

# 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

**Administration Modifications made February / March/September 2020**

**Amended May 7, 2020**

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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.



# Table of Contents

## Contents

Policy Board, Staff and Technical Advisory Committee Listing.....	ii
Mankato/North Mankato Area Planning Organization.....	1
Map 1: Mankato/North Mankato Metropolitan Planning Area.....	3
The Transportation Improvement Program (TIP).....	4
The TIP and its Connection to the Long Range Transportation Plan.....	5
Federal Funding Sources .....	5
<b>Table 1: FY 2020 Federal Funded Transportation Projects .....</b>	<b>9</b>
<b>Table 2: FY 2021 Federal Funded Transportation Projects .....</b>	<b>11</b>
<b>Table 3: FY 2022 Federal Funded Transportation Projects .....</b>	<b>12</b>
<b>Table 4: FY 2023 Federal Funded Transportation Projects .....</b>	<b>13</b>
<b>Table 5: Regionally Significant Projects .....</b>	<b>13</b>
<b>Map 2: Location of 2020-2023 TIP Projects .....</b>	<b>14</b>
MnDOT District 7 Area Transportation Partnership (ATP-7).....	15
Eligibility for Roadway and Transit Projects .....	17
Project Selection Process .....	17
Performance Measures & Targets.....	17
Map 3: NHS routes within the MAPO planning boundary.....	18
Regional Significance.....	21
<b>Map 4: Project Locations and Concentrations of Minority Populations .....</b>	<b>23</b>
<b>Map 5: Project Locations and Low-Income Populations .....</b>	<b>24</b>

Federal Funding Levels.....	26
<b>Figure 2: Historical STIP Funding in MAPO Planning Area .....</b>	<b>26</b>
<b>Table 6: Annual Funding Targets for the District 7 ATP (FHWA &amp; FTA formula funds).....</b>	<b>27</b>
Financial Plan: Highway Investments .....	27
<b>Table 7: Total Highway &amp; Local Project Costs by Lead Agency: 2020-2023 MAPO TIP .....</b>	<b>28</b>
<b>Table 8: Estimated Funding Revenue: 2020-2023 MAPO TIP .....</b>	<b>28</b>
Financial Plan: Transit Investments .....	28
Assessment of Fiscal Constraint .....	28
<b>Table 9: Total Transit Costs by Project Type: 2020-2023 MAPO TIP .....</b>	<b>29</b>
<b>Table 10: Estimated Transit Funding Revenue: 2020-2023 Mankato Area TIP</b>	<b>29</b>
2020-2023 TIP Public Participation Summary.....	30
2019 Project Status:.....	32
Appendix A: Public Notice.....	33
Appendix B: Resolution Adopting the 2020-2023 TIP & Self-Certification Finding	34
Appendix C: Public Comments Received .....	36

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.





