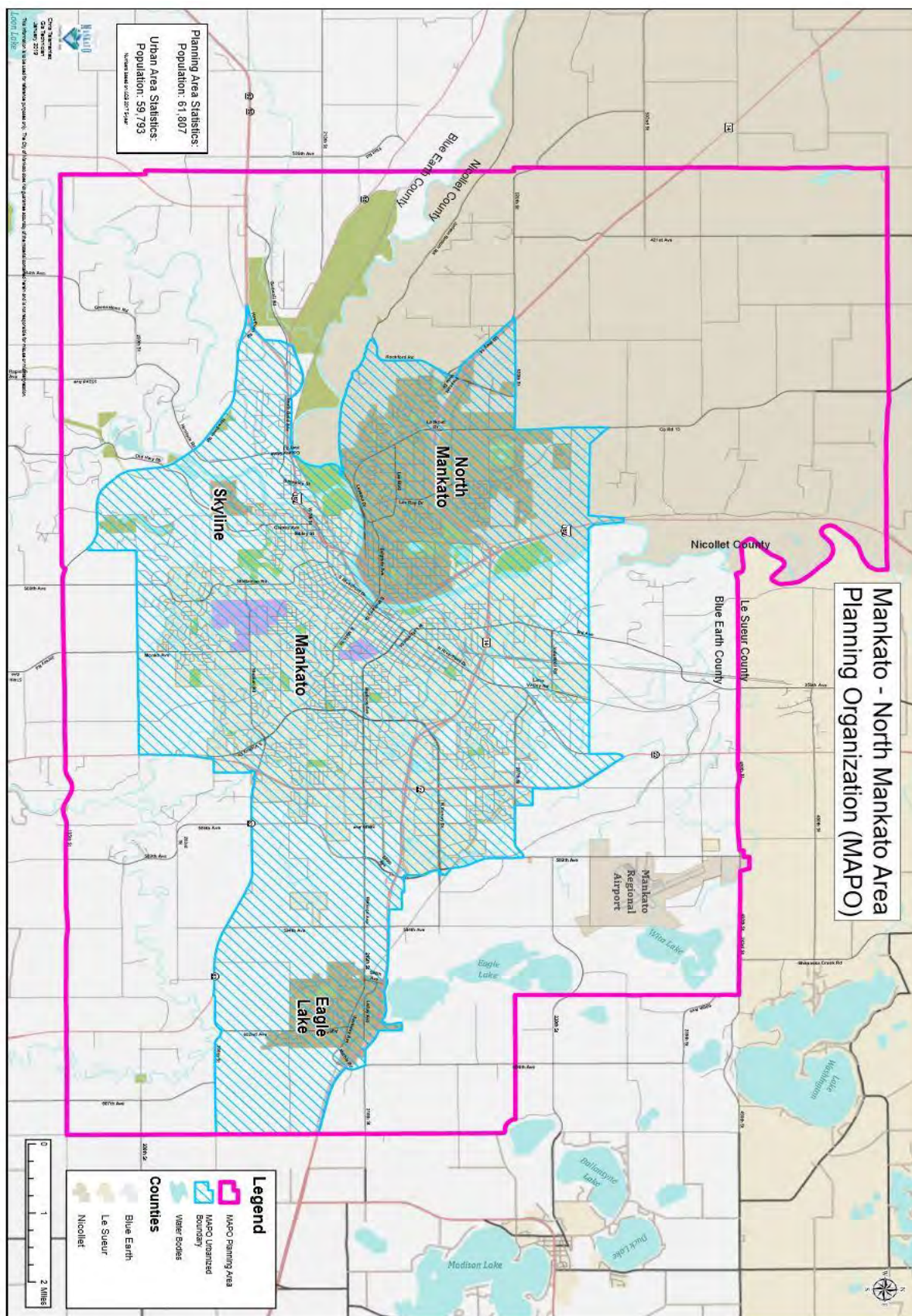
Because roads and other transportation systems don't start and stop at jurisdictional lines, MAPO meets and maintains a "3-C" (comprehensive, cooperative, and continuing) metropolitan transportation planning process to provide maximum service to citizens. In other words, the federal government desires 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, 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. MAPO offices are located at 10 Civic Center Plaza in Mankato, Minnesota. MAPO's official website is [www.mnmapo.org](http://www.mnmapo.org) and MAPO can be followed on Twitter at the handle @MinnesotaMAPO.

In the transportation planning process, 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 (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 (TIP)

The TIP is a federally-mandated annual document that contains pedestrian, bicycle, transit, highway, 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 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 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.

The development of the TIP is a collaborative process between MAPO member agencies, the state of Minnesota (MnDOT), the Mankato Transit System, and the federal government. TIPs 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 MAPO action. 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 TIP originate from the MAPO Long Range Transportation Plan (LRTP). The LRTP contains a list of short, mid, and long range transportation projects, goals, and focus areas that are planned for the metropolitan area.

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

## Federal Funding Sources

Projects included in this TIP will be funded by the following funding categories. Funding sources are identified on the following pages 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 Act (MAP-21, 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.

**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 MAPO 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 2020-2023 TIP Projects

The tables that follow list all the transportation projects scheduled for federal and/or state funding in the MAPO area, as well as projects categorized as “regionally significant” by the MAPO. The corresponding maps depict 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 MAPO Long Range Transportation Plan.

***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*** – “Advanced Construction,” 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*** – “Trunk Highway,” 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, (local city, county, transit agency).

**PROGRAM CATEGORIES**

<b><i>AM</i></b>	Municipal Agreement
<b><i>BB</i></b>	Bus and Bus Facilities
<b><i>BI</i></b>	Bridge Improvement
<b><i>BR</i></b>	Bridge Replacement
<b><i>BT</i></b>	Bike Trail (not an enhancement)
<b><i>B3</i></b>	FTA Capital Program – Section 5309
<b><i>B9</i></b>	FTA Urbanized Area Formula – Section 5307
<b><i>DA</i></b>	Detour Agreement
<b><i>DR</i></b>	Drainage
<b><i>EN</i></b>	Enhancement (STP)
<b><i>FB</i></b>	Ferry Boat Program
<b><i>FL</i></b>	Federal Lands Access Program
<b><i>GR</i></b>	FTA State of Good Repair – Section 5337
<b><i>IR</i></b>	Indian Reservation Roads
<b><i>JT</i></b>	Jurisdictional Transfer
<b><i>MA</i></b>	Miscellaneous Agreements
<b><i>MC</i></b>	Major Construction
<b><i>NO</i></b>	Noise Walls
<b><i>PL</i></b>	Planning
<b><i>PM</i></b>	Preventative Maintenance
<b><i>RB</i></b>	Rest Area/Beautification
<b><i>RC</i></b>	Reconstruction
<b><i>RD</i></b>	Recondition
<b><i>RS</i></b>	Resurfacing
<b><i>RT</i></b>	Recreational Trail (DNR only)
<b><i>RW</i></b>	Right of Way Acquisition
<b><i>RX</i></b>	Road Repair (Bridge and Road Construction)
<b><i>SA</i></b>	Supplemental Agreement/Cost Overruns
<b><i>SC</i></b>	Safety Capacity
<b><i>SH</i></b>	Highway Safety Improvement Program (HSIP)
<b><i>SR</i></b>	Safety Railroads
<b><i>TA</i></b>	Non-traditional Transportation Alternatives
<b><i>TM</i></b>	Transportation Management
<b><i>TR</i></b>	Transit (FHWA)
<b><i>NB</i></b>	FTA Elderly and Persons with Disabilities – Section 5310

**Table 1: FY 2020 Federal Funded Transportation Projects**

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

MPO: MANKATO-NORTH MANKATO AREA PLANNING ORGANIZATION							FY 2020 – FY 2023 TIP									
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	2,300,000			725,000			1,575,000
9-33	BB	TRF-0028-20B	2020	MANKATO	SECT 5307: CITY OF MANKATO; RR TRANSIT PREVENTIVE MAINTENANCE	0.0	B9	TRANSIT OPERATIONS	FTA	375,000			300,000			75,000
9-33	BB	TRS-0028-20T	2020	MANKATO	CITY OF MANKATO; PURCHASE ONE (1) LF REPLACEMENT BUS (CLASS 400)	0.0	TR	TRANSIT VEHICLE PURCHASE	STBGP	200,000	160,000					40,000
9-33	BB	TRF-0028-20D	2020	MANKATO	SECT 5307: CITY OF MANKATO; PURCHASE TWO REPLACEMENT BUSES (CLASS 400)	0.0	B9	TRANSIT VEHICLE PURCHASE	FTA	334,000			267,200			66,800
9-33	BB	TRF-0028-20E	2020	MANKATO	SECT 5307: CITY OF MANKATO; PURCHASE TWO REPLACEMENT STD. 40 FT BUSES (CLASS 700)	0.0	B9	TRANSIT VEHICLE PURCHASE	FTA	1,100,000			880,000			220,000
9-33	BB	TRF-002820F	2020	MANKATO	SECT 5307: CITY OF MANKATO: PURCHASE SOFTWARE AND SOFTWARE UPGRADES	0.0	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	250,000			200,000			50,000
9-33	BB	TRF-0028-20G	2020	MANKATO	SECT 5307: COMPLETE FUEL SYSTEM REPLACEMENT(TANKS, BUMPS, LIGHTED CANOPY)	-	B9	TRANSIT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	600,000			480,000			120,000
9-21	HWY MN 83	007-612-021AC	2020	BLUE EARTH COUNTY	**AC**CONSTRUCT NEW ROAD AND ROUNDABOUT AT JCT TH 83 (TIED 0711-30) (AC PAYBACK 1 OF 1)	1.7	MC	ROUNDABOUT	STBGP	1,596,000	1,596,000					
9-9	HWY 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
9-21	LOCAL	137-080-002AC2	2020	MANKATO	**AC**TED**ADAMS ST; FROM TH 22 TO CSAH 12, CONSTRUCT NEW ROAD, ROUNDABOUT AND PED/BIKE TRAIL (AC PAYBACK 2 OF 2)	0	MC	GRADING ONLY	STBGP	636,000	636,000					
9-25	PED/BIKE	150-090-003	2020	NORTH MANKATO	AROUND DAKOTA MEADOWS SCHOOL IN NORTH MANKATO, IMPROVE VARIOUS CROSSINGS AND CONSTRUCT TRAIL	0.0	EN	NEW TRAIL	TA	334,200	267,360					66,840
5-5	TH 60	0708-48	2020	MNDOT	TH60, FROM CR 112 IN LAKE CRYSTAL TO S JCT TH 60/169 & ON TH 169, FROM S JCT TH 60/169 TO BLUE EARTH RIVER, CONSTRUCT HIGH TENSION CABLE BARRIER	9.5	SH	TRAFFIC BARRIERS	HSIP	1,200,000	1,080,000					120,000
9-23	Highway MSAS 140	137-140-001	2020	MANKATO	**AC**MSAS 140, JCT POHL ROAD AND STADIUM ROAD, CONSTRUCT ROUNDABOUT AND RESURFACE POHL ROAD FROM BALCERZAK DRIVE TO STADIUM ROAD (AC PAYBACK IN 2022)	0.4	RD	BITUMINOUS OVERLAY	STBGP	995,000		795,814				199,186
5-6	TWP 190	007-599-062	2020	BLUE EARTH COUNTY	TWP RD 190(IVYWOOD LANE), 0.8 MI S OF CSAH 90, REMOVE AND SALVAGE HISTORIC KERN BRIDGE OVER LE SUEUR RIVER, INCLUDES PRELIMINARY AND CONSTRUCTION ENGINEERING	0	BR	BRIDGE REMOVAL	STBGP	521,000	416,800					104,200
<b>TOTAL</b>										<b>12,241,200</b>	<b>5,116,160</b>	<b>795,814</b>	<b>2,852,200</b>	<b>-</b>	<b>-</b>	<b>3,477,026</b>

