

The Mankato/North Mankato Area Planning Organization (MAPO)



2021-2024 Transportation Improvement Program (TIP)

Recommended for adoption by the MAPO Technical Advisory Committee (TAC) on
August 20, 2020

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MANKATO/NORTH MANKATO PLANNING ORGANIZATION

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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.

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Adopting Resolution

RESOLUTION OF THE MANKATO /NORTH MANKATO AREA PLANNING ADOPTING THE 2021-2024 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 2021-2024; 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 2021-2024 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 third (3rd) day of September, 2020 as shown by the minutes of said meeting in my possession.

Chair

Date

Executive Director

Date

Transportation Planning Process Self Certification Statement

The Mankato/North Mankato Area Planning Organization (MAPO) hereby certifies that it is carrying out a continuing, cooperative, and comprehensive transportation planning process for the region in accordance with the applicable requirements of:

- 23 USC 134 and 49 USC 5303, and 23 CFR Part 450;
- In non-attainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended [42 USC 7504, 7506 (c) and (d)] and 40 CFR part 93;
- Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR part 21;
- 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- Section 1101(b) of the Moving Ahead to Progress to the 21st Century (MAP-21) (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of Disadvantaged Business Enterprises in USDOT funded planning 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 Americans with Disabilities Act of 1990 (42 USC 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- The Older Americans Act, as amended (42 USC 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- Section 324 of Title 23 USC regarding the prohibition of discrimination based on gender; and
- Section 504 of the Rehabilitation Act of 1973 (29 USC 794) and CFR part 27 regarding discrimination against individuals with disabilities.

Full documentation of MAPO's federal certification can be obtained by contacting MAPO at (507) 387-8613, mnmapo.org, or in person at 10 Civic Center Plaza, Mankato, MN 56001.

Mankato/North Mankato Area Planning Organization

Minnesota Department of Transportation

Signature

Signature

Title

Title

Date

Date

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Glossary

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

Allocation: A specific amount of funding that has been set aside by the state for a jurisdiction to use for transportation improvements.

Amendment: A significant change or addition of a TIP project which requires opportunity for public input and consideration by the MAPO Policy Board prior to becoming part of the TIP. The TIP document provides guidance on what changes require an amendment, pursuant to CFR and MAPO's adopted Public Participation Plan (PPP).

Area Transportation Improvement Program (ATIP): The ATIP is a compilation of significant surface transportation improvements scheduled for implementation within a district of a state during the next four years. Minnesota has an ATIP for each District. MAPO's TIP projects in Minnesota fall under the ATIP for MnDOT District 7. All projects listed in the TIP are required to be listed in the ATIP.

Classification: This section provides the functional classification of the roadway or route as defined by MAPO and approved by State DOTs and FHWA.

Code of Federal Regulations (CFR): The codification of the general and permanent rules published in the Federal Register by the departments and agencies of the Federal Government.

Collectors: A road or street that provides for traffic movement between local service roads and arterial roadways.

Environmental Justice: Identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.

Estimated Cost and Funding: The total estimated cost of the described project. Sources are defined by the following categories: federal, state, and other.

F.A.S.T Act: Fixing America's Surface Transportation Act was introduced on October 15, 2016 as the transportation bill to replace MAP-21. The Fixing America's Surface Transportation (FAST) Act is bipartisan, bicameral, five-year legislation to improve the Nation's surface transportation infrastructure, including our roads, bridges, transit systems, and passenger rail network.

Federal Highway Administration (FHWA): A division of the United States Department of Transportation that specializes in highway transportation. The agency's major activities are

grouped into two programs, the Federal-aid Highway Program and the Federal Lands Highway Program.

Federal Transit Administration (FTA): An agency within the United States Department of Transportation that provides financial and technical assistance to local public transportation systems.

Illustrative: An illustrative project is a project which does not have funding, but is an important project for the jurisdiction to identify within the TIP to show the need for the project.

Interstate: A highway that provides for expeditious movement of relatively large volumes of traffic between arterials with no provision for direct access to abutting property. An interstate, by design, is a multi-lane road with grade separations at all crossroads with full control of access.

Jurisdictions: Also referred to as “partners.” The member units of government which are within MAPO’s planning area.

Local Roads: A road or street whose primary function is to provide direct access to abutting property.

Local Source: The amount of funding that will be provided for the project from local jurisdictions. Generally local funding comes from state aid, sales taxes, assessments, general funds, or special funding sources.

Long Range Transportation Plan (LRTP): A comprehensive document providing a blueprint for regional transportation priorities. The LRTP is developed with extensive stakeholder input including members of the public and partner agencies.

Mankato/North Mankato Area Planning Organization (MAPO): the region’s federally-designated Metropolitan Planning Organization (MPO).

MAP-21: Moving Ahead for Progress in the 21st Century, the previous surface transportation act that was signed into effect in July 6, 2012 and expired September 30, 2014.

Minor Arterials: A road or street that provides for through traffic movements between collectors with other arterials. There is direct access to abutting property, subject to control of intersection and curb cuts. The minor arterial, by design, usually has two lanes in rural areas and four or more in urban areas.

MnDOT: the State of Minnesota Department of Transportation.

Modification: This is required when a minor change or revision is needed for a TIP project which does not require a formal amendment.

Principal Arterials: A road or street that provides for expeditious movement of relatively large volumes of traffic between other arterials. A principal arterial should, by design, provide controlled access to abutting land and is usually a multi-lane divided road with no provision for parking within the roadway.

Project Description: This section further identifies the project to be carried out on the previously stated “facility” by describing the limits and types of improvements.

Project Location: The physical location of a project. Projects may be located within multiple jurisdictions.

Project Number: This is a means of labeling each project with a unique identifier for reference and for tracking the project across multiple years. This number is not related to any project number that may be assigned to a project by any other agency, and it does not reflect the order of priority in which the responsible agency has placed the project or the order of construction.

Project Year: This is the year in which the project is funded, or the year in which funding is identified and programmed for the project. The project year is not necessarily the construction year however, it is typical that first year TIP projects are bid or let before the next annual TIP is developed

Public Participation Plan (PPP): An adopted MAPO plan which identifies the public input process which will be used for all types of projects including introducing a new TIP and making amendments and modifications to the existing TIP.

Regionally Significant Project: A transportation project (existing or proposed) that is designated by MAPO to have regional significance. MAPO assesses these projects on a case-by-case basis.

SAFETEA-LU: Safe Accountable Flexible Efficient Transportation Act, A Legacy for Users –The previous transportation act that expired July 5, 2012 and replaced with MAP-21.

State Transportation Improvement Program (STIP): The STIP is a compilation of significant surface transportation improvements scheduled for implementation within Minnesota over the next four years. All projects listed in the TIP are required to be listed in the STIP.

Transit Operator: The designated transit service operator providing public transit for the area. The transit operator for the MAPO urbanized area is the Mankato Transit System.

Transportation Improvement Program (TIP): The TIP is a compilation of significant surface transportation improvements scheduled for implementation in the MAPO area during the next four years.

Chapter 1: Introduction

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 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.

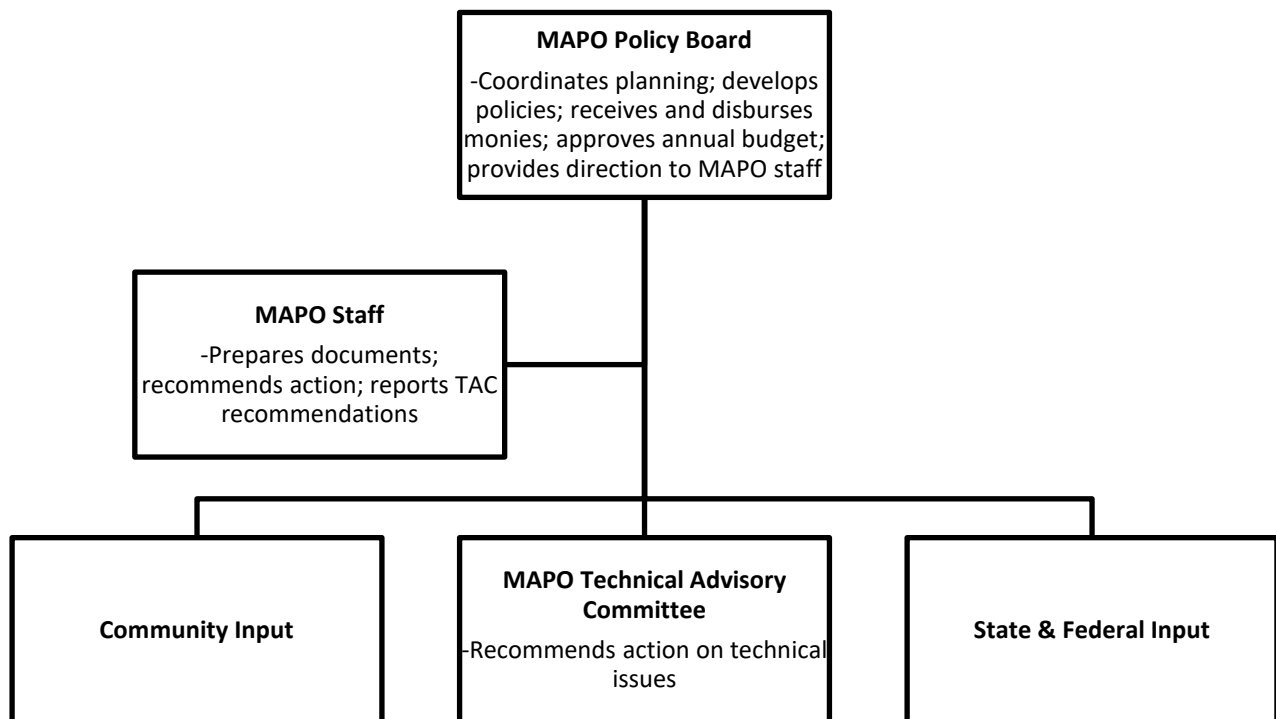
As the federally-designated MPO, MAPO provides the comprehensive, cooperative, and continuing planning process for all modes of transportation throughout the MAPO planning area. The geographic boundary of the MAPO area is represented on Map 1. MAPO offices are located at 10 Civic Center Plaza in Mankato,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

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

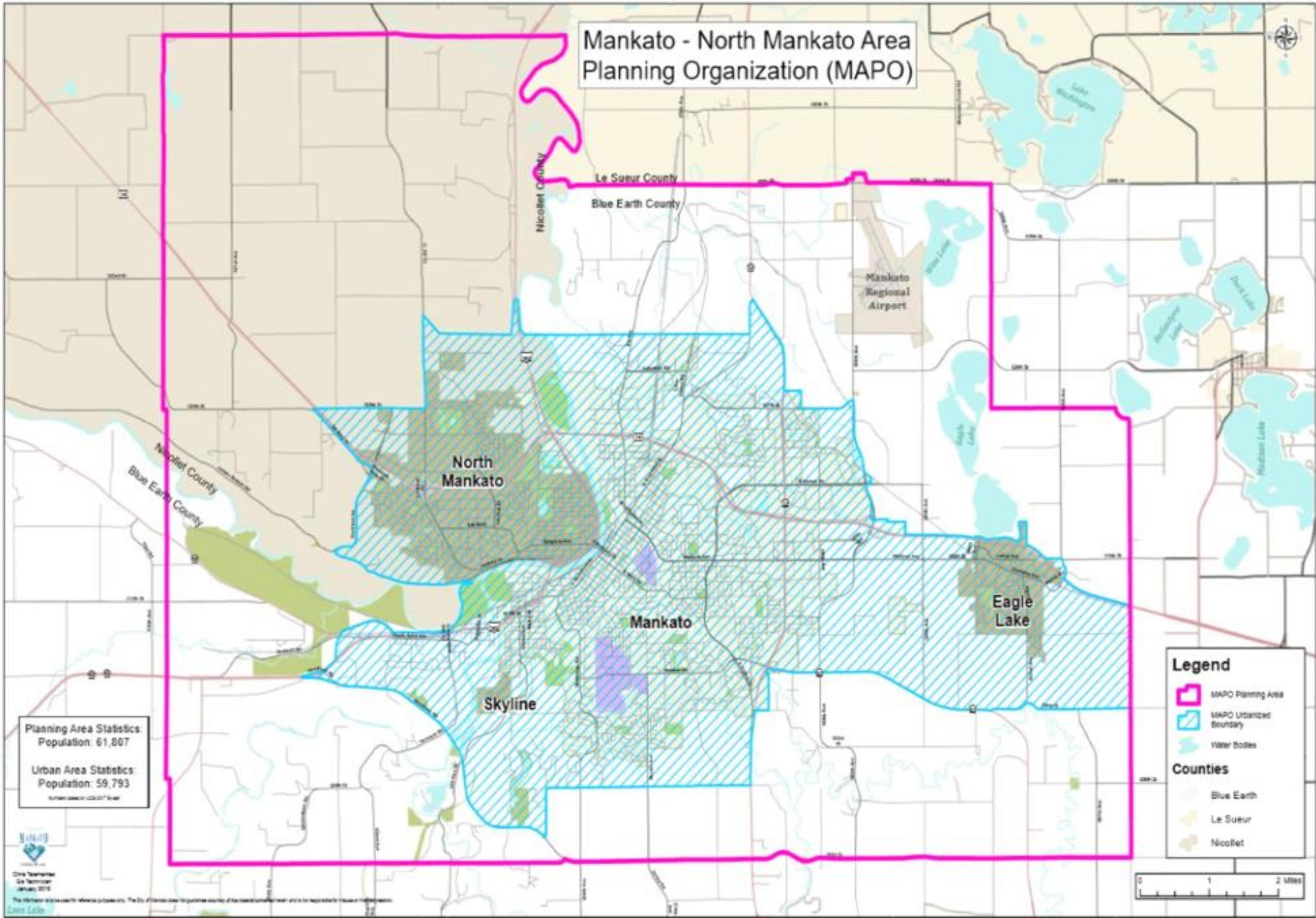
- Maintaining a certified "3-C" transportation planning process: comprehensive, cooperative, and continuing.
- Coordinating the planning and implementation activities of local, regional, and state transportation agencies.
- Ensuring that an effective public participation process, in which meaningful public

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- 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.

