

**Mankato/North Mankato Area Planning Organization
Technical Advisory Committee (TAC)**

August 19, 2021 – 1:30 p.m.

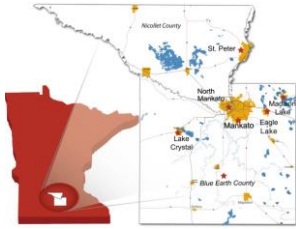
Intergovernmental Center

Minnesota River Room

10 Civic Center Plaza, Mankato, MN 56001

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- I. Call to Order
- II. Introductions
- III. Approval of Agenda
- IV. Approval of Minutes – May 20, 2021
- V. New Business
 1. Recommendation to adopt 2022-2025 Transportation Improvement Program (TIP)
 2. Recommendation to adopt 2022-2023 Unified Planning Work Program (UPWP)
 3. Recommendation to adopt Public Participation Plan update
 4. Recommendation to adopt Title VI Plan update
 5. Recommendation to amend contract for Second Street Corridor Study
 6. Recommendation to amend 2021-2024 Transportation Improvement Program: 137-090-005, Kern Bridge relocation
- VI. Other Business, Discussion & Updates
 1. Update: Highway 169 Corridor Study
 2. Informational: MAPO ADA Transition Plan Update
- VII. Unapproved June 3, 2021 MAPO Policy Board meeting minutes (informational)
- VIII. TAC Comments
- IX. Adjournment



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

May 20, 2021 | 1:30 p.m. | Remote meeting conducted via Zoom

TAC members present: Jennifer Bromeland– City of Eagle Lake, Paul Corcoran – Minnesota State University, Mankato, Mike Fischer - City of North Mankato, Karl Friedrichs – Lime Township, Seth Greenwood - Nicollet County, Jeff Johnson - City of Mankato, Scott Hogen – ISD #77, Mark Konz – City of Mankato , Leroy McClelland – South Bend Township, Sam Parker – MnDOT District 7, Landon Bode – Mankato Transit System (ex officio), Shawn Schloesser– Region Nine Development Commission, Ryan Thilges - Blue Earth County

Others Present: Charles Androsky – MAPO staff, Anna Peirce – Minnesota Department of Transportation

I. Call to Order

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

II. Introductions

Introductions made previously.

III. Approval of Agenda

Mr. Greenwood made a motion approving the agenda. Mr. Hogen seconded the motion. With all voting in favor, the motion carried.

IV. Approval of Minutes – April 15, 2021

Mr. Friedrichs made a motion approving the minutes from the previous TAC meeting. Mr. Fischer seconded the motion. With all voting in favor, the motion carried.

V. New Business

5.1 Recommendation to release draft 2022-2025 Transportation Improvement Program (TIP) for 30-day public comment

Staff delivered a report on the draft 2022-2025 Transportation Improvement Program. The TIP provides a four-year schedule of regional transportation investments. The TIP public comment period will run from June 15 – July 17. An online open house will be held June 20 - July 10. A finalized TIP would be included in the next TAC meeting with a recommendation for adoption.

Mr. Sarff made a motion recommending release to the Policy Board. Mr. Thilges seconded the motion. With all voting in favor, the motion carried.

5.2 Recommendation to release draft Public Participation Plan for 45-day public comment

Staff reported on the updated draft Public Participation Plan. Updates included expanded public engagement efforts related to virtual and socially-distanced outreach, streamlined language regarding federal statutes, and expanded efforts to overcome barriers related to language, literacy, and disability.

Mr. Konz made a motion recommending release to the Policy Board. Mr. Friedrichs seconded the motion. With all voting in favor, the motion carried.

VI. Other Business, Discussion & Updates

VII. Unapproved May 6, 2021 MAPO Policy Board meeting minutes

The draft minutes from the MAPO Policy Board meeting held May 6, 2021 were disbursed for TAC review.

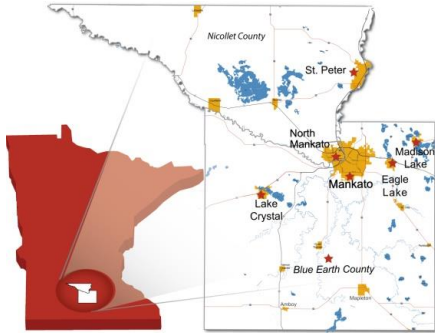
VIII. TAC Comments

No comments.

IX. Adjournment

Mr. Fischer made a motion to adjourn. Mr. Thilges seconded the motion. With all voting in favor, the motion carried. Meeting adjourned at approximately 2:00p.m.

Chair, Mr. Johnson



AGENDA RECOMMENDATION

Agenda Heading: Recommendation to adopt 2022-2025 Transportation Improvement Program (TIP) No: 5.1

Agenda Item:

Recommendation to adopt 2022-2025 Transportation Improvement Program (TIP)

Recommendation Action(s):

Motion to recommend to MAPO Policy Board adoption of 2022-2025 TIP

Summary:

At its June 3 meeting, the Policy Board approved release of the draft 2022-2025 TIP for public comment.

The TIP 30-day public comment period was open June 15, 2020 to July 17, 2021.
Public engagement efforts included:

- Emailed PDF to MAPO stakeholder email list including local libraries, interested persons, GMBWA, VINE, YMCA, Lower Sioux tribe, SMILES, South Sudanese Community of Minnesota, MRCI, etc.
- Performed news release in coordination with City of Mankato Department of Public Information (sent to media outlets, city social media, etc.)
- Placed announcement in Mankato Free Press
- Announced and made available MAPO website
- Announced and linked on MAPO Twitter
- Held virtual open house on MAPO site

Public comments and questions were responded to as appropriate and shared with each comment's corresponding partner agency(ies). Comments received and corresponding responses are included as Appendix C in the TIP document.

A yearly comparison of comments received is below. Note years 2020 and 2021 conducted during pandemic.

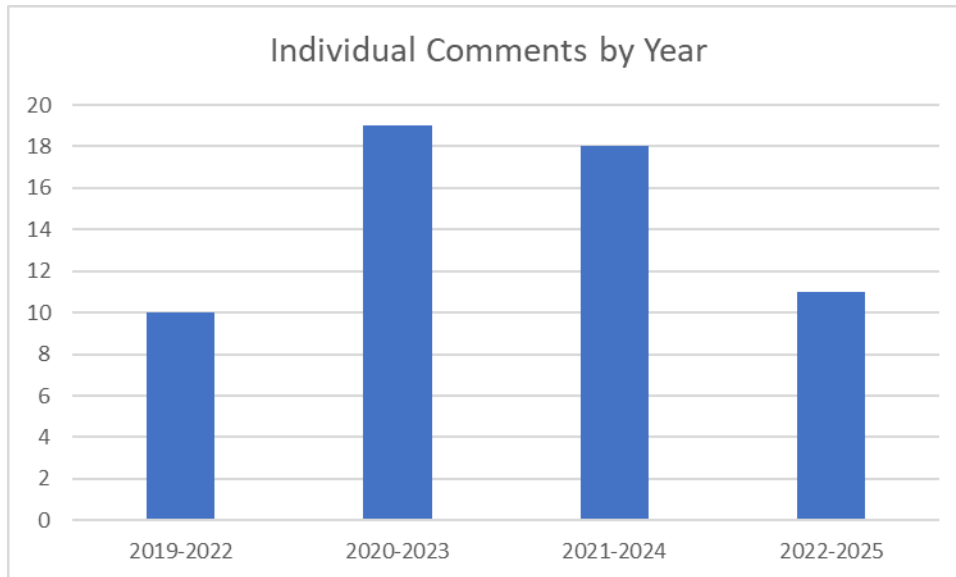
Meeting Date: August 19, 2021

2019-2022			
10	0	0	0
Internet	Phone	Comment Card	Other

2020-2023			
8	0	11	0
Internet	Phone	Comment Card	Other

2021-2024			
17	1	0	0
Internet	Phone	Comment Card	Other

2022-2025			
11	0	0	0
Internet	Phone	Comment Card	Other



Projects added to the 2022-2025 TIP and their corresponding addition process are listed below:

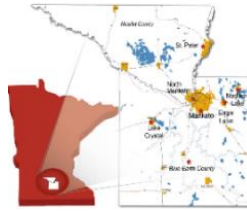
Project Number	Description	Process by which added to TIP
TRF-0028-25A	Transit: operating assistance	FTA transfer
TRF-0028-25B	Transit: preventative maintenance	FTA transfer
TRS-0028-25A	Transit: bus purchases	FHWA transfer
TRS-0028-25TA	Transit: bus purchase	FHWA transfer
0714-35AC	AC, roundabout construction at TH 22 and Augusta Drive, MnDOT work within and north of MAPO area including reclamation and bridge work	Second year payment for 2024 project. Combination of HSIP selection (MnDOT D7) and STP Small Urban (Mankato). Selected by ATP.
5212-35	Bridge rehabilitation (Veterans Memorial and 169)	Bridge condition necessitating rehabilitation. MnDOT funds.
137-090-005AC	AC, historical and engineering work for Kern Bridge relocation	D7 solicitation. Administered by State Aid.

Adoption of the TIP will include passage of the Adopting Resolution and Self-Certification Finding on pages 4 – 5 of the TIP document. Staff recommendation is for the MAPO TAC to motion to recommend to the MAPO Policy Board adoption of the 2022-2025 TIP.

Attachments:

2022-2025 MAPO Transportation Improvement Program

Mankato/North Mankato Area Planning Organization (MAPO)



2022-2025 Transportation Improvement Program (TIP)



Recommended for adoption by the MAPO Technical Advisory Committee (TAC)
August 19, 2021

Adopted by the MAPO Policy Board
September 2, 2021

Copies available at MAPO offices
10 Civic Center Plaza
Mankato, MN 56001

Website		www.mnmapo.org
Phone		(507) 387-8389
Twitter		@MinnesotaMAPO

Mankato/North Mankato Planning Organization Policy Board, Staff and Technical Advisory Committee Listing

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

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Disclaimer

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

Map Disclaimer

The information contained in the following maps is a compilation of data from various federal, state, county, regional, and municipal sources. Geographic information has limitations due to the scale, resolution, date and interpretation of the original source materials. Users should consult available data documentation to determine limitations and the precision to which the data depicts distance, direction, location or other geographic characteristics. These maps and/or data are not legal survey documents to be used for describing land for the purpose of ownership or title.

RESOLUTION OF THE MANKATO /NORTH MANKATO AREA PLANNING ADOPTING THE 2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM & 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 Program 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 2022-2025; 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 Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- Sections 1101 (b) of the FAST Act (Pub. L. 114-357) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in the US DOT funded 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 2022-2025 Transportation Improvement Program.

CERTIFICATION

State of Minnesota

I hereby certify that the foregoing Resolution is a true and correct copy of the resolution presented to and adopted by the Mankato/North Mankato Area Planning Organization at a duly authorized meeting thereof, held on the second (2nd) day of September, 2021 as shown by the minutes of said meeting in my possession.

Chair

Date

Executive Director

Date

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Glossary

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

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).

Annual Listing of Obligated Projects (ALOP): This section identifies projects which have been programmed and funding has been obligated. For example, projects are listed in the ALOP section if the project has been or will be bid or let prior the end of 2021 Federal Fiscal Year (September 30, 2021). The annual listing will represent 2021 projects as part of the 2022-2025 TIP.

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.

Arterial: An arterial road or arterial thoroughfare is a high-capacity urban road. May be principle (higher traffic) or minor (lower traffic).

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.

Collector: service roads and principal or minor 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. In

addition to authorizing programs to strengthen this vital infrastructure, the FAST Act also enhances federal safety programs for highways, public transportation, motor carrier, hazardous materials, and passenger rail.

Federal Functional Classification: Sometimes referred to as “classification”, the federal functional classification system defines the current functioning role a road or street has in Metropolitan Planning Area network. Generally, the two basic functions of a roadway are: (1) to allow for access to property and (2) to allow travel mobility. The “classifications” of roadways include Arterial, Collector, and Local which determine the balance of the two roadway functions which range from high mobility/low access (Arterials) to high access/low mobility (Locals), with Collector roadways falling somewhere in between.

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.

Federal Revenue Source: In the project tables, this column identifies the source of federal revenues proposed for funding the project. The categories are abbreviated to indicate the specific federal program planned for the scheduled improvement. The abbreviations to these categories are shown in the list on page 13.

Fiscal Constraint: Demonstrating with sufficient financial information to confirm that projects within said document can be implemented using committed or available revenue sources, with reasonable assurance that the federally supported transportation system is being adequately operated and maintained.

Illustrative Project: 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. The member jurisdictions include the following: The counties of Blue Earth and Nicollet; the cities of Eagle Lake, Mankato, North Mankato, and Skyline; and the townships of Belgrade, Luray, Lime, Mankato, and South Bend.

Lead Agency: In the project tables, this column identifies the agency or jurisdiction usually initiating the project, requesting funding, and carrying out the necessary paperwork associated with project completion.

Length: In the project tables, this column identifies the length of a project in miles, if applicable.

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: 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 Prioritization: This is an exercise in which the MPO and member jurisdictions evaluate candidate projects submitted for federal aid against other candidate projects within the same federal aid funding categories. The MPO then submits the prioritized candidate projects to the state to further assist in project selection.

Project Solicitation: This is a request sent out to jurisdictional members to submit applications requesting federal funding for federal aid eligible projects

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.

Safe Accountable Flexible Efficient Transportation Act, A Legacy for Users (SAFETEA-LU): A previous surface transportation act that expired July 5, 2012 and was 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.

3-C Planning Process: As outlined in 23 C.F.R. 450 related to Metropolitan Transportation Planning, the planning process between MPOs, state transportation departments and transportation operators is required to be continuous, cooperative, and comprehensive (3-C).

Acronyms

3-C	Comprehensive, Cooperative and Continuing	O&M	Operations and Maintenance
AC	Advance Construction	PCI	Pavement Condition Index
ADA	Americans with Disabilities Act	PL	Public Law
ADT	Average Daily Traffic	PM	Performance Management
ALOP	Annual Listing of Obligated Projects	PM1	FHWA Performance Measure Rule 1 - Safety
ATIP	Area Transportation Improvement Program (Minnesota)	PM2	FHWA Performance Measure Rule 2 - Pavement and Bridge Condition
ATP	Area Transportation Partnership (Minnesota)	PM3	FHWA Performance Measure Rule 3 - System Performance, Freight, and CMAQ
BARC	Bridge and Road Construction	PPP	Public Participation Plan
BF	Bond Fund	PTASP	FTA Public Transportation Agency Safety Plan
BRRP	Bridge Replacement or Rehabilitation Program	RR	Railroad
CAA	Clean Air Act	RRS	Highway Rail Grade Crossing and Rail Safety
CAAA	Clean Air Act Amendment	RS	Regionally Significant
CFR	Code of Federal Regulations	RTAP	Rural Transit Assistance Program
CMAQ	Congestion Mitigation and Air Quality	SAFETEA-LU	Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users
CNG	Compressed Natural Gas	SF	State Fund
CR	County Road	SGR	State of Good Repair
CSAH	County State Aid Highway (Minnesota)	SHSP	State Strategic Highway Safety Plan
D7	Minnesota Department of Transportation District 7	SIP	State Implementation Plan
DAR	Dial-a-Ride	SMS	Safety Management Systems
DOT	Department of Transportation	SRTS	Safe Routes to School
DTA	Dynamic Traffic Assignment	STBGP	Surface Transportation Block Grant Program
EJ	Environmental Justice	STIP	State Transportation Improvement Program
EPA	Environmental Protection Agency	STP	Surface Transportation Program
ERG	Environmental Review Group	TA	Transportation Alternatives (formally Transportation Alternative Program)
FAA	Federal Aviation Administration	TAC	Technical Advisory Committee
FAST Act	Fixing America's Surface Transportation Act (2015)	TAM	Transit Asset Management
FHWA	Federal Highway Administration	TAMP	Transportation Asset Management Plan (Minnesota)
FRA	Federal Railroad Administration	TDM	Travel Demand Model
FTA	Federal Transit Administration	TDP	Transit Development Plan
FY	Fiscal Year	TERM	Transit Economic Requirements Model
HB	Highway Bridge	TH	Trunk Highway (Minnesota)
ITS	Intelligent Transportation System	TIP	Transportation Improvement Program
LF	Locally Funded	TMA	Transportation Management Area
LOS	Level of Service	TSM	Transportation System Management
LOTTR	Level of Travel Time Reliability	TTI	Travel Time Index
MAP-21	Moving Ahead for Progress in the 21st Century	TTTR	Truck Travel Time Reliability
MnDOT	Minnesota Department of Transportation	UPWP	Unified Planning Work Program
MPA	Metropolitan Planning Area	US	United States Designated Trunk Highway
MPO	Metropolitan Planning Organization	USC	United States Code
MSAS	Municipal State-Aid Street	USDOT	United States Department of Transportation
MTP	Metropolitan Transportation Plan	UZA	Urbanized Area
NAAQS	National Ambient Air Quality Standard	V/C	Volume to capacity Ratio
NBI	National Bridge Inventory	VMT	Vehicle Miles Traveled
NEPA	National Environmental Policy Act	YOE	Year of Expenditure
NHPP	National Highway Performance Program		
NHS	National Highway System		
NPMRDS	National Performance Management Research Data Set		

Funding Sources

BR	Bridge
BRU	Bridge - Urban
BROS	Bridge Replacement - County Off-System Project
CMAQ	Congestion Management Air Quality
DEMO	Demonstration Project
FTA 5307	FTA Section 5307 - Urbanized Area Formula
FTA 5310	FTA Section 5310 - Enhanced Mobility for Seniors and Individuals with Disabilities
FTA 5311	FTA Section 5311 - Formula Grants for Other than Urbanized Areas
FTA 5339	FTA Section 5339 - Bus and Bus Related Facilities
HBP	Highway Bridge Program
HPP	High Priority Projects Designated by Congress
HSIP	Highway Safety Improvement Program
IM	Interstate Maintenance - State Project
NHPP	National Highway Performance Program
NHPP- HBP	National Highway Performance Program Highway Bridge Program
NHPP- IM	National Highway Performance Program Interstate Maintenance
NHPP- ITS	National Highway Performance Program Intelligent Transportation Systems
NHPP- NHS	National Highway Performance Program National Highway System
NHS	National Highway System - State Project
NHS-U	National Highway System - State Urban Project
Non-NHS	Non-National Highway System
RRS	Highway/Railroad Grade Crossing Safety Program
SRTS	Safe Routes to School
STBGP	Surface Transportation Block Grant Program
STBGP-R	Surface Transportation Block Grant Program - Regional
STBGP-U	Surface Transportation Block Grant Program - Urban
TA	Transportation Alternatives
TCSP	Transportation & Community System Preservation Program
SF	State Funds
LF	Local Funds

Chapter 1: Introduction

The Transportation Improvement Program (TIP) is a multi-year program of transportation improvements for the Mankato/North Mankato Metropolitan Planning Area (MPA). Decisions about transportation investments require collaboration and cooperation between different levels of government and neighboring jurisdictions. As a document, the 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 and advance goals identified in the Mankato/North Mankato area Long Range Transportation Plan (LRTP). The TIP also programs project funding for the metropolitan area.

Development of both the LRTP and the TIP are facilitated by MAPO, the area's federally-recognized Metropolitan Planning Organization (MPO).

About 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.

The Federal Surface Transportation Assistance Act of 1973 requires the formation of an MPO for any urbanized area with a population greater than 50,000. The Act also requires, as a condition for federal transportation financial assistance, that transportation projects be based upon a continuous, comprehensive, and cooperative (3-C) planning process for the Mankato/North Mankato Metropolitan Planning Area (MPA). MPOs help facilitate implementing agencies (including municipal public works departments, county highway departments, and state departments of transportation) prioritize their transportation investments in a coordinated way consistent with regional needs, as outlined in a long-range metropolitan transportation plan.

The core of an MPO is the urbanized area, which is initially identified and defined by the U.S. Census Bureau as part of the Decennial Census update. This boundary is adjusted by local officials and approved by the overseeing Federal Highway Administration (FHWA). The result of which is the official Adjusted Urban Area Boundary (known as the UZA). In MAPO's case, the overseeing DOT is the Minnesota Department of Transportation (MnDOT). The UZA boundary is used to determine the type of transportation funding programs potential projects may be eligible to receive.

In addition to the UZA, the MPO boundary includes any contiguous areas, which may become urbanized within a twenty-year forecast period. Collectively, this area is known as the Metropolitan Planning Area (MPA). MAPO's MPA boundary was most recently established in 2013 and is currently comprised of approximately 131.31 square miles (84,040.35 acres), two

counties, four cities, and five townships. The MPA boundary is effectively MAPO’s “study area” or area of influence respective to the metropolitan transportation planning program (see Map 1). These areas are significant not only as potential future population centers, but also due to their proximity to existing and future transportation assets of regional significance.

As roads and other transportation systems do not 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. Simply, the federal government wants to see federal transportation funds spent in a way that will positively impact the metropolitan region-wide and developed through intergovernmental collaboration, rational and performance-based analysis, and consensus-based decision making.