**Table 2: FY 2021 Federal Funded Transportation Projects**

	MPO: MANKATO-NORTH MANKATO AREA PLANNING ORGANIZATION						FY 2020 – FY 2023 TIP									
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	2,400,000			725,000			1,675,000
9-33	BB	TRF-0028-21B	2021	MANKATO	SECT 5307: CITY OF MANKATO; RR TRANSIT PREVENTIVE MAINTENANCE	0.0	B9	TRANSIT OPERATIONS	FTA	375,000			300,000			75,000
9-33	BB	TRF-0028-21C	2021	MANKATO	SECT 5339: CITY OF MANKATO; PURCHASE ONE (1) BUS <30 FT REPLACEMENT BUS (CLASS 400)	0.0	BB	TRANSIT VEHICLE PURCHASE	FTA	200,000			160,000			40,000
9-33	BB	TRF-0028-21D	2021	MANKATO	SECT 5307: CITY OF MANKATO; PURCHASE TWO (2) REPLACEMENT BUSES (CLASS 400)	0.0	B9	TRANSIT VEHICLE PURCHASE	FTA	334,000			267,200			66,800
9-33	BB	TRF-0028-21E	2021	MANKATO	SECT 5307: CITY OF MANKATO; PURCHASE ONE (1) SUPPORT VEHICLE, AUTO	0.0	B9	TRANSIT VEHICLE PURCHASE	FTA	40,000			32,000			8,000
9-33	BB	TRS-0028-21TA	2021	MANKATO	CITY OF MANKATO; PURCHASE ONE (1) STD 40 FT. REPLACEMENT BUS (CLASS 700)	0.0	TR	TRANSIT VEHICLE PURCHASE	STBGP	530,000	424,000					106,000
9-23	HWY US 14	0702-129	2021	MNDOT	US 14, AT THE JCT OF CSAH 57 AND RIVERFRONT DRIVE, CONSTRUCT ROUNDABOUTS, ADA LIGHTING AND PED/BIKE TRAIL IMPROVEMENTS	0.1	AM	ROUNDABOUT	SF	2,000,000				700,000		1,300,000
9-1	HIGHWAY CSAH 13	052-613-021	2021	NICOLLET COUNTY	CSAH 13, FROM 506TH ST TO TH 99, MILL AND CONCRETE OVERLAY, GUADRAIL REPLACEMENT & DRAINAGE	5.3	RD	MILL AND OVERLAY	STBGP	4,000,000	1,596,000					2,404,000
9-25	LOCAL STREETS	150-591-001	2021	NORTH MANKATO	IN NORTH MANKATO ALONG MONROE AVE, GARFIELD AVE, CENTER ST, RANGE ST, & WHEELER PARK, CONSTRUCT PED/BIKE TRAIL, ADA, CURB EXTENTIONS, STRIPING & CONSTRUCT PICK UP/DROP OFF AREA	0.0	EN	NEW TRAIL	TA	300,400	224,428					75,972
5-6	HWY CR 117	07-00134	2021	MNDOT	UP RR, CR 117, 547TH AVE, INSTALL GATES AND FLASHING LIGHTS, W OF MANKATO, BLUE EARTH COUNTY	0.0	SR	RR XING IMPROVEMENTS	RRS	230,000	207,000					23,000
9-25	CSAH 16	007-090-005	2021	BLUE EARTH COUNTY	**AC**ALONG CSAH 16 (STOLTZMAN RD) FROM EXISTING TRAIL AT 0.1 MI N OF CSAH 60 (STADIUM RD) TO W PLEASANT STREET CONSTRUCT BIKE/PED TRAIL (AC PAYBACK IN 2023)	1.0	EN	NEW TRAIL	TA	202,752		400,000				202,752
<b>TOTAL</b>										<b>10,612,152</b>	<b>2,451,428</b>	<b>400,000</b>	<b>1,484,200</b>	<b>700,000</b>		<b>5,976,524</b>

**Table 3: FY 2022 Federal Funded Transportation Projects**

MPO: MANKATO-NORTH MANKATO AREA PLANNING ORGANIZATION							FY 2020 – FY 2023 TIP									
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	2,500,000			750,000			1,750,000
9-33	BB	TRF-0028-22B	2022	MANKATO	SECT 5307: CITY OF MANKATO RR TRANSIT PREVENTATIVE MAINTENANCE	0.0	B9	TRANSIT OPERATIONS	FTA	400,000			320,000			80,000
9-33	BB	TRF-0028-22C	2022	MANKATO	SECT 5307: CITY OF MANKATO; PURCHASE THREE (3) REPLACEMENT BUSES (CLASS 400)	0.0	B9	TRANSIT VEHICLE PURCHASE	FTA	531,000			424,800			106,200
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
9-33	BB	TRF-0028-22D	2022	MANKATO	SECT 5307: CITY OF MANKATO; PURCHASE TWO (2) BUS >35FT REPLACEMENT BUSES (CLASS 700)	0.0	B9	TRANSIT VEHICLE PURCHASE	FTA	1,160,000			928,000			232,000
9-23	HIGHWAY MSAS 140	137-140-001AC	2022	MANKATO	**AC**MSAS 140 JCT OF POHL RD AND STADIUM RD, CONSTRUCT ROUNDABOUT AND RESURFACE POHL ROAD FROM BALCERZAK DR TO STADIUM RD (AC PAYBACK 1 OF 1)	0.4	RD	BITUMINOUS OVERLAY	STBGP	795,814	795,814					
9-17	HIGHWAY MSAS 119	150-119-003AC	2022	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 1)	0.7	RD	BITUMINOUS REPLACEMENT	STBGP	205,314	205,314					
9-2	MSAS 139	137-139-001	2022	MANKATO	MSAS 139 (TIMBERWOLF DR), FROM THE INTERSECTION OF HERON DR TO 0.2 MI E, CONSTRUCT PEDESTRIAN CROSSING AND HAWK SYSTEM	0.2	EN	PEDESTRIAN RAMPS (ADA IMPROVEMENTS)	TA	191,805	153,444					38,361
5-2	VARIOUS	8827-319	2022	MNDOT	US 14, US 169 & MN 22, VARIOUS LOCATIONS IN MANKATO AND NORTH MANKATO, TRAFFIC MANAGEMENT SYSTEM	0.0	TM	OTHER	NHPP	1,875,000	1,500,000			375,000		
<b>TOTAL</b>										<b>8,208,933</b>	<b>3,094,572</b>		<b>2,422,800</b>	<b>375,000</b>		<b>2,316,561</b>

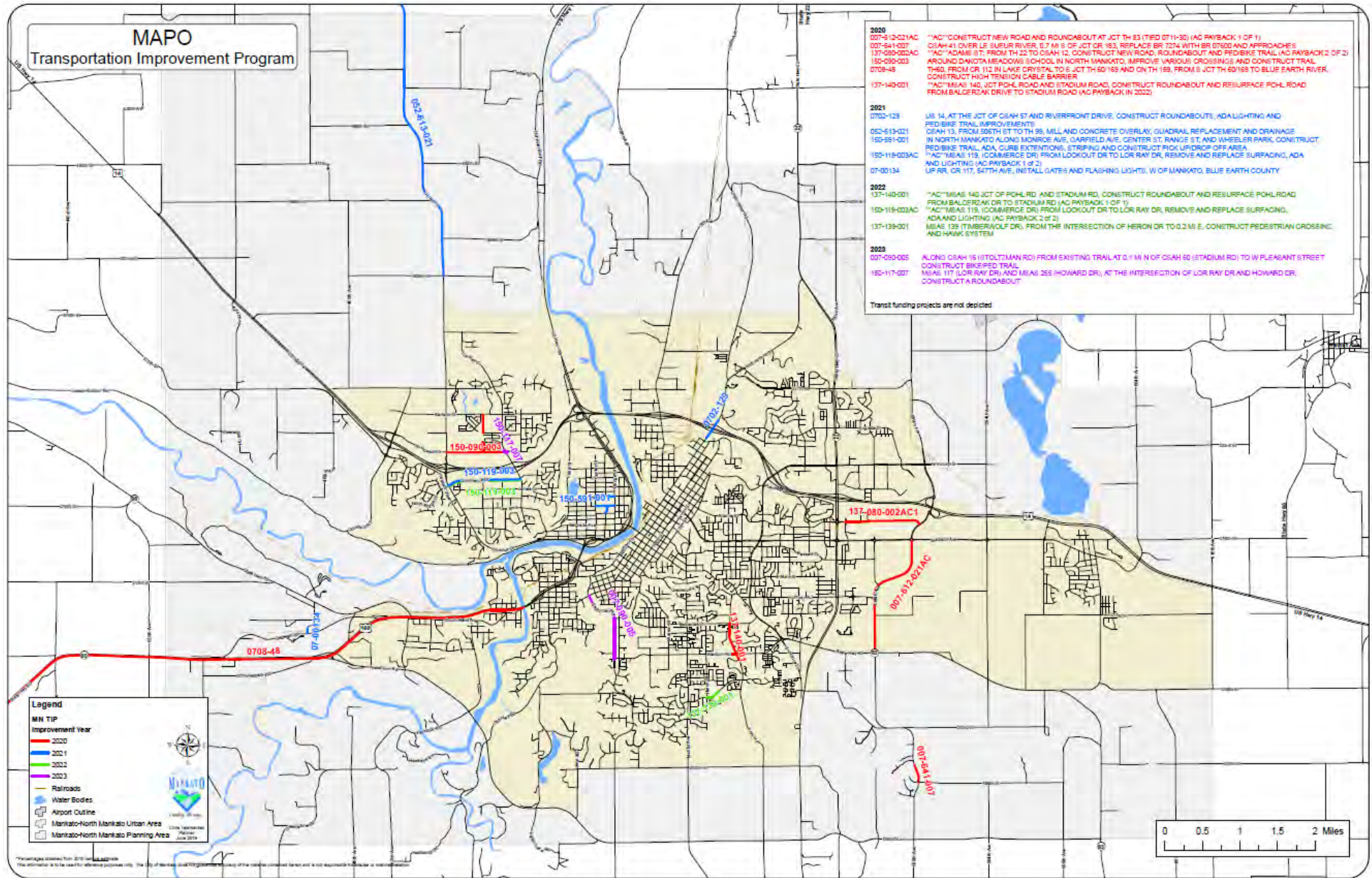
**Table 4: FY 2023 Federal Funded Transportation Projects**