Chart 1: MAPO Organizational Chart



Map 1: Mankato/North Mankato Metropolitan Planning Area



Planning Factors

The federal transportation bill, Fixing America's Surface Transportation (FAST) Act identifies ten planning factors that must be considered in the transportation planning process. This guidance is informed by [23 CFR 450.306(b)]. 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 annually prepared 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 are derived 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. Regionally significant projects – those requiring action by the Federal Highway Administration (FHWA) or Federal Transit Administration (FTA), regardless of funding source – are also included in the TIP. Within the MAPO area, a project is assessed for regional significance on a case-by-case basis.

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 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 Transportation Planning Process

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 Goal Areas:

- Access and Reliability
- Economic Vitality
- Safety
- Preservation
- Multimodal Transportation
- Coordination and Collaboration
- Education
- Environmental Conservation and Sustainability
- Funding and Implementation
- Land Use
- Security
- System Management

Consistency with Other Plans

MAPO's Long Range Transportation Plan (LRTP) documents the ongoing multimodal short-and long-term transportation planning process in the MAPO area. The LRTP sets a regional transportation vision for MAPO partner agencies and identifies major, long-range transportation investments. Projects contained in the TIP must first either be identified in the LRTP, and/or serve the goals outlined within the LRTP. Whereas the LRTP provides a long-term overview of transportation needs, the TIP is focused on the near-term and is the means to program federal transportation funds for projects to meet those needs. In addition, the TIP is consistent, to the maximum extent feasible, with other plans developed by MAPO.

MAPO's Unified Planning Work Program (UPWP) describes the transportation planning activities MAPO and other agencies propose to undertake during the next two calendar years. The UPWP promotes a unified regional approach to transportation planning in order to achieve regional goals and objectives. It serves to document the proposed expenditures of federal, state, and local transportation planning funds, and provides a management tool for MAPO and funding agencies in scheduling major transportation planning activities, milestones, and products.

MAPO's adopted Public Participation Plan (PPP) serves as a framework of guidelines for MAPO's public engagement processes. Public involvement procedures are also required by federal regulations to be in place and periodically reviewed regarding the effectiveness of the process to ensure open access is provided to all. The PPP provides guidance for how the TIP is to be developed and made available for public review and comment.

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 planning 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. The following is a list of regionally significant projects as determined by MAPO:

- **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 project 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.
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- 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.

Funding Sources

Funding for projects included in this TIP will be organized by the following funding categories:

- FHWA: those funds disbursed through the Federal Highway Administration
- Advanced Construction (AC): The total estimated amount of future federal funds (AC) being committed to a project, front-ended by local/state funds.
- FTA: those funds disbursed through the Federal Transit Administration (FTA)
- Trunk Highway (TH): Funds disbursed through the State of Minnesota
- Other: Funds derived from other sources, commonly Local Funds.

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 sources (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 FAST Act, 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 21st 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):

Provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.

National Highway Freight Program (NHFP):

The purpose, among other goals, of the National Highway Freight Program (NHFP) is to improve efficient movement of freight on the National Highway Freight Network (NHFN). NHFN replaces the National Freight Network and Primary Freight Network established under the Moving Ahead for Progress in the 21st Century Act (MAP-21). Section 1116 requires the re-designation of the NHFN every five years, and repeals Section 1116 of MAP-21, which allowed for an increased Federal share for certain freight projects. NHFP funds may be obligated for projects that contribute to the efficient movement of freight on the National Highway Freight Network (NHFN) and are consistent with the planning requirements of sections 134 and 135 of title 23, United States Code.

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 may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. 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, publicly owned bicycle and pedestrian pathways, or trails. 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) formally known as the Transportation Alternatives Program (TAP), is a revision of the former Transportation Enhancements program under the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU; 2005) and now funds projects that were previously funded under the Recreational Trails and Safe Routes to School programs. 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 funds applied to projects. States may also transfer up to 50% of TA funds to NHFP, STP, HSIP, CMAQ, and/or Metro Planning. Local Area Transportation Partnerships are selecting projects for the solicitation.

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 several subcategories that represent different funding programs administered by the FTA to provide either capital or operating assistance to public transit providers.

Early Let Late Award (ELLA):

MnDOT's ELLA process is a tool used to manage project delivery and fluctuations in funding. This process is used on MnDOT projects only and affects both the federal and state funding targets and the State Road Construction Budget in the year of funding availability. ELLA projects are let in one state fiscal year (July 1 to June 30) and awarded (i.e., funds actually encumbered) in the following fiscal year. The advantage of ELLAs are that it allows the project to be let and awarded in advance of funding availability so that work can begin as soon as the next SFY begins. (Source – MnDOT STIP)

DEMO:

HPP, Earmark, National Corridor Improvement Program, Projects of National & Regional Significance and all projects that have a Demo ID

Bridge Replacement Off-System (BROS):

A federally funded bridge replacement program intended to reduce the number of deficient off-system bridges within the state. This program applies to bridges under the jurisdiction of a public authority, located on a non-federal aid roadway and open to the public

State Funds (SF):

Funding identified as "SF" indicate that the project is being funded almost exclusively with state funds.

Bond Funds (BF):

Funding identified as "BF" indicate that the project is being funded almost exclusively with bond funds.

Local Funds (LF):

Funding identified as "LF" indicates projects that are being funded almost exclusively with local funds but are identified as "regionally significant" and are therefore included.

Other:

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

Illustrative Projects

Illustrative Projects are those projects that were not included in the fiscally-constrained project list due to limited funds. These projects are first to be considered if funds become available and may have a total estimated cost associated with them. Illustrative projects must also conform to the goals and priorities outlined in the LRTP.

Advance Construction Projects

A practice referred to as “Advanced Construction” (AC) may be used in order to maximize the area’s ability to expend federal funds. This practice provides project sponsors the ability to have a project occur in one fiscal year (FY) and be reimbursed with federal funds in one or more later FY(s). When AC is used, project sponsors may front the entire cost, or a portion of the project cost in the programmed FY with local or state funds. The project may then be included in subsequent FY(s) when federal funds become available to reflect a reimbursement of eligible project costs.

Project Solicitation, Prioritization, and Selection

MAPO, in cooperation with MnDOT and the Mankato Transit System cooperatively implement a process for solicitation, prioritization, and selection of transportation improvements which are eligible for federal aid.

Self Certification

Annually as part of the Transportation Improvement Program, MAPO self-certifies along with MnDOT that the metropolitan planning process is being carried out in accordance with all applicable requirements. Requirements relevant to MAPO processes include:

- Title VI of the Civil Rights Act of 1964, as amended;
- Prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- Involvement of disadvantaged business enterprises in USDOT-funded projects;
- Provisions of the Americans with Disabilities Act of 1990;
- Prohibiting discrimination based on gender; and
- Prohibiting discrimination against individuals with disabilities

A copy of the MAPO Policy Board statement of Self Certification is located in the front of this document.

Chapter 2: 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).

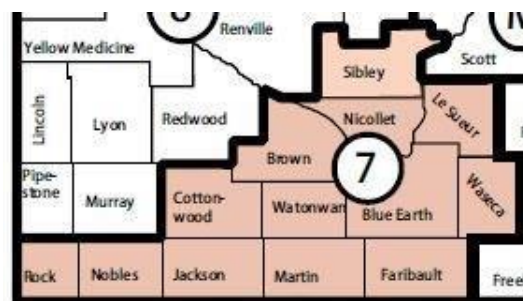
As with the previous federal transportation bills the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU, 2005) and MAP-21 (2012), the FAST Act continues to call for the prioritization of projects on a statewide basis, which leads to the development of 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 reflective of 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). 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.

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.

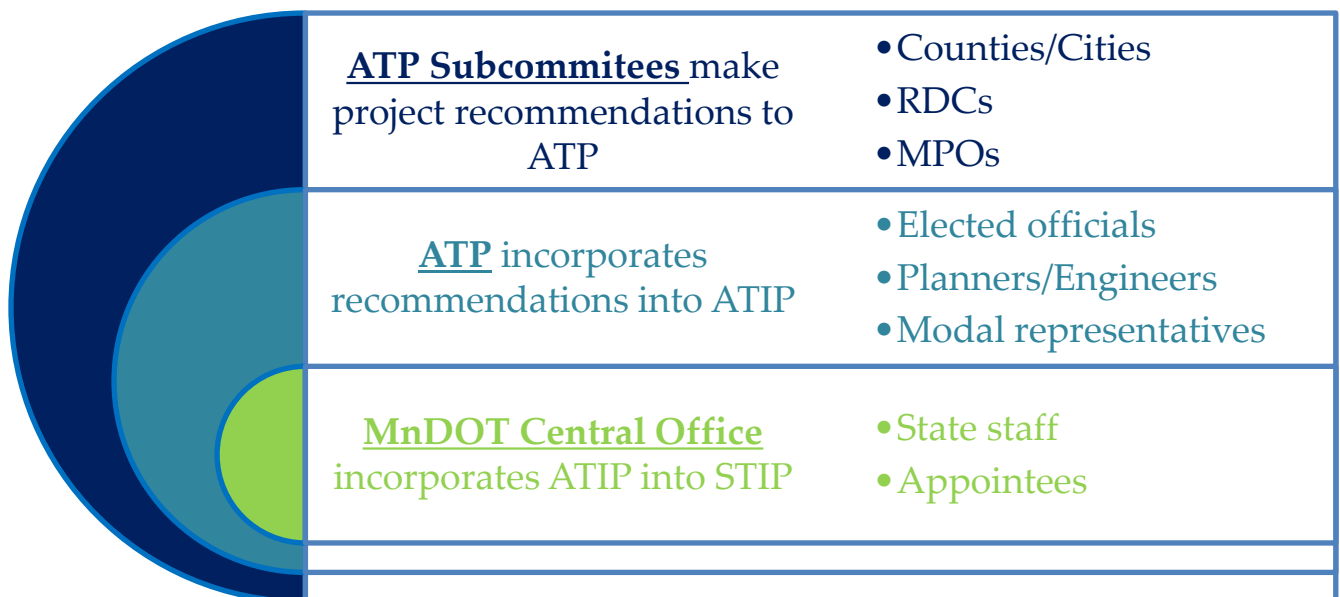
Step 1: Proposed local projects are rated for regional significance by the MAPO and the respective Regional Development Organization (RDO) as input to the ATP subcommittees. The subcommittees develop and recommend to the full ATP their ranked list of projects based on funding targets, local priorities, and ATP approved investment guidelines.

Step 2: 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.

Step 3: 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.

Step 4: After all reviews and revisions are complete, the ATIP is submitted to MnDOT Central Office for inclusion in the final STIP.

Figure 2: TIP, ATIP, STIP organization



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 related to maintenance, expansion, safety, or operations, as well

as enhancements (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. In recent years MnDOT Central Office has been awarding FHWA funds towards transit improvements, but the future of that arrangement is uncertain. If that ends, funding would come back to the ATP.

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 utilizes the subcommittees of the ATP to ensure consistency with regional and interjurisdictional transportation goals. Applicant agencies seeking funding through the Transportation Alternatives (TA) program meet with MAPO staff prior to applying for project funding to review their Letters of Intent (LOIs) to ensure the proposed projects are congruent with MAPO goals. MAPO staff review the proposed project and eligibility requirements with the applicant and then makes a determination whether or not to recommend project funding to the ATP ranking subcommittee. A MAPO representative also serves on the ATP subcommittee.

Project Evaluation and Prioritization

MAPO’s project evaluation process establishes a framework for decision-makers to guide them in prioritizing project submittals. The process was designed to help ensure that projects are consistent with the goals and objectives of the metro area and that limited financial resources are used in the most effective manner possible. The MAPO Policy Board reviews, ranks, and approves Surface Transportation Program (STP) applications within the MAPO planning boundary. Projects seeking STP funding are scored with the below criteria:

TIP Project Scoring Criteria

Criteria	Points	Evaluation Question
a. Regional Benefit	30	What are the project's merits/benefits and intended effect upon the regional transportation network?
b. Mobility	30	How will the project improve the mobility of people and goods?
c. Planning Support	15	Is the project identified in the MAPO's Long Range Transportation Plan or other transportation study/document?
d. Multi-modalism	10	How does the project encompass multiple modes of travel?
e. Environmental Impacts	10	How will the project respond to environmental impacts and mitigation measures?
f. Public Participation	5	What public participation has been undertaken or will take place with this project?