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

**L RTP 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>AM</b>	Municipal Agreement
<b>BB</b>	Bus and Bus Facilities
<b>BI</b>	Bridge Improvement
<b>BR</b>	Bridge Replacement
<b>BT</b>	Bike Trail (not an enhancement)
<b>B3</b>	FTA Capital Program – Section 5309
<b>B9</b>	FTA Urbanized Area Formula – Section 5307
<b>DA</b>	Detour Agreement
<b>DR</b>	Drainage
<b>EN</b>	Enhancement (STP)
<b>FB</b>	Ferry Boat Program
<b>FL</b>	Federal Lands Access Program
<b>GR</b>	FTA State of Good Repair – Section 5337
<b>IR</b>	Indian Reservation Roads
<b>JT</b>	Jurisdictional Transfer
<b>MA</b>	Miscellaneous Agreements
<b>MC</b>	Major Construction
<b>NO</b>	Noise Walls
<b>PL</b>	Planning
<b>PM</b>	Preventative Maintenance
<b>RB</b>	Rest Area/Beautification
<b>RC</b>	Reconstruction
<b>RD</b>	Recondition
<b>RS</b>	Resurfacing
<b>RT</b>	Recreational Trail (DNR only)
<b>RW</b>	Right of Way Acquisition
<b>RX</b>	Road Repair (Bridge and Road Construction)
<b>SA</b>	Supplemental Agreement/Cost Overruns
<b>SC</b>	Safety Capacity
<b>SH</b>	Highway Safety Improvement Program (HSIP)
<b>SR</b>	Safety Railroads
<b>TA</b>	Non-traditional Transportation Alternatives
<b>TM</b>	Transportation Management
<b>TR</b>	Transit (FHWA)
<b>NB</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	TRS-0028-20TB	2020	MAN KATO	CITY OF MANKATO: PURCHASE ONE (1) EXPANSION BUS	0	TR	TRANSIT VEHICLE PURCHASE	STBGP	159,000	127,200					31,800
9-33	BB	TRF-0756-21	2020	MRCI	PURCHASE ONE (1) EXPANSION <30' (CLASS 400) BUS	-	B9	TRANSIT VEHICLE PURCHASE	FTA	89,610	-	-	71,688	-	-	17,922
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) <30 FT. LOW FLOOR CLASS 400 REPLACEMENT BUS (REPLACES UNIT 800)	0.0	TR	TRANSIT VEHICLE PURCHASE	STBGP	159,000	127,200					31,800
9-33	BB	TRF-0028-20TA	2020	MANKATO	CITY OF MANKATO: PURCHASE TWO (2) <30 FT. LOW FLOOR CLASS 400 REPLACEMENT BUS (REPLACES UNIT 820, 824)	0.0	B9	TRANSIT VEHICLE PURCHASE	FTA	318,000	254,400					63,600
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	**AC**AROUND DAKOTA MEADOWS SCHOOL IN NORTH MANKATO, IMPROVE VARIOUS CROSSINGS AND CONSTRUCT TRAIL (AC PAYBACK IN 2021)	0.0	EN	NEW TRAIL	TA	424,652	267,360					157,292
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	\$1,458,755		795,814				662,941
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>12,987,017</b>	<b>5,464,960</b>	<b>795,814</b>	<b>2,656,688</b>	<b>0</b>	<b>0</b>	<b>4,069,555</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	-	TRF-4004-21	2021	TBD	RTCC PHASE 2	-	NB	Transit Grant Capital (Non- Vehicle)	FTA	64,000	0		51,200			12,800
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) REPLACMENT 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	BLUE EARTH COUNTY	US 14, AT THE JCT OF CSAH 57 AND RIVERFRONT DRIVE, CONSTRUCT ROUNDBOUTS, ADA LIGHTING AND PED/BIKE TRAIL IMPROVEMENTS	0.1	AM	ROUNDBOUT	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	PED/BIKE	150-090-003AC	2021	NORTH MANKATO	**AC**AROUND DAKOTA MEADOWS SCHOOL IN NORTH MANKATO, IMPROVE VARIOUS CROSSINGS AND CONSTRUCT TRAIL (AC PAYBACK 1 OF 1)	0.0	EN	NEW TRAIL	TA	84,948	84,948					
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	1.0	EN	NEW TRAIL	TA	202,752	30,255	400,000				172,497
9-25	MN 22	0704-117	2021	MNDOT	MN 22, 1.2 MI N OF CSAH 90, REPAIR SHOULDER, GUARDRAIL AND CULVERT DUE TO HEAVY RAINS	0.2	RX	EROSION REPAIR	SF	660,000	-	-	-	660,000	-	660,000
TOTAL										11,120,700	2,342,203	400,000	1,535,400	700,000		7,203,097

**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 ROUNDAABOUT 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		
TOTAL										8,208,933	3,094,572		2,422,800	375,000		2,316,561