MPO: MANKATO-NORTH MANKATO AREA PLANNING ORGANIZATION							FY 2020 – FY 2023 TIP									
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-0028-23A	2023	MANKATO	SECT 5307: CITY OF MANKATO RR TRANSIT OPERATING ASSISTANCE	0.0	B9	TRANSIT OPERATIONS	FTA	3,100,000			775,000			2,325,000
9-33	BB	TRF-0028-23B	2023	MANKATO	SECT 5307: CITY OF MANKATO RR TRANSIT PREVENTATIVE MAINTENANCE	0.0	B9	TRANSIT OPERATIONS	FTA	400,000	400,000		320,000			
9-25	CSAH 16	007-090-005AC	2023	BLUE EARTH COUNTY	**AC**ALONG CSAH 16 (STOLTZMAN RD) FROM EXISTING TRAIL AT 0.1 MI N OF CSAH 60 (STADIUM RD) TO W PLEASANT STREET CONSTRUCT BIKE/PED TRAIL(AC PAYBACK 1 OF 1)	1.0	EN	NEW TRAIL	TA	602,752	400,000					202,752
9-23	HIGHWAY MSAS 117 MSAS 255	150-117-007	2023	NORTH MANKATO	MSAS 117 (LOR RAY DR) & MSAS 255 (HOWARD DR), AT THE INTERSECTION OF LOR RAY DR AND HOWARD DR, CONSTRUCT A ROUNDABOUT	0.2	MC	ROUNDABOUT	STBGP	1,500,000	1,200,000					300,000
<b>TOTAL</b>										<b>5,602,752</b>	<b>2,000,000</b>	<b>0</b>	<b>1,095,000</b>	<b>0</b>	<b>0</b>	<b>2,827,752</b>

**Table 5: Regionally Significant Projects**

MPO: MANKATO-NORTH MANKATO AREA PLANNING ORGANIZATION						FY 2020 – FY 2023 TIP	
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	300,000,000
3-58	TBD	MNDOT	BIKE/PED TRAIL FROM ST. PETER TO MANKATO	13	DESIGN	NEW TRAIL	TBD

Map 2: Location of 2020-2023 TIP Projects



## Project Selection

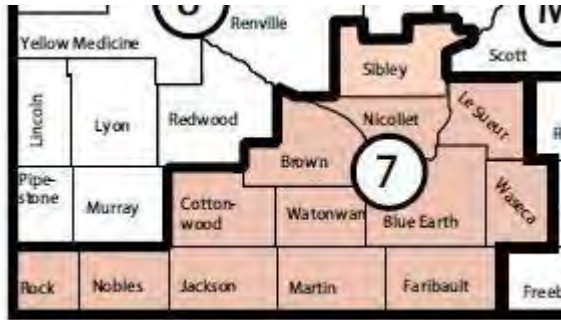
As the designated MPO for the Mankato/North Mankato area, the MAPO is responsible for developing a list of priority transportation projects for the Mankato metropolitan area for the purpose of programming funding through the FAST Act. It is required to work in cooperation with local units of government, the Minnesota Department of Transportation, the Mankato Transit System, and the federal 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 (ATP-7)

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 (ATP-7), 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.

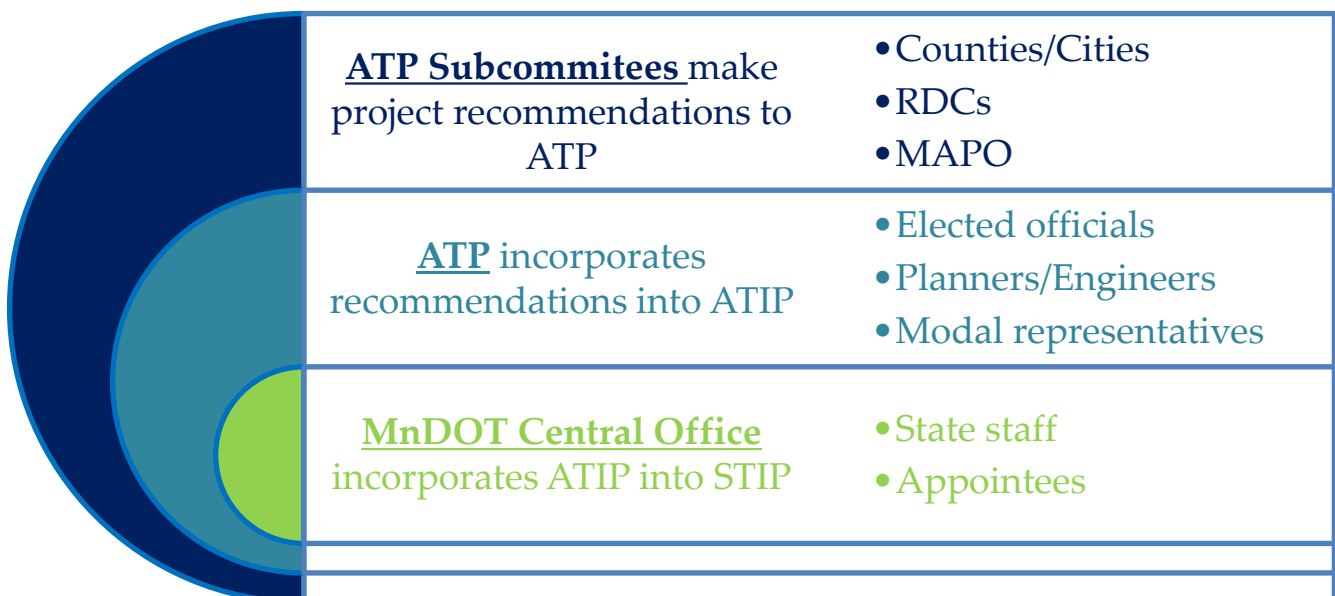
Under the ATP-7, there are ATP subcommittees that represent each of the funding areas that the ATP helps program: TA, STP-Small Urban, and STP-Rural. Entities represented on the subcommittees include counties, cities, transit, MnDOT, Region Nine Regional Development Commission (RDC), Southwest RDC, and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



## AREA TRANSPORTATION PARTNERSHIP

**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 District 7, the process used by the ATP provides a degree of merit-based equity. Proposed local projects are rated for regional significance by the MAPO and the respective Regional Development Organization (RDO) 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. 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 with 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 included 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

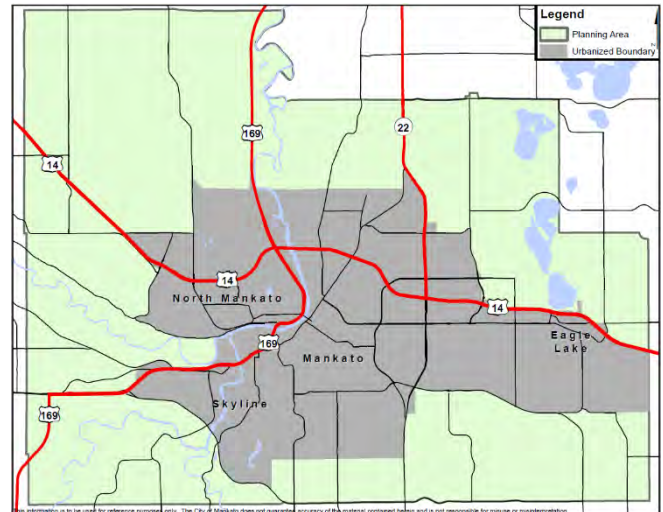
Similar to STP funds, STBG/TA funds are allocated to the State DOT and then sub-allocated to the local level. MnDOT District 7 ATP has developed an application process and STBG/TA subcommittee made up of elected officials and transportation professionals that is facilitated by MnDOT District 7 staff. 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 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. The MAPO maintains current and compliant resolutions for PM1, PM2, PM3, and TAM.

Performance Measures 2 and 3 (PM2 and PM3) pertain to those roadways on the National Highway System (NHS). There are three such segments of the NHS located within the MAPO planning boundary: US 169, US 14, and TH 22 north of US 14 (see inset map). Because these targets are limited to the NHS, it is understood there will be years when the MAPO TIP will not have any projects programmed which contribute to PM2 and PM3.



Map 3: NHS routes within the MAPO planning boundary

### Target Support

In supporting PMs 1 – 3 targets, 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.

Historically MAPO has resolved to support MnDOT's adopted calendar year PM1 (Safety) targets. MPOs must adopt PM1 targets on an annual basis. In 2018, 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, MAPO must re-adopt PM2 and PM3 targets in 2022. MAPO is not required to update its TAM targets annually. MAPO's adopted PM targets are below:

Performance Measure 1: Safety (2019)	
	Number of fatalities: 372.2
	Fatality rate (per 100 million vehicle miles traveled): 0.662/100 million VMT
	Number of serious injuries: 1,711
	Rate of serious injuries (per 100 million VMT): 2.854/100 million VMT

	Number of non-motorized fatalities and non-motorized serious injuries: 267.5
<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 outlines compliance with MAP-21 or the current transportation bill as a goal of the plan.

### Transit Asset Management

In 2018 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-0028-20A, TRS-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-0028-20B, TRF-0028-21B, and TRF-0028-22B, which include preventative maintenance.