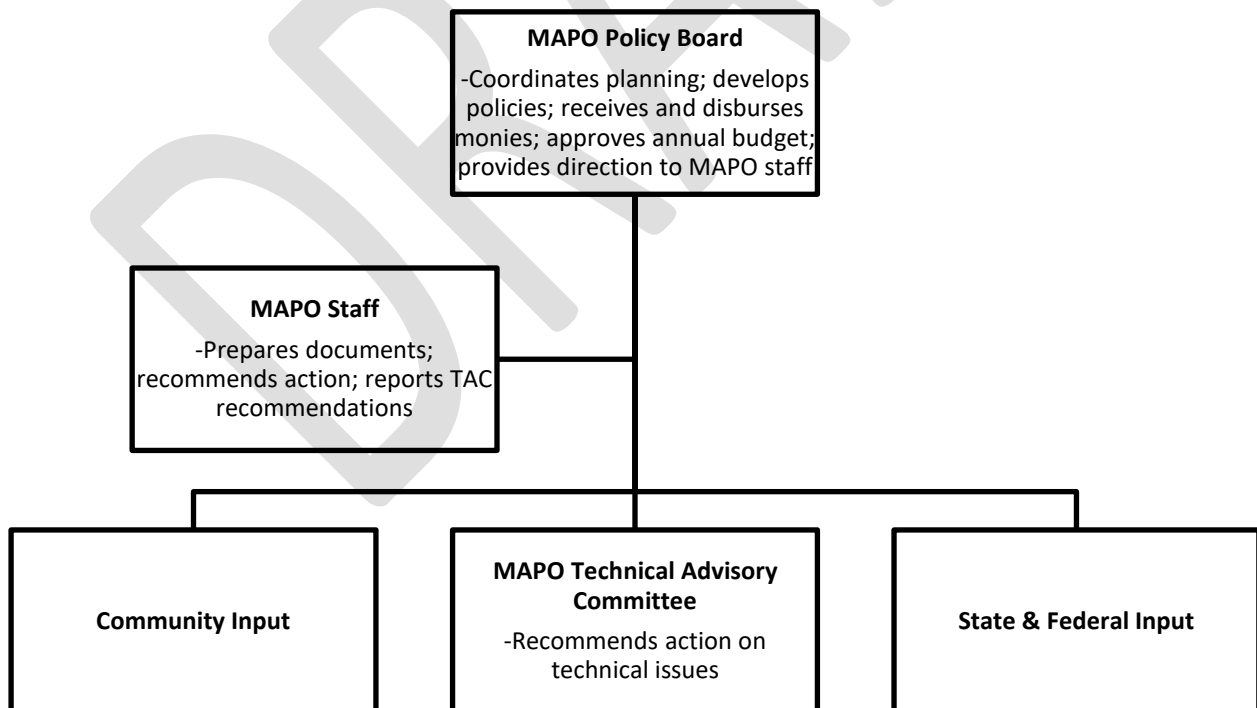
MAPO provides regional coordination and approves the use of federal transportation funds within the MPA. Responsibility for the implementation of specific transportation projects lies with MnDOT and the local units of government as transportation providers.

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).

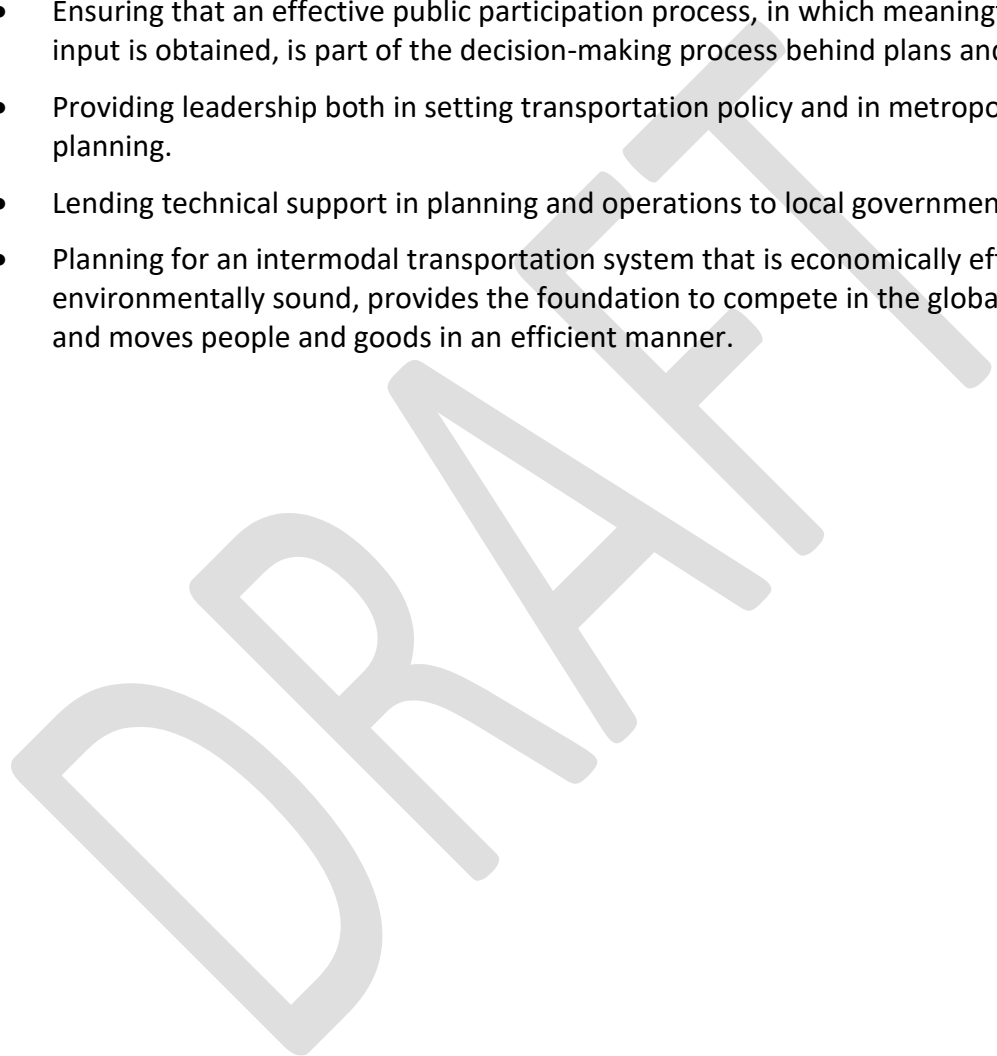
Governance and Organizational Structure

Chart 1: MAPO Organizational Chart

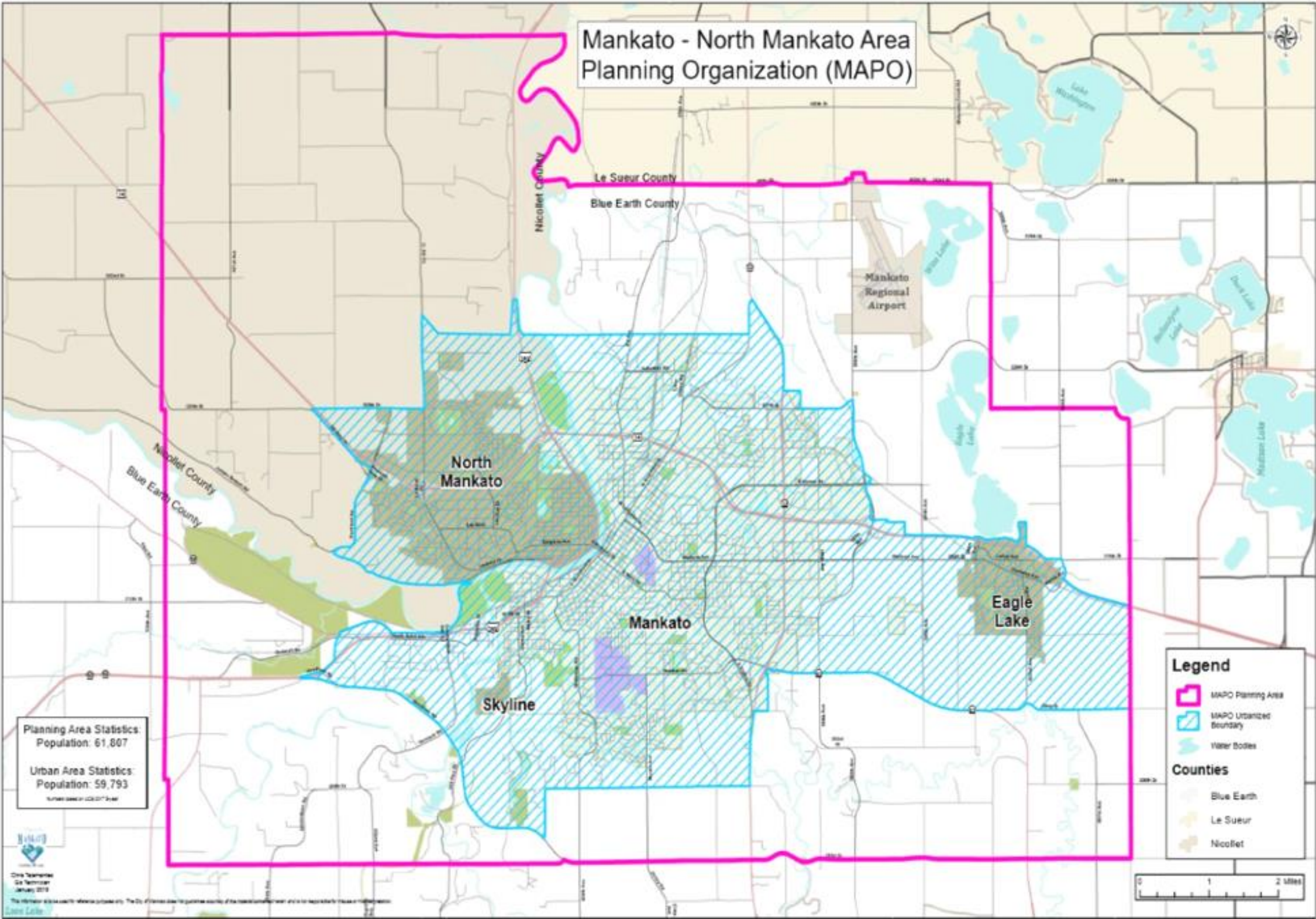


MAPO's Role in Planning Process

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

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

Map 1: Mankato/North Mankato Metropolitan Planning Area



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 law 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.

Transportation Improvement Program (TIP)

The TIP is an annual federally-mandated 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.

Partner agencies propose projects to MAPO on an annual basis to be coordinated into a comprehensive listing of the area's federally funded transportation improvements planned for the next 4 years.

The MAPO TIP includes projects from the Minnesota Department of Transportation (MnDOT) District 7 in the MAPO planning area, Mankato Transit System (MTS), and local projects from member jurisdictions. Local projects that are fully funded by a township, city, or county are not included in the MAPO TIP.

Projects programmed into the TIP must comply with regulations issued by FHWA and FTA. If a project is 100% state funded, it does not have to meet federal requirements and does not have to be included in the TIP.

Projects can be revised or amended at any time during the program year by action of the MAPO Policy Board. These listings include information regarding cost, specific funding sources, project timing, etc.

As a management tool for monitoring the progress of implementing the LRTP, the TIP identifies criteria and a process for prioritizing implementation of transportation projects – including any changes in priorities from the previous TIP that were implemented – and identifies any significant delays in the planned implementation of other projects.

Projects in the TIP represent a commitment on the part of the implementing jurisdiction or agency to complete those projects.

TIP projects programmed for the Mankato\North Mankato MPA are included, without change, in the MnDOT District 7 Area Transportation Improvement Program (ATIP) and subsequent [Minnesota State Transportation Improvement Program \(STIP\)](#).

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

Regionally Significant Projects

In addition, Federal regulations dictate the MPO must include in their annual TIP “all regionally significant projects requiring an action by the FHWA or the FTA whether or not the projects are to be funded under title 23 U.S.C. Chapters 1 and 2 or title 49 U.S.C. Chapter 53 (e.g., addition of an interchange to the Interstate System with State, local, and/or private funds and congressionally designated projects not funded under 23 U.S.C. or 49 U.S.C. Chapter 53).”

Federal regulations go on to state:

“For public information and conformity purposes, the TIP shall include all regionally significant projects proposed to be funded with Federal funds other than those administered by the FHWA or the FTA, as well as all regionally significant projects to be funded with non-Federal funds.”

Federal regulations have left the determination of “regionally significant” transportation projects up to individual MPOs.

Within the MAPO area, a project is assessed for regional significance on a case-by-case basis. Projects are reviewed by MAPO staff and the MAPO Technical Advisory Committee (TAC) using a Regional Significance scoresheet. The TAC then determines whether a recommendation for individual projects will be made to the MAPO Policy Board.

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.

The TIP and its Connection to the Transportation Planning Process

As previously stated, the projects in the fiscal year (FY) 2022-2025 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 over a 20-year time frame.

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

LRTP

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.

UPWP

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.

PPP

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.

Programming the TIP

MnDOT has established eight Area Transportation Partnerships (ATPs) throughout the state to manage the programming of Federal transportation projects. Each of these ATPs is responsible for developing a financially constrained Area Transportation Improvement Program (ATIP) and incorporated into a financially constrained STIP.

MnDOT District 7 is represented by [ATP 7](#).

As the designated MPO for the urbanized area, MAPO must develop its own TIP that is incorporated into the ATIP and subsequently, the STIP. The STIP must be consistent with the TIP.

The TIP project solicitation and development process begins in November. Projects originate from:

- MPO LRTP / MTP
- Implementing jurisdiction and/or agency project submittals

Projects meeting the minimum qualifying criteria are prioritized by the MPO's TAC into one project list. Prioritization considerations include the following:

- Economic Factors
- Health and Safety
- Access
- Project Design

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 is estimated to cost approximately \$73,000,000 and is currently programmed in the ATIP for construction over 2022 and 2023. The TH 14 Corridor Expansion project is a significant expansion of an interregional corridor and has substantial potential impact on freight and commuter traffic routed through the heart of the MAPO area. In recognition of this impact, MAPO has designated this project as regionally significant. TH 14 is also listed on the National Highway system (NHS) and will thus support MAPO’s PM3 performance targets.

St. Peter to Mankato Bicycle/Pedestrian Trail — The St. Peter to Mankato Bicycle/Pedestrian Trail is one of six segments outlined in the Minnesota Department of Natural Resources (MnDNR) Minnesota River State Trail Franklin to Le Sueur Master Plan (2015). When completed, the St. Peter to Mankato connection (Segment 4 of the planned trail) will connect the cities of Mankato, Kasota, and St. Peter and comprise approximately 13 miles of the larger statewide bicycle system. The trail has significant potential impact on tourist, hobbyist, and commuter bicycle traffic to and from the MAPO area. In recognition of this impact, MAPO has designated the St. Peter to Mankato Bicycle/Pedestrian project as regionally significant.

Funding Sources

Projects included in this TIP will be funded by one or more of 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.

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.

Funding sources are identified on the following pages by the acronym in parentheses after each funding name listed below.

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.

Bond Funds (BF)

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

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

DEMO

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

Early Let Late Award (ELLE)

MnDOT’s ELLE 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. ELLE 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 ELLEs 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.

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.

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.

Highway Rail Grade Crossing & Rail Safety (RRS)

Railroad-highway grade crossing safety is funded under 23 USC Section 130. The current Federal participation for railroad-highway grade crossing safety improvement projects is 100 percent of the cost of warning system. Normally it is expected that the local road authority will pay for roadway or sidewalk work that may be required as part of the signal installation. Limited amounts of state funds are available for minor grade crossing safety improvements.

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.

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. The intent of repeal was to re-designate the National Freight Network operational domain and replace it with the National Highway Freight Network. 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.

National Highway Performance Program (NHPP)

The 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.

State Funds (SF)

Funding identified as "SF" indicates that a project has State Funds.

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.

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 NHPP, STP, HSIP, CMAQ, and/or Metro Planning.

Other

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

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.

MAPO member jurisdictions and agencies that are interested in pursuing transportation projects within the MPA must follow a specific process and satisfy certain criteria.

See Chapter 2 | Project Selection for additional information.

Fiscal Constraint

The TIP is fiscally constrained by year and includes a financial analysis that demonstrates which projects are to be implemented using existing and anticipated revenue sources, while the existing transportation system is being adequately maintained and operated.

The financial analysis was developed by the MPO in cooperation with MnDOT, Mankato Transit System, and local jurisdictions who provided the MPO with historic transportation expenditures and forecasted transportation revenue.

In developing the financial plan, the MPO considered all projects and strategies funded under Title 23, U.S.C., and the Federal Transit Act, other Federal funds, local sources, State assistance, and private participation.

A detailed look at fiscal constraint can be found in Chapter 6.

Environmental Justice

This TIP also includes an Environmental Justice (EJ) evaluation to determine if programmed projects will have a disproportionate impact on people-of-color and/or low-income populations, consistent with the 1994 Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations.

A further look at TIP programmed projects in comparison to EJ areas can be found in Chapter 5.

Public Involvement

The MAPO affords opportunities for the public and other interested parties to comment on the proposed and approved TIP. Public meeting notices are published in the Mankato Free Press – the newspaper of record for the MAPO – and the TIP document is made readily available for review and comment.

The TIP public participation process is consistent with the MAPO's [Public Participation Plan \(PPP\)](#), adopted in 2018. The process provides stakeholders a reasonable opportunity to comment on the TIP.

Chapter 7 provides a more comprehensive look at public involvement used in developing the FY 2022-2025 TIP.

Public comments obtained via surveys can be found in Appendix B.

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;
- Implementation of an equal employment opportunity program on federal and federal-aid highway construction contracts;
- Provisions of the Americans with Disabilities Act of 1990;
- Prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance;
- 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.

DRAFT

Chapter 2: Project Selection

As the designated MPO for the Mankato/North Mankato area, 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, and the Mankato Transit System 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)

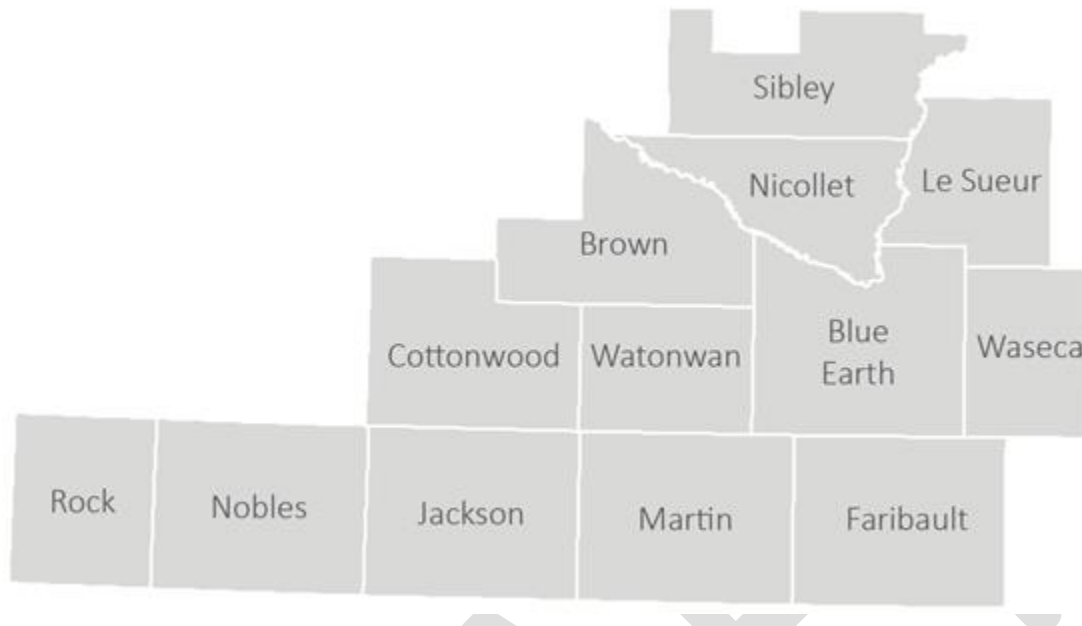
The State of Minnesota uses a mechanism called the Area Transportation Partnership (ATP) for distributing federal transportation funds throughout the state. The Mankato/North Mankato Metropolitan Area is served by the MnDOT's District 7 ATP (ATP-7), which is made up of local elected officials, planners, 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 MAPO, the purpose of the ATP is to prioritize projects in the larger region for receiving federal funding. This priority list is called the Area Transportation Improvement Program (ATIP) is combined with the other ATIPs from other ATPs around the state that ultimately make up the STIP.

Although the ATP encompasses the MAPO MPA, the MAPO through the development of the TIP leads the project selection of the projects located within the MPA boundaries. The ATP leads the project selection outside the MPA boundaries.

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, MnDNR, Region Nine Regional Development Commission (RDC), Southwest RDC, and MAPO.

Figure 1: Membership Counties of the MnDOT District 7 ATP



Although projects from the thirteen counties and the MAPO area 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.