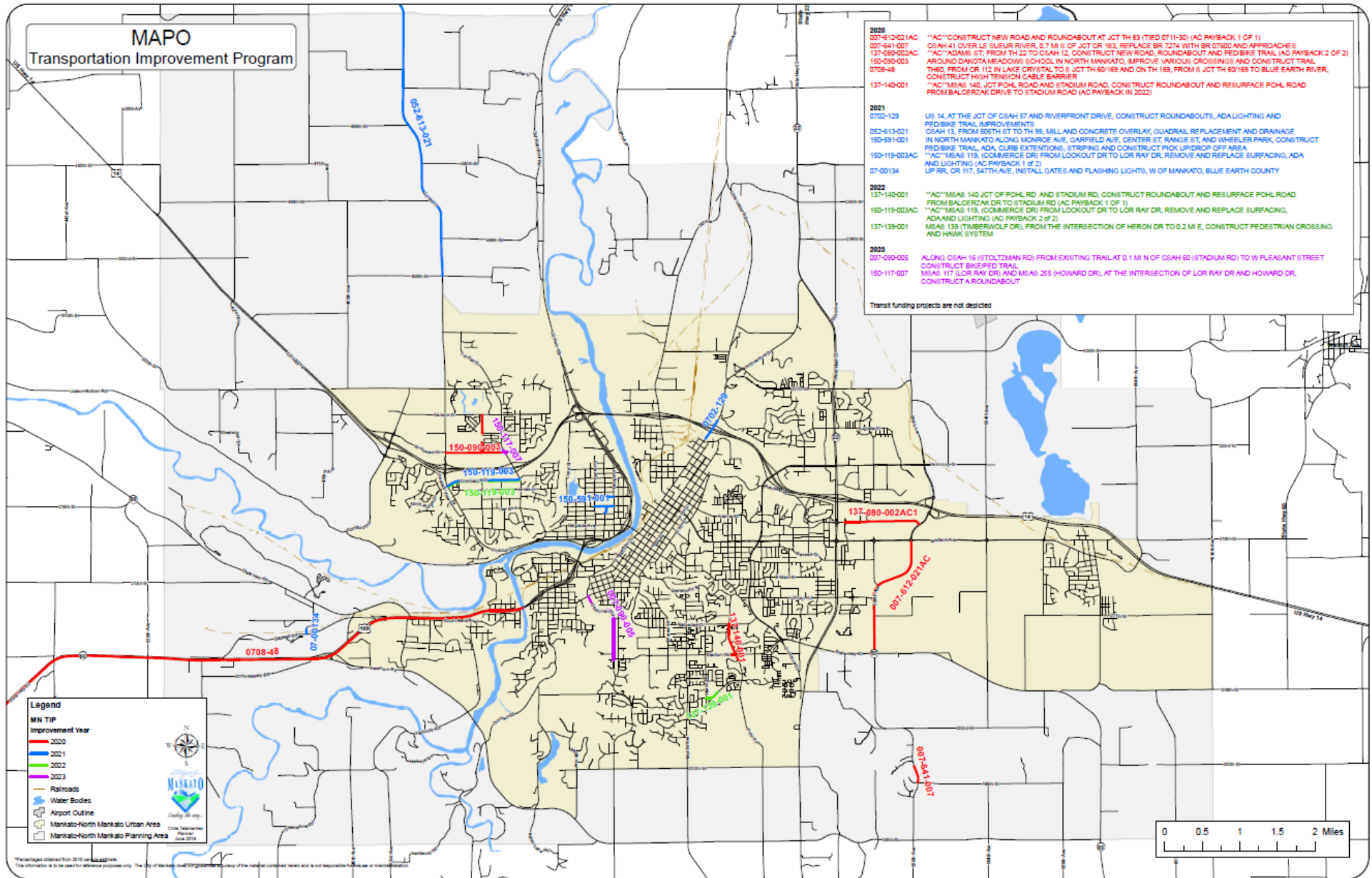
**Table 4: FY 2023 Federal Funded Transportation Projects**