### Anticipated Effect

Per CFR 450.326 (d), TIPs are required to include an explanation of how the TIP helps support achieving performance measures. This 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 selected programmed projects within the 2020-2023 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	137-080-002AC / 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	No NHS bridge projects currently programmed	
PM3	0702-129 / construct roundabouts	Improves traffic movement and reliability
TAM	TRF-0028-20B	Supports upkeep of transit equipment
TAM	TRF-0028-22B	Supports upkeep of transit equipment

At this time, it is 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 MAPO's level of influence when taken into consideration with other local, State, and Federal priorities as they arise.

### MPO Investment Priorities

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 foundational elements of MAPO decision making. Since receiving guidance from MnDOT and FHWA on PM reporting requirements in 2018, 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 utilized MAP-21's national goals as guidance for its development.

MAPO's continued Intersection Control Evaluation (ICE) studies, as well as the upcoming Long Range Transportation Plan Update and Warren Street Corridor Study abide by and support PM1 target area of user safety. The upcoming Warren Street Corridor Study contributes to the PM2 goals of preserving the pavement system, and PM3 goals of providing reliable transportation of people and goods.

*The underlying values of safety, efficiency, and fiscal responsibility have historically been foundational elements of MAPO decision making.*

## 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 or nearby the MAPO planning boundary may have transformative effect on traffic patterns to and from the MAPO area, and thus qualify as regionally significant. It is the intent of MAPO to show support for projects it classifies as regionally significant. 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 project is a sum of phased separate projects with the overall goal of uniform 4-lane service of approximately 112 miles of TH 14 from New Ulm to Rochester. Component projects are in various stages of completion. The West Nicollet to North Mankato project was completed in 2016. The component project Owatonna to Dodge Center received funding through Corridors of Commerce legislation and is being delivered via design-build contracting with construction expected through summer 2022. Construction of this projects completes a 12.5 mile, 4-lane corridor gap. The component project MN 15 to West Nicollet (estimated \$45 million to \$85 million) has yet to be funded. The TH 14 Corridor Expansion 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, MAPO has designated this project as regionally significant. TH 14 is also listed on the National Highway system (NHS) and will thus support MAPO’s PM3 performance targets.
- **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, MAPO has designated the St. Peter to Mankato Bicycle/Pedestrian project as regionally significant.

## Community Impact Assessment

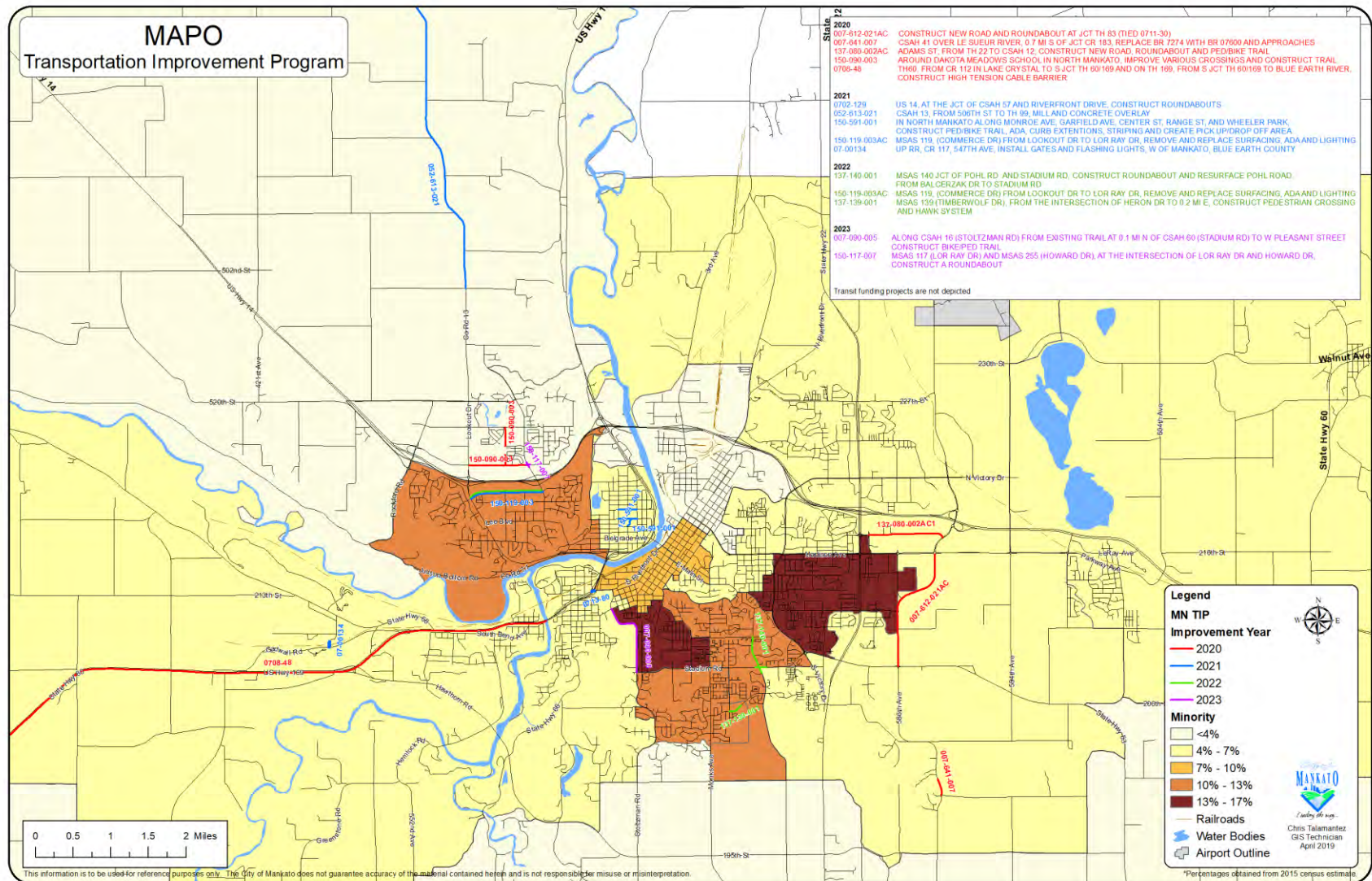
In 1994, Presidential Executive Order 12898 mandated that every federal agency incorporate environmental justice in its mission by analyzing and addressing the effects of all programs, policies, and activities on minority and low income populations. Drawing from the framework established by Title VI 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.

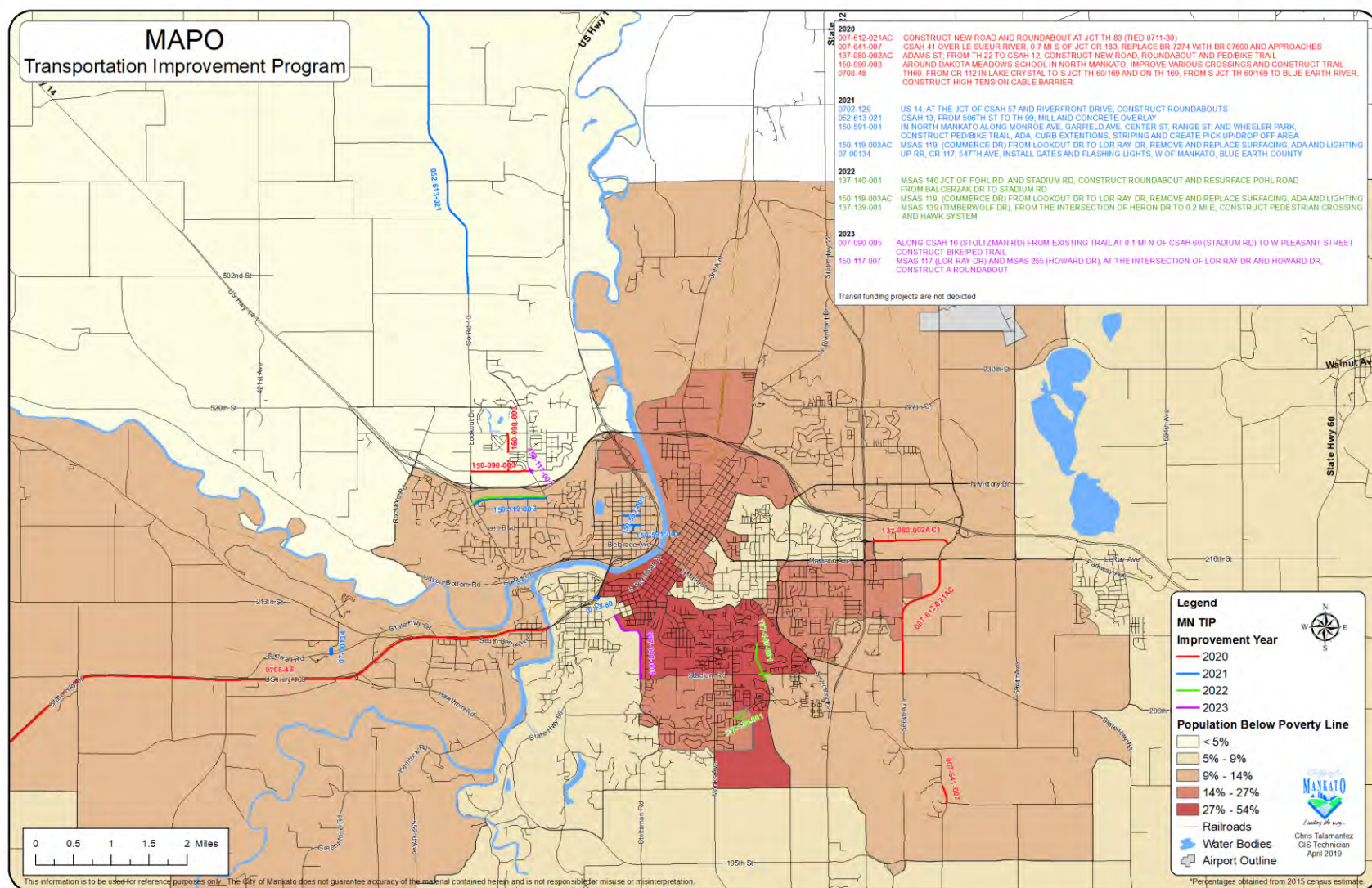
Therefore, Environmental Justice/Community Impact Assessment is a public policy goal of ensuring that negative impacts resulting from government activities do not fall disproportionately on minority or low income populations. While it is difficult to make significant improvements to transportation systems 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 2023 TIP project schedule contains two projects which represent investment in infrastructure. These projects consist of 1) construction of a bicycle/pedestrian trail along CSAH 16 (Stoltzman Road) from existing trail at 0.1 miles north of CSAH 60 (Stadium Road) to West Pleasant Street in Mankato (077-090-005); and 2) construction of a roundabout at the intersection of MSAS 117 (Lor Ray Drive) and MSAS 225 (Howard Drive) in North Mankato (150-117-007). Both projects are expected to benefit, rather than adversely impact, low-income individuals and minorities living in the area.