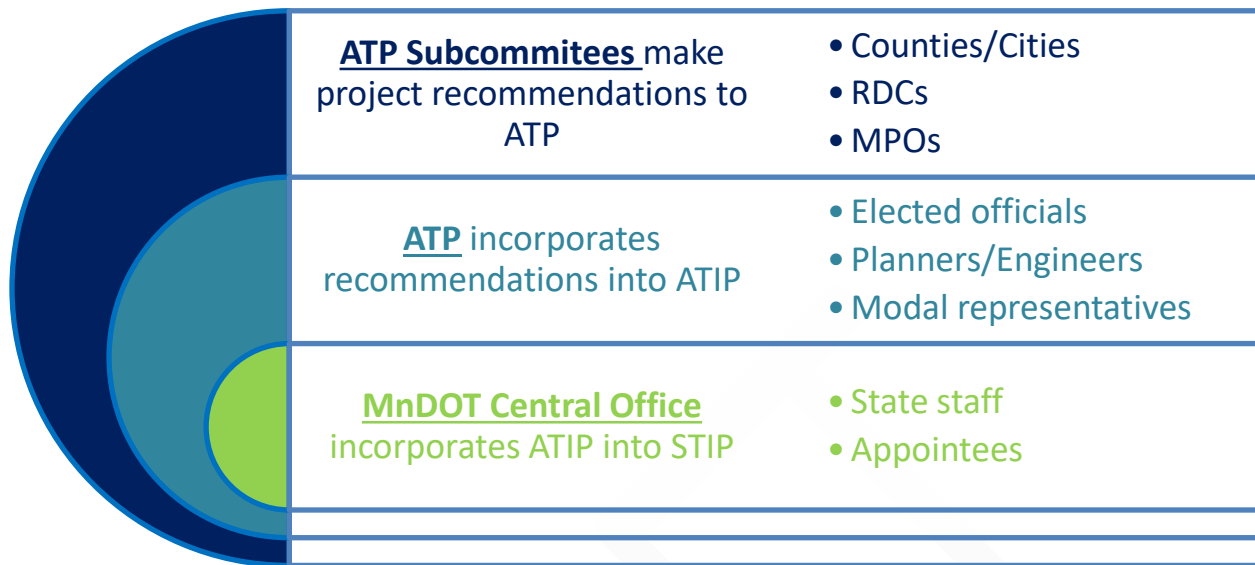
Step 1: Proposed local projects are rated for regional significance by MAPO and the respective Regional Development Commission (RDC) as input to the ATP subcommittees. The subcommittees develop and recommend to the full ATP their ranked list of projects based on funding targets, local priorities, and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

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, 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 MPA 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. Multimodalism	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.

DRAFT

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 measurable 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, TAM, and Public Transit Agency Safety Plan (PTASP).

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, 2020 targets were based on the total for 2015, 2016, 2017, 2018, and 2019 then divided by five (5). Subsequently, 2021 targets are based on the total of 2016, 2017, 2018, 2019, and 2020 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. As MnDOT is only able to 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. This means a direct comparison of metrics is not yet 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.

Figure 5 outlines the specific safety performance measure, the MnDOT targets for that measurement, MAPO's baseline measurement, and MAPO's adopted targets.

Target	MnDOT Target 2021	MAPO Baseline (Actual 2019)	MAPO Target 2021
<i>Number of Fatalities</i>	352.4	2	352.4
<i>Rate of Fatalities per 100 million VMT</i>	0.582	.367	0.582
<i>Number of Serious Injuries</i>	1,579.8	19	1,579.8
<i>Rate of Serious Injuries per 100 million VMT</i>	2.606	3.485	2.606
<i>Number of Non-Motorized Fatalities and Serious Injuries</i>	281.2	3	281.2

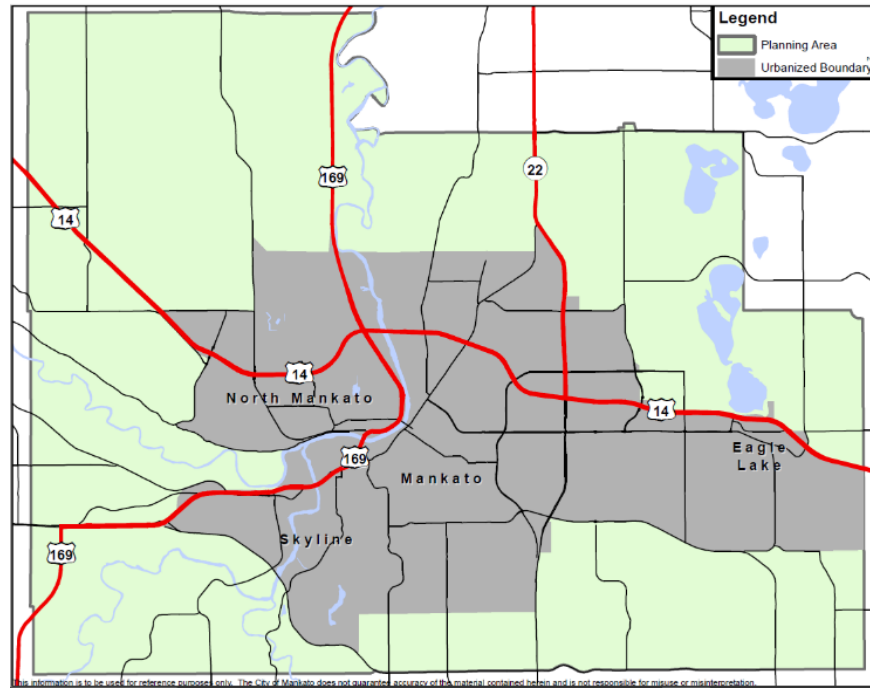
MAPO makes progress toward these goals by prioritizing safety in studies, plans, and policies. Safety is also a consideration in application scoring and project recommendation.

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.

In 2020 MAPO resolved to support MnDOT's calendar year 2021 PM1 (Safety) targets. This was done because MnDOT's targets were in line with MAPO's goals. MPOs must adopt PM1 targets on an annual basis.

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, preserve and maintain the existing transportation infrastructure, and increase access and reliability options for users. The LRTP also outlines compliance the FAST Act as a goal of the plan.

For example, projects currently programmed in the TIP supporting PM1 targets include: 007-090-005AC, construction of a pedestrian and bicyclist trail, and 137-140-001AC, construction of a roundabout at the intersection of Pohl Road and Stadium Road.



Map 3: NHS routes within MAPO planning boundary

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

Two and four-year targets are established at the beginning of the performance period every four years. States report on performance every two years. These six performance measures can be broken into two categories; bridge condition and pavement condition.

Bridge 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

The targets for bridge condition were originally set as two and four-year targets in May of 2018, with an opportunity to adjust at the mid-performance period in 2020.

In October 2020, MnDOT determined that the four-year targets would remain the same for bridge condition targets except for Percentage of NHS Bridges in Good Condition, which would be decreased from 50% to 35%. In 2020 MAPO passed a resolution to support and adopt the PM2 targets set by MnDOT.

Figure 6 outlines the specific bridge condition performance measures, the MnDOT targets for that measurement, the MPO's 2019 condition, and the MPO's adopted targets.

<i>Target</i>	MnDOT 4-yr Target (2021)	MAPO (Actual 2019)	MAPO 4-yr Target (2021)
<i>Percentage of NHS Bridges in Good Condition</i>	35% (revised)	50%	35% (revised)
<i>Percentage of NHS Bridges in Poor Condition</i>	4%	4%	4%

FIGURE 6: PERFORMANCE MEASURE 2 – BRIDGE CONDITION MEASURES AND TARGETS

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.

In 2018, MAPO resolved to support MnDOT's targets for PM2 (Pavement and Bridge Condition). PM2 can be adopted by the MPO as well, or the MPO can adopt portions of each PM target. In 2021 MAPO resolved to update its PM2 and PM3 targets to correspond to MnDOT's adjusted PM2 and PM3 targets. This was due to MnDOT's targets corresponding to MAPO's goals.

Projects currently programmed in the TIP supporting PM2 targets include 0714-35, road reconstruction from south of county road 57 and replacement of the River Bridge.

Pavement Condition

For the pavement condition targets, each pavement segment is assessed annually by its jurisdiction. Pavement Condition Targets are only set every four years, with the option to update them every two. The jurisdictions assess each roadway segment based on a variety of factors to calculate the overall pavement condition. Then those assessments are combined and an output of a standard Pavement Condition Index (PCI) is produced. The following are PCI ratings and their associated range of scores:

- Excellent 86-100
- Good 71-85

- Fair 56-70
- Poor 0-55

The region is currently meeting and/or exceeding the pavement condition performance targets in the MPA. Based on this information, in February 2021, MAPO chose to support and adopt the PM2- Pavement Condition performance targets set by MnDOT for the MPA.

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, preserve and maintain the existing transportation infrastructure, and increase access and reliability options for users. The LRTP also outlines compliance with MAP-21 and the FAST Act as a goal of the plan.

It's important to note that MAPO's MPA does not contain any interstate miles, so all performance measure targets that are for interstates are not required to be adopted by MAPO, as they are not applicable to the planning area. This is denoted in the following table with N/A.

Figure 7 outlines the specific bridge condition performance measures, the MnDOT targets for that measurement, the MPO's 2019 condition, and the MPO's adopted targets.

Target	MnDOT 4-yr Target (2021)	MAPO (2019)	MAPO 4-yr Target (2021)
<i>Percentage of Interstate Pavement in Good Condition</i>	55%	N/A	N/A
<i>Percentage of Interstate Pavement in Poor Condition</i>	2%	N/A	N/A
<i>Percentage of Non-Interstate Pavement in Good Condition</i>	50%	50%	50%
<i>Percentage of Non-Interstate Pavement in Poor Condition</i>	4%	4%	4%

FIGURE 7: PERFORMANCE MEASURE 2 – PAVEMENT CONDITION MEASURES AND TARGETS

MAPO chose to support MnDOT's 2021 pavement targets because the targets are in line with MAPO goals.

Projects in the TIP supporting these goals include 150-119-003AC, road reconditioning and replacement of pedestrian ramps, and 0714-35AC, full depth reclaim and overlay from CSAH 57 to the Minnesota River Bridge.

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 PM3 target biannually. 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.

It's important to note that MAPO's MPA does not contain any interstate miles, so all performance measure targets that are for interstates are not required to be adopted by MAPO, as they are not applicable to the planning area. This is denoted in the following table with N/A.

For the travel time reliability targets, FHWA requires the use of the National Performance Management Research Data Set (NPMRDS) or an equivalent data source 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 five analysis periods using the following ratio:

$$\frac{\text{Longer travel times (95}^{\text{th}} \text{ percentile of travel times)}}{\text{to}} \frac{\text{Normal Travel Times (50}^{\text{th}} \text{ percentile of travel times)}}{}$$

The analysis periods are:

- Morning weekday (6-10 a.m.).
- Midday weekday (10 a.m. – 4 p.m.).
- Afternoon weekday (4-8 p.m.).
- Weekends (6 a.m. – 8 p.m.).

- Overnights (8 p.m. – 6 a.m. all days).

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 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.

Figure 8 outlines the specific bridge condition performance measure, the MnDOT targets for that measurement, the MPO's baseline measurement, and the MPO's adopted targets.

<i>Target</i>	MnDOT 4-yr Target (2021)	MAPO (Baseline 2019)	MAPO 4-yr Target (2021)
<i>Percentage of Person Miles Traveled on the Interstate that are reliable</i>	80%	N/A	N/A
<i>Percentage of Person Miles Traveled on the Non-Interstate NHS that are reliable</i>	90%	75%	90%
<i>Truck travel Time Reliability Index (TTTR Index)</i>	1.5	N/A	N/A

FIGURE 8: PERFORMANCE MEASURE 3 – SYSTEM RELIABILITY MEASURES AND TARGETS

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 Truck Travel Time Reliability Index (TTTRI) for Highway 22 northbound turning onto Highway 14 is 1.64, and the TTTRI for Highway 22 southbound turning onto Highway 14 is 1.57.

Within each segment, the day is broken into several analysis periods. These include the two peaks (AM and PM), but also midday and, depending on the measure, an overnight or weekend period as well. MnDOT then takes the "worst" performing period, and that defines the measurement used to calculate reliability. Thus, a single unreliable period throughout the day could result in the entire segment being defined as unreliable.

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.

In 2021, MAPO resolved to support MnDOT's targets for PM3 (System Reliability). PM3 can be adopted by the MPO as well, or the MPO can adopt portions of each PM target. In 2020 MAPO resolved to update its PM3 targets to correspond to MnDOT's adjusted PM3 targets.

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, preserve and maintain the existing transportation infrastructure, and increase access and reliability options for users. The LRTP also outlines compliance with MAP-21 and the FAST Act as a goal of the plan.

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.

Transit Asset Management (TAM)

In addition, a separate set of performance measures is required to be developed and maintained by transit agencies receiving Federal funding assistance. Known as Transit Asset Management (TAM), transit agencies must establish a system to monitor and manage public transportation assets to improve safety and increase reliability and performance. As part of the TAM plan, transit agencies must also establish performance measures which will help the respective transit agency maintain a state of good repair (SGR) which aligns with the Useful Life Benchmark (ULB) for each asset. ULB is defined as the expected lifecycle of a capital asset or the acceptable period of use in service. SGR must be documented for the following assets:

1. Equipment: Non-revenue support-service and maintenance vehicles.
2. Rolling Stock: Revenue vehicles by mode.
3. Infrastructure: Only rail-fixed guideway, track, signals, and systems.
4. Facilities: Maintenance and administrative facilities; and passenger stations (buildings) and parking facilities. Facilities are measured on the Transit Economic Requirements Model (TERM) scale which assigns a numerical rating (1-5) based on conditions.

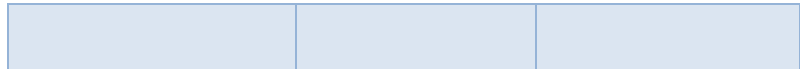
TAM plan requirements fall into two categories

- Tier I: Operates rail OR ≥ 101 vehicles across all fixed route modes OR ≥ 101 vehicles in one non-fixed route mode.
- Tier II: Subrecipient of 5311 funds OR American Indian Tribe OR ≤ 100 vehicles across all fixed route modes OR ≤ 100 vehicles in one non-fixed route mode.

Within the MPO's planning area, Mankato Transit System (MTS) is required to develop a TAM plan falling under the Tier II requirements. Figure 9 outlines the MnDOT SGR targets for each measurement, the MTS's baseline measurement, and the MTS adopted targets. The targets that were adopted in 2018 remain valid in the 2022-2025 TIP.

<i>Target</i>	MnDOT's Targets		
	2020 & 2022	MTS Baseline	MTS 2020 Past ULB
<i>Equipment (Non-revenue service vehicles)</i>	10%	20%	42%
<i>Rolling Stock (revenue vehicles)</i>	10%	20%	20%
<i>Infrastructure</i>	n/a	n/a	n/a

(rail, fixed guideway, track signals, and systems)



Source: MTS 2021

FIGURE 9: STATE OF GOOD REPAIR PERFORMANCE MEASURES

Figure 10 outlines the TERM scale rating and ULB targets for facilities.

MnDOT's Targets 2020			
Target	& 2022	MTS Baseline	MTS 2020 Past ULB
<i>[Facilities]</i>	No more than 10% rated less than 3 on TERM Scale	50%	0%

Source: MTS 2021

FIGURE 10: TAM TERM SCALE PERFORMANCE MEASURES

In 2018, MAPO resolved to support the Mankato Transit System (MTS) Transit Asset Management (TAM) plan. The TAM plan targets adopted in 2018 remain valid and will be used for the this TIP. This involved coordination with the MTS, MnDOT, and the FTA. 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.

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, preserve and maintain the existing transportation infrastructure, and increase access and reliability options for users. The LRTP also outlines compliance with MAP-21 and the FAST Act as a goal of the plan.

MAPO plans and programs projects so that the projects contribute to the accomplishment of the MTS'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 project TRF-0028-25B (Transit Preventative Maintenance). 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 TRS-0028-25B (Purchase of three buses) and TRS-0028-25TA (Purchase of replacement bus).

Public Transportation Agency Safety Plan (PTASP)

The Public Transportation Agency Safety Plan (PTASP) regulation requires covered public transportation providers and state DOTs to establish safety performance targets to address the safety performance measures identified in the National Public Transportation Safety Plan which

can be found at the following webpage: www.transit.dot.gov/regulations-and-guidance/safety/national-public-transportation-safety-plan

In November 2020, MAPO resolved to support the PTASP targets set by the Mankato Transit System.

The public transportation operator is required to update the PTASP on an annual basis, but MPOs are not required to adopt PTASP targets on an annual basis. Only when a new PTASP is adopted (at least once every four years) does the MPO have to adopt PTASP targets. The adopted targets by both the Mankato Transit System and MAPO are below:

Mode of Transit Service	Fatalities (total)	Fatalities (per 100 thousand VRM)	Injuries (total)	Injuries (per 100 thousand VRM)	Safety Events (total)	Safety Events (per 100 thousand VRM)	System Reliability (VRM/failures)
Fixed Route Bus	0	0	5	1.564	7	2.190	9,500
ADA/Paratransit	0	0	1	2.005	1	2.005	68,500

FIGURE 11: PTASP PERFORMANCE MEASURES

MAPO chose to support the PTASP targets selected by the Mankato Transit System because the targets were in line with MAPO goals. These targets are supported by projects programmed in the current TIP, including TRF-0028-24B and Transit Preventative Maintenance, as well as TRS-0028-24CA and TRF-0028-23TA, which fund new bus purchases.

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 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, MAPO is anticipated 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 Lookout Drive-CSAH 13 Corridor Study, Second Street Corridor Study, and 169 Corridor Study abide by and support PM1 target area of user safety. The ongoing corridor studies also contribute to the PM2 goals of preserving the pavement system, and PM3 goals of providing reliable transportation of people and goods.

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

Chapter 4: FY 2022-2025 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. Appendix A provides an example of how to read the TIP tables. 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).

FY 2022 Federal Funded Transportation Projects

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

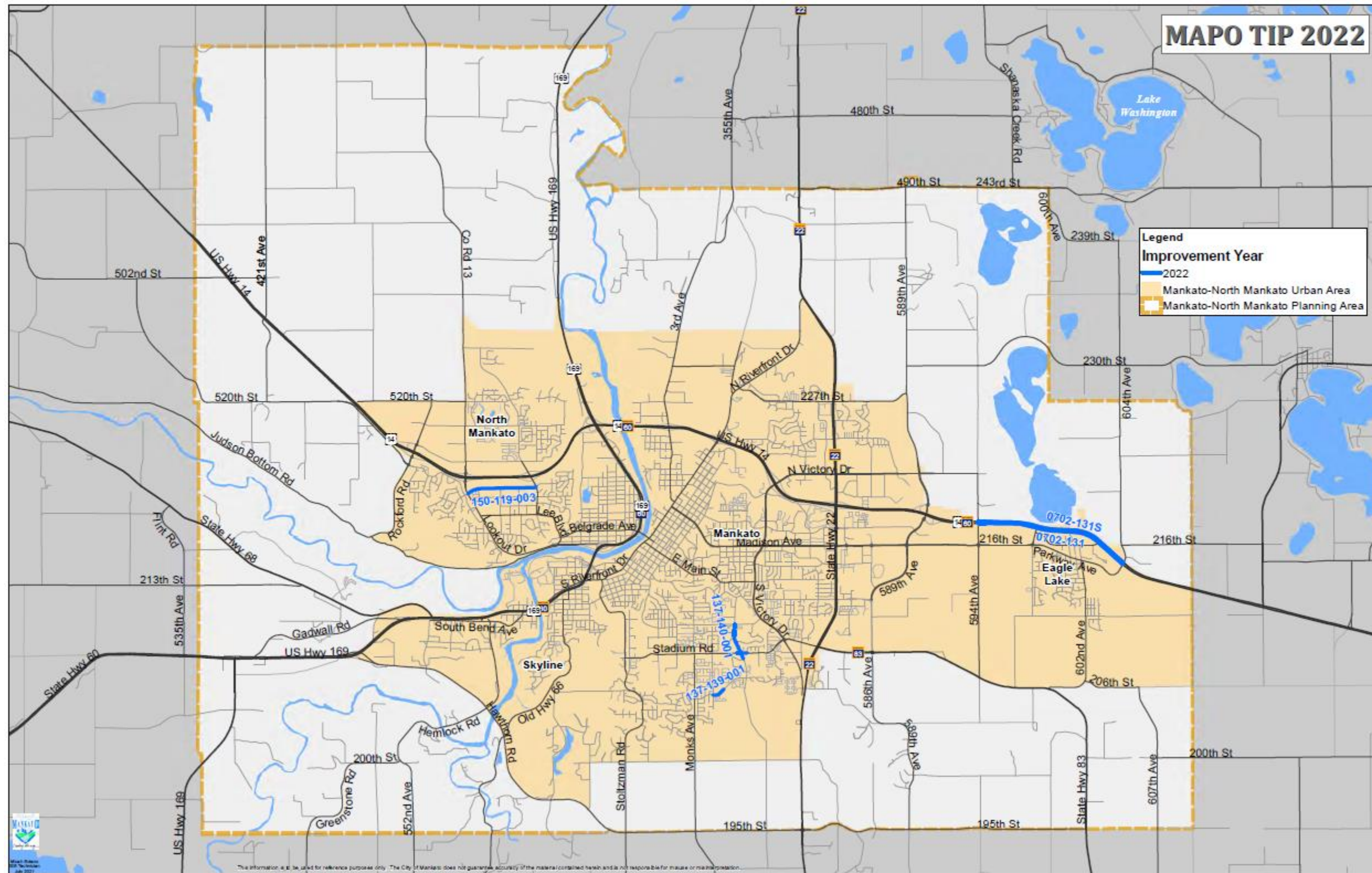
MPO: MANKATO-NORTH MANKATO AREA PLANNING ORGANIZATION							FY 2022 – FY 2025 TIP									
L RTP REFERENCE	ROUTE SYSTEM	PROJECT NUMBER	YEAR	AGENCY	DESCRIPTION	MILES	PROGRAM	TYPE OF WORK	PROPOSED FUNDS	STIP TOTAL	FHWA	AC	FTA	TH	OTHER	PROJECT TOTAL
65	MSAS 139	137-139-001	2022	MANKATO	MSAS 139 (TIMBERWOLF DR) FROM THE INTERSECTION OF HERON DR TO 0.2 MI E, CONSTRUCT PEDESTRIAN CROSSING AND HAWK SYSTEM	0.2	EN- ENHANCEMENT	PEDESTRIAN RAMPS (ADA IMPROVEMENTS)	TAP 5K-200K	191,805	153,444	0	0	0	38,361	191,805
65	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)	0.44	RD- RECONDITIONIN G	BITUMINOUS OVERLAY, ROUNDABOUT	STP 5K-200K	795,814	795,814	0	0	0	0	0
65		TRF-0028-22A	2022	MANKATO	SECT 5307: CITY OF MANKATO RR TRANSIT OPERATING ASSISTANCE		URBANIZED AREA FORMULA (B9)	TRANSIT OPERATIONS	FTA	2,500,000	0	0	750,000	0	1,750,000	2,500,000
65		TRF-0028-22B	2022	MANKATO	SECT 5307: CITY OF MANKATO RR TRANSIT PREVENTATIVE MAINTENANCE		URBANIZED AREA FORMULA (B9)	TRANSIT OPERATIONS	FTA	400,000	0	0	320,000	0	80,000	400,000
65		TRF-0028-22C	2022	MANKATO	SECT 5307: CITY OF MANKATO: PURCHASE TWO (2) CLASS 400 GAS LF EXPANSION BUSES		URBANIZED AREA FORMULA (B9)	TRANSIT VEHICLE PURCHASE	FTA	338,000	0	0	287,300	0	50,700	338,000
65		TRS-0028-22D	2022	MANKATO	CITY OF MANKATO PURCHASE ONE (1) CLASS 400 GAS LOW-FLOOR REPLACEMENT BUS		TRANSIT (TR)	TRANSIT VEHICLE PURCHASE	STBGP 5K-200K	169,000	135,200	0	0	0	33,800	169,000
65		TRF-0028-22F	2022	MANKATO	SECT 5307: CITY OF MANKATO SYSTEM TECHNOLOGY UPGRADES		TRANSIT (TR)	TRANSIT GRANT CAPITAL IMPROVEMENT (NONVEHICLE (S)	FTA5307 (B9)	400,000			320,000		80,000	400,000
65		TRF-0028-22E	2022	MANKATO	SECTION 5307: CITY OF MANKATO 5 YEAR TRANSIT DEVELOPMENT PLAN		TRANSIT (TR)	TRANSIT GRANT CAPITAL IMPROVEMENT (NONVEHICLE (S)	FTA5307 (B9)	290,000			232,000		58,000	290,000
65		TRS-0028-22TA	2022	MANKATO	CITY OF MANKATO PURCHASE ONE (1) CLASS 700 DIESEL REPLACEMENT BUS		TRANSIT (TR)	TRANSIT VEHICLE PURCHASE	STBGP 5K-200K	546,000	436,800	0	0	0	109,200	546,000
65	US 14, US 169, MN 22	8827-319	2022	MNDOT	**ITS**: US 14, US 169 & MN 22, VARIOUS LOCATIONS IN MANKATO AND NORTH MANKATO, TRAFFIC MANAGEMENT SYSTEM		TM-TRAFFIC MANAGEMENT	OTHER	STBGP 5K-200K	2,000,000	1,600,000	0	0	400,000	0	2000,000