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

Funding eligibility for the Transportation Alternatives program (TA) includes the former Transportation Enhancements eligible projects, Recreational Trails, and Safe Routes to School programs. Construction, planning, and design for these types of projects are all eligible activities under TA, as well as projects related to environmental mitigation, or the maintenance and preservation of historic transportation facilities. 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.

Chapter 3: 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.

In 2015, the FAST Act was signed into law and expanded upon MAP-21 performance-based outcomes and provided long-term funding certainty for surface transportation infrastructure planning and investment. Performance measures were built into the FAST Act to emphasize planning and programming philosophies that are based upon continuously collected transportation data.

Additionally, the FAST Act included requirements for state DOTs and MPOs to establish targets for various performance measures. These targets set measureable benchmarks for FHWA, state DOTs, and MPOs to easily track their progress on safety, pavement condition, and system reliability goals. There are funding implications that are associated with the accomplishment or progress toward each target to incentivize planning efforts be tied to performance targets and goals.

The performance measures focus on several major areas; PM1 (transportation safety), PM2 (pavement and bridge condition), and PM3 (system 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. MAPO maintains current and compliant resolutions for PM1, PM2, PM3, and TAM.

Performance Measure 1: Safety

The Safety Performance Measure (PM1) incorporates five key targets:

- Number of Fatalities
- Rate of Fatalities per 100 million VMT (vehicle miles travelled)
- Number of Serious Injuries
- Rate of Serious Injuries per 100 million VMT
- Number of Non-motorized Fatalities and Serious Injuries

Each of MnDOT's individual targets is based on a five-year rolling average. Thus, 2018 targets were based on the total for 2013, 2014, 2015, 2016, and 2017, then divided by five (5). Subsequently, 2019 targets were based on the total of 2014, 2015, 2016, 2017, and 2018, then divided by five (5). Hence the average can change each year based on new data.

MPOs receive VMT data for their respective boundaries from MnDOT. Because MnDOT can only supply VMT data to MAPO for the MAPO boundary for years 2017, 2018, and 2019, MAPO is currently unable to calculate a five-year rolling average. Thus, a direct comparison of metrics will not be possible until complete contiguous five-year VMT data for the MAPO area is available. It is anticipated a direct one-to-one comparison will be achievable once MnDOT provides VMT data for years 2020 and 2021.

Performance Measure 2: Bridge and Pavement Condition

The Pavement Condition Performance Measure (PM2) incorporates six key targets:

- Percentage of NHS Bridges in Good Condition
- Percentage of NHS Bridges in Poor Condition
- Percentage of Interstate Pavement in Good Condition
- Percentage of Interstate Pavement in Poor Condition
- Percentage of Non-Interstate NHS Pavement in Good Condition
- Percentage of Non-Interstate NHS Pavement in Poor Condition

Each of these individual targets are established every four years, but State DOTs are required to report on each target annually. These six performance measures can be broken into two categories; bridge condition and pavement condition.

For the bridge condition targets, each bridge on the NHS system is assessed annually and the score is entered into the National Bridge Inventory (NBI). The score is based on the inspection rating of the bridge's deck, superstructure, and substructure. Each bridge is given an overall rating based on the lowest score of the three elements. The scores are based on the following ranges:

Good	7-9
Fair	5-6
Poor	0-4

In 2018 MAPO passed a resolution to support and adopt the PM2 targets set by MnDOT.

Performance Measure 3: System Reliability

The System Reliability Performance Measure (PM3) incorporates three key targets:

- Percentage of Person Miles Traveled on the Interstate that are reliable
- Percentage of Person Miles Traveled on the Non-Interstate NHS that are reliable
- Truck Travel Time Reliability Index

Each of these individual targets are established every four years, but State DOTs are required to report on each target annually. These three performance measures can be broken into two categories: travel time reliability and freight movement reliability. Reliability is defined by the

consistency or dependability of travel times from day to day or across different times of the day.

For the travel time reliability targets, FHWA requires the use of the National Performance Management Research Data Set (NPMRDS) to calculate the travel reliability for each roadway segment. NPMRDS uses passive travel data (probe data) to anonymously track how people travel and at what speed the vehicle travels. The NPMRDS provides a monthly archive of probe data that includes average travel times that are reported every five minutes when data is available on the NHS.

Using the NPMRDS, the Level of Travel Time Reliability (LOTTR) can be calculated for four analysis periods using the following ratio:

$$\frac{\text{Longer travel times (80}^{\text{th}} \text{ percentile of travel times)}}{\text{Normal Travel Times (50}^{\text{th}} \text{ percentile of travel times)}}$$

Reliable segments of roadway are considered to have a ratio of 1.50 or less, whereas segments of roadway with a ratio above 1.50 are considered unreliable.

MnDOT provides data to statewide MPOs regarding Non-Interstate NHS Reliability data. The overall level of reliability for the Mankato/North Mankato metro area increased from 98.4% to 99.6% between 2018 and 2019.

The only area on MAPO's NHS system that is not considered "reliable" under this metric is the northbound/southbound Highway 22 and Highway 14 intersection. This intersection is described as slightly over the line, as the ratio MnDOT uses to determine "reliable" is 1.5 and the ratio for 22 northbound turning onto 14 is 1.64, and the ratio for 22 southbound turning onto 14 is 1.57.

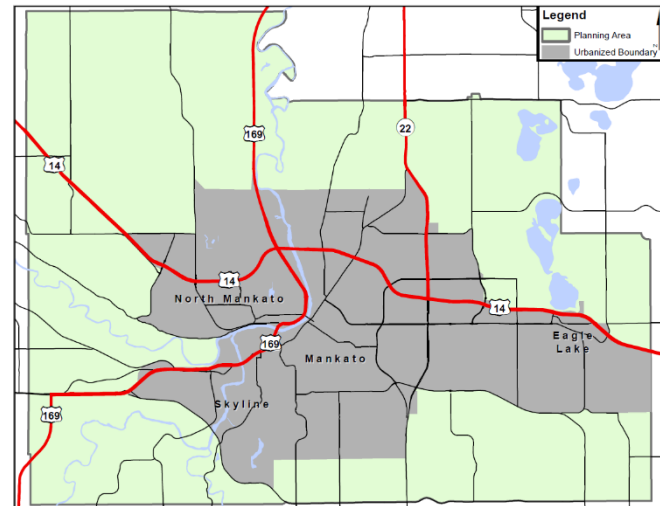
Within each segment, the day is broken into several peak periods. MnDOT then takes the "worst" period, and that defines the measurement used to calculate reliability. Thus a single period of delay throughout the day could result in the entire segment being defined as unreliable.

Transit Asset Management (TAM)

In 2018, MAPO resolved to support the Mankato Transit System (MTS) Transit Asset Management (TAM) plan. This involved coordination with the MTS and MnDOT. MTS programs a significant number of projects in the MAPO TIP. The transit projects consist primarily of operating and maintenance funds for fixed-route and paratransit services, as well as bus replacement.

MAPO plans and programs projects so that the projects contribute to the accomplishment of the Mankato Transit System's transit asset management targets. For example, the MTS 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-0028-21E and TRS-0028-21TA. 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-0028-21A and TRF-002821B, which include preventative maintenance.

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 map 3). 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 2: NHS routes within MAPO planning boundary

Target Support

For Performance Measures 1 through 3, MPOs including MAPO may decide to adopt their own targets or choose to adopt the MnDOT set statewide targets. 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 (System Reliability). PM2 and PM3 can be adopted by the MPO as well, or the MPO can adopt portions of each PM target. As such, PM2 and PM3 targets in 2022 will be set again in 2022, but are being reviewed and revised by MnDOT in 2020. MAPO has chosen to support the Mankato Transit System's Transit Asset Management Plan.

MAPO's adopted PM targets are below:

MnDOT 2021 Performance Measure 1: Safety targets	
	Number of fatalities: 352.4
	Fatality rate (per 100 million vehicle miles traveled): 0.582/100 million VMT
	Number of serious injuries: 1,579.8
	Rate of serious injuries (per 100 million VMT): 2.606/100 million VMT
	Number of non-motorized fatalities and non-motorized serious injuries: 281.2
Performance Measure 2: Pavement and Bridge Condition	
<ul style="list-style-type: none"> PM2: Pavement Condition 	
	50% target for pavements of non-Interstate NHS classified in good condition
	4% target for non-Interstate NHS pavement classified in poor condition
	*Percentage of Interstate Pavement in Good Condition
	*Percentage of Interstate Pavement in Poor Condition
<ul style="list-style-type: none"> PM2: Bridge Condition 	
	50% target for NHS bridges classified in good condition
	4% target for NHS bridges classified in poor condition
Performance Measure 3: System Reliability	
	75% of person-miles traveled on the non-Interstate NHS that are reliable (Non-Interstate Travel Time Reliability)
	*Percent of Reliable person-miles on the Interstate
	*Truck Travel Time Reliability Index

*MAPO does not have any interstate within its boundary

The goals of 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 and the FAST Act as a goal of the plan.

Anticipated Effect

Per 23 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 2021-2024 TIP support PM and TAM targets.

Target	Project Number / Description	Target Support
PM1	007-090-005AC / Construct ped/bike trail adjacent to Stadium Road	Anticipated to separate motorized and nonmotorized users and increase safety of users of the roadway
PM1	137-140-001AC / Construct roundabout at intersection of Pohl Road and Stadium Road	Roundabout construction anticipated to lead to decrease in intersection crash severity
PM2	0714-35 / MN22, from south of CR 57 to River Bridge in St. Peter. Medium mill and overlay, replace bridge.	Bridge replacement
TAM	TRF-0028-22B	Supports upkeep of transit equipment
TAM	TRF-0028-23B	Supports upkeep of transit equipment

At this time, it is MAPO's intention to continue to support MnDOT's state Performance Measure targets 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 utilizes MAP-21's national goals as guidance for its development. MAPO's continued Intersection Control Evaluation (ICE) studies, as well as the ongoing Long Range Transportation Plan Update and Warren Street Corridor Study abide by and support PM1 target area of user safety. The ongoing 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 ongoing 169 Corridor Study supports PM1 and PM3.

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

Chapter 4: FY 2021-2024 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:

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).

Table 1: FY 2021 Federal Funded Transportation Projects

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

	MPO: MANKATO-NORTH MANKATO AREA PLANNING ORGANIZATION						FY 2021 – FY 2024 TIP									
L RTP REFERENCE	ROUTE SYSTEM	PROJECT NUMBER	YEAR	AGENCY	PROJECT DESCRIPTION	MILES	PROGRAM	TYPE OF WORK	PROPOSED FUNDS	STIP TOTAL	FHWA	AC	FTA	TH	OTHER	PROJECT TOTAL
9-25	CSAH 16	007-090-005	2021	BLUE EARTH COUNTY	**AC**: ALONG CSAH 16 (STOLTZMAN RD) FROM EXISTING TRAIL, 0.1 MI N OF CSAH 60 (STADIUM RD) TO W PLEASANT STREET, CONSTRUCT PED/BIKE TRAIL (AC PAYBACK IN 2023)	0.9	EN	NEW TRAIL	TA	431,924 551,924	259,379 379,427	170,828 50,828	-	-	172,497	602,752
9-33	Other Transit	TRF-0028-21A	2021	MANKATO	SECT 5307: CITY OF MANKATO RR TRANSIT OPERATING ASSISTANCE	0	B9	TRANSIT OPERATIONS	FTA	2,400,000	-	-	725,000	-	1,675,000	2,400,000
9-33	Other Transit	TRF-0028-21B	2021	MANKATO	SECT 5307: CITY OF MANKATO RR TRANSIT PREVENTATIVE MAINTENANCE	0	B9	TRANSIT OPERATIONS	FTA	375,000	-	-	300,000	-	75,000	375,000
9-33	Other Transit	TRF-0028-21E	2021	MANKATO	SECT 5307: CITY OF MANKATO; PURCHASE ONE (1) SUPPORT VEHICLE, AUTO	0	B9	TRANSIT VEHICLE PURCHASE	FTA	40,000	-	-	32,000	-	8,000	40,000
9-33	BB	TRF-0028-20E TRF-0028-21F	2020	MANKATO	SECT 5307 (CARES ACT): CITY OF MANKATO; PURCHASE TWO REPLACMENT STD. 40 FT BUSES	0.0	B9	TRANSIT VEHICLE PURCHASE	FTA	1,100,000			880,000		220,000	1,100,000
9-33	BB	TRF-0028-20F TRF-0028-21G	2020	MANKATO	SECT 5307 (CARES ACT): CITY OF MANKATO: PURCHASE SOFTWARE AND SOFTWARE	0.0	B9	TRANSIT GRANT CAPITAL	FTA	250,000			200,000		50,000	250,000
9-33	Other Transit	TRS-0028-21TA	2021	MANKATO	CITY OF MANKATO PURCHASE ONE STD. 40FT REPLACEMENT BUS (CLASS 700)(REPLACES UNIT	0	B9	TRANSIT VEHICLE PURCHASE	STP	530,000	424,000	-	-	-	106,000	530,000
9-33	Other Transit	TRF-0756-21	2021	MANKATO	SECT 5310: MANKATO REHABILITATION CENTER INC; PURCHASE ONE (1) EXPANSION <30 FOOT BUS (CLASS 400)	0	NB	TRANSIT VEHICLE PURCHASE	FTA	89,610	-	-	71,688	-	17,922	89,610
9-33	Other Transit	TRF-4004-21	2,021	MANKATO	SECT 5310: REGION 9 REGIONAL TRANSPORTATION COORDINATING COUNCIL ACTIVITIES	-	NB	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	64,000	-	-	51,200	-	12,800	64,000
5-6	CR 117	07-00134	2021	MNDOT	UP RR, CR 117, 547 AVE, INSTALL GATES AND FLASHING LIGHTS, W OF MANKATO, BLUE EARTH COUNTY	0	SR	R.R X-ING IMPROVEMENTS	RSS	230,000	207,000	-	-	-	23,000	230,000
5-6	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	2,400,000	-	-	-	1,100,000	1,300,000	2,400,000
9-1	CSAH 13	052-613-021	2021	NICOLLET COUNTY	CSAH 13, FROM 506TH ST TO TH 99, MILL AND CONCRETE OVERLAY, GUARDRAIL REPLACEMENT AND DRAINAGE	5.3	RD	CONCRETE OVERLAY	STP	5,450,000	1,596,000 1,712,000	-	-	-	3,854,000 3,738,000	5,450,000
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	EN	NEW TRAIL	TA	84,948	84,948	-	-	-	-	84,948
TOTAL										12,549,482	2,691,375	50,828	1,447,088	1,100,000	7,311,019	12,600,310