Map 4: Project Locations and Concentrations of Minority Populations



Map 5: Project Locations and Low-Income Populations



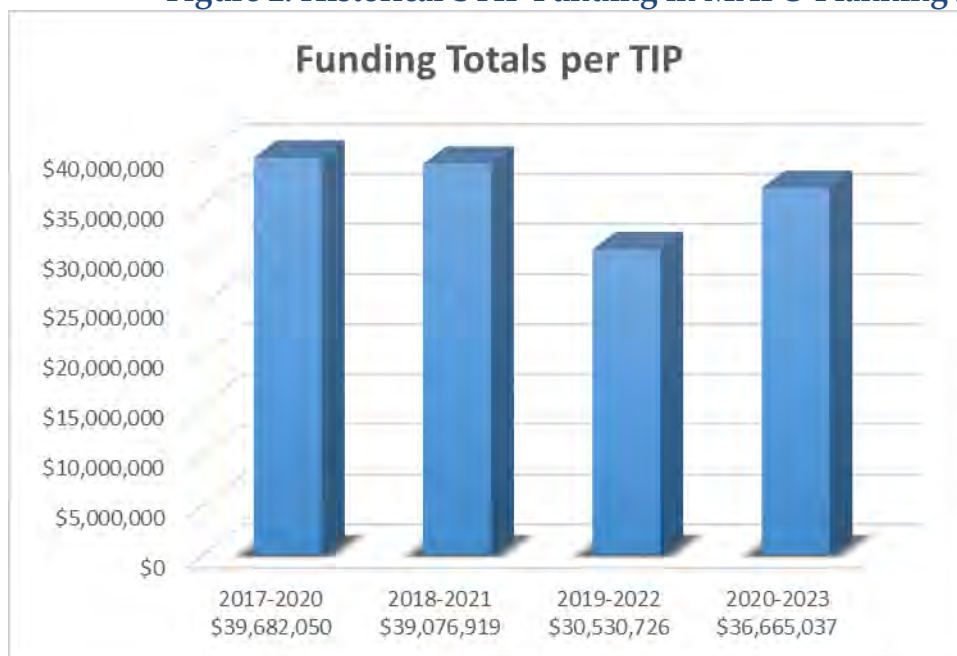
## Financial Capability

As the MPO for the Mankato/North Mankato area, MAPO must demonstrate fiscal constraint when programming funding for projects in the TIP. Under 23 CFR § 450.326(j), 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, 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 2020-2023 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 state-established formulas and funding targets. Although subject to flexibility, these targets are used during development of the TIP, the MnDOT District 7 ATIP, and the state STIP to 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 2020-2023 TIP cycle.

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



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

Program	Column B: FAST Act Levels	
	Target Federal Formula \$ 2020-2023 (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	1.6%
Safety (Local HSIP)	\$ 1,375,000	3.2%
STP - Small Urban	\$2,397,250	5.6%
STP - Rural	\$3,177,750	7.5%
MnDOT (SPP Pavement, SPP Bridge, DRMP – STP, HSIP)	\$ 34,477,500	81.8%
<b>Total</b>	<b>\$ \$42,127,500 *</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 represents the MAPO area's financial plan for funding the highway projects being programmed in the 2020-2023 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*

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 by Lead Agency: 2020-2023 MAPO TIP**

Lead Agency	Total project cost by year (may include multiple funding streams per project [FHWA,				EXPENSES
	2020	2021	2022	2023	2020-2023 TIP (4-year total)
MnDOT District 7	1,200,000	2,230,000	1,875,000	0	5,305,000
Blue Earth County	3,917,000	202,752	0	602,752	4,722,504
Nicollet County	0	4,000,000	0	0	4,000,000
Mankato	6,790,000	3,879,000	6,128,619	3,500,000	20,297,619
North Mankato	334,200	300,400	205,314	1,500,000	2,339,914
<b>TOTAL</b>	<b>12,241,200</b>	<b>10,612,152</b>	<b>8,208,933</b>	<b>5,602,752</b>	<b>36,665,037</b>

Source: Draft 2020 – 2023 STIP

**Table 8: Estimated Funding Revenue: 2020-2023 MAPO TIP**

Funding Source	2020-2023
MnDOT District 7	\$34,819,504
Blue Earth County	\$22,078,663
Nicollet County	\$3,588,144
North Mankato	\$8,652,551
Mankato	\$44,889,645
<b>TOTAL</b>	<b>\$114,028,508</b>

Source: MAPO Long Range Transportation Plan Table 8-1: “MAPO Highway Revenue Forecasts by Jurisdiction” Mid-Term 1 projection

## Financial Plan: Transit Investments

Table 9 and Table 10 represent the Mankato Transit System (MTS) financial plan for funding the transit projects listed in the 2020-2023 MAPO TIP. The tables identify specific sources of funding that the MTS has determined to be reasonably expected and available during the next four years.

## Assessment of Fiscal Constraint

MAPO has assessed the ability of the MTS to meet their financial commitments with regards to the transit investments being programmed in the TIP while also continuing to fund their ongoing Operations & Maintenance (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 MTS cost and project type for the 2020 – 2023 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 MTS programmed investments for years 2020-2023 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. 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 MTS.

**Table 9: Total Transit Costs by Project Type: 2020-2023 MAPO TIP**

Source	2020	2021	2022	2023	2020-2023 TIP (4-year total)
Operations & Maintenance	2,675,000	2,775,000	2,900,000	3,500,000	11,850,000
Bus Purchases	1,634,000	1,104,000	2,241,000	0	4,979,000
Greater MN New Service Expansion & Capital	0	0	0	0	0
<b>TOTAL</b>	<b>4,309,000</b>	<b>3,879,000</b>	<b>5,141,000</b>	<b>3,500,000</b>	<b>16,829,000</b>

\* Source: 2020 – 2023 Draft STIP

**Table 10: Estimated Transit Funding Revenue: 2020-2023 Mankato Area TIP**

Funding Source	2020-2023
State Revenue	\$8,499,000
Federal Revenue	\$3,628,000
Farebox and Contract Revenue	\$2,117,000
Local Property Tax Levy	*-\$557,000
<b>Total</b>	<b>\$13,687,000</b>

\*Negative number indicates excess operating revenue

Source: MAPO Long Range Transportation Plan Table 8-2 “Transit Revenue Forecast Summary by Funding Source” Mid-Term 1 projection

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. To determine if significant change of the TIP occurred after the initial public comment period, MAPO will use criteria that would activate a TIP amendment. In this case, the document would be released for another public comment period

## 2020-2023 TIP Public Participation Summary

MAPO worked with area partners and the Minnesota Department of Transportation to ensure the TIP reflects the draft 2020-2023 Statewide Transportation Improvement Plan (STIP). MAPO will continue to coordinate with the Minnesota Department of Transportation to ensure both the TIP and STIP align.

A 30-day public comment period and an open house were performed for the 2020-2023 TIP. The comment period ran July 1, 2019 to July 31, 2019. Advertisement for the TIP public comment period 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.



**TIP Open House, July 10, 2019**

Outreach included television and newspaper interviews. Hard copies were distributed to administrative buildings of Blue Earth and Nicollet counties, the cities of Mankato and North Mankato, the Blue Earth County Library in Mankato and the Taylor Library in North Mankato. Email distribution was sent to local, state and federal partners.

MAPO has the responsibility of monitoring and documenting the progress of projects listed in the TIP each year. Specifically, MAPO is asked to note changes in priorities from prior years, as well as list major projects from the previous TIP that have been either implemented or significantly delayed. Updates and changes from the 2019 – 2022 TIP Include:

2020:

- TRF-0028-20A: Adjustment of project cost estimate.
- Change of project number from TRF-0028-20C to TRF-0028-20T
- TRF-0028-20T: Adjustment of funding source for project from FTA to FHWA.

2021

- TRF-0028-21A: Adjustment of project cost estimate.
- TRF-0028-21B: Adjustment of project cost estimate.
- 0713-80: Project dropped by MnDOT.

2022

- TRF-0028-22A: Adjustment of project cost estimate.
- TRF-0028-22B: Adjustment of project cost estimate.

2023

- Addition of new project year.

## 2019 Project Status:

MPO: MANKATO-NORTH MANKATO AREA PLANNING ORGANIZATION						
L RTP REFERENCE	ROUTE SYSTEM	PROJECT NUMBER	YEAR	AGENCY	PROJECT DESCRIPTION	STATUS
9-33	BB	TRF-0028-19A	2019	MANKATO	SECT 5307: CITY OF MANKATO RR TRANSIT OPERATING ASSISTANCE	COMPLETE
9-33	BB	TRF-0028-19B	2019	MANKATO	SECT 5307: CITY OF MANKATO RR TRANSIT PREVENTATIVE MAINTENANCE	COMPLETE
9-33	BB	TRF-0028-19D	2019	MANKATO	SECT 5307: CITY OF MANKATO: PURCHASE ONE (1) BUS <30 FT REPLACEMENT BUS (CLASS 400)	IN PROGRESS
9-33	BB	TRF-0028-19ZC	2019	MANKATO	CITY OF MANKATO; RR TRANSIT OPERATING ASSISTANCE: NEW SERVICE EXPANSION PROGRAM	COMPLETE
9-33	BB	TRF-0028-19C	2019	MANKATO	SECT 5307: COMPLETE FUEL SYSTEM REPLACEMENT(TANKS, BUMPS, LIGHTED CANOPY)	IN PROGRESS
9-28	MN22	0704-108SAC	2019	MNDOT	**AC**MN 22, AT JCT OF CSAH 90 CONSTRUCT ROUNDABOUT (TIED. 007-070-005) (AC PAYBACK 1 OF 1)	IN PROGRESS
9-21	LOCAL	137-080-002AC1	2019	MANKATO	**AC** ADAMS ST FROM TH 22 TO CSAH 12, CONSTRUCT NEW ROAD, ROUNDABOUT AND PED/BIKE TRAIL (AC PAYBACK 1 OF 2)	IN PROGRESS
9-28	CSAH 90	007-070-005AC	2019	BLUE EARTH COUNTY	**AC**CSAH 90 AT JUNCTION OF CSAH 90 AND TH22 CONSTRUCT ROUNDABOUT (TIED 0704-108) (AC PAYBACK 1 of 1)	IN PROGRESS
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	IN PROGRESS
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	IN PROGRESS
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	IN PROGRESS
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)	IN PROGRESS

## Appendix A: 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 2020-2023 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 Policy Board to receive federal transportation funds for FY 2020-2023.