Continued on next page

FY 2022 Federal Funded Transportation Projects CONTINUED

65	US 14	0702-131	2022	MNDOT	US 14, FROM CSAH 86 TO CSAH 17 IN EAGLE LAKE, REDUCE CONFLICT INTERSECTIONS	0.83	SC-SAFETY CAPACITY	CHANNELIZATION (S)	NHPP	500,000	328,889	0	0	171,111	0	500,000
65	US 14	0702-131S	2022	MNDOT	**SEC164**US 14, FROM CSAH 86 TO CSAH 17 IN EAGLE LAKE, REDUCE CONFLICT INTERSECTIONS	0.83	SH-SAFETY HSIP	CHANNELIZATION (S)	HSIP	888,889	0	0	0	0	0	888,889
65	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)	0.98	RD-RECONDITIONING	BITUMINOUS REPLACEMENT, PEDESTRIAN RAMPS (ADA IMPROVEMENTS)	STP 5K-200K	205,314	205,314	0	0	0	0	0
TOTAL										9,224,822	3,655,461	0	1,909,300	571,111	2,200,061	8,223,694

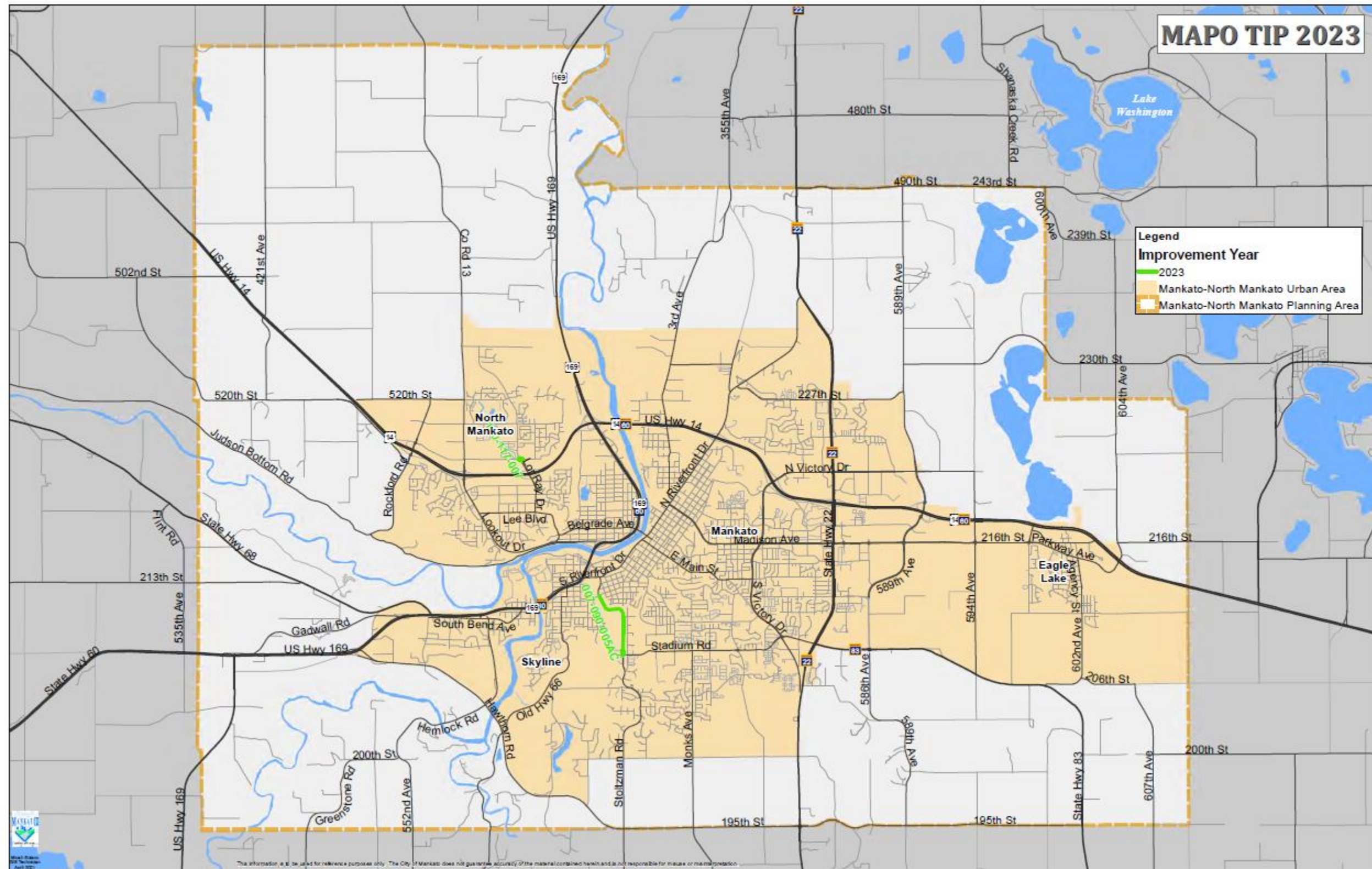
Map 3: 2022 projects



FY 2023 Federal Funded Transportation Projects

	MPO: MANKATO-NORTH MANKATO AREA PLANNING ORGANIZATION						FY 2022 – FY 2025 TIP									
L RTP REFERENCE	ROUTE SYSTEM	PROJECT NUMBER	YEAR	AGENCY	DESCRIPTION	MILES	PROGRAM	PROPOSED FUNDS	PROPOSED FUNDS	STIP TOTAL	TARGET FHWA	AC	FTA	TH	OTHER	PROJECT TOTAL
65	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)	0.93	EN- ENHANCEME NT	NEW TRAIL	TAP 5K-200K	50,828	50,828	0	0	0	0	0
65		TRF-0028-23A	2023	MANKATO	SECT 5307: CITY OF MANKATO RR TRANSIT OPERATING ASSISTANCE		URBANIZED AREA FORMULA (B9)	TRANSIT OPERATIONS	FTA	3,100,000	0	0	775,000	0	2,325,000	3,100,000
65		TRF-0028-23B	2023	MANKATO	SECT 5307: CITY OF MANKATO RR TRANSIT PREVENTATIVE MAINTENANCE		URBANIZED AREA FORMULA (B9)	TRANSIT OPERATIONS	FTA	400,000	0	0	320,000	0	80,000	400,000
65		TRF-0028-23C	2023	MANKATO	SECT 5307: CITY OF MANKATO AUTOMATED VEHICLE PA SYSTEM		URBANIZED AREA FORMULA (B9)	TRANSIT OPERATIONS	FTA5307 (B9)	300,000	0	0	240,000	0	60,000	300,000
65		TRF-0028-23TA	2023	MANKATO	SECT 5307: CITY OF MANKATO: PURCHASE ONE (1) CLASS 700 DIESEL REPLACEMENT BUS		URBANIZED AREA FORMULA (B9)	TRANSIT VEHICLE PURCHASE	FTA	562,000	0	0	449,600	0	112,400	562,000
65	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 ROUNDAABOUT	0.02	MC-MAJOR CONSTRUCTI ON	ROUNDAABOUT	STP 5K-200K	1,500,000	1,200,000	0	0	0	300,000	1,500,000
TOTAL										5,912,828	1,250,828	0	1,784,600	0	2,877,400	5,862,000

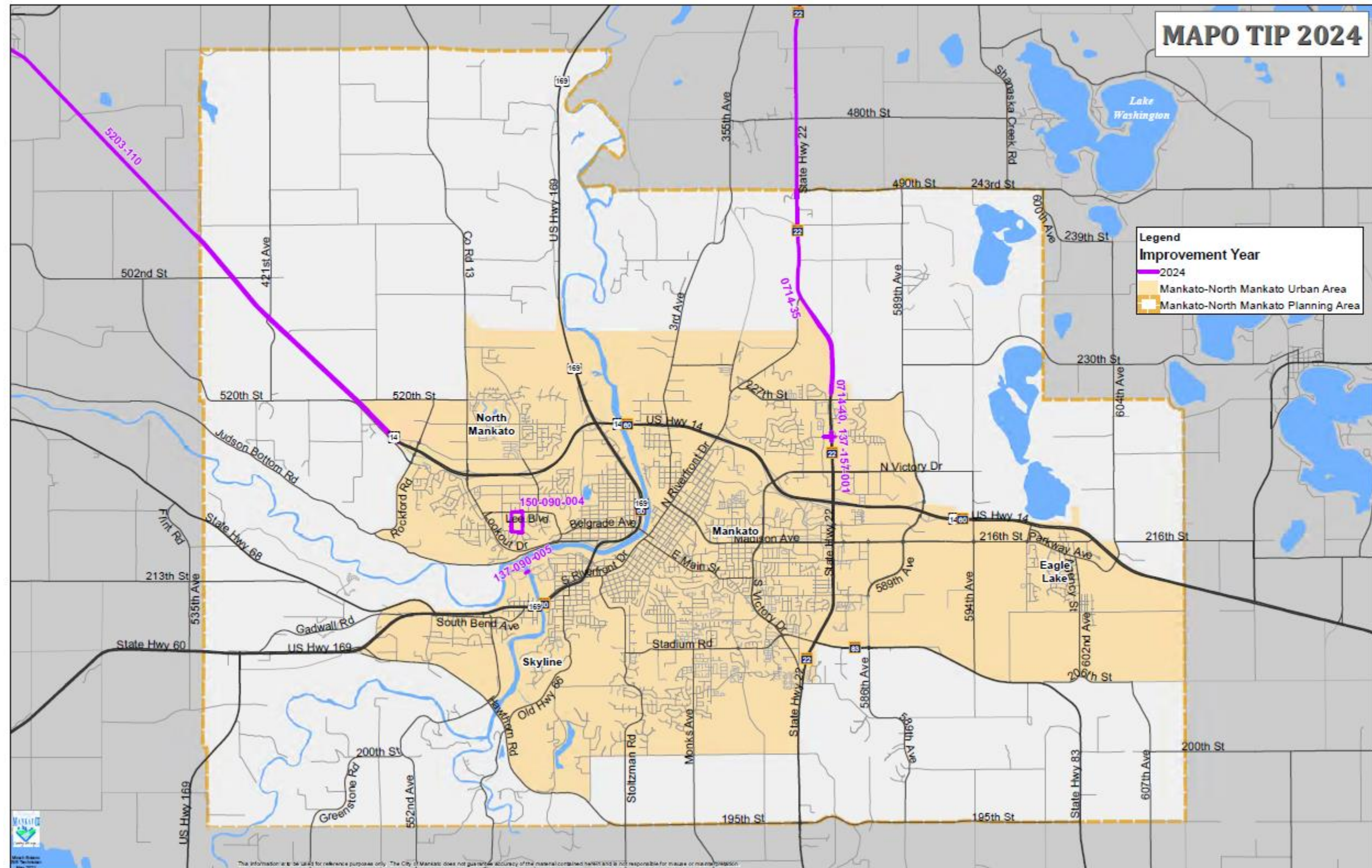
Map 4: 2023 projects



FY 2024 Federal Funded Transportation Projects

	MPO: MANKATO-NORTH MANKATO AREA PLANNING ORGANIZATION							FY 2022 – FY 2025 TIP								
L RTP REFERENCE	ROUTE SYSTEM	PROJECT NUMBER	YEAR	AGENCY	DESCRIPTION	MILES	PROGRAM	TYPE OF WORK	PROPOSED FUNDS	STIP TOTAL	FHWA	AC	FTA	TH	OTHER	PROJECT TOTAL
65		137-090-005	2024	MANKATO	**AC**CONSTRUCT BRIDGE CROSSING OVER THE BLUE EARTH RIVER BETWEEN LAND OF MEMORIES AND SIBLEY PARK USING THE HISTORIC KERN BRIDGE(L5669) HISTORICAL WORK AND CONSTRUCTION ENGINEERING (AC PAYBACK IN 2025)	0	BR-BRIDGE REPLACEMENT	BRIDGE NEW (S)	STBGP 5K-200K	3,212,000	2,300,000	1,348,000	0	0	912,000	4,560,000
65		TRF-0028-24A	2024	MANKATO	SECT 5307: CITY OF MANKATO RR TRANSIT OPERATING ASSISTANCE		URBANIZED AREA FORMULA (B9)	TRANSIT OPERATIONS	FTA	3,400,000	0	0	850,000	0	2,550,000	3,400,000
65		TRF-0028-24B	2024	MANKATO	SECT 5307: CITY OF MANKATO RR TRANSIT PREVENTATIVE MAINTENANCE		URBANIZED AREA FORMULA (B9)	TRANSIT OPERATIONS	FTA5307 (B9)	450,000	0	0	360,000	0	90,000	450,000
65		TRS-0028-24CA	2024	MANKATO	CITY OF MANKATO: PURCHASE FIVE (5) CLASS 400 LF GAS REPLACEMENT BUSES		TRANSIT (TR)	TRANSIT VEHICLE	STBGP 5K-200K	895,000	716,000	0	0	0	179,000	895,000
65	MN 22	0714-35	2024	MNDOT	**AC** MN22, INTERSECTION OF AUGUSTA DRIVE AND TH 22, CONSTRUCT ROUNDABOUT AND FROM CSAH 26 TO CSAH 57, FULL DEPTH RECLAIM AND OVERLAY AND FROM CSAH 57 TO MN RIVER BRIDGE IN ST PETER, RECONSTRUCT, LIGHTING, REPLACE BR 8436, REHAB BR 07036 & 40003 (ASSOC. 0714-35S & 137-157-001) (AC PAYBACK IN 2025 AND 2026)	7.76	RD-RECONDITIONING	BITUMINOUS RECLAMATION	NHPP	11,300,000	5,200,000	15,600,000	0	5,200,000	900,000	26,900,000
65	MN 22	0714-35S	2024	MNDOT	**ELLE** MN 22, AT THE INTERSECTION OF AUGUSTA DRIVE (MSAS 157) IN MANKATO, CONSTRUCT ROUNDABOUT (ASSOC. TO 0714-35 & 137-157-001)	0.99	SH-SAFETY IMPROVEMENTS	ROUNDABOUT	HSIP	2,590,000	2,331,000	0	0	259,000	0	2,590,000
65	MN 22	137-157-001	2024	MNDOT	MN 22, AT THE INTERSECTION OF AUGUSTA DR (MSAS 157) IN MANKATO, CONSTRUCT ROUNDABOUT (ASSOC. 0714-35 & 0714-35S)	0.99	SH-SAFETY IMPROVEMENTS	ROUNDABOUT	STP 5K-200K	693,000	554,400	0	0	0	138,600	693,000
65	US 14	5203-110	2024	MNDOT	US 14, FROM NORTH MANKATO TO NICOLLET, INSTALL FIBER OPTIC LINE AND VAULTS	8.3	EN-ENHANCEMENT	TRAFFIC MANAGEMENT SYSTEM	NHPP	625,000	500,000	0	0	125,000	0	625,000
65		150-090-004	2024	NORTH MANKATO	IN NORTH MANKATO, SURROUNDING HOOVER ELEMENTARY SCHOOL, PED/BIKE TRAIL, SIDEWALK, ADA AND STRIPING		EN-ENHANCEMENT	SIDEWALKS	TAP 5K-200K	451,000	345,416	0	0	0	105,584	451,000
TOTAL										23,616,000	11,946,816	16,948,000	1,210,000	5,584,000	4,875,184	40,564,000

Map 5: 2024 projects



FY 2025 Federal Funded Transportation Projects

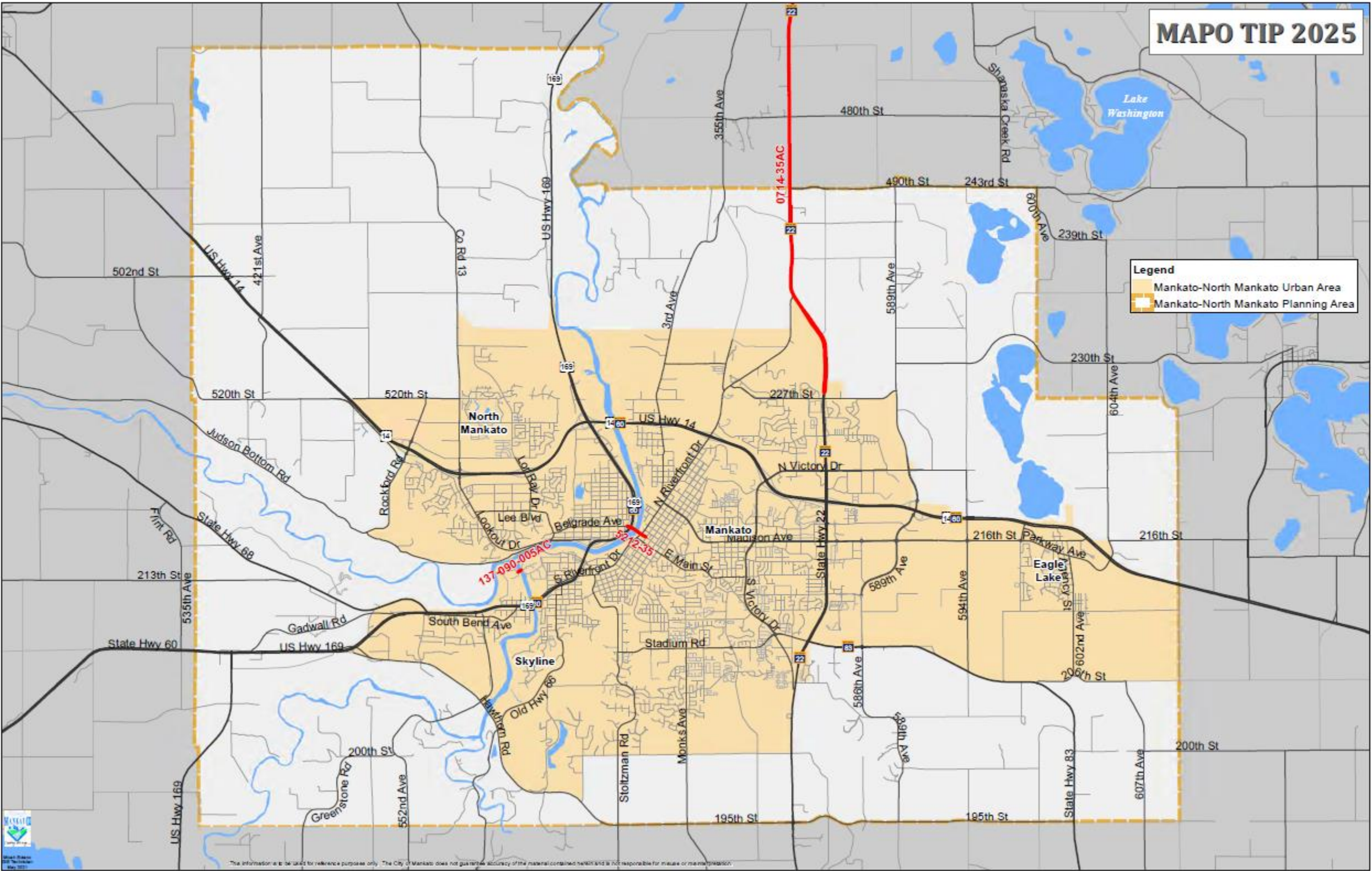
NOTE: Totals will not balance because of Advanced Construction (AC) Dollars