Map 3: 2021 projects

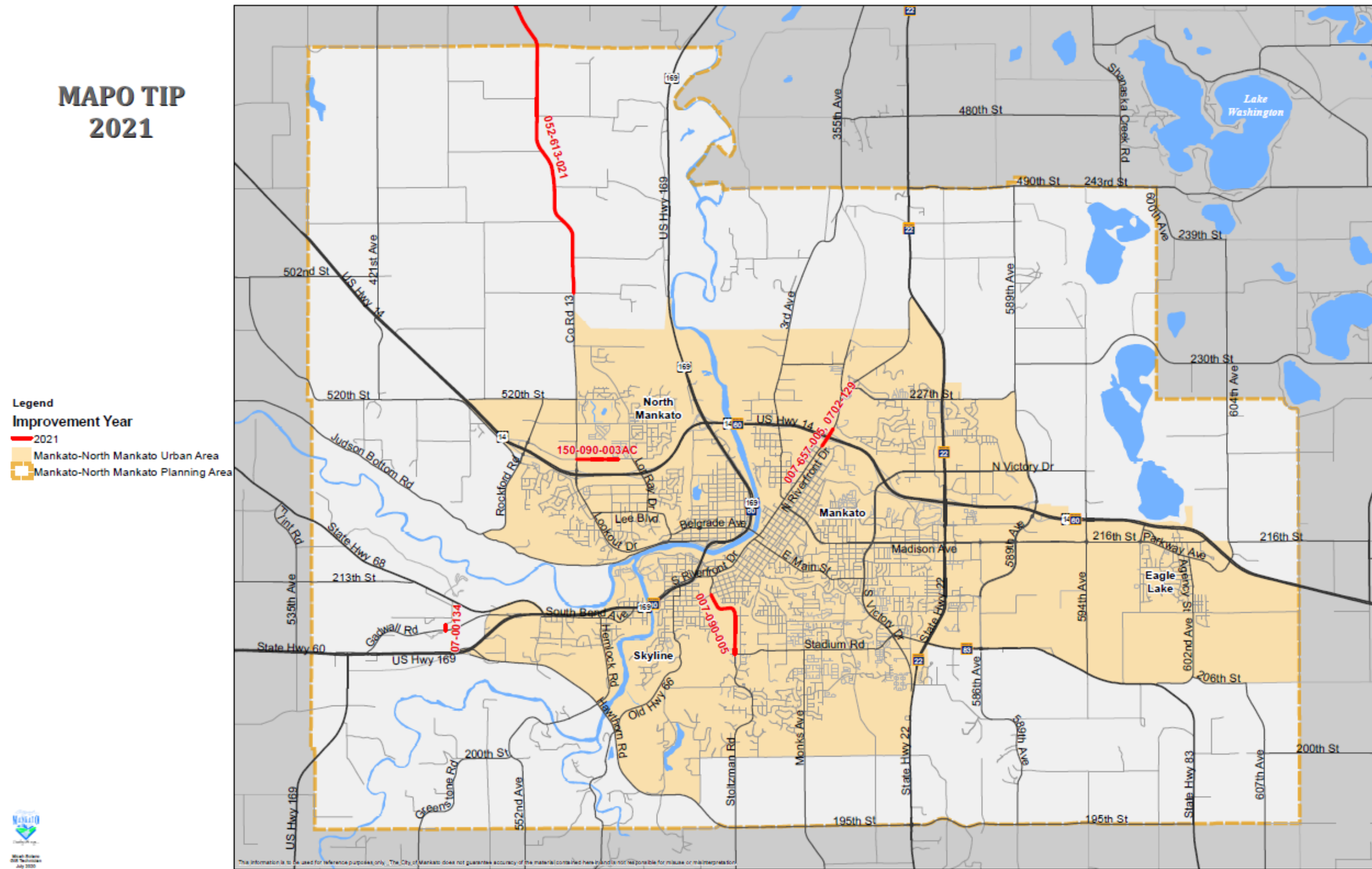


Table 2: FY 2022 Federal Funded Transportation Projects

	MPO: MANKATO-NORTH MANKATO AREA PLANNING ORGANIZATION						FY 2021 – FY 2024 TIP									
L RTP REFERENCE	ROUTE SYSTEM	PROJECT NUMBER	YEAR	AGENCY	PROJECT DESCRIPTION	MILES	PROGRAM	TYPE OF WORK	PROPOSED FUNDS	STIP TOTAL	FHWA	AC	FTA	TH	OTHER	PROJECT TOTAL
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	191,805
9-23	MSAS 140	137-140-001AC	2022	MANKATO	**AC**: MSAS 140, JCT POHL ROAD AND STADIUM ROAD, CONSTRUCT ROUNDABOUT AND RESURFACE POHL ROAD FROM BALCERZAK DRIVE TO STADIUM ROAD (AC PAYBACK 1 OF 1)	0.4	RD	BITUMINOUS OVERLAY	STP	795,814	795,814	-	-	-	-	795,814
9-33	Other Transit	TRF-0028-22A	2022	MANKATO	SECT 5307: CITY OF MANKATO RR TRANSIT OPERATING ASSISTANCE	0	B9	TRANSIT OPERATIONS	FTA	2,500,000	-	-	750,000	-	1,750,000	2,500,000
9-33	Other Transit	TRF-0028-22B	2022	MANKATO	SECT 5307: CITY OF MANKATO RR TRANSIT PREVENTATIVE MAINTENANCE	0	B9	TRANSIT OPERATIONS	FTA	400,000	-	-	320,000	-	80,000	400,000
9-33	Other Transit	TRF-0028-22C	2022	MANKATO	SECT 5307: CITY OF MANKATO; PURCHASE THREE (3) REPLACMENT BUSES (CLASS 400)	0	B9	TRANSIT VEHICLE PURCHASE	FTA	531,000	-	-	424,800	-	106,200	531,000
9-33	Other Transit	TRF-0028-22D	2022	MANKATO	SECT 5307: CITY OF MANKATO PURCHASE ONE >30FT CLASS 400 LOW-FLOOR REPLACEMENT BUS (REPLACES UNIT 801)	0	B9	TRANSIT VEHICLE PURCHASE	FTA	165,000	-	-	132,000	-	33,000	165,000
5-1	Multiple	8827-319	2022	MNDOT	**ITS**: US 14, US 169 & MN 22, VARIOUS LOCATIONS IN MANKATO AND NORTH MANKATO, TRAFFIC MANAGEMENT SYSTEM	0	TM	OTHER	NHPP STP	2,300,000	1,600,000	-	-	400,000	300,000	2,300,000
9-17	MSAS 119	150-119-003AC	2022	NORTH MANKATO	**AC**: MSAS 119 (COMMERCE DRIVE) FROM LOOKOUT DR TO LOR RAY DR, REMOVE AND REPLACE SURFACING, ADA AND LIGHTING (AC PAYBACK 1 OF 1)	0.9	RD	BITUMINOUS REPLACEMENT	STP	205,314	205,314	-	-	-	-	205,314
TOTAL										7,088,933	2,754,572	-	1,626,800	400,000	2,307,561	7,088,933

Map 4: 2022 projects

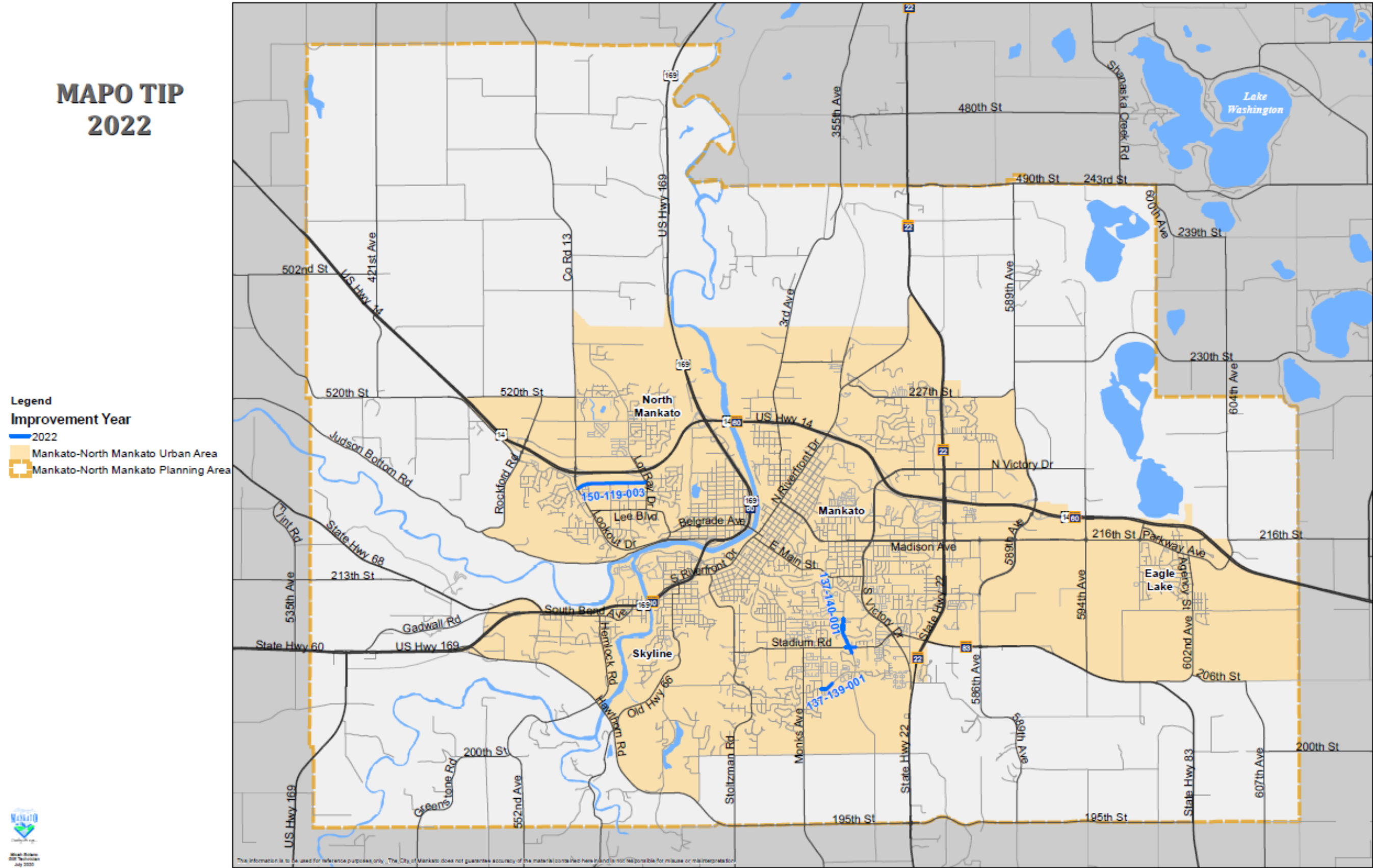


Table 5: FY 2023 Federal Funded Transportation Projects

	MPO: MANKATO-NORTH MANKATO AREA PLANNING ORGANIZATION							FY 2021 – FY 2024 TIP								
L RTP REFERENCE	ROUTE SYSTEM	PROJECT NUMBER	YEAR	AGENCY	PROJECT DESCRIPTION	MILES	PROGRAM	TYPE OF WORK	PROPOSED FUNDS	STIP TOTAL	FHWA	AC	FTA	TH	OTHER	PROJECT TOTAL
9-25	CSAH 16	007-090-005AC	2023	BLUE EARTH COUNTY	**AC**: ALONG CSAH 16 (STOLTZMAN RD) FROM EXISTING TRAIL, 0.1 MI N OF CSAH 60 (STADIUM RD) TO W PLEASANT STREET, CONSTRUCT PED/BIKE TRAIL (AC PAYBACK 1 OF 1)	0.9	EN	NEW TRAIL	TA	170,828	170,828 50,828	0	0	0	0	170,828 50,828
9-33	Other Transit	TRF-0028-23A	2023	MANKATO	SECT 5307: CITY OF MANKATO RR TRANSIT OPERATING ASSISTANCE	0	B9	TRANSIT OPERATIONS	FTA	3,100,000	0	0	775,000	0	2,325,000	3,100,000
9-33	Other Transit	TRF-0028-23B	2023	MANKATO	SECT 5307: CITY OF MANKATO RR TRANSIT PREVENTATIVE MAINTENANCE	0	B9	TRANSIT OPERATIONS	FTA	400,000	0	0	320,000	0	80,000	400,000
9-33	Other Transit	TRF-0028-23TA	2023	MANKATO	SECT 5307: CITY OF MANKATO; PURCHASE TWO STD 40FT REPLACEMENT BUSES (CLASS 700) (REPLACES UNIT 862, 863)	0	B9	TRANSIT VEHICLE PURCHASE	FTA	1,092,000	0	0	873,600	0	218,400	1,092,000
9-33	Other Transit	TRS-0028-23T	2023	MANKATO	CITY OF MANKATO; PURCHASE ONE (1) STD 40FT REPLACEMENT BUS (CLASS 700) (REPLACES UNIT 861)	0	TR	TRANSIT VEHICLE PURCHASE	STP	546,000	436,800	0	0	0	109,200	546,000
9-23	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	MC	ROUNDABOUT	STP	1,500,000	1,200,000	0	0	0	300,000	1,500,000
TOTAL										6,638,000	1,687,628	-	1,968,600	-	3,032,600	6,688,828