Public comments on the draft TIP and the proposed projects are being taken from July 1, 2019 to July 31, 2019. 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 text telephone (TTY) services are available through Minnesota Relay at 800-627-3529.

MAPO will hold a public open house regarding the draft 2020-2023 TIP on July 10, 2019 from 3:30 p.m. to 5:30 p.m. The open house will be held in the Minnesota River Room of the Intergovernmental Center at 10 Civic Center Plaza in Mankato, Minnesota.

The draft TIP, along with all comments received, will be considered for final approval at the MAPO Policy Board meeting on September 5, 2019. The final version of the 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 Participation Plan for this draft, as well as for the final TIP upon introduction of a major amendment.

## Appendix B: Resolution Adopting the 2020-2023 TIP & Self-Certification Finding

### **RESOLUTION OF THE MANKATO /NORTH MANKATO AREA PLANNING ADOPTING THE 2020-2023 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 2020-2023; 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) 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 Clear Air Act as Amended (42 U.S.C 7504, 7506 (c) and (d)) and 40 CFR part 93;
- Title VI of the Civic Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;

- Sections 1101 (b) of the FAST Act (Pub. L. 114-357) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in the US DOT funded projects;
- 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- The provisions of the American with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR Parts 27, 37 and 38;
- The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- Section 324 of title 23, U.S.C regarding the prohibition of discrimination based on gender, and
- Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR 27 regarding discrimination against individuals with disabilities.

NOW, THEREFORE BE IT RESOLVED; that the Mankato/North Mankato Area Planning Organization Policy Board approves the 2020-2023 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 fifth (5<sup>th</sup>) day of September, 2019 as shown by the minutes of said meeting in my possession.

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

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

## Appendix C: Public Comments Received

Comment	Date Received	Medium Received	MAPO response
Stop buying the huge buses that are running at 10% capacity constantly and can't even make turns on the majority of the city's streets.	7/1/2019	Email	Thank you for your comment. It has been forwarded to the Mankato Transit System.
Re the TIP, I do hope there are not a lot of 'round a bouts' being proposed, as I feel they are very dangerous and especially, for Sr. Citizen drivers. I do not feel they are an improvement to any of our streets and roadways and for what this is costing the taxpayers, I feel the money can be put to much better use in repairing the roads that are the worst I have ever seen them. And, all the patching looks terrible and devalues one's property...[numerous other non-TIP-related comments]	7/1/2019	Email	Thank you for your transportation improvement input which will be taken under advisement....[response given by Mankato Public Information]
May other projects be suggested during this public comment period?	7/3/2019	MAPO site comment form	This message is sent as response to the comment regarding the MAPO 2020-2023 TIP from today, July 3, 2019. The comment inquired "May other projects be suggested during this public comment period?" The answer is yes, other transportation projects may be suggested. Please note the TIP must be fiscally constrained and projects listed have been previously programmed and assigned funding sources by local agencies. However, ideas from the public regarding future multimodal transportation projects are welcome. Comments will be shared with the MAPO Technical Advisory Committee and Policy Board, as well as published in the final TIP document. Thank you for your input.

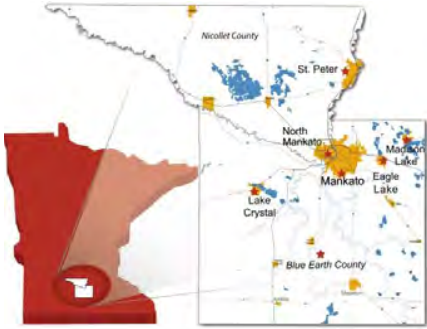
<p>I think I have a very small inexpensive (relatively) way to open up a whole corridor from city center to Rasmussen woods. This would give bicyclists, walkers, handicapped people in chairs or mobility devices an opportunity to enjoy the area. It would also keep them off Stoltzman Road which the motorists would appreciate also. Once there they can proceed for a longer distance on the beautiful existing path that goes all the way to 200th street. There would be no carbon footprint and an opportunity for many who can't access these area, to enjoy them. I feel very lucky to be able to use the existing trail, because I am staying in Southview heights, the majority of people living in Mankato can't access these trails. I don't have a Platt map, but I would guess the land bordering the marshes is owned by the city, the finishing of the trail would be 0.9 miles to Mankato west high school, or less if it went to the first stop sign, where you could legally cross Stoltzman. No road construction, no detours, no property purchases. Only continued trail from Rasmussen woods to Mankato West. Thank you in advance for your consideration.</p>	7/3/2019	Email	<p>This message is sent as response to the comment regarding the MAPO 2020-2023 TIP from today, July 3, 2019. Thank you for your comment. Comments will be shared with the MAPO Technical Advisory Committee and Policy Board, as well as published in the final TIP document. Please note the TIP must be fiscally constrained and projects listed have been previously programmed and assigned funding sources by local agencies. However, ideas from the public regarding future multimodal transportation projects are welcome.</p>
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<p>In the future, good projects would include increasing parking next to Riverfront Park so that it's more accessible for ALL, like my mother &amp; I who are disabled. It's too far to walk &amp; tote chairs &amp; bags to attend events like 7/4 for us now. I'm thinking maybe a multilevel ramp(s) perhaps, since there's limited space. I know there's handicapped parking closer, but it fills up quickly &amp; we don't have a handicapped placard. Also, I live off of CR26, between Riverfront Drive &amp; 22 highway. Many residents are trying to exercise or travel on foot or bicycle along CR26 with only 2 lanes &amp; NO trail. It would be great for safety if there was a trail for us, as it's unsafe trying to bike &amp; walk along the minimal shoulder while traffic is coming, especially when there are 2 cars coming at the same time (downright scary). This is a well-used road, &amp; I've seen many others trying to use this road on foot &amp; bicycle as well, &amp; there's a trail not far from us we may be trying to connect to.</p> <p>Thank you for your consideration.</p>	<p>7/5/2019</p>	<p>Email</p>	<p>This message is sent as response to the comment regarding the MAPO 2020-2023 TIP from July 5, 2019. Thank you for your input. Comments will be shared with the MAPO Technical Advisory Committee and Policy Board, as well as published in the final TIP document.</p> <p>Please note the TIP must be fiscally constrained and projects listed have been previously programmed and assigned funding sources by local agencies. Ideas from the public regarding future multimodal transportation projects are welcome.</p>
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<p>I have been pondering the Riverfront Dr. rehabilitation or Old Town revitalization for quite some time. For years I have often wondered why there wasn't a direct connection between Highway 169 and Madison Avenue. How about a bridge? It would seem like an easy fix to alleviate traffic concerns off of the dreaded Third Avenue to Riverfront Drive intersection and you could run a road tied into a Madison Avenue bridge/road (behind the Pizza Hut, etc.) or some semblance of that.</p> <p>I realize bridge projects aren't cheap, but this would dramatically improve the viability, visibility and access (from Highway 169) of Riverfront, Third Avenue and Madison Avenue. I mean there is already talk of bridges in the current proposal, why not another.</p> <p>Furthermore, the planning and sports commission should look at making Riverfront Park into a new awesome baseball field/events area.</p> <p>Wouldn't that be neat as you cross over the bridge from Highway 169 to see this awesome baseball park, along the river (kind of like CHS Field) that could be used by Mankato West and possibly a new minor league team and others? You could also still hold really cool concerts.</p> <p>Whatever is decided, there is the 169 Corridor Coalition pushing to improve the area that travels through Mankato as well, but I wanted to share my thoughts with you.</p> <p>I feel that the project I am proposing would be a great addition to the city and great for all to enjoy.</p>	7/5/2019	Email	<p>This message is sent as response to the comment regarding the MAPO 2020-2023 TIP from July 5, 2019. Thank you for your input. Comments will be shared with the MAPO Technical Advisory Committee and Policy Board, as well as published in the final TIP document.</p> <p>Please note the TIP must be fiscally constrained and projects listed have been previously programmed and assigned funding sources by local agencies. Ideas from the public regarding future multimodal transportation projects are welcome.</p>
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...the City of Fergus Falls had a good bid and that freed up \$364,000 in federal funds in FY 2019. So we are adding these funds to SP 150-119-003 in FY 2019 and eliminating the AC payback in FY 2021 and reducing the AC payback to \$205,314 in FY 2022.	7/9/2019	Email	Coordinated with MnDOT District 7 to make appropriate changes
Riverfront: Left turn access from Good Counsel Area	7/10/2019	Comment card	Conferred with commenter at Open House, shared comment with local agencies.
Riverfront: Ped crossing at Civic Center flashing yellow across 4 lanes. Change yellow flashing to red flashing	7/10/2019	Comment card	Conferred with commenter at Open House, shared comment with local agencies.
Stoltzman: love the bike/pedestrian path!	7/10/2019	Comment card	Conferred with commenter at Open House, shared comment with local agencies.
Riverfront: issues turning left (south) out of Tourtellotte Neighborhood. Install traffic light at May and Riverfront	7/10/2019	Comment card	Conferred with commenter at Open House, shared comment with local agencies.
Riverfront: extend bike path from here to Sakatah trail	7/10/2019	Comment card	Conferred with commenter at Open House, shared comment with local agencies.
Issues for pedestrians and bicyclists to cross Riverfront. Extend bike path.	7/10/2019	Comment card	Conferred with commenter at Open House, shared comment with local agencies.
Install pedestrian flashers near Franklin School	7/10/2019	Comment card	Conferred with commenter at Open House, shared comment with local agencies.
Please keep all the lanes of traffic (do not reduce to 1 of each direction) on Riverfront due to extreme difficulty turning south from Tourtellotte Park Neighbored, especially during AM & PM rush hours & lunch time & when Loyola students dismiss from school.	7/10/2019	Comment card	Conferred with commenter at Open House, shared comment with local agencies.
Bridge over RR on N Minnesota River Trail when installed was intended for multi-use to extend Sakata Trail or Minnesota River Valley Trail. This was presented at a Mankato City meeting at the time the bridge was proposed and if that trail extends across Minnesota River it must accommodate multi use including snowmobile	7/10/2019	Comment card	Conferred with commenter at Open House, shared comment with local agencies.