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

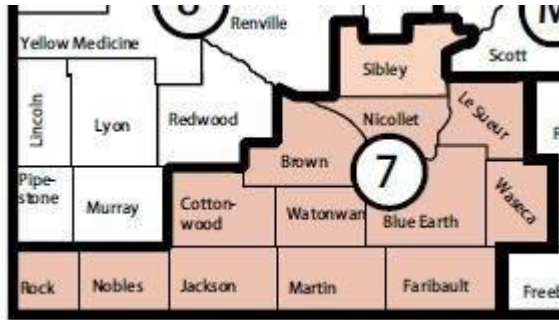
As the designated MPO for the Mankato/North Mankato area, the MAPO is responsible for developing a list of priority transportation projects for the Mankato metropolitan area for the purpose of programming funding through the FAST Act. It is required to work in cooperation with local units of government, 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.

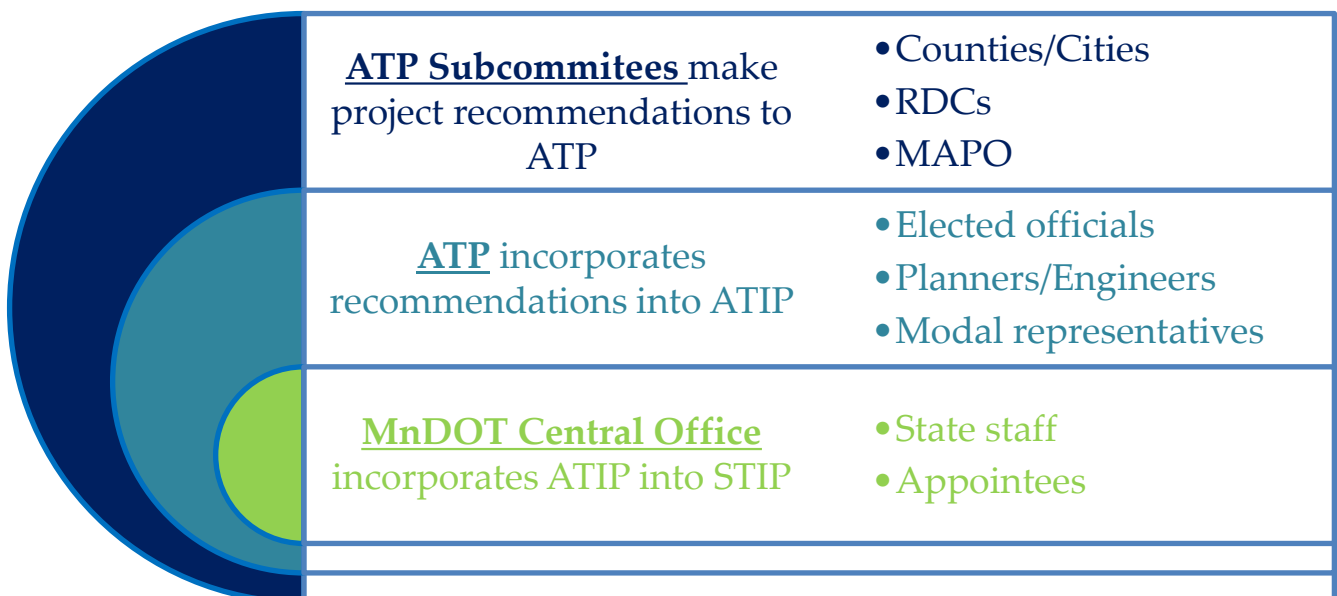
Under the ATP-7, there are ATP subcommittees that represent each of the funding areas that the ATP helps program: TA, STP-Small Urban, and STP-Rural. Entities represented on the subcommittees include counties, cities, transit, MnDOT, Region Nine Regional Development Commission (RDC), Southwest RDC, and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