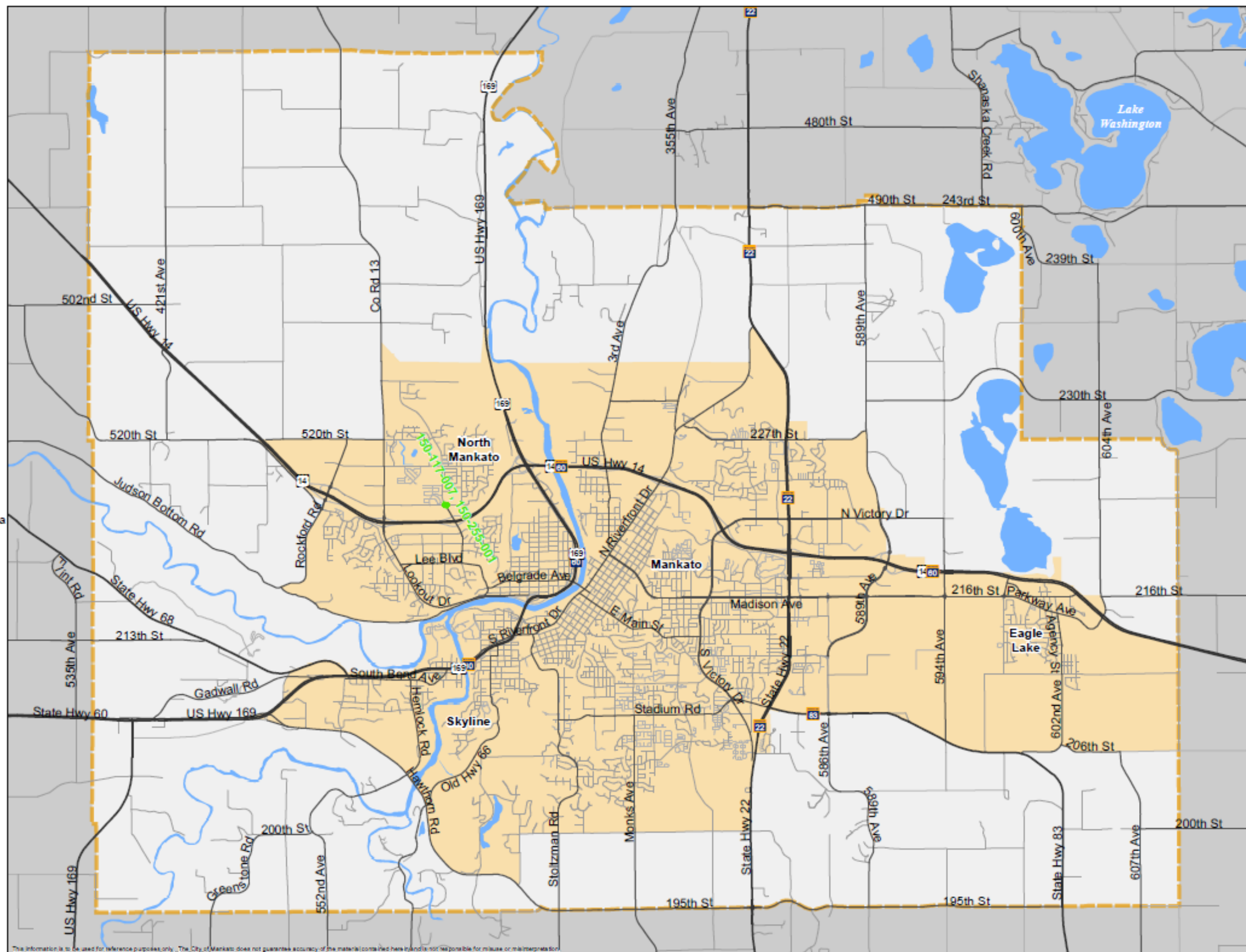
**MAPO TIP
2023**

Table 4: FY 2024 Federal Funded Transportation Projects

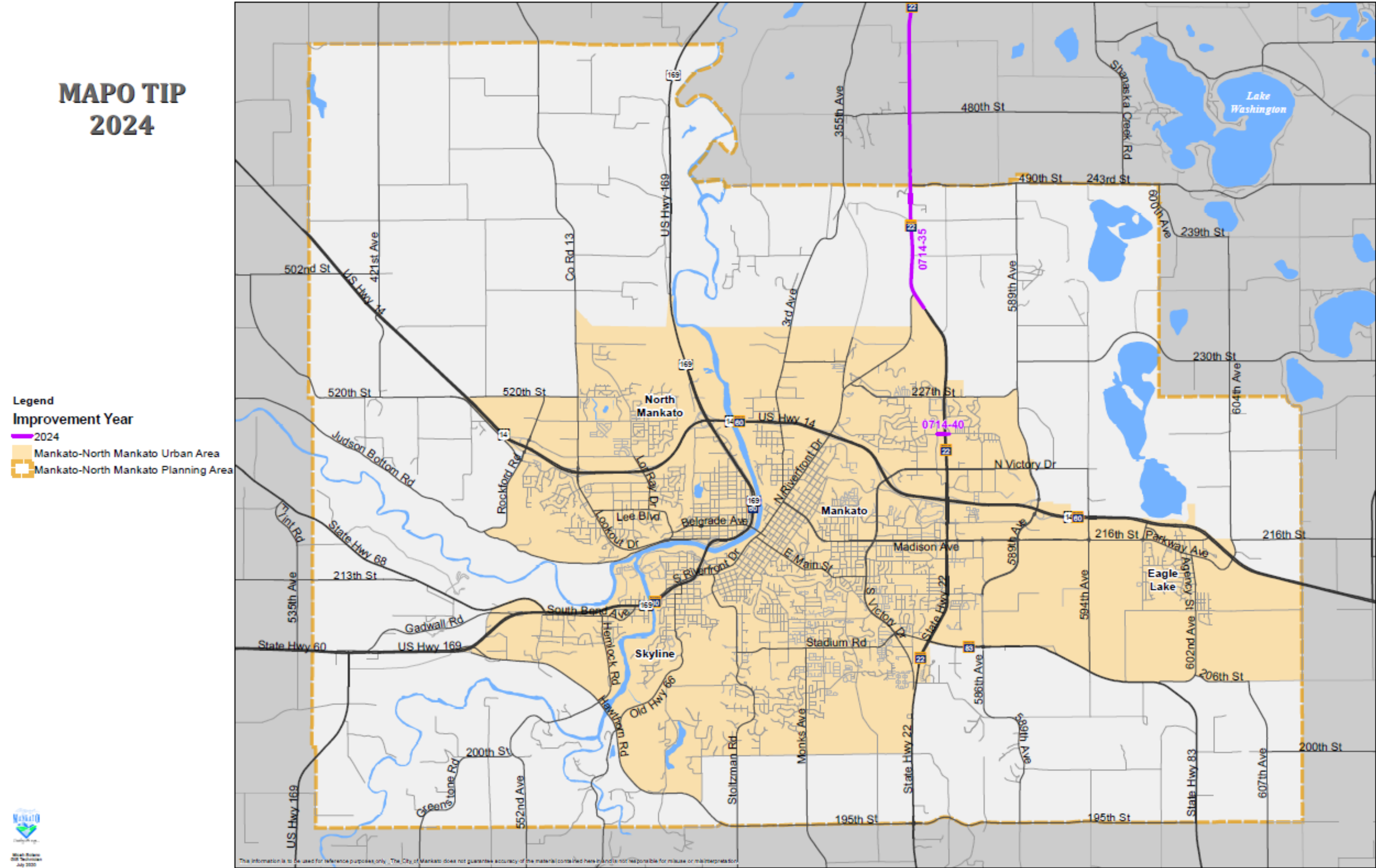
NOTE: Totals will not balance because of Advanced Construction (AC) Dollars

	MPO: MANKATO-NORTH MANKATO AREA PLANNING ORGANIZATION							FY 2021 – FY 2024 TIP								
L RTP REFERENCE	ROUTE SYSTEM	PROJECT NUMBER	YEAR	AGENCY	PROJECT DESCRIPTION	MILES	PROGRAM	TYPE OF WORK	PROPOSED FUNDS	STIP TOTAL	FHWA	AC	FTA	TH	OTHER	PROJECT TOTAL
9-23	Local Streets	137-157-001	2024	MANKATO	MSAS 157 (AUGUSTA DRIVE), AT THE JCT OF TH 22, CONSTRUCT ROUNDABOUT (ASSOC. 0714-40)	0.1	RC	ROUNDABOUT	STP	693,000	554,400	-	-	-	138,600	693,000
9-33	Other Transit	TRF-0028-24A	2024	MANKATO	SECT 5307: CITY OF MANKATO RR TRANSIT OPERATING ASSISTANCE	0	B9	TRANSIT OPERATIONS	FTA	3,400,000	-	-	850,000	-	2,550,000	3,400,000
9-33	Other Transit	TRF-0028-24B	2024	MANKATO	SECT 5307: CITY OF MANKATO RR TRANSIT PREVENTATIVE MAINTENANCE	0	B9	TRANSIT OPERATIONS	FTA	450,000	-	-	360,000	-	90,000	450,000
5-5	MN 22	0714-35	2024	MNDOT	**AC**MN22, FROM SOUTH OF CSAH 57 TO RIVER BRIDGE IN ST PETER, MILL & OVERLAY, REPLACE BR 8436, REHAB BR 07036, 40003 & 40002 (AC PAYBACK IN 2025 AND 2026)	6.3	RS	MILL AND OVERLAY	NHPP	6,400,000	2,000,000	15,600,000	-	4,400,000	-	22,000,000
9-23	MN 22	0714-40	2024	MNDOT	MN 22, AT THE INTERSECTION OF AUGUSTA DRIVE IN MANKATO, CONSTRUCT ROUNDABOUT (ASSOC. 137-157-001)	0.5	NHPP	ROUNDABOUT	HSIP	2,800,000	2,680,000	-	-	120,000	-	2,800,000
9-23	US 14	5203-110		MNDOT	US14, FROM NORTH MANKATO TO NICOLLET, INSTALL FIBER OPTIC LINE AND VAULTS	8.3		TRAFFIC MANAGEMENT SYSTEM	NHPP	625,000	500,000			125,000		625,000
TOTAL										14,368,000	5,734,400	15,600,000	1,210,000	4,645,000	2,778,600	29,968,000