I am with MNUSA, Minnesota United Snowmobilers Association, NCTA, Nicollet County Trails Association, and LSCTA, Le Sueur County Trails Association. I am interested in any trails connecting to Sakata Trail and anything using funds from Minnesota River Valley Trail, especially along Hwy 22 from St. Peter to Mapleton because this trail is listed as multiuse including snowmobiles, also any trail that would be along Co Rd 13 (Lookout Drive, North Mankato) because the Nicollet County grant in aid snowmobile trail crosses Hwy 14 on that bridge and the Trail Assn has a grooming permit to groom the snowmobile trail in Hwy 14 ditches to Nicollet from North Mankato. Any trail using funding from Minnesota River Valley Trail must be multiuse including snowmobiles according to the State Master Plan.	7/10/2019	Comment card	Conferred with commenter at Open House, shared comment with local agencies.
There is a need for more advanced signage with roundabouts in the area to designate which lanes vehicles should be in, particularly at Adams Street at Highway 22.	7/10/2019	Comment card	Conferred with commenter at Open House, shared comment with local agencies.
Due to funding issues this project is being added to FY 20 with a new total cost of \$521,000 of which \$416,800 is federal and \$104,200 is other. This is the updated description as well. TWP RD 190(IVYWOOD LANE), 0.8 MI S OF CSAH 90, REMOVE AND SALVAGE HISTORIC KERN BRIDGE OVER LE SUEUR RIVER, INCLUDES PRELIMINARY AND CONSTRUCTION ENGINEERING	7/18/2019	Email	Conferred with MnDOT D7, added project as Administrative Modification to 2019-2022 TIP and added to draft 2020-2023 TIP



## AGENDA RECOMMENDATION

### Agenda Heading: Resolution Supporting MnDOT Safety Performance Measure Targets No: 5.4

**Agenda Item:** Resolution Supporting MnDOT Safety Performance Measure Targets

**Recommendation Action(s):** Motion to adopt Resolution Supporting MnDOT Safety Performance Measure Targets

**Summary:** Per MAP-21, state DOTs and MPOs are required to establish targets for transportation performance measures. As the region's designated MPO, MAPO is required to either agree to support MnDOT's targets or establish targets of its own. Targets are reported annually and performance data is reported as a component of the Long Range Transportation Plan (LRTP). MAPO's duties consist of:

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

Staff recommendation is for passage of the attached resolution stating MAPO will plan and program projects to contribute to the accomplishment of MnDOT's calendar year 2020 targets of:

- number of fatalities: 375.4
- rate of fatalities: 0.626/100 million vehicle miles traveled
- number of serious injuries: 1,714.2
- rate of serious injuries: 2.854/100 million vehicle miles traveled
- number of non-motorized fatalities and non-motorized serious injuries: 317

This item was reviewed by the MAPO TAC at their meeting held August 15, 2019 and was recommended for approval by the Policy Board.

**Attachments:**

Resolution Supporting MnDOT Safety Performance Measure Targets  
MnDOT information sheet re: 2020 Safety Performance Measure Targets

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

### **Supporting MnDOT Performance Measure Targets**

*Whereas*, the U.S. Department of Transportation established five performance measures for the Highway Safety Improvement Program (HSIP) as detailed in 23 CFR 490, Subpart B, National Performance Measures for the Highway Safety Improvement Program;

*Whereas*, the Minnesota Department of Transportation (MnDOT) established performance targets for each of the five HSIP performance measures in accordance with 23 CFR 490.209; and

*Whereas*, metropolitan planning organizations (MPOs) must establish performance targets for each of the HSIP performance measures; and

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

*Now, therefore, be it resolved*, that the Mankato/North Mankato Area Planning Organization (MAPO) agrees to plan and program projects so that the projects contribute to the accomplishment of MnDOT's calendar year 2020 HSIP targets as:

- number of fatalities: 375.4
- rate of fatalities: 0.626/100 million vehicle miles traveled
- number of serious injuries: 1,714.2
- rate of serious injuries: 2.854/100 million vehicle miles traveled
- number of non-motorized fatalities and non-motorized serious injuries: 317

### **CERTIFICATION**

I hereby certify that the foregoing Resolution is a true and correct copy of the resolution presented to and adopted by the Mankato/North Mankato Area Planning Organization at a duly authorized meeting thereof, held on the 5<sup>th</sup> day of September, 2019 as shown by the minutes of said meeting in my possession.

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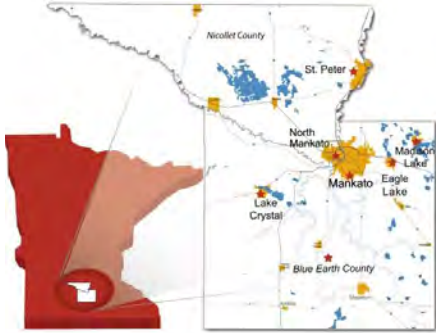
Chair \_\_\_\_\_ Date \_\_\_\_\_

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

## Minnesota 2020 Safety Performance Targets

<b>Fatalities</b>	<b>375.4</b>	five year average (2016-2020)
<ul style="list-style-type: none"><li>• Extension of annual percent reduction over the last three years (i.e. post-MNCRASH)</li><li>• Trend: -1.4% annually</li><li>• Requires fewer than 746 fatalities over two years to achieve</li></ul>		
<b>Fatality Rate</b>	<b>0.626</b>	five year average (2016-2020)
<ul style="list-style-type: none"><li>• Extension of annual percent reduction of fatalities</li><li>• Assumes VMT +0.5% annually</li></ul>		
<b>Serious Injuries</b>	<b>1,714.2</b>	five year average (2016-2020)
<ul style="list-style-type: none"><li>• Extension of annual percent reduction over the last three years (i.e. post-MNCRASH)</li><li>• Trend: -7.5% annually</li><li>• Requires fewer than 3,029 serious injuries over two years to achieve</li></ul>		
<b>Serious Injury Rate</b>	<b>2.854</b>	five year average (2016-2020)
<ul style="list-style-type: none"><li>• Extension of annual percent reduction of serious injuries</li><li>• Assumes VMT +0.5% annually</li></ul>		
<b>Non-motorist Fatalities + Serious Inj.</b>	<b>317.0</b>	five year average (2016-2020)
<ul style="list-style-type: none"><li>• Based on 0% annual reduction, i.e. halting the increase in non-motorist severe injuries</li><li>• Pedestrian Trends: fatalities +2.9%*, serious injuries -2.0%</li><li>• Bicyclist Trends: fatalities +0.0%; serious injuries +5.4%*</li></ul>		
* trends 2015-2018, excluding anomaly year of 2016.		



## AGENDA RECOMMENDATION

### **Agenda Heading: Report: Administrative Modification to 2019-2022 Transportation Improvement Program (TIP) - 007-599-062 No: 6.1**

#### **Agenda Item:**

Report: Administrative Modification to 2019-2022 Transportation Improvement Program (TIP) - 007-599-062

#### **Recommendation Action(s):**

Informational

#### **Summary:**

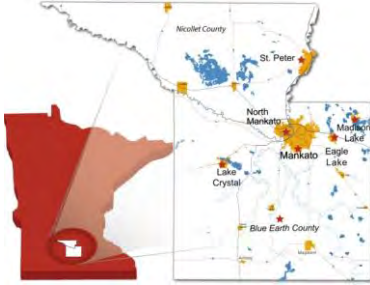
On July 18, 2019 MnDOT District 7 informed MAPO staff that the project SP 007-599-062 was being adjusted within the Area Transportation Improvement Program (ATIP). As the project is within the MAPO planning area, the MAPO TIP must be adjusted accordingly. Adjustments include:

- Updated total project cost (\$521,000, from \$300,000).
- Updated project description: TWP RD 190 (IVYWOOD LANE), 0.8 MI S OF CSAH 90, REMOVE AND SALVAGE HISTORIC KERN BRIDGE OVER LE SUEUR RIVER, INCLUDES PRELIMINARY AND CONSTRUCTION ENGINEERING.

Per MAPO's Public Participation Plan, MAPO and MnDOT staff have conferred and jointly determined the change constitutes an Administrative Modification. The process to execute an Administrative Modification is to announce the change at MAPO TAC and Policy Board meetings and make the change to the TIP.

As this is an Administrative Modification, no action is requested regarding this item.

#### **Attachments:**



## **AGENDA RECOMMENDATION**

### **Agenda Heading: Update: Long Range Transportation Plan (LRTP) Update No: 6.2**

#### **Agenda Item:**

Update: Long Range Transportation Plan (LRTP) Update

#### **Recommendation Action(s):**

Informational

#### **Summary:**

At its meeting held August 15, 2019, the MAPO TAC participated in a presentation and group discussion regarding the LRTP Update.

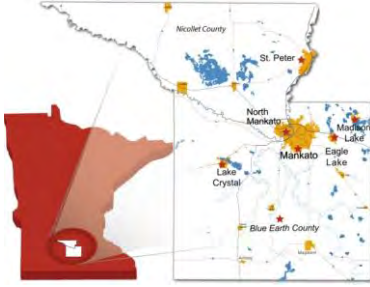
Discussion included the current and future needs of the regional transportation system, TAC and stakeholder roles, project work flow, scheduling, branding elements, data collection, strategies for stakeholder engagement, and project areas of emphasis.

The TAC strategized engagement of stakeholders representing freight, business/manufacturing, youth/students, elected officials, SMILES Center for Independent Living, VINE, Greater Mankato Bike Walk Advocates, Mankato River Ramble attendees, and the general public, among others.

Discussion included potential future development and associated impact on traffic flow, including industrial development north of Mankato (rail to truck facility), development of a motor park north of Eagle Lake, areas along Highway 22, including potential transition of former retail land use into housing, industrial development on North Mankato's western side, residential development east of Eagle Lake, and potential Highway 14 expansion through an ongoing BUILD application.

A second LRTP Update presentation/discussion will be held at the TAC meeting scheduled October 17, 2019. The first LRTP Update Open House is tentatively scheduled October 29, 2019. The project scope includes four presentations/group discussions with the MAPO Policy Board.

#### **Attachments:**



## AGENDA RECOMMENDATION

### Agenda Heading: Update: Warren Street Corridor Study No: 6.3

#### **Agenda Item:**

Update: Warren Street Corridor Study

#### **Recommendation Action(s):**

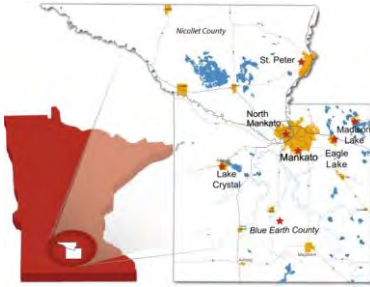
Informational

#### **Summary:**

A pop-up engagement was held at the Night to Unite event held at Highland Park with the Highland Park Neighborhood Association on August 27, 2019. Attendees to the event were engaged to obtain input regarding existing conditions, current corridor issues, identify concerns, and discuss ideas.