	MPO: MANKATO/NORTH MANKATO AREA PLANNING ORGANIZATION							FY 2022 – FY 2025 TIP								
L RTP REFERENCE	ROUTE SYSTEM	PROJECT NUMBER	YEAR	AGENCY	DESCRIPTION	MILES	PROGRAM	TYPE OF WORK	PROPOSED FUNDS	STIP TOTAL	FHWA	AC	FTA	TH	OTHER	PROJECT TOTAL
65		TRF-0028-25A	2025	MANKATO	SECT 5307: CITY OF MANKATO RR TRANSIT OPERATING ASSISTANCE		URBANIZED AREA FORMULA (B9)	TRANSIT OPERATIONS	FTA	3,400,000	0	0	850,000	0	2,550,000	3,400,000
65		TRF-0028-25B	2025	MANKATO	SECT 5307: CITY OF MANKATO RR TRANSIT PREVENTATIVE MAINTENANCE		URBANIZED AREA FORMULA (B9)	TRANSIT OPERATIONS	FTA	450,000	0	0	360,000	0	90,000	450,000
65		TRS-0028-25A	2025	MANKATO	CITY OF MANKATO: PURCHASE THREE (3) CLASS 400 LF GAS REPLACEMENT BUSES		TRANSIT (TR)	TRANSIT VEHICLE PURCHASE	STBGP 5K- 200K	552,000	441,600	0	0	0	110,400	552,000
65		TRS-0028-25TA	2025	MANKATO	CITY OF MANKATO: PURCHASE ONE (1) CLASS 700 DIESEL REPLACEMENT BUS		TRANSIT (TR)	TRANSIT VEHICLE PURCHASE	STBGP 5K- 200K	596,000	476,800	0	0	0	119,200	596,000
65	MN 22	0714-35AC	2025	MNDOT	**AC**MN22, INTERSECTION OF AUGUSTA DRIVE AND TH 22, CONSTRUCT ROUNDAABOUT AND FROM CSAH 26 TO CSAH 57, FULL DEPTH RECLAIM AND OVERLAY AND FROM CSAH 57 TO MN RIVER BRIDGE IN ST PETER, RECONSTRUCT, LIGHTING, REPLACE BR 8436, REHAB BR 07036 & 40003 (ASSOC. 137-157-001) (AC PAYBACK 1 OF 2)	7.76	RD- RECONDITIONI NG	BITUMINOUS RECLAMATION	NHPP	7,000,000	7,000,000	0	0	0	0	0
65	US 169	5212-35	2025	MNDOT	860D, OVER MN RIVER, UP RR, AND RIVERFRONT STREET, REHAB BR 07042; AND 960D, OVER US169, REHAB BR 52009	0.09	BI-BRIDGE IMPROVEMEN T AND REPAIR	BIT COLD INPLACE RECYCLE	NHPP	15,252,000	6,640,000	0	0	1,660,000	6,952,000	15,252,000
65		137-090-005AC	2025	MANKATO	**AC**CONSTRUCT BRIDGE CROSSING OVER THE BLUE EARTH RIVER BETWEEN LAND OF MEMORIES AND SIBLEY PARK USING THE HISTORIC KERN BRIDGE(L5669) HISTORICAL WORK AND CONSTRUCTION ENGINEERING (AC PAYBACK 1 OF 1)	0	BR-BRIDGE REPLACEMENT	BRIDGE NEW	STPGP 5K- 200K	1,348,000	1,348,000	0	0	0	0	1,348,000
TOTALS										28,598,000	15,906,400	0	1,210,000	1,660,000	9,821,600	21,598,000

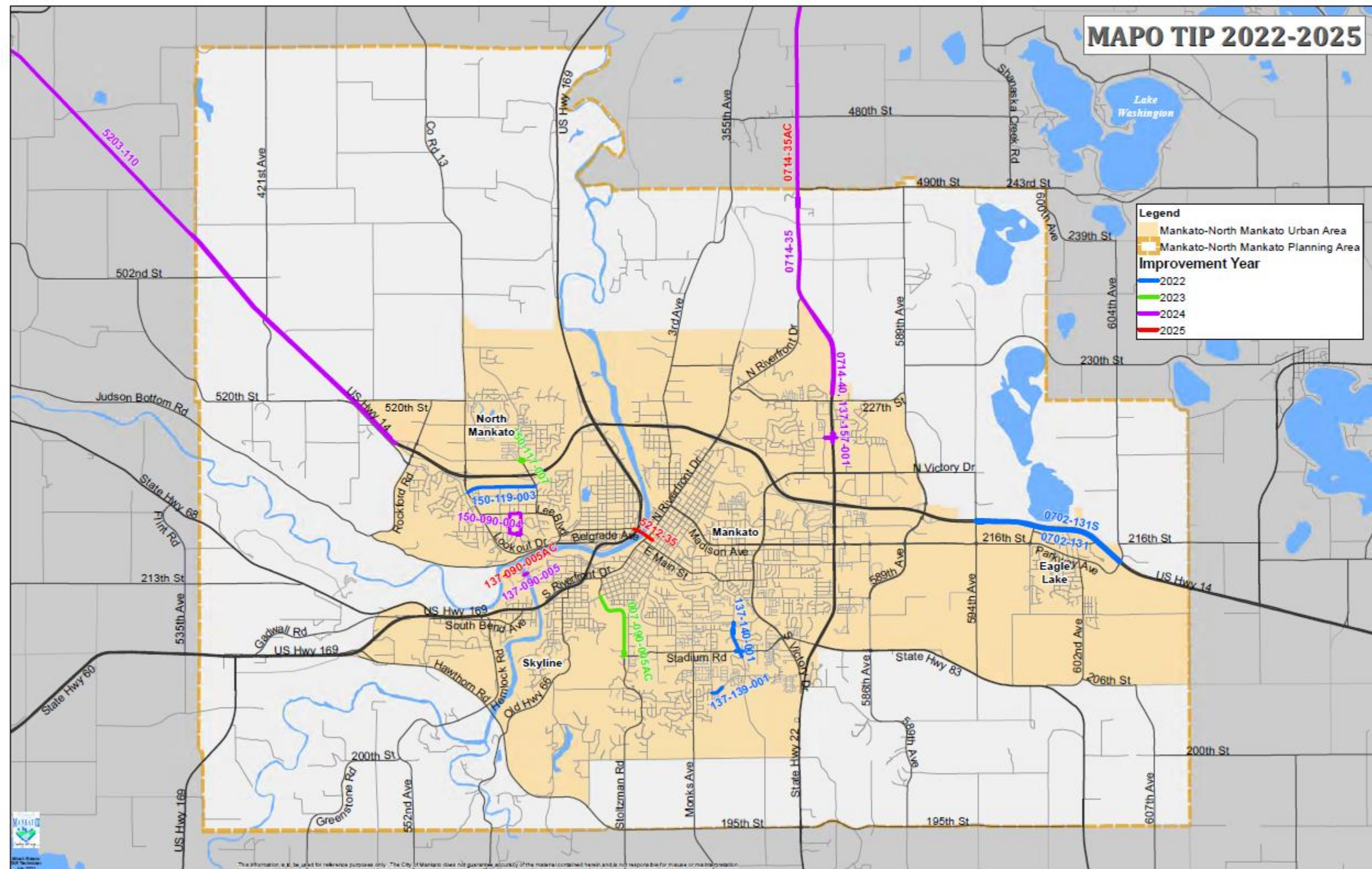
Regionally Significant Projects

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

Map 6: 2025 projects



Map 7: 2022-2025 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.

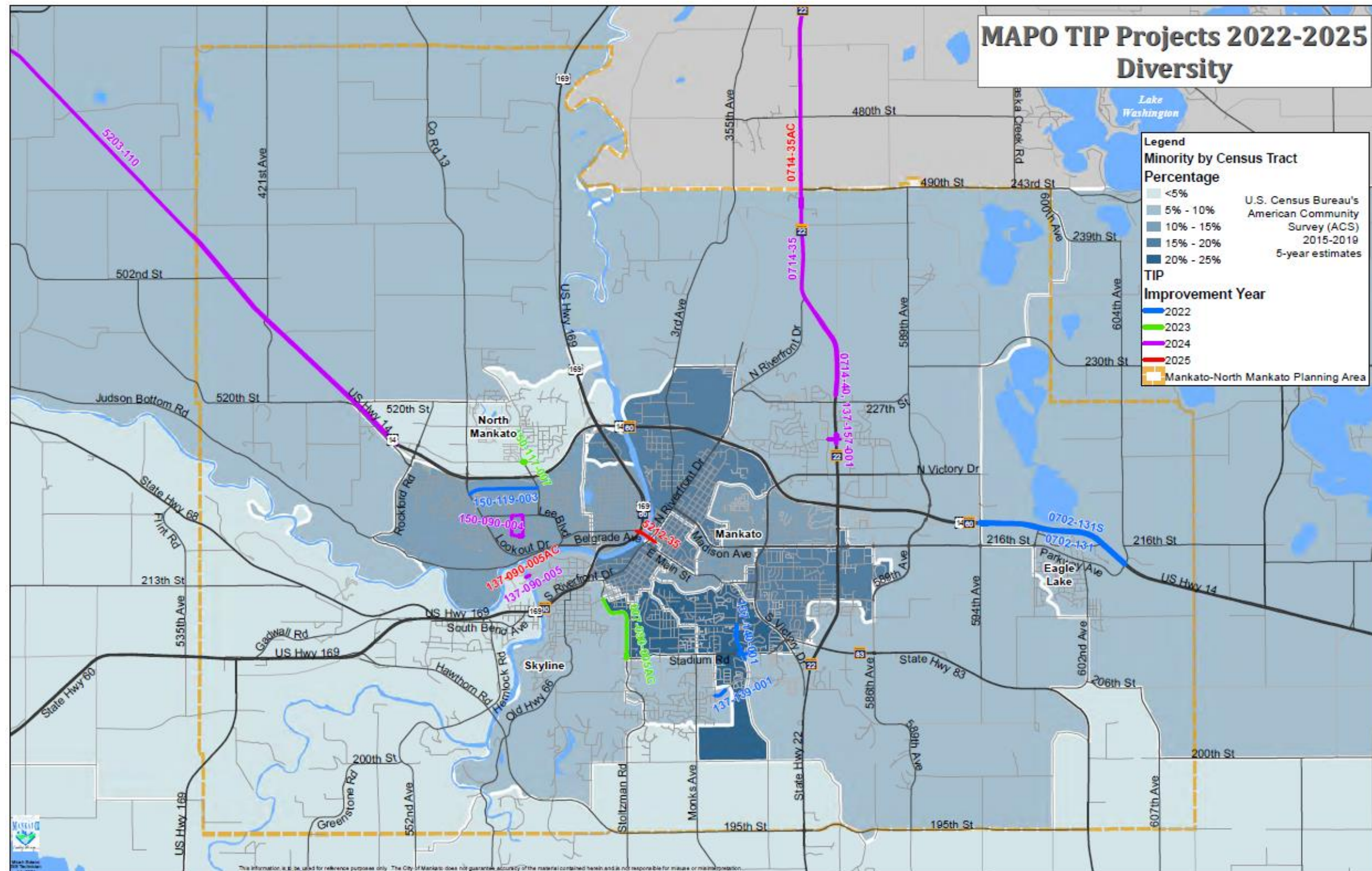
The TIP project schedule contains several projects which represent investment in infrastructure in areas of high-concentration of minorities and low-income populations. These projects include;

- 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 (007-090-005AC);
- 2) Advanced Construction payback of a roundabout at the intersection of Pohl Road and Stadium Road (137-140-001AC)
- 3) Rehabilitation of bridge 07042 over US 169 (5212-35)

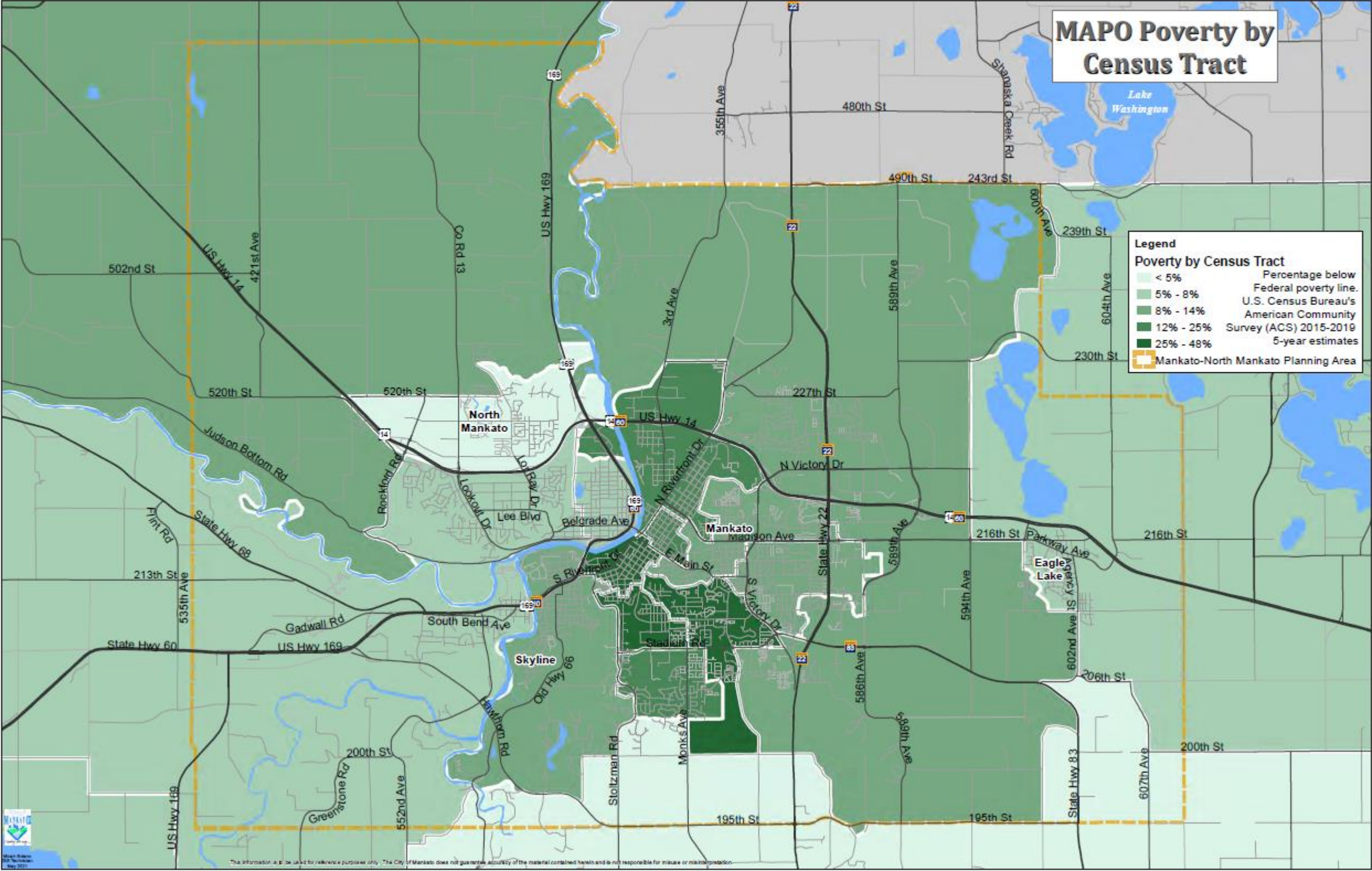
In each case these projects are expected to benefit, rather than adversely impact, low-income individuals and minorities living in the area.

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Map 8: Project Locations and Concentrations of Minority Populations



Map 9: Project Locations and Low-Income Populations



Chapter 6: Financial Plan & Fiscal Constraint

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 Chapter 2 for more information). The District 7 ATP receives a targeted amount of federal funding for the District 7 MnDOT region which is further directed using state-established formulas and funding targets. Although subject to flexibility, these targets are used during development of the TIP, the MnDOT District 7 ATIP, and the state STIP to help establish the priority list of projects. Table 6 on the following page identifies the funding targets that have been established for the MnDOT ATP 7 Region in the 2022-2025 TIP cycle.

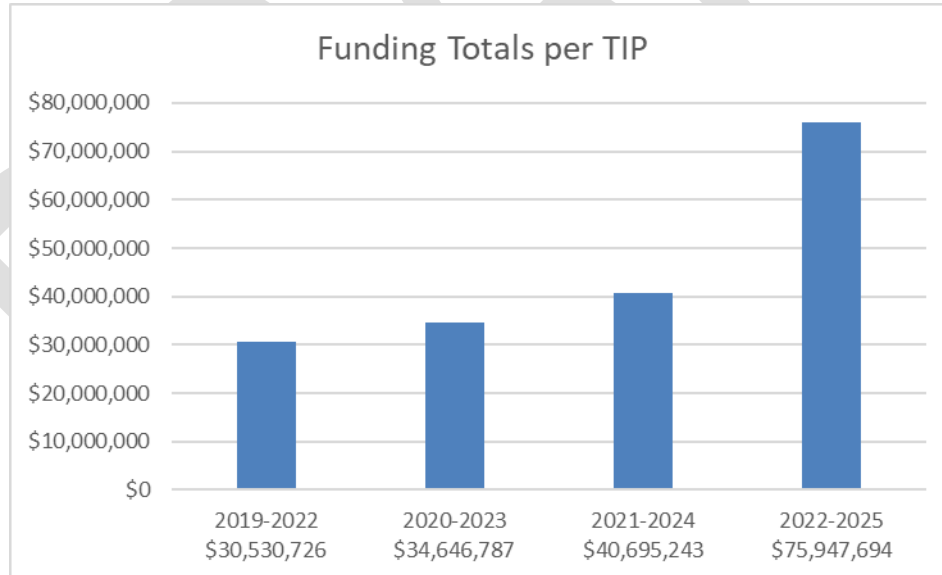


Figure 3: Historical STIP Funding in MAPO Planning Area

Note that in comparison to previous funding totals, the total amount of funding for the 2022-2025 appears inordinately high. This is partially due to MnDOT project 0714-35 on MN TH 22, which spans geography both within and outside the MAPO planning boundary. The total project cost of 0714-35 is \$26,900,000, though the cost of work within the MAPO boundary is estimated at only \$9,918,000. This causes the MAPO TIP project list to include an extra

\$16,982,000 in project funding that, while associated with a project within the MAPO boundary, will not be spent on work within the boundary. MAPO has been informed that project 0714-35 cannot be broken down further than its current iteration.

Table 6: Annual Funding Targets for the District 7 ATP (FHWA & FTA formula funds)		Column B: FAST Act Levels
Program	Target Federal Formula \$ 2022-2025 (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	1.7%
Safety (Local HSIP)	\$ 1,400,000	3.4%
STP - Small Urban	\$2,494,000	6%
STP - Rural	\$3,306,000	8%
MnDOT (SPP Pavement, SPP Bridge, DRMP – STP, HSIP)	\$ 33,350,000	80.8%
Total	\$ 41,250,000 *	100%

Totals do not include rail crossing funding, which is handled centrally through MnDOT for entire state. Source: MnDOT District 7 (2021)

Financial Plan

The MPO accepts the responsibility to act in the public interest to program and fund transportation projects to be accomplished in the Metropolitan area. The 2022-2025 TIP is fiscally constrained to those funding categories in which the MPO has direct responsibility. It is assumed that MnDOT projects programmed with federal funds are fiscally constrained at the state level through the STIP. Local funds for federal match, operations and maintenance (O&M), and Regionally Significant (RS) projects are assumed fiscally constrained at the local level, based on each state or local jurisdiction's ability to acquire revenues and associated budgets to cover costs including accurate cost estimates as developed through the most recent Capital Improvement Programs (CIPs).

The MPO is required under federal legislation to develop a financial plan that takes into account federally funded projects and RS projects. The TIP is fiscally constrained for each year, and the federal-and state-funded projects in the document can be implemented using current and proposed revenue sources based on estimates provided by local jurisdictions.

Highway Investments

Table 7 represents the MAPO area's financial plan for funding the highway projects being programmed in the 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.

Lead Agency	Total project cost by year (may include multiple funding agencies per project)				Expenses
	2022	2023	2024	2025	2022-2025 TIP (4-year total)
MnDOT District 7	3,388,889	-	30,808,000	15,252,000	49,448,889
Blue Earth County	-	-	-	-	-
Nicollet County	-	-	-	-	-
Mankato	4,834,805	4,062,000	9,305,000	6,346,000	24,547,805
North Mankato	-	1,500,000	451,000	-	1,951,000
Total	8,223,694	5,562,000	40,564,000	21,598,000	75,947,694

Source: Draft 2022 – 2025 STIP

Table 7: Total Highway & Local Project Costs by Lead Agency: 2022-2025 MAPO TIP

FUNDING SOURCE	2022-2025
MNDOT DISTRICT 7	*\$50,083,000
BLUE EARTH COUNTY	**NO PROJECTS IN 2022-2025 PERIOD
NICOLLET COUNTY	***NO PROJECTS IN 2022-2025 PERIOD
MANKATO	****\$33,886,396
NORTH MANKATO	\$11,640,000
TOTAL	\$92,930,000

Source: *MnDOT D7 2021, **Blue Earth County, ***Nicollet County****City of Mankato Capital Investment Plan 2021-2025, *****City of North Mankato Community Improvement Plan 2021-2025.