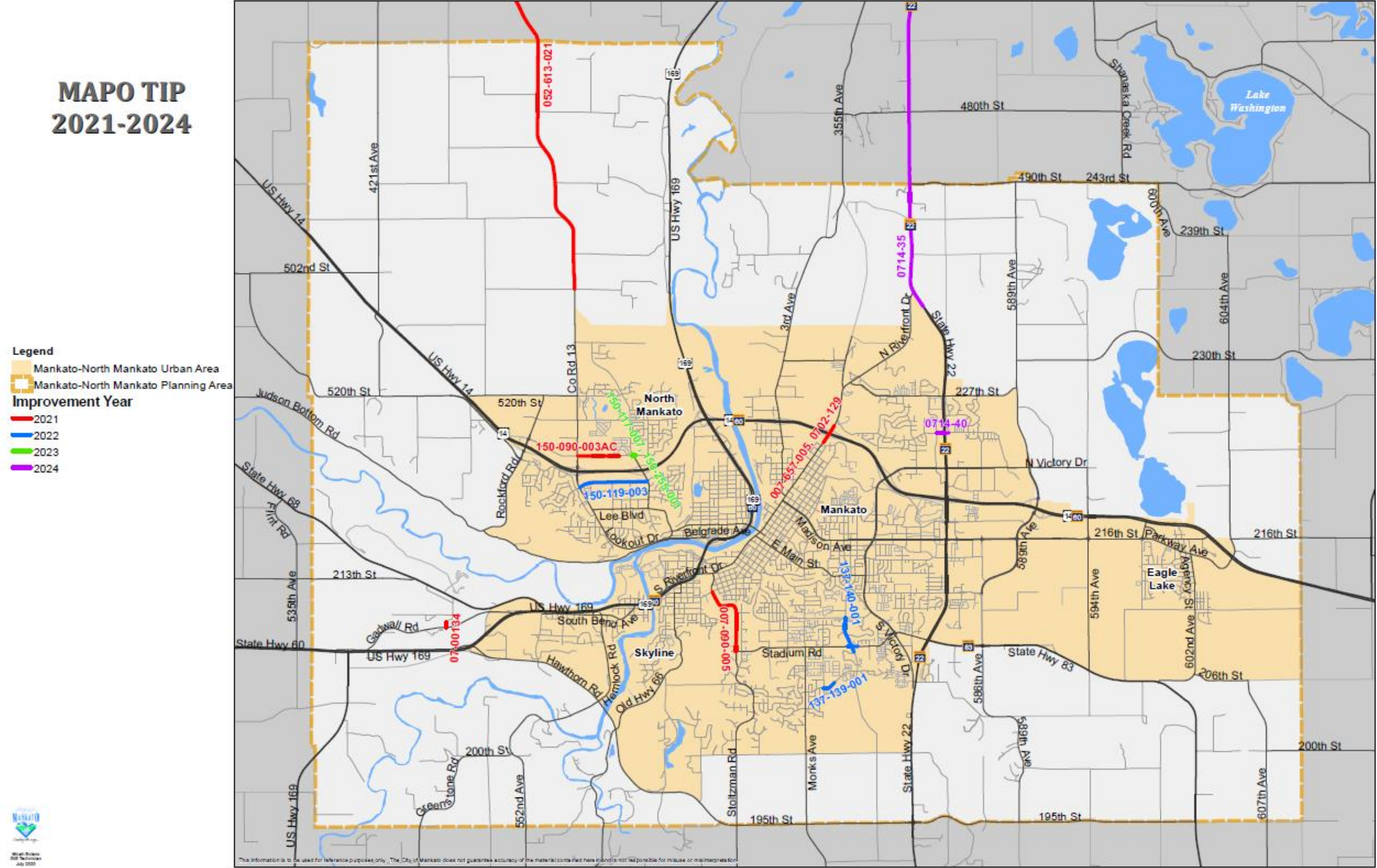
Table 5: Regionally Significant Projects

	MPO: MANKATO-NORTH MANKATO AREA PLANNING ORGANIZATION					FY 2021 – FY 2024 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	TBD
3-58	TBD	MNDOT	BIKE/PED TRAIL FROM ST. PETER TO MANKATO	13	DESIGN	NEW TRAIL	TBD

Map 6: 2024 projects



Map 7: 2021-2024 projects



Chapter 5: 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.

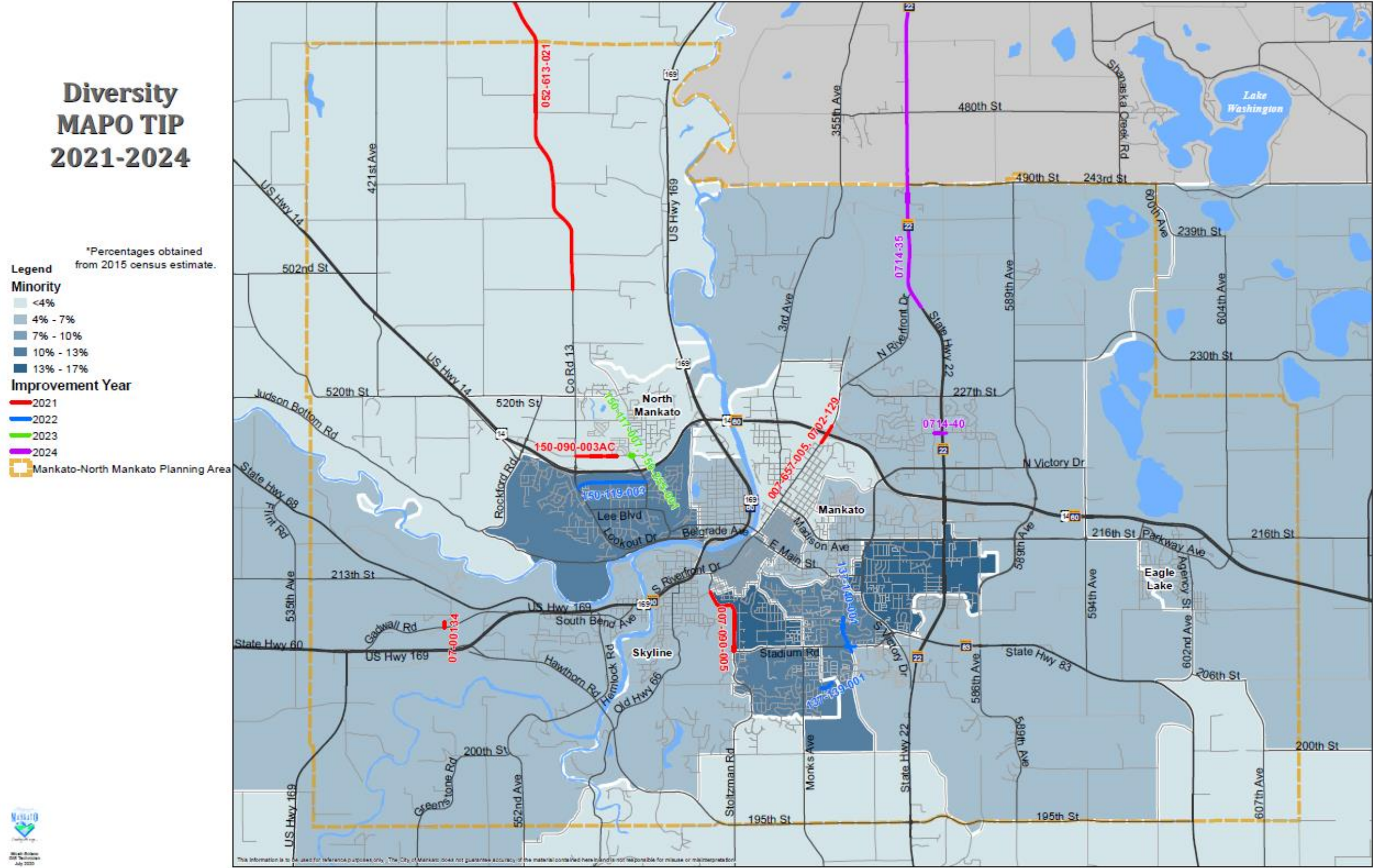
A community impact assessment highlights those transportation projects that could potentially have a negative impact on disenfranchised neighborhoods. Maps 4 and 5 on the following pages identifies the high-concentration areas of minority and low-income populations in the Mankato/North Mankato planning area and shows their location relative to the projects that are listed in this TIP.

The TIP project schedule contains several projects which represent investment in infrastructure in areas of high-concentration of minorities and low-income populations. These projects include;

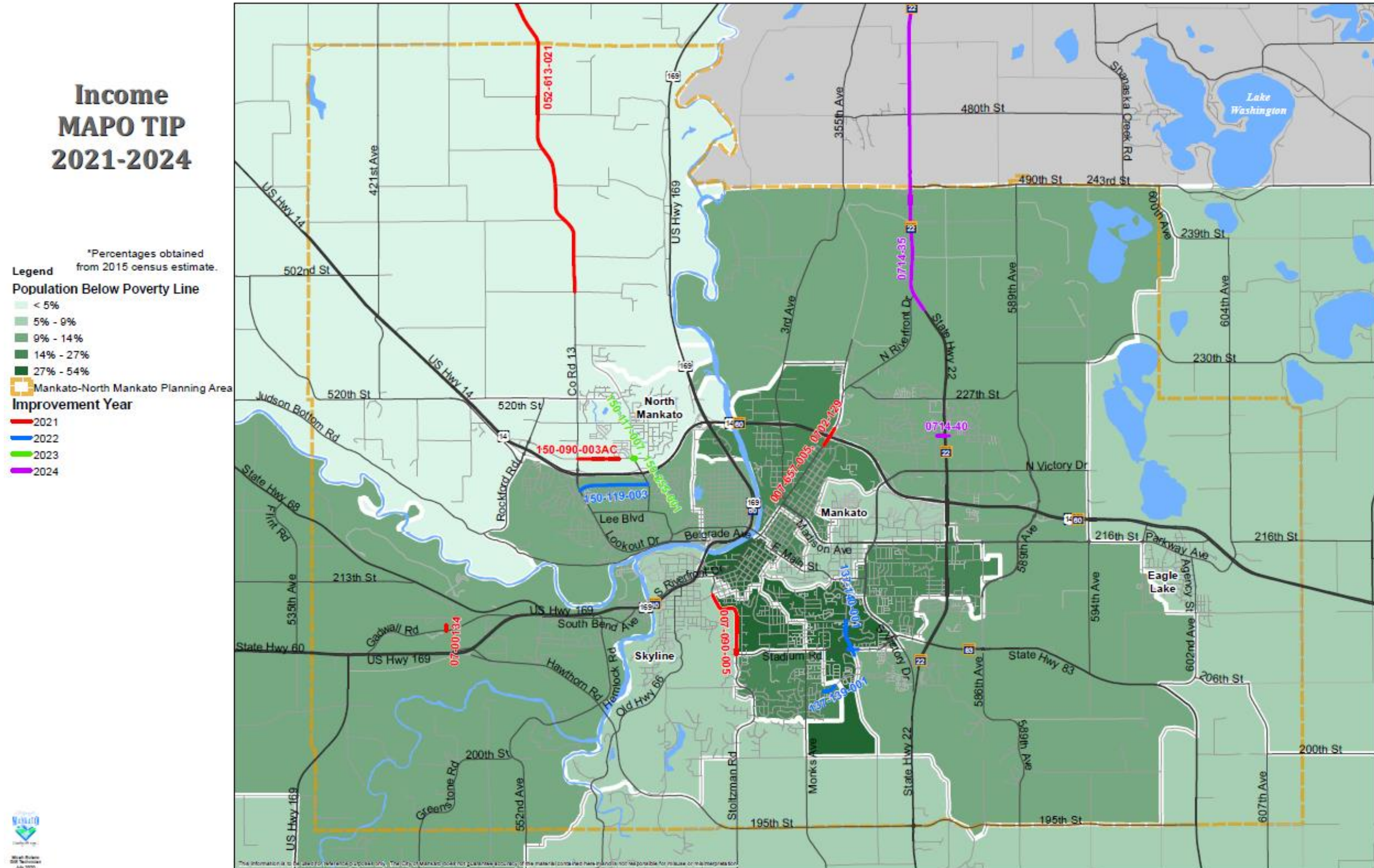
- 1) Advanced Construction payback of a bicycle/pedestrian trail along CSAH 16 (Stoltzman Road) from existing trail at 0.1 miles north of CSAH 60 (Stadium Road) to West Pleasant Street in Mankato (077-090-005);
- 2) Construction of roundabouts at the intersection of CSAH 57 and Riverfront Drive (007-657-005);
- 3) Construction of a roundabout at the intersection of MSAS 117 (Lor Ray Drive) and MSAS 225 (Howard Drive) in North Mankato (150-117-007).

In each case these projects are expected to benefit, rather than adversely impact, low-income individuals and minorities living in the area.

Map 8: Project Locations and Concentrations of Minority Populations



Map 9: Project Locations and Low-Income Populations



Chapter 6: 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 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 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 ATP, 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 2021-2024 TIP cycle.

Figure 3: Historical STIP Funding in MAPO Planning Area

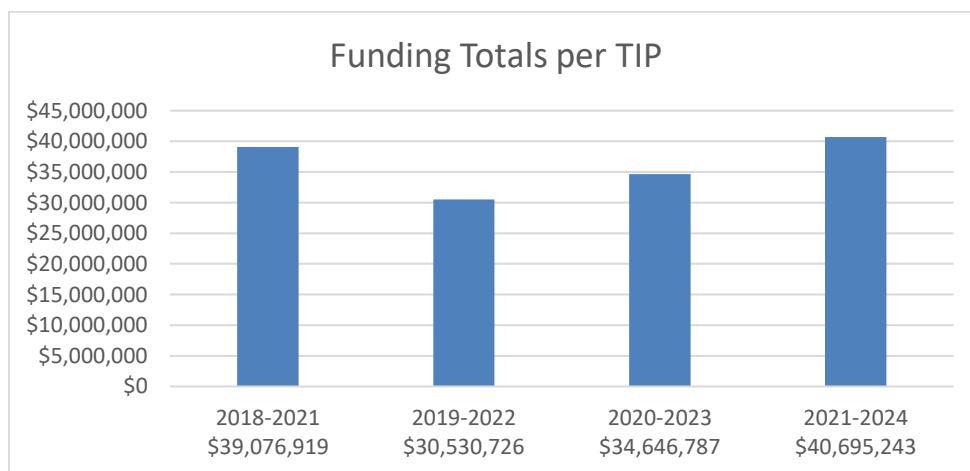


Table 6: Annual Funding Targets for the District 7 ATP (FHWA & FTA formula funds)

Program	Column B: FAST Act Levels	
	Target Federal Formula \$ 2021-2024 (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%
Total	\$ \$42,127,500 *	100%

* 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 2021-2024 TIP. Table 8 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 (Table 8-1: “MAPO Highway Revenue Forecasts by Jurisdiction” Mid-Term 1 projection).