The project management team (PMT) is currently reviewing draft existing conditions, environmental screening, and environmental justice documentation.

#### **Attachments:**



## AGENDA RECOMMENDATION

### Agenda Heading: Update: 169 Corridor Study No: 6.4

**Agenda Item:**

Update: Regional Transportation Coordinating Council (RTCC)

**Recommendation Action(s):**

Informational

**Summary:**

A proposal scoring and ranking committee comprised of regional transportation stakeholders met August 22, 2019. The ranking committee included representatives from MAPO, Mankato Transit, MnDOT District 7, Region Nine Development Commission, SMILES Center for Independent Living, VINE/True Transit, and a private medical transportation provider.

The committee's aggregate scoring process led to a consultant being selected by the committee.

MAPO staff are coordinating with MnDOT's RTCC project management to develop a contract and associated required reporting. A final contract and scope of work will be submitted to the MAPO TAC and Policy Board for review before execution.

**Attachments:**



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

August 15, 2019 | 1:30 p.m. | Intergovernmental Center, MN River Room, 10 Civic Center Plaza, Mankato, MN

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TAC members present: Ronda Allis – MnDOT District 7, Paul Corcoran – Minnesota State University, Mankato, Michael Fischer - City of North Mankato, Karl Friedrichs – Lime Township, Seth Greenwood - Nicollet County, Scott Hogen - Mankato Public Schools, Michael McCarty - City of Mankato, Ed Pankratz – Mankato Township, Craig Rempp- Mankato Transit System, Shawn Schloesser – Region Nine Development Commission, Craig Smith – Belgrade Township, Ryan Thilges - Blue Earth County, Paul Vogel, City of Mankato

Others Present: Charles Androsky, Sam Parker, Molly Stewart, Craig Vaughn

## I. Call to Order

Mr. Thilges called the meeting to order at 1:30 p.m.

## II. Introductions

Introductions were made.

## III. Approval of Agenda

Mr. Greenwood motioned and Mr. Corcoran seconded to approve the agenda. Motion carried.

## IV. Approval of Minutes – July 18, 2019

Ms. Allis motioned and Mr. Friedrichs seconded to approve the minutes. Motion carried.

## V. New Business

### **5.1 Amendment to 2019-2020 Unified Planning Work Program (UPWP)**

Staff reported that MAPO's current 2019-2020 UPWP was adopted September 6, 2018. On June 28, 2019 the Minnesota Department of Transportation (MnDOT) informed staff that a grant agreement (MnDOT contract number 1034442) had been fully executed for planning activities for development of a Regional Transportation Coordinating Council (RTCC). The agreement administers \$75,000 in state planning funds to MAPO for planning activities. The funds are 100% state funds with zero federal or local match.

The 2019 UPWP must be amended to include the addition of the \$75,000. The funds would be designated separate from the consolidated planning grant funds and have been added to the 2019 UPWP under the Total Commodities & Other Services section.

Staff recommended the TAC motion to recommend passing of the corresponding resolution to amend the 2019-2020 UPWP to the Policy Board.

Mr. Schloesser motioned and Mr. Fischer seconded to approve. Motion carried.

## **5.2 Approve 2020-2021 Unified Planning Work Program (UPWP)**

Staff reported coordination with local partners had led to development a 2020 UPWP. Programmed projects for 2020 included continued work on the MAPO Long Range Transportation Plan (LRTP) Update, Warren Street Corridor Study, 169 Corridor Study, an intersection control evaluation (ICE) of Lor Ray Drive at James Drive in North Mankato, and staff administration work for planning for a Regional Transportation Coordinating Council (RTCC) servicing the region.

Total MAPO expenses for 2020 were currently listed as \$447,302. The expenditures will be funded via \$351,301 federal funds, \$32,698 state funds, and \$63,302 local match, including \$20,000 in state funds from MnDOT District 7. The remaining \$43,302 will be divided among the partners, as indicated in the Local Share Amount by Year table (provided in packet).

Staff recommended the TAC motion to recommend adoption of the 2020-2021 UPWP to the Policy Board.

Mr. Friedrichs motioned and Mr. Hogen seconded to approve. Motion carried.

## **5.3 Approve 2020-2023 Transportation Improvement Program (TIP)**

Staff reported at its June 6, 2019 meeting the MAPO Policy Board passed a motion to approve the release of the draft 2020-2023 Transportation Improvement Program (TIP) for 30-day public comment.

The public comment period ran from July 1 to July 31, 2019. Input was solicited from the general public as well as local, state, and federal agencies. The comment period was advertised via the Mankato Free Press, television and newspaper interviews, the MAPO stakeholder email list, the MAPO website, the MAPO Twitter account, and venues used by the City of Mankato Department of Public Information. Fliers and physical copies of the draft were disbursed to area government buildings and libraries. An open house was held July 10, 2019.

The updated TIP does not differ significantly from the draft originally approved for public comment. Comments received and subsequent actions were included as Appendix C on page 34 of the TIP document.

Staff recommended the TAC motion to recommend adoption of the 2020-2023 TIP to the MAPO Policy Board.

Mr. Friedrichs motioned and Mr. Hogen seconded to approve. Motion carried.

## **5.4 Resolution Supporting MnDOT Safety Performance Measure Targets**

Staff reported per MAP-21, state DOTs and MPOs are required to establish targets for transportation performance measures. As the region's designated MPO, MAPO is required to either agree to support MnDOT's targets or establish targets of its own.

Staff recommended the TAC motion to recommend to the Policy Board passing of the corresponding resolution stating MAPO will plan and program projects to contribute to the accomplishment of MnDOT's calendar year 2020 targets of:

- number of fatalities: 375.4
- rate of fatalities: 0.626/100 million vehicle miles traveled
- number of serious injuries: 1,714.2

- rate of serious injuries: 2.854/100 million vehicle miles traveled
- number of non-motorized fatalities and non-motorized serious injuries: 317

Mr. Vogel inquired if MnDOT would provide data specific to the MAPO area regarding performance targets. Staff stated they would follow up with MnDOT on this item.

Staff recommended the TAC motion to recommend passing of the corresponding resolution to the Policy Board.

Mr. Hogen motioned and Mr. Greenwood seconded. Motion carried.

## **VI. Other Business, Discussion & Updates**

### **6.1 Presentation: Long Range Transportation Plan Update - SRF**

Mr. Vaughn reported progress and outlined action items regarding the LRTP Update. This included stakeholder roles, project work flow, scheduling, branding elements, data collection, and TAC areas of emphasis.

Mr. Thilges stated he would be supportive of continuing the involvement level established during the first LRTP. This would include a project management team (PMT) consisting of representatives from at least Blue Earth County, Mankato, Nicollet County, and North Mankato. It was decided the PMT would meet the first Thursday of each month.

Mr. Vaughn led discussion of the types of stakeholders to be engaged and the types of engagement methods to be applied. Mr. Friedrichs suggested involving local aggregate materials businesses. Mr. Friedrichs suggested the aggregate businesses may be brought in as part of a freight stakeholder group.

Ms. Allis stated MnDOT's recent Manufacturer's Perspective outreach may be a resource to the project's engagement process.

Mr. Vogel inquired how local administrators and elected officials may be engaged in the process and asked Ms. Bromeland to advise as she is the administrator of Eagle Lake. Ms. Bromeland inquired if the administration outreach would take place in a public forum. Mr. Vaughn stated he had conducted recent similar outreach in a public forum. Ms. Bromeland advised that notice of the stakeholder meetings should be sent to the administrators/managers of each of the jurisdictions and they will distribute to their elected officials.

Mr. Friedrichs stated the Lime Township board preferred communications be directed to the county clerk.

Mr. Vaughn proposed listening sessions focused on: freight (with a component utilizing MnDOT's Manufacturer's Perspective), youth/school, and elected officials.

Mr. Hogen stated the school district could most likely be flexible with regard to allowing students to participate in a listening session.

Mr. Corcoran suggested a pop-up style event in the Centennial Student Union would be an effective engagement method for MSU students.

Mr. Vogel suggested engagement with local groups including SMILES Center for Independent Living and VINE.

Mr. Thilges suggested outreach to the Greater Mankato Bike Walk Advocates.

Staff suggested that in order to expand project engagement, MAPO staff would be able to conduct on-site outreach as needed without SRF staff present.

Mr. Vaughn suggested the third open house currently outlined in the work plan may be better utilized as a listening session or pop-up event. Mr. Thilges inquired of the TAC if it approved re-designating the third open house for another outreach/engagement event. By raise of hand the TAC agreed.

Ms. Allis stated the Mankato River Ramble may be a beneficial engagement opportunity.

Mr. Vaughn led discussion of the project data needs and work flow. Mr. Vogel inquired if designating an “illustrative” bin, separate from short, mid, and long term projects, was useful. Mr. Thilges stated an illustrative bin was useful.

The TAC discussed potential future development and associated impact on traffic flow, including industrial development north of Mankato (rail to truck facility), development of a motor park north of Eagle Lake, areas along Highway 22, including potential transition of former retail land use into housing, industrial development on North Mankato’s western side, residential development east of Eagle Lake, and potential Highway 14 expansion through an ongoing BUILD application.

Mr. Vogel inquired if MnDOT’s Manufacturer’s Perspective had indicated local issues with the transportation system. Ms. Allis stated that lack of commercial truck parking was a recurring issue.

Mr. Vogel suggested the LRTP Update include consideration for electronic vehicles, including charging stations. Mr. Vaughn stated the Update would include this consideration.

It was decided the next TAC presentation would be scheduled October 17, 2019. The first LRTP Update Open House would be scheduled October 29, 2019.

## **6.2 Report: Administrative Modification to 2019-2022 Transportation Improvement Program (TIP)**

Staff reported that MnDOT District 7 had informed MAPO staff that the project SP 007-599-062 was being adjusted within the Area Transportation Improvement Program (ATIP). As the project is within the MAPO planning area, the MAPO TIP was adjusted accordingly. Adjustments included an updated total project cost and project description.

Per MAPO’s Public Participation Plan, MAPO and MnDOT staff have conferred and jointly determined the change constitutes an Administrative Modification. The process to execute an Administrative Modification is to announce the change at MAPO TAC and Policy Board meetings and make the change to the TIP. No action is requested of the MAPO TAC regarding this item.

## **VII. TAC Comments**

There were no TAC comments.

**VIII. Opportunity for Public Comment**

There were no public comments.

**IX. Adjournment**

At approximately 3:35 Mr. Friedrichs moved and Mr. Hogen seconded a motion to adjourn. With all voting in favor, the motion carried.

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Chair, Mr. Thilges