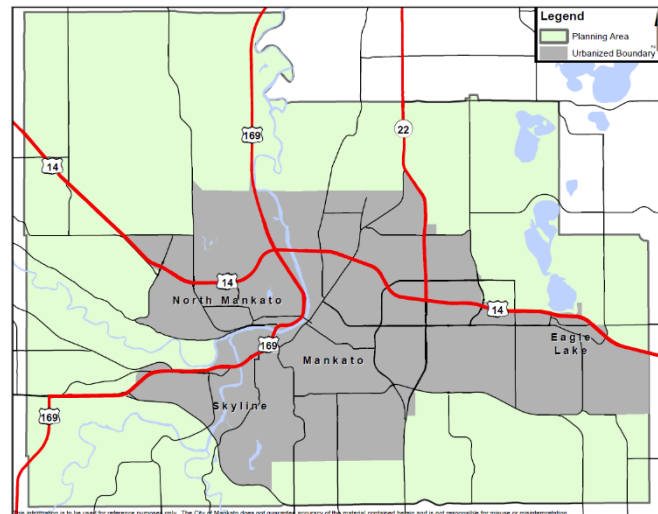
## Performance Measures & Targets

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.

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

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.

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## 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:

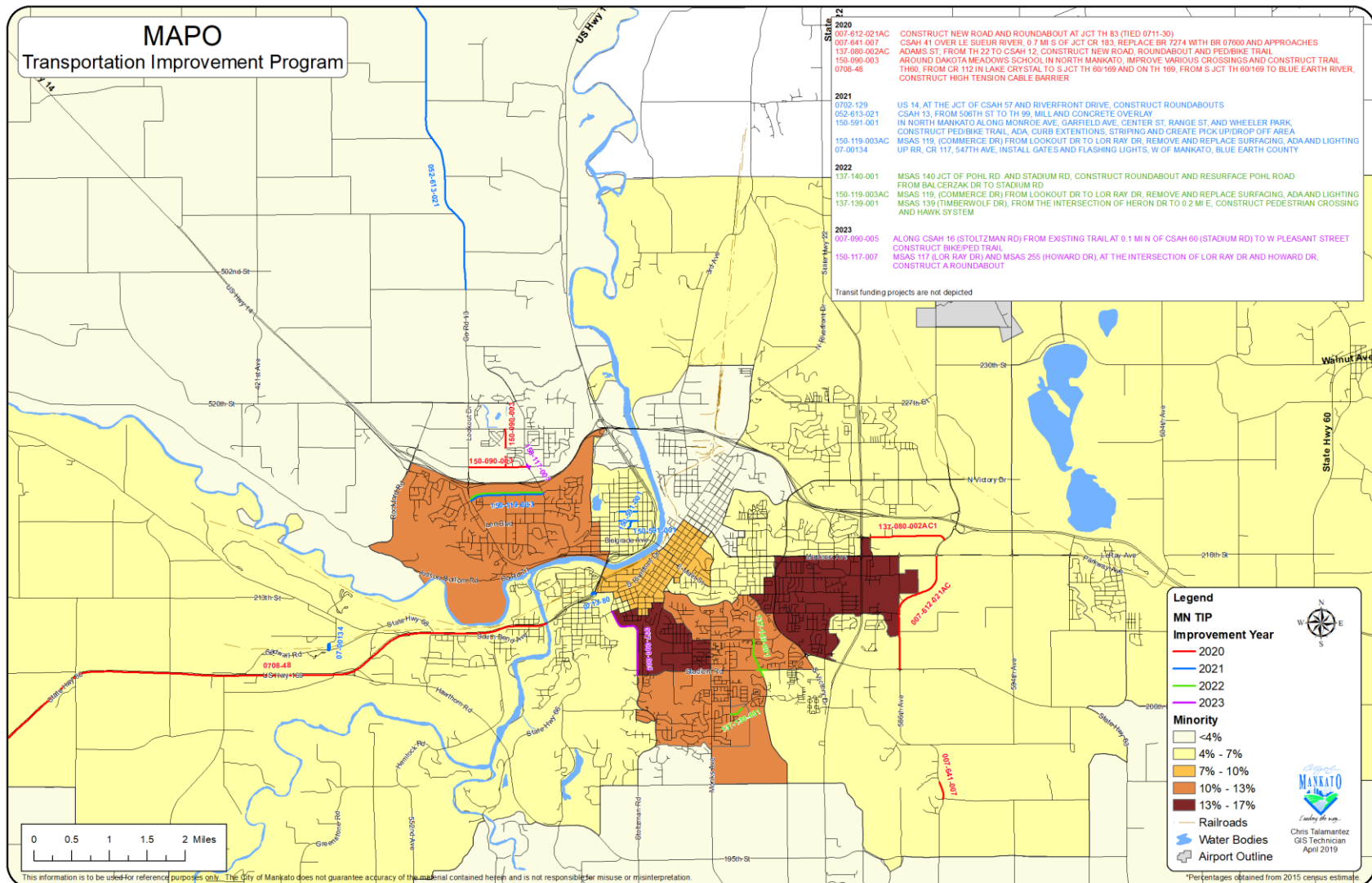
- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making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