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: 2021-2024 MAPO TIP

Lead Agency	Total project cost by year (may include multiple funding agencies per project)				Expenses
	2021	2022	2023	2024	2021-2024 TIP (4-year total)
MnDOT District 7	2,630,000	2,300,000	0	9,825,000	14,755,000
Blue Earth County	431,924	0	170,828	0	602,752
Nicollet County	5,450,000	0	0	0	5,450,000
Mankato	3,832,610	4,583,619	5,138,000	4,543,000	18,097,229
North Mankato	84,948	205,314	1,500,000	0	1,790,262
Total	12,429,482	7,088,933	6,808,828	14,368,000	40,695,243

Source: Draft 2021 – 2024 STIP

Table 8: Estimated Funding Revenue

Funding Source	2021-2024
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
TOTAL	\$114,028,508

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

Transit Investments

Table 9 and Table 10 represent the Mankato Transit System (MTS) financial plan for funding the transit projects listed in the 2021-2024 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 current 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 2021-2024 exceed the overall 4-year revenue average of \$13,687,000. 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. In 2017 MTS received New Service Expansion awards from MnDOT totaling \$3,185,800.00. In 2019, MTS received a New Service grant award from MnDOT totaling \$307,830.00.

Table 9: Total Transit Costs by Project Type

Source	2021	2022	2023	2024	2021-2024 TIP (4-year total)
Operations & Maintenance	2,879,000	2,900,000	3,500,000	3,850,000	13,129,000
Bus Purchases	953,610	696,000	1,638,000	0	3,287,610
TOTAL	3,832,610	3,596,000	5,138,000	3,850,000	16,416,610

* Source: 2021 – 2024 Draft STIP

Table 10: Estimated Transit Funding Revenue

Funding Source	2021-2024
State Revenue	\$8,499,000
Federal Revenue	\$3,628,000
Farebox and Contract Revenue	\$2,117,000
Local Property Tax Levy	*-\$557,000
Total	\$13,687,000

*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

Chapter 7: Public Engagement

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 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 determination would be made if the document would be released for another public comment period. 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.

2021-2024 TIP Public Participation Summary

MAPO worked with area partners and the Minnesota Department of Transportation to ensure the TIP reflects the draft 2021-2024 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 online open house were performed for the 2021-2024 TIP. The comment period ran from June 15, 2020 to July 17, 2020. 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 to partner agencies.

Copies were distributed to Blue Earth and Nicollet counties, the cities of Eagle Lake, Mankato, and North Mankato; the Blue Earth County Library in Mankato and the Taylor Library in North Mankato, and Minnesota State University, Mankato, among other local, state and federal partners.

Chapter 7: Monitoring Progress

MAPO monitors and documents 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 2020 – 2023 TIP include:

2021:

- 150-090-003AC – Project added
- 007-090-005 – Cost adjustments
- 07-00134 – Cost adjustments
- 0702-129 – Cost adjustments

2022

- 8827-319 – Project mileage adjustment and cost adjustments
- TRF-0028-22X – Project added

2023

- N/A

2024

- Addition of new project year.

The status of the projects programmed in the previous years' TIP (the 2020-2023 MAPO TIP), have been updated with this TIP (2021-2024 TIP). Projects programmed for FY 2020, however, are presently being constructed and are dropping out of this updated TIP. The table on the following page provides a status report on those projects

Table 11: 2020 Project Status

The projects listed include only programmed projects that received, or will receive federal transportation funds under 23 U.S.C. or 49 U.S.C. Chapter 53. Projects funded solely with local funds are not included.

						MPO: MANKATO-NORTH MANKATO AREA PLANNING ORGANIZATION									
L RTP REFERENCE	ROUTE SYSTEM	PROJECT NUMBER	YEAR	AGENCY	PROJECT DESCRIPTION	MILES	PROGRAM	TYPE OF WORK	PROPOSED FUNDS	STIP TOTAL	FHWA	AC	FTA	OTHER	STATUS
9-33	BB	TRF-0028-20A	2020	MANKATO	SECT 5307: CITY OF MANKATO; RR TRANSIT OPERATING ASSISTANCE	0.0	B9	TRANSIT VEHICLE PURCHASE	FTA	318,000	254,400			63,600	COMPLETE
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	COMPLETE
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	TR	TRANSIT VEHICLE PURCHASE	STBGP	159,000	127,200			31,800	IN PROGRESS
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	IN PROGRESS
9-33	BB	TRF-0028-20E TRF-0028-21F	2020	MANKATO	SECT 5307: CITY OF MANKATO; PURCHASE TWO REPLACMENT STD. 40 FT BUSES (CLASS 700)	0.0	B9	TRANSIT VEHICLE PURCHASE	FTA	1,100,000			880,000	220,000	IN PROGRESS
9-33	BB	TRF-0028-20F TRF-0028-21G	2020	MANKATO	SECT 5307: CITY OF MANKATO: PURCHASE SOFTWARE AND SOFTWARE UPGRADES	0.0	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-	FTA	250,000			200,000	50,000	IN PROGRESS
9-33	BB	TRF-0028-20G	2020	MANKATO	SECT 5307: COMPLETE FUEL SYSTEM REPLACEMENT(TANKS, BUMPS, LIGHTED CANOPY)	-	B9	TRANSIT CAPITAL IMPROVEMENT (NON-	FTA	600,000			480,000	120,000	IN PROGRESS
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				IN PROGRESS
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	IN PROGRESS
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				IN PROGRESS
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	IN PROGRESS
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	IN PROGRESS
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	IN PROGRESS
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	IN PROGRESS

Appendix A: Public Notice

NOTICE OF 30-DAY PUBLIC COMMENT PERIOD

Publish: June 15, 2020 & June 30, 2020

NOTICE IS HEREBY GIVEN that on the 15th day of June, 2020, the Mankato/North Mankato Area Planning Organization (MAPO) has released the area's draft 2021-2024 Transportation Improvement Program (TIP) for 30-day public comment. 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 Federal Transit Administration Section 5307 Program.

The public is encouraged to review the draft and provide comment via email, phone, online comment to the MAPO website, hand-deliver to the dropbox in front of the Intergovernmental Center in Mankato, U.S. mail, or tweet.

MAPO will hold an online public open house on from June 20, 2020 to July 10, 2020. The open house will be held virtually at www.mnmapo.org/tip.

To view or download an electronic copy or request a paper copy of the draft TIP, or to ask questions, please visit www.mnmapo.org/tip, call (507) 387-8389, or mail a request to MAPO, 10 Civic Center Plaza, Mankato, MN 56001.

Paul Vogel
Executive Director
Mankato/North Mankato Area Planning Organization

Appendix B: Public Comments Received

Comment	Date Received	Medium Received	MAPO response
I love bikes--I don't drive one myself, but I think they are great for transportation and & the environment, etc. My hope is that bicyclists would have to choose a role and a place and stay in that role. God only knows the police have enough to do without sanctioning bad bicyclists but I wish there was some kind of sanction for the bicyclist who acts like a pedestrian one minute, on the sidewalk, then morphs to being on the road, in the pedestrian crosswalk, back to the sidewalk, back to the road,etc. I am a walker and would like to be able to put on a headset and enjoy music as I walk but because there always bicyclists changing roles, as it were, I always walk with one of my ears open for the bicycle. I wish the people would USE the fabulous bikepaths around town and not vary between the sidewalk and the bikepaths.	6/15/2020	Email	This message is sent as response to the comment regarding the MAPO 2021-2024 TIP received June 15, 2020. 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. Please note the TIP must be fiscally constrained and projects listed have been previously programmed and assigned funding sources by local agencies. Please inquire further if there are questions.
I am excited about that roundabout at Pohl and Stadium that will be really nice to have when it's done!	6/15/2020	Email	This message is sent as response to the comment regarding the MAPO 2021-2024 TIP received June 15, 2020. 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. Please inquire further if there are questions.
Thanks for requesting input. Are biggest public transportation need is a train that runs daily to the Twin Cities. We also need more dedicated bike lines. And the dotted bike lanes that are on streets like Pleasant are a joke. What is the point of them? Instead have a street that runs parallel to Pleasant with a dedicated bike lane. Bikers will search out and ride the safest routes.	6/15/2020	Email	This message is sent as response to the comment regarding the MAPO 2021-2024 TIP received June 15, 2020. 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. Please inquire further if there are questions.

Comment	Date Received	Medium Received	MAPO response
It would be good for the Greater Mankato area to invest in and incentivize public transit. Public transit is family friendly and would encourage families to live in the Mankato urbanized area. This was found to be true in the Vancouver area. Transit is a more equitable system of transportation for those who are unable to drive. I think it would be good to invest in bicycle infrastructure in the MAPO area. It's a form of infrastructure that other countries have found provide significant financial return. For example, the European Commission reported a case study from New Zealand where for every dollar they invested, they realized a return of 24 dollars. Cycling infrastructure is more family friendly. It gives more options for children and those who cannot drive.	6/15/2020	Phone	Staff verbally thanked respondent for input and encouraged future comments.
Hi there, I heard that ideas were being reviewed and thought to share something that's been on my mind lately. We live near Washington Park and have a 2 year old toddler whose grandparents don't drive. This means that the grandparents must rely on public transport to take the little one out on outings. (Hint: toddlers LOVE busses)!! However, there aren't many "kiddie destinations" serviced by the bus routes. Our family (and I'm sure MANY families) would love to be able to use the bus system for family outings where there are bus stops at places like: Spring Lake Park, Sibley Park, Children's Museum, 7 mile creek, Rasmussen Woods, etc. Thanks for listening,	6/16/2020	Email	This message is sent as response to the comment regarding the MAPO 2021-2024 TIP received June 16, 2020. Thank you for your input. Your comment has been forwarded to the Mankato Transit System. Comments will be shared with the MAPO Technical Advisory Committee and Policy Board, as well as published in the final TIP document. Please inquire further if there are questions.

Comment	Date Received	Medium Received	MAPO response
<p>Hello, The plans look reasonable to me however I would like to see the roundabout work on 22 and Augusta done sooner rather than later (2021 rather than 2024). It has become a very dangerous intersection. Drivers are regularly traveling too fast with other drivers becoming more and more impatient when trying to take left turns onto 22 (either north or south). I'd also like to see the speed limit changed on 22 south between Bassett and Hoffman. 55 is extreme. Most are going well over that and then have brake hard if the light on Hoffman changes to red. No reason for any speed limits within city limits except for the highways to be above 45.Thank you</p>	6/16/2020	Email	<p>This message is sent as response to the comment regarding the MAPO 2021-2024 TIP received June 16, 2020. Thank you for your input. Your comment has been forwarded to the City of Mankato and the Minnesota Department of Transportation. Comments will be shared with the MAPO Technical Advisory Committee and Policy Board, as well as published in the final TIP document. Please inquire further if there are questions.</p>
<p>Glad to see the roundabout for Howard and Lor Ray is funded for 2023. However, I wish the roundabout discussion would begin once again, for the intersection of Countryside and Lor Ray especially in lieu of the new development of 109 acres on the East end of Countryside. This will greatly impact the traffic at this intersection. From what I read, NM is going to completely improve Countryside and this would be nice to do all in sequence for the least amount of traffic disruption. The Southeast corner of Countryside and Lor Ray has trees that completely obstruct the view coming from the South on Lor Ray. Several times I have witnessed traffic heading West on Countryside shoot through the stop sign nearly causing several "T" Bone accidents. A roundabout at this location would be much safer especially when you consider the incredible traffic at this intersection during soccer times. The re-surface of Highway 13 going North in 2021 ahead of these roundabouts to me makes very little sense. I drive Highway 13 frequently and I can't say that it appears in disrepair. Therefore, my 2 cents worth...is to bump Hwy 13... out two years and move up a roundabout at Howard and Lor Ray and Countryside and Lor Ray. My concern is safety ought to be your #1 priority as it is a part of your Mission Statement for the MAPO...</p>	6/18/2020	Email	<p>Thank you for your comments. Your input will be shared with the MAPO Technical Advisory Committee and Policy Board, as well as published in the final TIP document. Please inquire further if there are questions, thank you.</p>

Comment	Date Received	Medium Received	MAPO response
I was hoping to see Doc Jones Road on the list of upcoming projects. This road is currently gravel, for most of it's length between Stoltzman and Indian Lake Road. It is also very narrow. My family frequently ride our bikes on it, coming from the trail along Stoltzman as we try and connect to the Red Jacket Trail. We often have to share the road with cars that use it as a short cut from the Mt. Kato area to access the Hilltop in Mankato. It feels like the road needs be wider, paved, and have a dedicated bike lane to accommodate all the users of the roads. We often pass other bicyclers or runners as well. At the western end, it is very steep and without a shoulder, there is very little room to get out of the way of traffic. It's a safety concern and I know that the City of Mankato can do better (and I understand that this area is not within the City limits but most of the people on this road are coming from one part of the City and using this road to access services in another part of the City).	6/19/2020	Email	This message is sent as response to the comment regarding the MAPO 2021-2024 TIP received June 19, 2020. Thank you for your input. Your comment has been forwarded to the City of Mankato. Comments will be shared with the MAPO Technical Advisory Committee and Policy Board, as well as published in the final TIP document. Please inquire further if there are questions.
Mr. Vogel, The very last thing the Mankato area needs is any more roundabouts. We have way to many now. What we really need is some enforcement at roundabouts for people who not yield. If you would open your eyes you would see how much it happens. I have always thought, maybe, it would help if you would put the flashing yellow lights around the yield signs. Sure would be worth a try.	6/19/2020	Email	This message is sent as response to the comment received June 18, 2020 regarding the MAPO 2021-2024 TIP. Thank you for your input. Your comment has been forwarded to the City of Mankato. Comments will be shared with the MAPO Technical Advisory Committee and Policy Board, as well as published in the final TIP document. Please inquire further if there are questions.