Table 8: Estimated Funding Revenue

Transit Investments

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

Source	2022	2023	2024	2025	2022-2025 TIP (4-year total)
Operations & Maintenance	3,590,000	3,800,000	3,850,000	3,850,000	15,090,000
Bus Purchases	1,053,000	562,000	895,000	1,148,000	3,658,000
TOTAL	4,643,000	4,362,000	4,745,000	4,998,000	18,748,000

* Source: Mankato Transit System

Table 9: Total Transit Costs by Project Type

FUNDING SOURCE	2022-2025
FEDERAL REVENUE	\$4,430,750
STATE REVENUE	\$11,207,301
STATE GRANTS	\$2,995,200
FAREBOX & CONTRACT	\$3,858,460
TOTAL	\$22,491,711

Source: Mankato Transit System, 2021

Table 10: Estimated Transit Funding Revenue

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. 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 exceed the overall 4-year revenue average. 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.

Year of Expenditure

To give the public a clear picture of what can be expected (in terms of project cost) as well as to properly allocate future resources, projects beyond the first year of the TIP are adjusted for inflation. When project costs have been inflated to a level that corresponds to the expected year of project delivery this means that the project has been programmed with year of expenditure (YOE) dollars. YOE programming is required by federal law. Both MNDOT and MnDOT pre-inflate projects by 4%. Projects are inflated to YOE dollars prior to being included in the TIP. This fulfills the federal requirement to inflate project total to YOE and relieves the MPO of the responsibility to do so. Every year, projects which are carried forward in the TIP are updated to reflect the current project costs.

Operations and Maintenance (O&M)

Since 2005, MPOs are required to consider operations and maintenance (O&M) of transportation systems, as part of fiscal constraint. The FAST Act reinforces the need to address O&M, in addition to capital projects, when demonstrating fiscal constraint of the TIP.

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Chapter 7: Public Engagement

MAPO is committed to being a responsive, inclusive, and participatory agency for regional decision-making. Every year 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, tweet, or via a physical dropbox outside MAPO offices. Prior to project solicitation, MAPO encourages eligible jurisdictions to submit projects that have had or will have some level of public input. This information then becomes part of the criteria used to prioritize TIP project submittals.

MAPO annually reaffirms its dedication to transparency and outreach in the TIP process and evaluates its public involvement efforts every year. From year to year, some of the outreach activities chosen may be more proactive or more targeted than in other years, based on the projects that are being programmed. However, the core objectives remain the same: transparency, public awareness, and open access to the planning process for all those who are interested.

To determine if significant change of the TIP occurred after the initial public comment period, MAPO uses criteria that discerns if it would activate a formal TIP amendment (see TIP amendment and modifications in Appendix D). This would also determine if the document would need to 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.

2022-2025 TIP Public Participation Summary

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

A 30-day public comment period and an online open house were performed for the 2022-2025 TIP. The comment period ran from June 15, 2021 to July 17, 2021. 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.

Comments obtained from the open house and online outreach can be found in Appendix C of this document.

Chapter 8: Monitoring Progress

Per Federal regulations, MAPO must submit annual updates for projects programmed in the TIP. The annual project updates allow MnDOT state-aid engineers the ability to assess project costs and project development status for federally funded projects. The project updates also allow the MAPO TAC to meet and discuss at the beginning of every year the status of currently programmed Federal projects within the MAPO MPA.

These status reports are intended to encourage early initiation of project development work, so unforeseen issues can be addressed without delaying project implementation. If unavoidable delays occur, project status reports provide a mechanism for the implementing agency to communicate project issues and associated delays directly to the MAPO, MnDOT, and any potentially affected local units of government.

Updates and changes from the 2021 – 2024 TIP include:

2022

- TRS-0028-22TA – Project added
- 0712-131 – Project added

2023

- TRS-0028-23T – Project deleted

2024

- TRS-0028-24CA – Project added

2025

- Addition of new project year

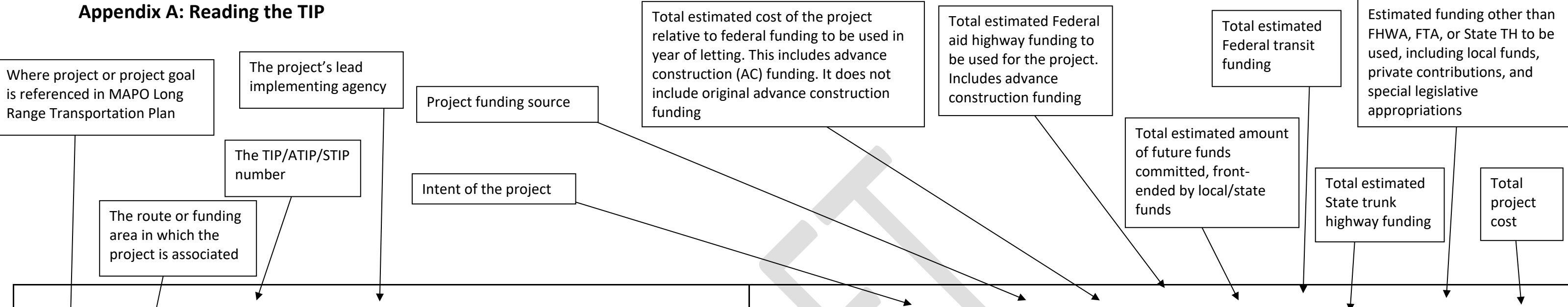
The status of the projects programmed in the previous TIP have been updated with this TIP. Projects programmed for FY 2021, however, are presently being constructed and are dropping out of this updated TIP. The table on the following page provides a status report on those projects.

2021 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
9-25	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	551,924	379,427	50,828	-	-	IN PROGRESS
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	-	IN PROGRESS
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	-	IN PROGRESS
9-33	OTHER TRANSIT	TRF-0028-21D	2021	MANKATO	SECT 5307: CITY OF MANKATO; PURCHASE TWO (2) REPLACEMENT BUSES (CLASS 400)	0	B9	TRANSIT VEHICLE PURCHASE	FTA	334,000	-	-	267,200	-	IN PROGRESS
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	-	IN PROGRESS
9-33	OTHER TRANSIT	TRS-0028-21TA	2021	MANKATO	CITY OF MANKATO PURCHASE ONE STD. 40FT REPLACEMENT BUS (CLASS 700)(REPLACES UNIT 850)	0	B9	TRANSIT VEHICLE PURCHASE	STP	530,000	424,000	-	-	-	IN PROGRESS
9-33	OTHER TRANSIT	TRF-0756-21	2021	MANKATO	SECT 5310: MANKATO REHABILITATION CENTER INC; PURCHASE ONE (1) EXPANSION <30 FOOT BUS (CLASS	0	NB	TRANSIT VEHICLE PURCHASE	FTA	89,610	-	-	71,688	-	IN PROGRESS
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	-	IN PROGRESS
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	-	-	-	IN PROGRESS
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	IN PROGRESS
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	-	-	-	IN PROGRESS
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	-	-	-	IN PROGRESS

Appendix A: Reading the TIP



LRTP 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	0.9	EN	NEW TRAIL	TA	551,924	379,427	50,828	-	-	-	
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	-	-	
9-33	OTHER TRANS	TRF-0028-21B	2021	MANKATO	SECT 5307: CITY OF MANKATO RR TRANSIT PREVENTATIVE MAINTENANCE	0	B9	TRANSIT OPERATIONS	FTA	375,000	-	-	300,000	-	-	

Program:

Categories included are in the following tables.

Program	Description
AM	Municipal Agreement
BI	Bridge Improvement
BR	Bridge Replacement
BT	Bike Trail (not an enhancement)
CA	Consultant Agreement
DA	Detour Agreement
DR	Drainage
EN	Enhancement (STBGP)

Program	Description
EN	Enhancement (STBGP)
FB	Ferry Boat Program
FL	Federal Lands Access Program
IR	Indian Reservation Roads
JT	Jurisdictional Transfer
MA	Miscellaneous Agreements
MC	Major Construction
NO	Noise Walls
PL	Planning
PM	Preventive Maintenance
RB	Rest Area/Beautification

Program	Description
RC	Reconstruction
RD	Recondition
RS	Resurfacing
RT	Recreational Trail (DNR only)
RW	Right of Way Acquisition
RX	Road Repair (Bridge and Road Construction) (BARC)
SA	Supplemental Agreement/ Cost Overruns
SC	Safety Capacity
SH	Highway Safety Improvement Program (HSIP)

Program	Description
SR	Safety Railroads
TA	Non-Traditional Transportation Alternatives
TM	Transportation Management
TR	Transit (FHWA)
B3	FTA Capital Program— Section 5309
B9	FTA Urbanized Area Formula—Section 5307
BB	Bus and Bus Facilities
GR	FTA—State of Good Repair—Section 5337
NB	FTA Elderly and Persons with Disabilities—Section 5310
OB	FTA Non-Urbanized Areas—Section 5311 & Section 5311(f)

Appendix B: Public Notice

NOTICE OF 30-DAY PUBLIC COMMENT PERIOD

Publish: June 15, 2021 & June 30, 2021

NOTICE IS HEREBY GIVEN that on the 15th day of June, 2021, the Mankato/North Mankato Area Planning Organization (MAPO) has released the area's draft 2022-2025 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 a virtual 24-hour public open house on from June 20, 2021 to July 10, 2021. The open house will be held at www.mnmapo.org/tip.

To view or download an electronic copy or request a paper copy of the draft TIP, to ask questions, or obtain a written or translated transcript of the open house narrative, 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 C: Public Comments Received

Comment	Date Received	Medium Received	MAPO response
<p>Prioritize:</p> <ol style="list-style-type: none"> 1. Electrification of transportation, including plug-in vehicles. 2. Create a system that is less reliant on fossil fuels. 3. Use "green" and recycled building materials. 4. Promote pedestrian and bicycle movement of people. 5. Prioritize energy efficiency in all areas of planning. 	6/15/2021	Website	Thank you for your input. Anonymized comments will be shared with the MAPO Technical Advisory Committee and MAPO Policy Board, as well as included in the final TIP document. Please feel free to submit additional input.
<p>With the construction of The North Riverfront and Highway 14 ramps, one of the alternate routes is Lime Valley to Industrial Blvd to Third Avenue.</p> <p>Yesterday, June 14th, at 3:00 pm, I pulled up to the Railroad crossing. There was a train stopped on the tracks. I had some spare time and some curiosity so I sat there to see how long before Industrial Blvd would be open. After 45 minutes, I gave up and turned around.</p> <p>If the railroad wants to use this as their personal parking lot, why don't they build an overpass over the tracks?</p> <p>An alternative would be a fine of \$100 per minute for any closure over 15 minutes.</p>	6/15/2021	Email	Thank you for your input. Your comment has been forwarded to the City of Mankato and Blue Earth County. Anonymized comments will be shared with the MAPO Technical Advisory Committee and MAPO Policy Board, as well as included in the final TIP document. Please feel free to submit additional input.

<p>Great initiative, thank you. Here are some comments from my side.</p> <p>My parents rely on public busses for transportation. They would love to take our daughter on outings, but the bus routes don't stop at fun spots for kids. I am sure that other families would have this same issue.</p> <p>We would love to have the bus routes updated to include stops at the following spots:</p> <p>Sibley Park</p> <p>The Children's Museum</p> <p>Spring Lake / Swimming pool</p> <p>I'm sure there are many more - but if these three spots could be services by the bus routes, it would make a very positive difference to families with children where caregivers rely on public transportation.</p> <p>Thank you for considering my request.</p>	6/16/2021	Website	<p>Thank you for your comments. Your input has been shared with the Mankato Transit System. Please let me know if there are questions, thank you.</p>
<p>I think you need to move to a trolley system and move away from running the big buses on routes. With a trolley system you would have smaller trolleys that would run continually up and down a series of streets that ideally would intersect. For example one trolley would go up and down Riverfront, and another could run on Madison.</p>	6/15/2021	Website	<p>Thank you for your input. Your comment has been shared with the Mankato Transit System. Anonymized comments will be shared with the MAPO Technical Advisory Committee and MAPO Policy Board, as well as included in the final TIP document. Please feel free to submit additional input.</p>
<p>Creating a local trolley system</p> <p>https://www.politico.com/magazine/story/2017/03/5-things-every-trolley-craving-mayor-should-know-214915/</p>	6/15/2021	Website	<p>Thank you for your input. Anonymized comments will be shared with the MAPO Technical Advisory Committee and MAPO Policy Board, as well as included in the final TIP document. Please feel free to submit additional input.</p>

<p>Is there a noise pollution reduction component in the Transportation Plan?</p> <p>Are multi-use trails, independent of the streets, being included in the Transportation Plan?</p> <p>Is there an independent, connected, multi-use trail that circles the outer perimeter of the City in the Plan?</p>	6/15/2021	Website	<p>Thank you for your questions. Answers are provided below. Please let me know if there are further questions or comments, thank you.</p> <p>Is there a noise pollution reduction component in the Transportation Plan?</p> <p>Issues such as noise pollution reduction are considered by implementing agencies (local cities and counties, the Minnesota Department of Transportation, Federal Highway Administration) on a project-by-project basis. Typically noise reduction is a significant component when planning improvements in applicable areas (those areas of high speed in proximity to housing). Thus, considerations for noise pollution reduction are primarily conducted before projects are introduced to MAPO's Transportation Improvement Program (TIP). The TIP does ensure that projects within the MAPO area must be compliant with the Fixing America's Surface Transportation Act, which lists "Improving Quality of Life" as a goal area.</p> <p>Are multi-use trails, independent of the streets, being included in the Transportation Plan?</p> <p>Projects in the TIP must advance MAPO's Long Range Transportation Plan, which includes multimodalism (planning for bicycles and pedestrians) as a primary goal area. Trails that utilize federal funds are included in the TIP, such as project number 007-090-005AC, the Stadium/Stoltzman bicycle/pedestrian trail in Mankato, and project number 150-090-004, which includes pedestrian and bicycle trail improvements in North Mankato. MAPO has</p>
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			<p>also designated MnDOT's proposed St. Peter to Mankato bicycle/pedestrian trail as Regionally Significant.</p> <p>Is there an independent, connected, multi-use trail that circles the outer perimeter of the City in the Plan?</p> <p>Currently there is not a trail that encircles a city outer perimeter in the TIP. Agencies including local cities and counties, as well as the state department of transportation and department of natural resources are continuing to work to fill in gaps in the trail network, including the trail improvements described in question #2.</p>
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<p>Is there a noise pollution reduction component in the Transportation Plan?</p> <p>Are multi-use trails, independent of the streets, being included in the Transportation Plan?</p> <p>Is there an independent, connected, multi-use trail that circles the outer perimeter of the City in the Plan?</p>	6/15/2021	Website	<p>All, I will note that regarding the trail question we have planned for a circulator route around the community utilizing State, County, and local trails. The Red Jacket Trail connects to the South Route trail around the southern perimeter of the city and also to the River Trail, via the West Mankato Trail, which in turn connects to the Sakatah. The Sakatah connects to the CSAH 12 Trail, which in turn connects to Hoffman Road trail, which in turn will connect to a future trail along Highway 22 on the west side that will connect back to the South Route Trail. The missing gap is the Highway 22 portion, that was included in the Highway 22 Corridor study and will be project with MnDOT when 22 is reconstructed. See attached (missing gap dashed and existing solid line).</p> <p>Certainly there are refinements for connecting in the existing segments and that is addressed in the Master Plan lined below that was done in coordination with Blue Earth County and currently being reviewed by the DNR. Once approved, system improvements will be eligible for Legacy Funding.</p> <p>https://gis.isginc.com/StoryMaps/GMRVTS/</p>
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<p>Comment: Consider developing a way to followup on the suggestions or comments people bring forward. If someone takes the time to submit comments it can be perceived that their comments were dismissed or ignored when nothing ever comes of it.</p> <p>Did a staff member pick and choose which comments they thought were worthy?</p> <p>Were there a lot of comments on one issue?</p> <p>Are the comments publicly available, anonymously, so we know they are have been received?</p>	6/15/2021	Website	<p>Thank you for your questions. Answers below; please let me know if there are further questions or comments.</p> <p>Consider developing a way to followup on the suggestions or comments people bring forward. If someone takes the time to submit comments it can be perceived that their comments were dismissed or ignored when nothing ever comes of it.</p> <p>MAPO prioritizes timely public responses. Comments from the public are responded to in the order they are received. MAPO staff provides guidance on questions and additional follow-up as needed. Questions and comments received over the duration of the TIP public comment period are shared with each comment's respective agency(ies) and anonymized comments/questions are shared with the MAPO Technical Advisory Committee and Policy Board and published in the final TIP document.</p> <p>Did a staff member pick and choose which comments they thought were worthy?</p> <p>All questions and comments, along with respective responses, are published in the final TIP document.</p> <p>Were there a lot of comments on one</p>

			<p>issue?</p> <p>The TIP public comment period is ongoing until July 17, 2021. After the public comment period has closed, MAPO staff will be able to ascertain which issues received high amounts of public input. Are the comments publicly available, anonymously, so we know they are have been received?</p> <p>All questions and comments, along with respective responses, are published in the final TIP document.</p>
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<p>Pave 200th street between highway 16 and 22. There should be grants and federal/state money available to do this in the coming years, especially if it's planned and engineered (shovel ready). This will trigger development south of Mankato and also provide better access (east and west) for the southern part of Mankato, especially if any future work has to be done with Stadium Road, Stoltzman road, Monks ave or Hwy 22.</p> <p>Then, we really need a roundabout for Stoltzman and Stadium. That intersection is so difficult to turn in and traffic gets backed up frequently. But closing that intersection would mean all traffic would be diverted through a residential neighborhood so the faster 200th street would get completed, the better situated for any type of major road traffic flow would be.</p> <p>Mankato needs to replace the person that takes care of traffic lights. There are so many times that traffic has to stop when there is no cross traffic. Yellow arrows have helped, and I know signals have been upgraded several times over the years, but this is the only city I've ever been in that I can get a red signal a vast majority of the time rather than a green signal.</p> <p>Finally, MAPO should plan for a southern bypass of Mankato. From the junction of highway 60 and connect to county road 90. This would be about 4.5 miles, but would save a lot of time and traffic for trucks and cars going from highway 60 and 169 to highway 14 and 60 (Lake Crystal to Madison Lake). Another bypass would connect Highway 12</p>	6/23/2021	Website	<p>Thank you for your comments. Your input has been shared with Mankato Township, Blue Earth County, the City of Mankato, and MnDOT District 7. Anonymized comments will be shared with the MAPO Technical Advisory Committee and MAPO Policy Board, as well as published in the final TIP document.</p> <p>Scheduling and implementing surface transportation projects is led primarily by city, county, and state agencies. MAPO provides a forum for intergovernmental collaboration and does not dictate the type or timing of improvements. Your input has been shared with those agencies which oversee the roadways referenced.</p> <p>MAPO is currently conducting an Intersection Control Evaluation of the Stadium/Stoltzman intersection to develop a recommended type of intersection control. Your comment has been shared with that study team.</p> <p>MAPO's Trunk Highway 22 Corridor Study (2018) may be of interest. The study included the concept of a pedestrian bridge as suggested in your comments. The recent park improvement in that area also was designed to accommodate a possible</p>
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<p>by Prairie Winds to highway 90.</p> <p>A pedestrian bridge is needed between Prairie Winds and the neighborhood to the west (over highway 22). This is a major need. The park near Prairie Winds that is ready to be constructed will actually be available to kids across the freeway that don't have a park at all. And it will be great for those going to school who can finally walk rather than have parents give them a ride each morning and afternoon. Maybe safe routes to school can pay for some or all of this</p>			<p>future bridge landing area.</p> <p>Please let me know if there are questions or discussion items, thank you.</p>
<p>Follow-up to above comment</p>	6/23/2021	Website	<p>Hello,</p> <p>MAPO did receive additional agency feedback regarding your comments. Please see below:</p> <p>Comment: Pave 200th street between highway 16 and 22. There should be grants and federal/state money available to do this in the coming years, especially if it's planned and engineered (shovel ready). This will trigger development south of Mankato and also provide better access (east and west) for the southern part of Mankato, especially if any future work has to be done with Stadium Road, Stoltzman road, Monks ave or Hwy 22.</p> <ul style="list-style-type: none"> • 200th Street is a Mankato Township Road

			<p>and the City of Mankato would take over improving 200th Street when and as development occurs on the adjacent parcels. This has been the plan in the current and past MAPO Long Range Transportation Plan (LRTP).</p> <p>Then, we really need a roundabout for Stoltzman and Stadium. That intersection is so difficult to turn in and traffic gets backed up frequently. But closing that intersection would mean all traffic would be diverted through a residential neighborhood so the faster 200th street would get completed, the better situated for any type of major road traffic flow would be.</p> <ul style="list-style-type: none">• This intersection is scheduled to be studied and an appropriate configuration will be determined by the study. An Intersection Control Evaluation (ICE) study is underway and will recommend an intersection type after engineering analysis is completed as part of the study. <p>Mankato needs to replace the person that takes care of traffic lights. There are so many times that traffic has to stop when there is no cross traffic. Yellow arrows have helped, and I know signals have been upgraded several times over the years, but</p>
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		<p>this is the only city I've ever been in that I can get a red signal a vast majority of the time rather than a green signal.</p> <ul style="list-style-type: none">• More information is needed. Timing on TH 22 is controlled by MnDOT and signal operations on Victory Drive has been severely impacted by all of the major projects in the area; mainly TH 14/Riverfront RAB and South Victory Drive. Maybe a future project in the UPWP could be to perform an area wide signal timing study...This is a good comment. The City of Mankato maintains all traffic signal lights for Blue Earth County under a Cooperative Maintenance Agreement. <p>Finally, MAPO should plan for a southern bypass of Mankato. From the junction of highway 60 and connect to county road 90. This would be about 4.5 miles, but would save a lot of time and traffic for trucks and cars going from highway 60 and 169 to highway 14 and 60 (Lake Crystal to Madison Lake). Another bypass would connect Highway 12 by Prairie Winds to highway 90.</p> <p>An eastward extension (similar to that described above) of CSAH 90 is included as an illustrative project in the current MAPO</p>
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			<p>LRTP.</p> <p>A pedestrian bridge is needed between Prairie Winds and the neighborhood to the west (over highway 22). This is a major need. The park near Prairie Winds that is ready to be constructed will actually be available to kids across the freeway that don't have a park at all. And it will be great for those going to school who can finally walk rather than have parents give them a ride each morning and afternoon. Maybe safe routes to school can pay for some or all of this.</p> <p>This was studied as part of the TH22 corridor study without a timeline and was identified as an opportunity driven medium priority \$1.9M project.</p>
MnDOT District 7: Various updates related to project list including description language changes, funding sources, etc.	6/26/2021	Email	Updated TIP based on MnDOT updates

Appendix D: MnDOT Checklist



Minnesota MPO TIP Checklist

MPO: Mankato/North Mankato Area Planning Organization (MAPO)

Contact name: Charles Androsky, MAPO Transportation Planner (507) 387-8389, candrosky@mankatomn.gov

TIP time period: 2022-2025

The table below identifies information that should be covered in your TIP as required by 23 CFR 450. Complete the requested information as applicable.