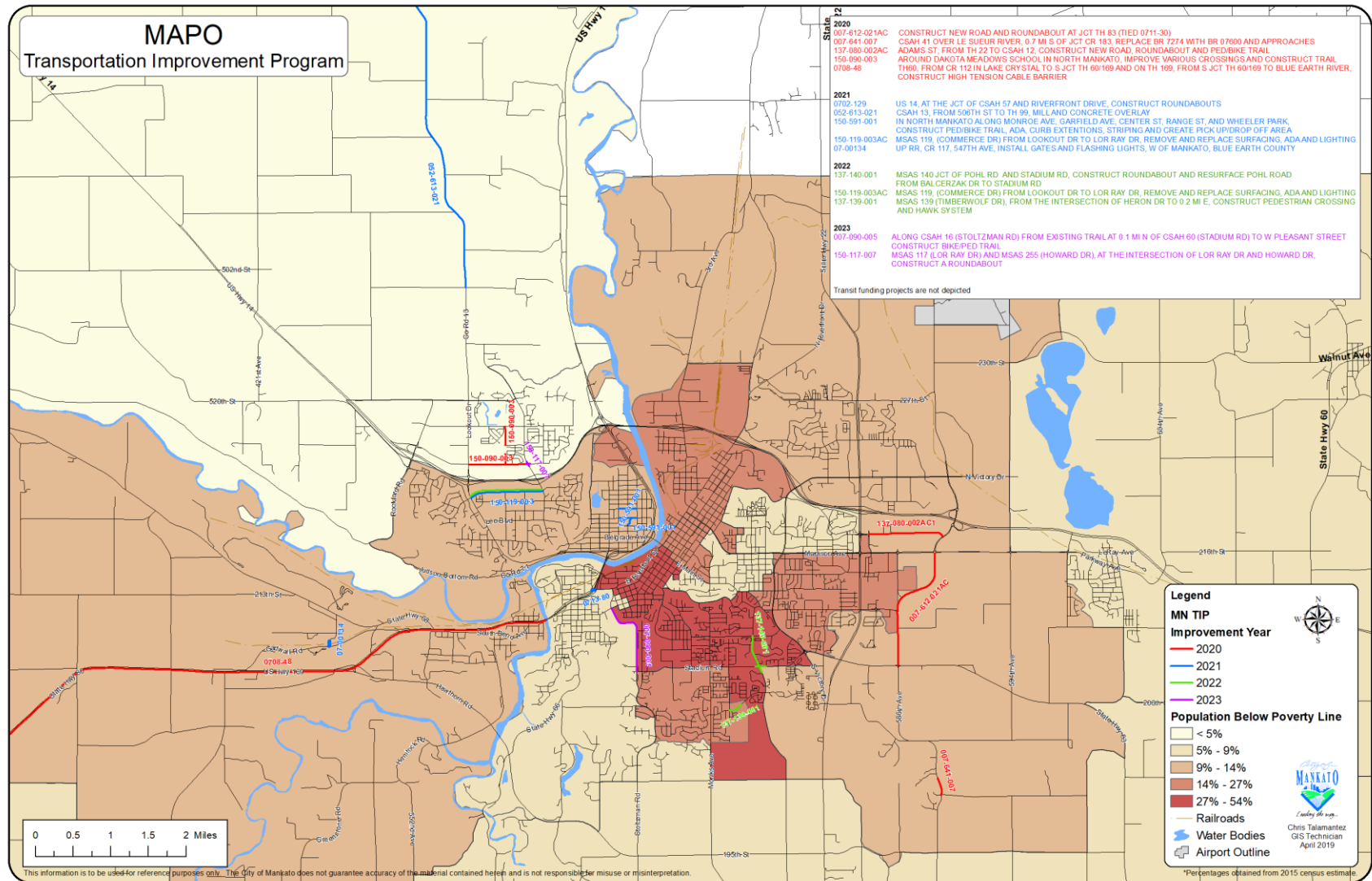
# Community Impact Assessment

## Map 4: Project Locations and Concentrations of Minority Populations





Map 5: Project Locations and Low-Income Populations





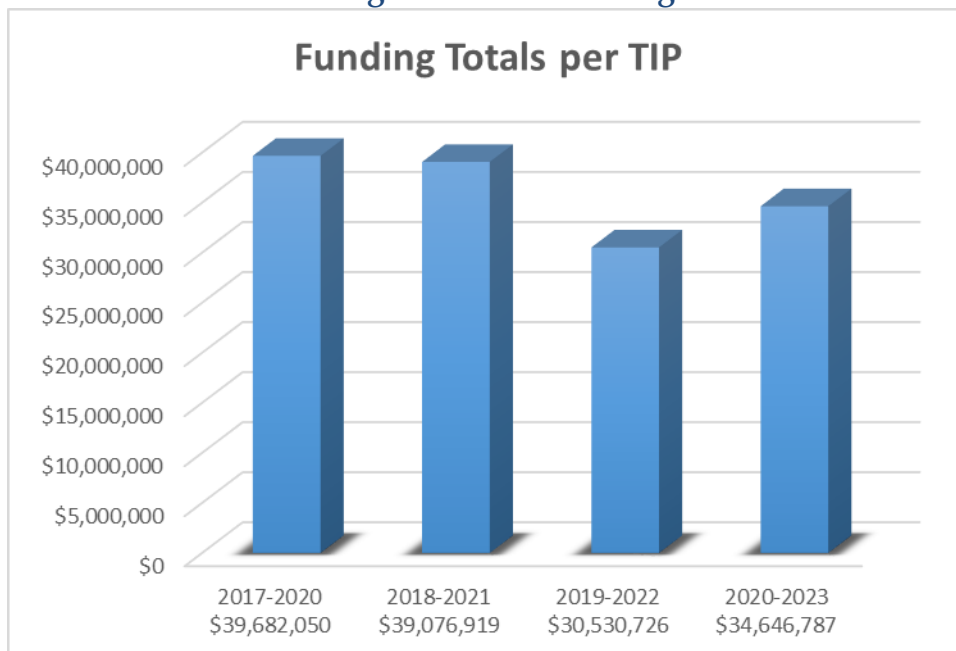
## Financial Capability

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, FTA, etc.])				EXPENSES
	2020	2021	2022	2023	2020-2023 TIP (4-year total)
MnDOT District 7	1,200,000	230,000	1,875,000	0	3,305,000
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	6,896,750	3,879,000	6,128,619	3,500,000	20,404,369
North Mankato	424,652	84,948	205,314	1,500,000	2,214,914
<b>TOTAL</b>	<b>12,438,402</b>	<b>8,396,700</b>	<b>8,208,933</b>	<b>5,602,752</b>	<b>34,646,787</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

## Public Involvement

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. **MAPO's public notice of public involvement activities and time established for public review and comment on the TIP satisfy the Program of Projects requirements of the Section 5307 Program.**

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.

## Monitoring Progress

## 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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## Appendix

...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