Comment	Date Received	Medium Received	MAPO response
<p>Hello. I read with interest re. the comment period for the TIP & thought of a couple suggestions for your consideration: 1) a button for bicyclists to push to cross highway 22 if on CR26 heading WEST, for when returning from the Sakatah Trail & getting off via the path on CR12 coming in on CR26. There's a button now if going across heading east on the other side of the road, but a bicyclist must then cross 26 to push the button if getting off the trail on 12 & heading west on 26. Then they'd have to cross 26 again to get back on the right side of the road heading west, so 2 more times because there's no button to cross there; & 2) a path/sidewalk for bicycles & pedestrians on CR26 between highway 22 & Riverfront Drive, as it's a bit dangerous traveling this 2 lane area with little to no shoulder if on foot or bicycle. I use it often & have seen many others doing the same. Thank you for consideration!</p>	6/20/2020	Email	<p>This message is sent as response to the comment regarding the MAPO 2021-2024 TIP received June 16, 2020. Thank you for your input. Your comment has been forwarded to the City of Mankato and the Minnesota Department of Transportation. Comments will be shared with the MAPO Technical Advisory Committee and Policy Board, as well as published in the final TIP document. Please inquire further if there are questions.</p>

Comment	Date Received	Medium Received	MAPO response
<p>Two areas of concern: 1. Roundabouts on N Riverfront and Highway 14. Definitely needed as these structures lessen serious vehicle conflicts. Doesn't lessen the number of incidents but the seriousness of major injury is reduced. Unless you are a pedestrian or bicyclist! The roundabouts are dangerous as drivers are focused to their left and want to speed thru the system. They are NOT expecting anything other than vehicles. Concerned of the bike trail going north on Broad, to Second and attempting to get to the WEST side of Riverfront in order to connect to the other trail routes. Signage help? Public Safety assign squads on a regular basis to monitor drivers? 2. While construction of the two roundabouts is underway I have strong feelings about enforcement of any official detours and unofficial shortcuts drivers use thru the Northend. Specifically, Thompson Ravine, May St., Broad St., and Fourth St., Currently, distracted drivers or drivers unfamiliar with the area are seen regularly "blowing" the stopsigns at Broad and May. If you look at the statistics there are few collisions. As a resident with first hand views many of the incidents are not reported to Public Safety and are settled between drivers. And the common response from Engineering is the road (Thompson/May) is built to hiway standards. Many semi trucks currently use this route between hilltop and downtown Mankato. But the reality is all the encounters with semitrucks that I have been involved with appear to be operator errors combined with the curves on the Ravine. Near misses, I have had to back up on curves etc. These are problems NOW in the area. With the ingenuity of drivers tired of following a possible detour during construction of the roundabouts on Raintree to Madison Ave for example I expect to see a heavy increase in traffic thru the North End. I am afraid these drivers are only focused on driving as fast as they can down May st with their focus on getting to Riverfront and heading downtown. Add the families walking thru the Northend to Tourtellotte pool and there is a potential for disaster. Let's make some good decision on detours, signage and enforcement.....</p>	6/19/2020	Email	<p>This message is sent as response to the comment regarding the MAPO 2021-2024 TIP received June 19, 2020. Thank you for your input. Your comment has been forwarded to the City of Mankato and the Minnesota Department of Transportation. Comments will be shared with the MAPO Technical Advisory Committee and Policy Board, as well as published in the final TIP document. Please inquire further if there are questions.</p>

Comment	Date Received	Medium Received	MAPO response
<p>I'm opposed to some of the requests by North Mankato for roundabouts and resurfacing of Commerce Drive. When our street was done, the adjacent property owners were assessed. Why then should the money-making businesses and industries along Commerce Drive, Lor Ray Drive and Lookout Drive get a tax break when they should pay for this. And North Mankato gets commercial property taxes to pay an additional share? I'm sure when my street gets done that MAPO won't pay for my street improvements. This is probably why there isn't enough funding to make significant safety improvements and maintenance on highways. Instead of this practice, what's needed is an interchange for Eagle Lake on Highway 14 (or possibly two). 598th Avenue intersection and 55/Le Ray Ave are two locations that are unsafe at many times and have had a lot of crashes. J turns aren't the answer. Many more cars and trucks would use either of these intersections than use the North Mankato Rockford Road interchange, yet that somehow got priority despite another interchange existing a little over 1/2 mile away. The roundabouts on Riverfront drive are needed to reduce traffic backups onto 14. Funding for busses is good because it reduces traffic a lot. The train between Mankato and St. Peter is a critical link and there should be a lot of funding for that through grants. Highway 22 and Andrews roundabout is good because that intersection is frightening. A priority should be added to extend the 4-lane of highway 22 north towards St. Peter. This road is probably nearly as busy as 169, and would be more busy and a more direct and faster route between Mankato and St Peter if it were a 4-lane the whole way. Like Highway 14, adding sections at a time is probably the way to get it done. What shouldn't happen is a) Ignore the usage, congestion and safety of that road until people get killed and then use ignorance and funding as an excuse. b) Keep it a two-lane and rationalize that people will understand that it's not as safe as 169 and then use 169 instead. Allocate funding for this each year and complete sections at a time working from St. Peter south and Mankato north until it's done right.</p>	7/13/2020	Email	<p>This message is sent as response to the comment regarding the MAPO 2021-2024 TIP received July 13, 2020. Thank you for your input. Your comment has been forwarded to the City of North Mankato and the Minnesota Department of Transportation. Anonymized comments will be shared with the MAPO Technical Advisory Committee and Policy Board, as well as published in the final TIP document. Please inquire further if there are questions.</p>

Comment	Date Received	Medium Received	MAPO response
Not sure if this is part of the MAPO plan or not, but I think a pedestrian bridge should be on the plan for Prairie Winds across highway 22. Besides linking family neighborhoods to the school, Mankato has plans to build a park just north of Prairie Winds and this will be used by kids year-round to go to and from the park over highway 22 - safely. There aren't any parks in the neighborhoods at all to the west of Highway 22. I like the plan of connecting Mankato to St Peter via trail. A link that's missing in Mankato is between East Ridge Clinic north to Hy-Vee and Adams Street. The roundabout was built, but the road isn't finished to the north connecting them. This should be added so funding is allocated to complete this. Another road that's needed is to pave 200th street that goes east and west along the south of Mankato. This would be a significant road that would spawn development south of Mankato and be a major east-west artery connecting highway 22 to areas to the west. Now it's either County 90 or Stadium, but nothing in between. A Blue Earth county rep is on MAPO that could help make this happen. Finally, highway 22 should be a four lane between Mankato and St. Peter. This should be on the long-range plan.	7/14/2020	Email	This message is sent as response to the comment regarding the MAPO 2021-2024 TIP received July 13, 2020. Thank you for your input. Your comment has been forwarded to the City of Mankato, the Minnesota Department of Transportation, and Blue Earth County. Anonymized comments will be shared with the MAPO Technical Advisory Committee and Policy Board, as well as published in the final TIP document. Please inquire further if there are questions.
Charles - I have reviewed the TIP. I am impressed by the number of projects devoted to bicycle and pedestrian improvements, and transit. I also appreciate the demographic analysis which shows that many of these projects occur in areas where they will benefit lower income areas in our community. People with less income are often more reliant on walking, biking, and transit to get to where they need to go. The FY21 project to resurface (plus guardrails and drainage) 5.3 miles of Nicollet CSAH13 did catch my attention. CSAH13 is currently a bike-able road. It is important, in my view, that the project does not have any negative impacts on bikeability. Shoulder width should be maintained or enlarged, and rumble strips (if used) should be carefully and appropriately placed. I am supportive of the TIP and have no other comments.	7/15/2020	Email	This message is sent as response to the comment regarding the MAPO 2021-2024 TIP received July 15, 2020. Thank you for your input. Your comment has been forwarded to Nicollet County. Anonymized comments will be shared with the MAPO Technical Advisory Committee and Policy Board, as well as published in the final TIP document. Please inquire further if there are questions.

Comment	Date Received	Medium Received	MAPO response
<p>You may recognize my name as I have been an outspoken in my opposition to the proposed Mankato Motorsports Park, just north of Hwy 14 in Eagle Lake. One of the main concerns that we feel has been glossed over is the increase and operation of traffic at the intersection of Hwy 14/CR27, as well as intersections in the vicinity. We live on 224th Lane, parallel to the Sakatah Trail and near it's intersection with CR27. We have lived here for 16 years and are well aware of the amount and variations of traffic we see drive by throughout the seasons. Aside from cars and pickups, there is farm equipment, boats, pontoons, motorcycles, trailers, bicyclists, etc. CR27 is scheduled to be redone in the next 2 years and we're hoping to be able to participate in additional conversations to increase safety at the trial crossing. With all this said, the improvements at Hwy14/CR 27 four years ago was absolutely necessary. It's not perfect however, as sight lines to the east are still tough and it can be hard to tell if it's safe to pull out onto the highway if light traffic is approaching. Right lane traffic often won't (not can't) move over to allow a vehicle from CR27 to make a right turn onto Hwy14. Drivers from CR55/LeRay Avenue in Eagle Lake will often use that intersection to make an (illegal) u-turn and I have had a few close calls. Additionally, if I use CR55/LeRay to leave Eagle Lake and come home, it can be challenging sometimes to find an open space without impeding 65mph oncoming traffic coming around the curve, make the right turn, change lanes, and move to the left turn lane to go north on CR27. Being well aware of Eagle Lake's plans to hop over Hwy14 and try to expand (whether this project or other development), it's easy to see why all (with the exception of Byron) the other small towns along Hwy (Nicollet, Janesville, Waseca, Dodge Center, Kasson) have overpasses when it comes to interacting with a 4-lane highway right next to them. I know none of this is on the current TIP, but...the possible increase to traffic on CR27 (and Hwy14 in that area) should hopefully be on the radar as an area of concern. I wanted to submit this comment to make sure someone out in the rural area is represented. Also, thank you for the numerous notices that this 30-day comment period was open, I appreciate the effort to get the public involved. Thank you for your time,</p>	7/16/2020	Email	<p>This message is sent as response to the comment regarding the MAPO 2021-2024 TIP received July 16, 2020. Thank you for your input. Your comment has been forwarded to the respective agencies involved. Anonymized comments will be shared with the MAPO Technical Advisory Committee and Policy Board, as well as published in the final TIP document. Please inquire further if there are questions.</p>

Comment	Date Received	Medium Received	MAPO response
I'd like to comment on Highway 14 in Eagle Lake. I noticed in this plan that nothing is included for Eagle Lake particularly in dangerous intersections with Highway 14. I don't think J turns are efficient or the right solution to improve safety. Two interchanges are needed for Eagle Lake with Highway 14. Although they are very expensive, if they don't ever get on the priority list, they will never be funded and built. We don't want to sit back and wait to see how many crashes occur and how many people get killed before something is done. I think the first step is to make this a priority and get it on the plan and MAPO should work with MnDOT To get on the list for funding for one or two interchanges. One is also needed at the intersection of Highway 60, but that one is outside of MAPO area.	7/17/2020	Email	This message is sent as response to the comment regarding the MAPO 2021-2024 TIP received July 17, 2020. Thank you for your input. Your comment has been forwarded to the respective agencies involved. Anonymized comments will be shared with the MAPO Technical Advisory Committee and Policy Board, as well as published in the final TIP document. Please inquire further if there are questions.
There should be a pedestrian bridge across (or a tunnel under) highway 22 where Prairie Winds Middle School is. There are many kids in the area that could walk to school (when it's back in operation again) rather than having to have parents give them a ride to school, if they had a safe way to walk there. Mankato also said that they would build a park next to the school, but I'm not sure whatever happened to that. But when that happens, it will be very useful that kids will be able to safely walk to the park and back using the bridge or tunnel. I see there are a number of railroad improvements. I hope this is to go towards a whistle-free corridor through Mankato. This will benefit everyone since no matter where you are in the greater Mankato area, you hear the train whistles every night. I can't imagine how people who live near the river sleep with those whistles. This will also improve safety if there could be bridges and crossing arms installed so trains don't have to blow their whistles. Lastly, why so many roundabouts in upper North Mankato? I work up there so I know it can get backed up in the morning, but it's been that way for 20 years or more. All that money for saving a few minutes of waiting. I think that these should be pushed out to the 5-10 year plan since this isn't that much of a problem. I can't imagine that a roundabout is going to save very much travel time in relation to the cost of them until North Mankato gets significantly more traffic.	7/17/2020	Email	This message is sent as response to the comment regarding the MAPO 2021-2024 TIP received July 17, 2020. Thank you for your input. Your comment has been forwarded to the respective agencies involved. Anonymized comments will be shared with the MAPO Technical Advisory Committee and Policy Board, as well as published in the final TIP document. Please inquire further if there are questions.

Comment	Date Received	Medium Received	MAPO response
Various notes regarding document format structure, information display.	7/17/2020	Email	MAPO staff coordinated with MnDOT staff to address comments.