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
450.316(a)	Public involvement	MPO followed its public participation plan for the TIP process which includes, but is not limited to: adequate public notice, reasonable opportunity for public comment, use of visualization, available online, and explicit consideration and response to public input.	Yes / No	51

450.316(b)	Consultation	TIP process includes consultation with other planning organizations and stakeholders, including tribes and federal land management agencies.	Yes / No	Consulted with MnDOT D7, MnDOT Central Office, Mankato Transit System, FHWA, FTA, OTAT. Sent announcement to stakeholder email list which includes county/county land use, tribal interest, schools, community organizations, bike/ped advocacy group, private transportation providers, YWCA, etc. pg. 51
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Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
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450.322(b)	Congestion management	TMA's TIP reflects multimodal measures / strategies from congestion management process	Yes / No / NA	NA
450.326(a)	Cooperation with State and public transit operators	TIP developed in cooperation with the State (DOT) and (any) public transit operators.	Yes / No	Numerous pages throughout document.
450.326 (a)	TIP time period	TIP covers at least 4 years.	Yes / No	1
450.326(a)	MPO approval of TIP	Signed copy of the resolution is included.	Yes / No	4-5
450.326(a)	MPO conformity determination	If a nonattainment/maintenance area, a conformity determination was made and included in the TIP.	Yes / No / NA	NA
450.326(b)	Reasonable opportunity for public comment	TIP identifies options provided for public review / comment, documentation of meetings, notices, TIP published on-line, other document availability, accommodations, etc.	Yes / No	51
450.326(b)	TIP public meeting	TMA's process provided at least one formal public meeting.	Yes / No / NA	51
450.326(c)	Performance targets	TIP designed to make progress toward achieving established performance targets.	Yes / No	20 - 31
450.326(d)	Performance targets	TIP describes anticipated effect of the TIP toward achieving performance targets identified in the MTP, linking investment priorities to those performance targets	Yes / No	20 - 31
450.326(e)	Types of projects included in TIP	TIP includes capital and non-capital surface transportation projects within the metropolitan planning area proposed for funding under 23 USC or 49 USC chapter 53.	Yes / No	32-45
450.326(f)	Regionally significant projects	TIP lists all regionally significant projects requiring FHWA or FTA action, regardless of funding source.	Yes / No	39
450.326(g)(1)	Individual project information	TIP includes sufficient scope description (type, termini, length, etc.).	Yes / No	32-45

450.326(g)(2)	Individual project information	TIP includes estimated total cost (including costs that extend beyond the 4 years of the TIP).	Yes / No	46
450.326(g)(4)	Individual project information	TIP identifies recipient / responsible agency(s).	Yes / No	32-45
450.326(g)(5)	Individual project information	If a nonattainment / maintenance area, TIP identifies projects identifies as TCMs from SIP.	Yes / No / NA	NA

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
450.326(g)(6)	Individual project information	If a nonattainment / maintenance area, project information provides sufficient detail for air quality analysis.	Yes / No / NA	NA
450.326(g)(7)	Individual project information	TIP identifies projects that will implement ADA paratransit or key station plans.	Yes / No	NA
450.326(h)	Small projects	TIP identifies small projects by function or geographic area or work type	Yes / No	32-45
450.326(h)	Small projects	If a nonattainment / maintenance area, small project classification is consistent with exempt category for EPA conformity requirements.	Yes / No / NA	NA
450.326(i)	Consistency with approved plans	Each project is consistent with the MPO's approved transportation plan.	Yes / No	Yes
450.326(j)	Financial plan	TIP demonstrates it can be implemented, indicates reasonably expected public and private resources, and recommends financing strategies for needed projects and programs.	Yes / No	46-50
450.326(j)	Financial plan	Total costs are consistent with DOT estimate of available federal and state funds.	Yes / No	46-50
450.326(j)	Financial plan	Construction or operating funds are reasonably expected to be available for all listed projects.	Yes / No	46-50

450.326(j)	Financial plan	For new funding sources, strategies are identified to ensure fund availability.	Yes / No	46-50
450.326(j)	Financial plan	TIP includes all projects and strategies funded under 23 USC and Federal Transit Act and regionally significant projects.	Yes / No / NA	32-45
450.326(j)	Financial plan	TIP contains system-level estimates of costs and revenues expected to be available to operate and maintain Federal-aid highways and transit.	Yes / No	46-50
450.326(j)	Financial plan	Revenue and cost estimates are inflated to reflect year of expenditure.	Yes / No	46-50
450.326(k)	Financial constraint	Full funding for each project is reasonably anticipated to be available within the identified time frame.	Yes / No	46-50
450.326(k)	Financial constraint	If a nonattainment / maintenance area, the first two years' projects are only those for which funds are available or committed.	Yes / No / NA	NA
450.326(k)	Financial constraint	TIP is financially constrained by year, while providing for adequate operation and maintenance of the federal-aid system.	Yes / No	32-45
450.326(k)	Financial constraint	If a nonattainment / maintenance area, priority was given to TCMs identified in the SIP.	Yes / No / NA	NA
450.326(m)	Sub-allocated funds	Sub-allocation of STP or 49 USC 5307 funds is not allowed unless TIP demonstrates how transportation plan objectives are fully met.		
Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
450.326(n)(1)	Monitoring progress	TIP identifies criteria (including multimodal tradeoffs), describes prioritization process, and notes changes in priorities from prior years.	Yes / No	31
450.326(n)(2)	Monitoring progress	TIP lists major projects (from previous TIP) that have been implemented or significantly delayed.	Yes / No	52-53

450.326(n)(3)	Monitoring progress	If a nonattainment / maintenance area, progress implementing TCS is described.	Yes / No / NA	NA
450.328	TIP / STIP relationship	Approved TIP included in STIP without change.		
450.334	Annual Listing of Obligated Projects	TIP includes annual list of obligated projects, including bike and/or pedestrian facilities.	Yes / No	32-45
450.336	Certification	TIP includes or is accompanied by resolution whereby MPO self-certifies compliance with all applicable requirements including: 1) 23 USC 134, 49 USC 5303 and 23 CFR 450 Subpart C; 2) for attainment and maintenance areas, sections 174 and 196 (c) and (d) of the Clean Air Act, as amended, and 40 CFR 93; 3) Title VI of the Civil Rights Act as amended and 49 CFR 21; 4) 49 USC 5332 regarding discrimination; 5) section 1101(b) of the FAST Act and 49 CFR 26 regarding disadvantaged business enterprises; 6) 23 CFR 230 regarding equal employment opportunity program; 7) Americans with Disabilities Act of 1990 and 49 CFR 27, 37 and 38; 8) Older Americans Act, as amended regarding age discrimination; 9) 23 USC 324 regarding gender discrimination; and 10) Section 504 of the Rehabilitation Act of 1973 and 49 CFR 27 regarding discrimination against individuals with disabilities.	Yes / No	3-4

MPO comments:

Please contact Charles with questions or comments.

Appendix E: TIP Amendment/Modification Policy

TIP Amendment Process

Any changes to programmed projects will be reviewed by MnDOT District 7 staff in consultation with the MAPO staff, and jointly determined to be either an Administrative Modification or a Formal Amendment.

For all project changes, the amended TIP must remain fiscally constrained with the revenues that can reasonably be expected to be available.

The process outlined below is consistent with 23 CFR 450.316 and incorporates the criteria specified in the FHWA and MnDOT Guidance for STIP Amendments and Administrative Modifications.

An Administrative Modification is a minor revision or technical correction to a programmed project. Administrative Modifications do not require formal public involvement actions, but MAPO's practice is to briefly describe these changes in the 'Project Updates' section of the TAC and MAPO meeting materials for the month they occur, and to update the online TIP project tables as these revisions occur.

Note: The MAPO will use the most recent guidance provided from FHWA and MnDOT for STIP Amendments and Administrative Modifications. The MAPO will update the following guidance in the Public Participation Plan once new guidance is provided. The most recent guidance is from April 2015.

FHWA and MnDOT GUIDANCE FOR STIP AMENDMENTS AND ADMINISTRATIVE MODIFICATIONS

FORMAL STIP AMENDMENTS

Are needed when:

- A project not listed in the current, approved STIP is added to the current year.
- There is an increase in the total cost of a project and the increase the following guidelines:

Cost of Project	Amendment needed if the increase is more than:
> \$1 Million to \$3 Million	50%
> \$3 Million to \$10 Million	35%
> \$10 Million to \$50 Million	20%
> \$50 Million to \$100 Million	15%
> Over \$100 Million	10%

Note: No amendment is needed for a project of \$1 Million or less if the percentage increase does not result in a total cost greater than \$1 Million.

- A phase of work (preliminary engineering, right-of-way, construction, etc.) is added to the project and increases the project cost. No formal amendment (or administrative modification) is needed for adding a phase of work that does not increase project cost.
- Congestion Mitigation and Air Quality Improvements Program (CMAQ) Transportation Enhancements (TEA), or Highway Safety Improvement Program (HSIP) funds are added to a project.
- The project scope is changed (e.g., for a bridge project – changing rehab to replace; e.g., for a highway project – changing resurface to reconstruct).
- There is a major change to project termini (more than work on bridge approaches or logical touchdown points).

For TIP amendments, MAPO will consult with MnDOT staff to determine if a 30-day public comment period is required. As a minimum MAPO will:

- List the proposed amendment as a voting item on the published agenda for meetings of both the (TAC) and Policy Board meetings.
- Provide public notice of the proposed changes to the TIP project by listing “opportunity for public Comment” on the published meeting for notice and by including the amendment as a voting item on the published agenda, as least one week prior to the scheduled action on the amendment.
- After the proposed project change has been approved by the TAC and Policy Board, staff will email a copy of the signed resolution to MnDOT District 7 staff for inclusion in the ATIP and STIP.

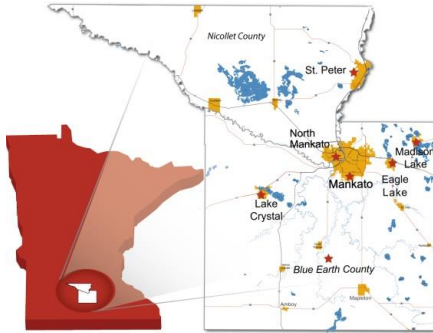
STIP ADMINISTRATIVE MODIFICATIONS

Are needed when:

- A project is moved into the current STIP year from a later year. Justification is needed under “Comments” to explain which specific projects are deferred to maintain fiscal constraint.
- Minor changes to wording or minor corrections (i.e., project numbers).

NOTE: No amendment will be accepted for projects that “may” receive future congressional funding (funds must be identified in an approved Transportation Act or Appropriation Bill).

For all project changes, the amended TIP must remain fiscally constrained within the revenues that can reasonably be expected to be available. MAPO will follow federal transportation planning legislation (23 CFR 450.316) for guidance and STIP amendments.



AGENDA RECOMMENDATION

Agenda Heading: Recommendation to adopt 2022-2023 Unified Planning Work Program (UPWP) No: 5.2

Agenda Item:

Recommendation to adopt 2022-2023 Unified Planning Work Program (UPWP)

Recommendation Action(s):

Motion to recommend to Policy Board adoption of 2022-2023 Unified Planning Work Program (UPWP)

Summary:

The 2022-2023 UPWP outlines work activities and associated budget information for the calendar year 2022 and illustrative calendar year 2023.

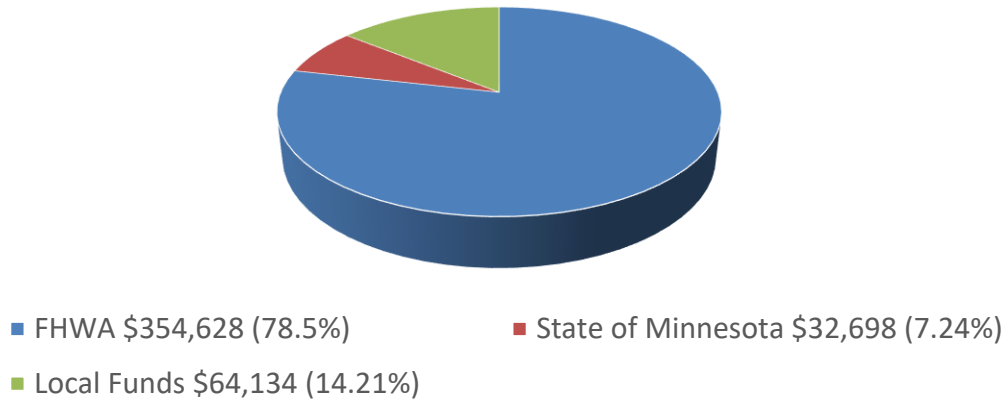
Work activities include staff time in a variety of areas. Program Support and Administration includes work related to supporting ongoing MAPO processes. Short Range Planning includes project-by-project consultant payments and associated staff time. Program Development includes inter-agency local and inter-agency state staff activities.

Major 2022 planning activities and budget items are listed below (list is not exhaustive of staff activities and administrative costs):

Activity / work product	2022 budget
CSAH 5 (Third Ave) Corridor Study	\$50,000 (\$30,000 in 2023, \$80,000 total)
Eagle Lake Pedestrian Connectivity Study	\$25,000
MSU Stadium Road Pedestrian Crossing Study	\$30,000
South Bend Safe Routes to Multimodal Study	\$28,000
Second Street Corridor Study	\$35,000 (\$30,000 in 2021, \$65,000 total)
Lookout Drive-CSAH 13 Corridor Study	\$55,000 (\$70,000 in 2021, \$125,000 total)
Aerial flyover contribution	\$12,000
Annual StreetLight Insight access	\$5,000

The total anticipated budget for MAPO 2022 activities is \$451,460.

2022 UPWP Funding Sources
\$451,460



Budget information includes funding shares borne by local (Blue Earth County, Mankato, North Mankato, Nicollet County), state, and federal (FHWA, FTA) sources.

A local share breakdown is below:

2022 LOCAL SHARE AMOUNT	
UNIT OF GOVERNMENT	LOCAL SHARE
TOTAL 2021 Local Payments	\$ 64,134
Blue Earth County	\$ 24,371
City of Mankato	\$ 23,730
Nicollet County	\$ 7,696
City of North Mankato	\$ 8,337
TOTAL 2022 Local Payments	\$ 64,134

A historic local share breakdown is below:

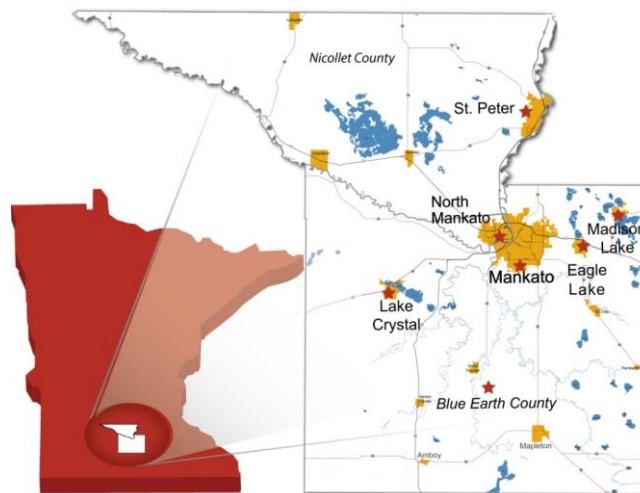
Local Share Amount by Year	2016	2017	2018	2019	2020	2021	2022
Blue Earth County	\$ 11,983	\$ 11,496	\$ 15,436	\$ 16,021	\$ 16,455	\$ 15,886	\$ 24,371
City of Mankato	\$ 11,668	\$ 10,901	\$ 15,030	\$ 15,599	\$ 16,022	\$ 15,468	\$ 23,730
Nicollet County	\$ 3,783	\$ 3,535	\$ 4,875	\$ 5,059	\$ 5,196	\$ 5,017	\$ 7,696
City of North Mankato	\$ 4,098	\$ 3,830	\$ 5,281	\$ 5,481	\$ 5,629	\$ 5,435	\$ 8,337
MnDOT D7 contribution (169 study)	-	-	-	-	\$ 15,000	\$ 57,580	-
Total	\$ 31,532	\$ 29,762	\$ 40,622	\$ 42,160	\$ 63,302	\$ 99,386	\$ 64,134

Staff recommendation is for the MAPO TAC to motion to recommend to the MAPO Policy Board adoption of the 2022-2023 Unified Planning Work Program (UPWP).

Attachments:
2022-2023 UPWP

Mankato/North Mankato Area Planning Organization (MAPO)

2022 (& 2023 Draft) Unified Planning Work Program



**Recommended for Adoption by the MAPO Technical Advisory Committee
August 19, 2021**

**Adopted by the MAPO Policy Board
September 2, 2021**

2022 Unified Planning Work Program (UPWP)
for the
Mankato/North Mankato Area Planning Organization (MAPO)
the Metropolitan Planning Organization for the Mankato/North
Mankato, MN area

All questions, comments or requests for documents and services may be directed to:
Paul Vogel, Executive Director

Phone: (507) 387-8613
Email: pvogel@mankatomn.gov

or

Charles Androsky, Transportation Planner
Phone: (507) 387-8389
Email: candrosky@mankatomn.gov

at:

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

This work program and other MAPO documents, meeting minutes and agendas, and other
information may also be obtained online at www.mnmapo.org.

To request this document in an alternative format, please contact Charles Androsky at (507)
387-8389 or at candrosky@mankatomn.gov.

This Unified Planning Work Program is funded in part through funds from the Federal Highway
Administration, Federal Transit Administration, U.S. Department of Transportation, Minnesota
Department of Transportation, and local funds. The views and opinions of the authors
expressed herein do not necessarily state or reflect those of the U.S. Department of
Transportation or other funding agencies.

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MAPO Organization Background and Transportation Planning History

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

MAPO Representation

MAPO is represented by the following units of government:

Counties

Blue Earth
Nicollet

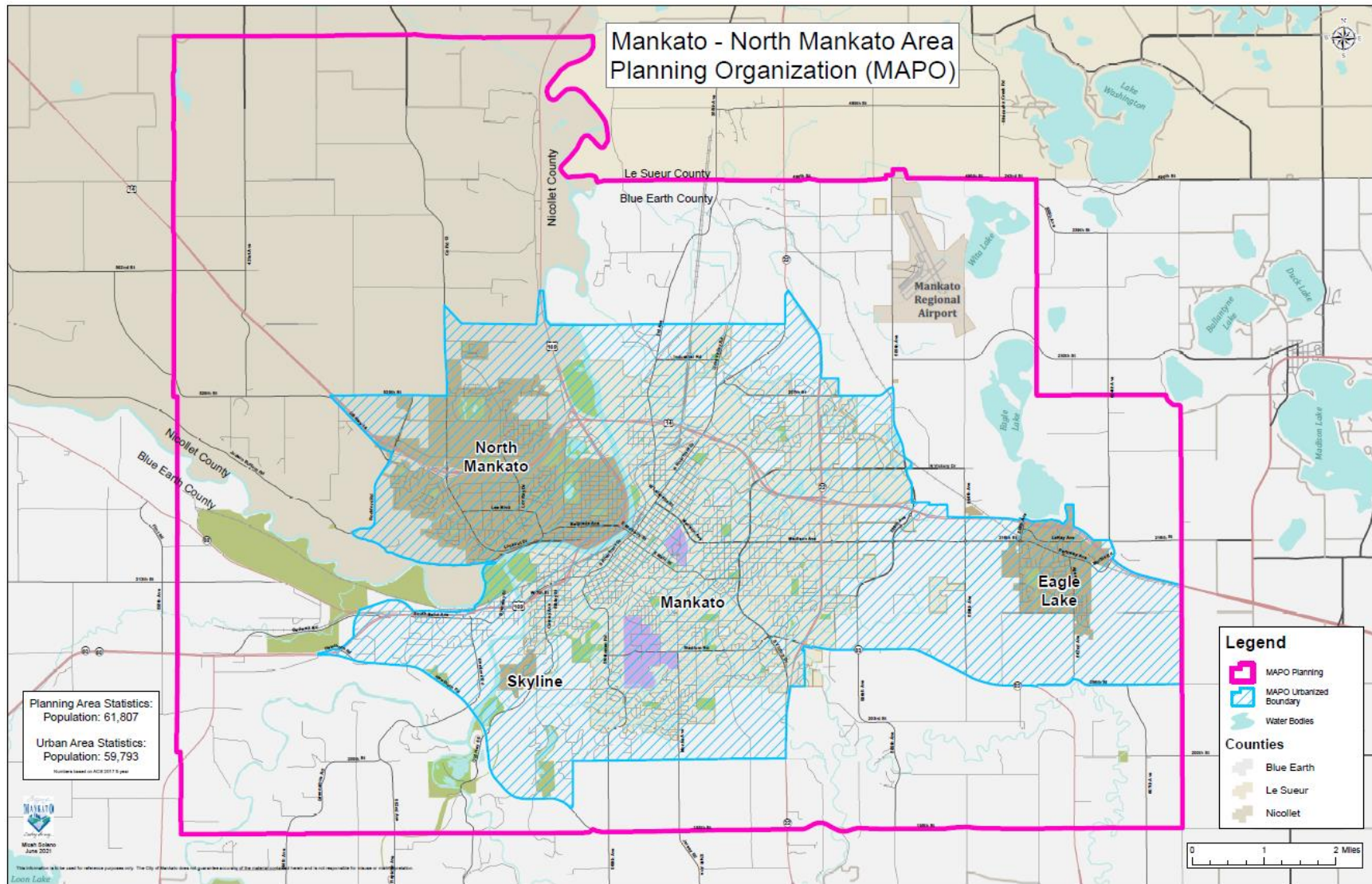
Cities

Eagle Lake
Mankato
North Mankato
Skyline

Townships

Belgrade
Le Ray
Lime
Mankato
South Bend

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



Policy Board, Technical Advisory Committee, and Staff

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

Introduction and Vision Statement

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

This document represents the UPWP for MAPO and was developed with input and cooperation of the local municipalities, agencies, and the public through the MAPO Technical Advisory Committee and MAPO Policy Board.

MAPO Vision Statement

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

Purpose of Unified Planning Work Program Document

The purpose of this work program is to:

- 1) Provide a description of all transportation-related planning activities anticipated to be conducted by MAPO within the metropolitan planning area during 2022 and illustrative activities for 2023.
- 2) Provide detailed work activities and budget information, including local, state and federal funding shares, to allow the state to document the requirements for planning grants distributed through the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA).

Scope of Work Program Planning Process

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

Metropolitan Planning Factors

Federal planning statutes identify planning factors that specify the scope of the planning process to be followed by MAPO (23 CFR 450.306). According to statute, the planning process shall provide for consideration and implementation of projects and strategies and services that will address ten (10) identified planning factors. Each factor is listed below. After each factor is

a brief description of how the work activities contained in this UPWP support the metropolitan planning factors:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

- Promote and use the adopted LRTP to ensure that transportation projects and work products are planned in a continuing, cooperative, and comprehensive manner.
- Continue to monitor travel forecasting with development to reliably and accurately predict future traffic on the major street and highway system.

2. Increase the safety of the transportation system for motorized and non-motorized users.

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

3. Increase the security of the transportation system for motorized and non-motorized users.

- MAPO staff will continue to serve as a resource to promote programs and opportunities that encourage non-motorized use and users such as the Transportation Alternatives (TA) program, Minnesota Statewide Health Improvement Partnership (SHIP) and Safe Routes to School (SRTS).
- Staff will continue to work with local bike and walk advocate groups in advancement of safe non-motorized transportation options.
- MAPO will provide technical assistance to member communities applying for Transportation Alternative (TA) program grant funding. Depending on type of funding requested, MAPO may assist member communities in improving safety for non-motorized users, such as planning studies to complete trail system links, critical sidewalk networks around schools, and pedestrian crossing upgrades.

4. Increase the accessibility and mobility of people and for freight.

- Work with partners to implement the recommendations of local ADA transition plans.
- Continue development and identification of needs through the Long Range Transportation Plan Update and ADA Transition Plan.
- Work with other agencies on cooperative development of a Regional Transportation Coordinating Council (RTCC) to increase accessibility and mobility of persons within and throughout the MAPO planning area.
- Assist MnDOT District 7 and MnDOT Central Office in statewide and regional planning efforts.

- 5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.**
 - MAPO staff will assist in conducting planning studies to inform the implementation of Mankato's and North Mankato's Complete Streets Plans to promote non-motorized usage and promotes the health initiatives of the Minnesota Statewide Health Improvement Program (SHIP).
- 6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.**
 - Work with other agencies on cooperative development of a Regional Transportation Coordinating Council (RTCC) to promote efficiencies and cooperation, as well as reduce redundancies of public, private, and non-profit transit service within and throughout the MAPO planning area.
- 7. Promote efficient system management and operation.**
 - Coordination with MnDOT Area Transportation Partners (ATP) and MnDOT District 7 in administering the Transportation Alternatives (TA) program in the MAPO area, as well as in the development of the annual Transportation Improvement Program (TIP).
 - Develop the MAPO's area TIP for submission to federal and state entities. MAPO is charged with developing and promoting programs and projects that best meet the needs of the regional transportation network.
- 8. Emphasize the preservation of the existing transportation system.**
 - MAPO will use the LRTP and its performance measures when examining the conditions of the existing transportation system for consideration in the development of the Transportation Improvement Plan.
 - MAPO will be an active participant in the Area Transportation Partnership of MnDOT District 7 to consider projects that will preserve and enhance the existing transportation system in the urbanized area.
- 9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.**
 - Continue to program transportation projects in coordination with the adopted LRTP and local, State, and Federal stormwater requirements.
- 10. Enhance travel and tourism.**
 - MAPO staff will assist in conducting planning studies to inform the implementation of Mankato's and North Mankato's Complete Streets Plans to enhance commuter and recreational opportunities.
 - Continue to consider livability, user comfort, and person-centered design when developing work products.

Resolution & Agreements

The signed resolution adopting the annual work program is included as Appendix C. The following agreements governing the operation of MAPO are available on the MAPO website.

- Joint Powers Agreement between Governmental Units in the Mankato/North Mankato Urbanizing Area
 - <https://mnmapo.files.wordpress.com/2018/06/executed-copy-of-joint-powers-agreement.pdf>
- Host Agency Operating Agreement
 - <https://mnmapo.files.wordpress.com/2020/10/hostagencyagreement.pdf>
- Memorandum of Understanding between the Minnesota Department of Transportation, MAPO, and the Public Transit Operator
 - <https://mnmapo.files.wordpress.com/2018/06/mapo-transit-mndot-performance-planning-mou.pdf>

Document Organization

The Unified Planning Work Program is organized into six chapters:

Chapter 1 provides a Summary List of 2022 and illustrative 2023 activities.

Chapters 2-5 detail the work activities that will be undertaken in 2022 with program hours and budget information. These activities are:

- 100 Program Support and Administration
- 200 Long-Range Transportation Planning
- 300 Short-Range Transportation Planning
- 400 Program Development
- 500 Other Services & Commodities

Chapter 6 provides the MAPO Strategic Plan.

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

Chapter 1: Executive Summary of Activities

2022 Activities

The primary work activities for 2022 are:

- Development of Transportation Improvement Program (TIP)
- Initiation of CSAH 5 (Third Ave) Corridor Study (split across 2022 and 2023)
- Eagle Lake Pedestrian Connectivity Study
- South Bend Safe Routes to Multimodal Study
- MSU Stadium Road Pedestrian Crossing Study
- Continued work on Lookout Drive – CSAH 13 Corridor Study (split across 2021 and 2022)
- Continued work on Second Street Corridor Study (split across 2021 and 2022)
- Staff work toward Mankato Transit System Transit Development Plan (TDP)
- Provide staff administration to the MAPO TAC and Policy Board
- Continued coordination with Mankato GIS regarding base data and map requests
- Facilitate StreetLight data requests for MAPO partner jurisdictions
- Upkeep and maintenance of MAPO website
- Assist MnDOT District 7 and MnDOT Central Office in statewide and regional planning efforts
- Complete 2023 & 2024 Unified Planning Work Program.
 - o Note: the 2023 UPWP requires approval. The 2024 UPWP is conceptual.
- Continued involvement in the Transportation Alternatives (TA) program, Surface Transportation Program (STP), and Safe Routes to School (SRTS) programs by providing assistance to MAPO member jurisdictions, as well as review and ranking as needed
- Provide technical assistance and resources to Mankato Transit System (MTS) on as-needed basis

- Work with the Region Nine Development Commission and serve on R9 Transportation Advisory Committee
- Coordination with Area Transportation Partnership (ATP-7) and MnDOT in reviewing and recommending projects
- Continued involvement in the Statewide Health Improvement Partnership (SHIP) and serving on SHIP TAC
- Review and update MAPO administrative documents as needed
- Project management and coordination with consultants on various studies

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

Chapter 2: Program Areas and Subtasks

MAPO breaks the Program Areas into individual sub-tasks to be completed in each of the calendar years covered by this UPWP. Each Program Area has identified an objective, a budget and sub-tasks. Each sub-task has an estimated period for completion and identifies the responsible agencies and participants.

100 Program Support and Administration

Activity Budget and Funding Source Split for Program Area 100 - Program Support & Administration Estimated 80/20 split		
Funding Source	2022	
	Percent	Amount
(CPG)	78.54%	\$84,664.80
Local	21.46%	\$23,133.00
Total	100%	\$107,797.80

2022 Staff Hours: 1,410 2022 Budget: \$107,797.80

2023 Staff Hours: 1,410 2023: Budget: \$110,732

Objective

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

Program Support (730 staff hours) 51001

Program support activities keep the Policy Board, Technical Advisory Committee, and subcommittees informed and meeting on a regular basis. Actions include administering meetings, maintaining committee membership lists and bylaws, writing agendas and minutes, and special assignments.

Activities

- Prepare agendas and minutes for MAPO meetings.
- Prepare agendas, minutes and meeting notices for TAC meetings and Policy Board Meetings.
- Staff time in participation of trainings, meetings, and conferences.
- Project task administration and communication between the Policy Board and TAC.
- Review and update administrative Plans as needed.
- Prepare local jurisdictions for billing.
- Attend and present information on the current projects and MAPO updates to the Blue Earth and Nicollet County Board meetings as requested.

- Attend and present MAPO updates to the Region Nine Development Commission Transportation Advisory Committee at their regularly-scheduled meetings.
- Attend and present information on the current projects and other MAPO updates to the City Councils of Eagle Lake, Mankato, North Mankato, and Skyline as requested.
- Attend and present information on the current projects and other MAPO updates to the Minnesota Statewide Health Improvement Initiative and serve on their Community Leadership Team.

Unified Planning Work Program (UPWP) (150 staff hours) 51002

The UPWP is updated annually in consultation with the MnDOT, FTA, FHWA, Mankato Transit System (MTS), the MAPO TAC, and MAPO Policy Board. Quarterly reports and reimbursement forms are prepared and office accounting is maintained. Annual dues are calculated and billed, and the budget is coordinated with the City of Mankato.

- Prepare draft 2023-2024 UPWP.
- Midyear and miscellaneous reviews with MnDOT, FHWA and FTA.
- Prepare budgets and quarterly progress reports for MnDOT and FHWA.
- Review current UPWP with TAC, MnDOT and FHWA for work items to carry forward into next UPWP.
- Receive input from local TAC, MnDOT and FHWA on work items to include in UPWP.

Training and Travel (150 staff hours) 51003

Travel to MPO Directors meetings, training, and other activities are included. MnDOT requires that \$3,000 of planning funds are used to provide for the MPO's participation in meeting and workshops for the Minnesota MPO Directors and other professional development and training of the MPO staff. (Hard cost of these items are listed as line items in the budget)

- Travel to MPO Directors Meetings.
- Travel/registration for training opportunities (APA, FHWA, MnDOT, NTI).
- Attend conferences.
- Attend various statewide and district functions or workshops relevant to MAPO.

Information Technology (City of Mankato) (80 staff hours) 51004

- Post meeting packets, minutes, and other materials to MAPO website.
- Continue work with the City of Mankato's Information Technology and Public Information Departments to build and expand the MAPO website.
- Work with Mankato, North Mankato, Blue Earth County and Nicollet County to continuing development of GIS information for MAPO area.
- Explore and implement new technologies and methods to enhance public participation and engagement with MAPO.

Program Expenses (300 staff hours) 51005

Program expenses are the costs associated with organizational upkeep and administration, including staff vacation, sick and holiday time.

Process and Timeline to Completion:

- *The 2023-2024 Unified Planning Work Program will be drafted during 2022 and adopted by September of 2022.*
- *Ongoing maintenance and coordination with City of Mankato Information Technology Department and Geographic Information Systems (GIS) Department.*
- *The activities in this section will generally be completed in the 2022 calendar year.*

200 Long-Range Transportation Planning

Activity Budget and Funding Source Split for Program Area 200 - Long Range Planning Estimated 80/20 split		
Funding Source	2022	
	Percent	Amount
Consolidated Planning Grant (CPG)	78.54%	\$3,260.84
Local	21.46%	\$890.96
Total	100%	\$4,151.80

2022 Staff Hours: 60 2022 Budget: \$4,151.80

2023 Staff Hours: 60 2023 Budget: \$4,276

Objective

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

Long Range Transportation Plan (LRTP)

Includes LRTP maintenance, analysis, inquiry response, and presentations as needed.

Process and Timeline to Completion:

- *Ongoing efforts to maintain, analyze and update the Long Range Transportation Plan.*

300 Short-Range Transportation Planning

Activity Budget and Funding Source Split for Program Area 300 - Short Range Planning Estimated 80/20 split		
Funding Source	2022	
	Percent	Amount
Consolidated Planning Grant (CPG)	78.55%	\$234,664.43
Local	21.45%	\$64,075.67
Total	100%	\$298,740.10

2022 Staff Hours: 970

2022 Budget: \$298,740.10 (staff hours & consultant costs)

2023 Staff Hours: 970

2023 Budget: \$285,652 (staff hours & consultant costs)

Objective

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

Local Planning Assistance (820 staff hours) 53001

Local planning assistance includes staff activities related to the local transportation system, including initiation and development of a wide range of plans and studies. Activities may include data collection, coordinating and attending meetings, document review, and public engagement. Local planning assistance activities advance the goals of the LRTP. These activities also entail communication and coordination with a wide variety of local stakeholders. More detailed descriptions on the consultant led studies are listed below.

Activities

- Work on Lookout Drive-CSAH 13 Corridor Study
- Work on Second Street Corridor Study
- CSAH 5 (Third Ave) Corridor Study
- Work on Eagle Lake Pedestrian Connectivity Study
- Work on MSU Stadium Road Pedestrian Crossing Study
- Work on South Bend Safe Routes to Multimodal Study
- Aerial Flyover Photography Services
- Assist local partners with localized transportation planning efforts as needed
- Continued work with Statewide Health Improvement Program (SHIP). Includes serving on the SHIP Community Leadership Team.
- Work with partners on future local planning studies as identified by the TAC and Policy Board
- Provide notification and assistance to MAPO partner agencies on Transportation Alternatives Program (TA), Surface Transportation Program (STP), Safe Routes to School (SRTS) and other opportunities, programs, and solicitations as needed

- Assist Mankato Transit System with various projects, plans, and initiatives as needed.
- Assist on general transportation topics that arise
- Continued work with the Blue Earth County and Nicollet County. Includes technical assistance/support, presentations/outreach for MAPO projects and programming

State Planning Assistance (150 staff hours) 53002

State planning assistance includes staff activities related to coordination with agencies with geographies and jurisdictions greater than that of the MAPO planning boundary. This includes meetings, document review, and shared plan and study development with MnDOT District 7 and other MnDOT offices, as well as Region Nine Development Commission. Staff may also coordinate with other agencies whose activities may impact the transportation system within and throughout the MAPO area.

Activities

- Assist MnDOT District 7 and MnDOT Central Office in statewide and regional planning efforts, including review and commenting on statewide and district plans or projects. Assist as needed in open houses, outreach or other communication.
- Review requests and present functional classifications changes to TAC and Policy Board.
- Provide reporting and follow up with MnDOT regarding changes or updates to functional classification changes.
- Work with Region Nine Development Commission Transportation Committee and serve on their TAC. Provide technical assistance/support, present information on MAPO projects/programming, serve as liaison between agencies.
- Continued involvement in meetings related to MPO functions for local advocacy groups and transportation partnerships.

Process and Timeline to Completion:

- The above referenced planning efforts and activities are anticipated to occur within the 2022 calendar year.

Consultant Studies

Consultant studies are coded to cost category 53001.

Lookout Drive – CSAH 13 Corridor Study

This study is a partnership between MAPO, North Mankato, and Nicollet County. The proposed project consists of a corridor study to identify a long-term shared vision for multimodal improvements on Lookout Drive (CSAH 13) from Lee Boulevard in North Mankato to Somerset Road (512th Street) in Nicollet County. In addition to a review of the corridor, the project is expected to review multiple intersections along the corridor including the northern section of the corridor which is undeveloped at this time.

The study objectives include: understanding the needs and opportunities in the corridor, developing and evaluating potential transportation improvement alternatives, gathering public and business input on corridor needs and improvement alternatives, and developing an implementation plan that prioritizes projects for completion over time. The project will identify a long-term shared vision for multimodal improvements among multiple jurisdictions.

- Total Project Cost (est.): \$125,000 (\$70,000 in 2021, \$55,000 in 2022)
- Anticipated Completion: December 2022

Second Street Corridor Study

This study will determine the extent of intersection control needed along the Second Street Corridor in Mankato and the location and what type of pedestrian crossing improvements can be made. The project is envisioned to complement ongoing work on Riverfront Drive.

- Total Project Cost (est.): \$65,000 (\$30,000 in 2021, \$35,000 in 2022)
- Anticipated Completion: December 2022

CSAH 5 (Third Ave) Corridor Study

MAPO, in partnership with Blue Earth County and the City of Mankato will evaluate current and future projected traffic volumes, traffic distribution, intersection and other corridor safety concerns, multimodal considerations, rail crossing (including one of the highest ADT at grade crossings in the City) and previous whistle free rail corridor study incorporation, and current and future performance at the interchange with US Highway 14. The project includes stakeholder input from the County, City and MnDOT, as well as numerous industries and residents along the corridor.

- Total Project Cost (est.): \$80,000 (\$50,000 in 2022, \$30,000 in 2023)
- Anticipated Completion: July 2023

Eagle Lake Pedestrian Connectivity Study

This study will identify alternatives to connect the southeastern section of Eagle Lake to the rest of the community with the potential addition of a pedestrian crossing and a sidewalk or trail along CSAH 27 (Agency St.) from Thomas Drive to 211th Street. The project is intended to promote walkability and connectivity while eliminating accessibility barriers and ensuring ADA compliance. Currently, there is a safety concern to pedestrians crossing CSAH 27 (Agency St.) and traveling along the shoulder of the road between Thomas Drive and 211th Street. There is a population, including youth (manufactured home park, town homes, and new subdivision), that are disconnected from the rest of Eagle Lake because of the fear of crossing CSAH 27 without a safe crossing and sidewalk system in place.

- Total Project Cost (est.): \$25,000
- Anticipated Completion: December 2022

MSU Stadium Road Pedestrian Crossing Study

This study will analyze pedestrian and auto conflicts at intersections of Warren Street and Ellis Avenue at Stadium Road via live counts and anticipated traffic growth. For both intersections, an analysis and evaluation of alternative crossing methods, such as "all cross" and diagonal crossings will be conducted. Analysis will consider existing roadway and turning lane configurations to determine if roadway and turning lane modifications would provide a significant improvement in pedestrian and traffic flow. The deliverable is to include range of alternatives.

- Total Project Cost (est.): \$30,000
- Anticipated Completion: December 2022

South Bend Safe Routes to Multimodal Study

This study will include a multimodal network analysis, traffic counts, and one (1) public input session to identify local concerns and priorities. Study goal is for a safer and more convenient pedestrian and bicyclist network. Study will prioritize pedestrian and bicyclist connectivity and comfort level within study area and connecting to greater pedestrian network. Analyzed components will include potential lighting, streets reconstruction, and alternative pedestrian/bicyclist routing. The study deliverable will comprise of a pedestrian and bicycle network analysis and alternatives to address identified needs and problem areas, including potential infrastructure upgrades with funding scenarios.

- Total Project Cost (est.): \$28,000
- Anticipated Completion: December 2022

400 Program Development & TIP Development

Activity Budget and Funding Source Split for Program Area 400 - Program Development Estimated 80/20 split		
Funding Source	2022	
	Percent	Amount
Consolidated Planning Grant (CPG)	78.54%	\$20,593.84
Local	21.46%	\$5,626.86
Total	100%	\$26,220.70

2022 Staff Hours: 440 2022 Budget: \$26,220.70
2023 Staff Hours: 440 2023 Budget: \$27,007

Objective

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

Inter-Agency State 54002 (65 hours)

Inter-Agency State activities refer to staff time for coordination with MnDOT, including MnDOT District 7, in a variety of areas. This includes partnership and collaboration as MAPO and District 7 jointly develop the TIP and ATIP, respectively. This also includes MAPO staff work related to district-wide funding solicitations including the Surface Transportation Program and Transportation Alternatives Program.

Activities

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

Inter-Agency Local 54003 (375 hours)

This category includes development of the TIP. The TIP is a federally-mandated, annually-prepared document that contains pedestrian, highway, transit, streets, highway, and other

transportation projects that are recommended for federal funding during the next four years in the metropolitan area. This task includes development of the MAPO's area TIP for submission to federal and state oversight agencies. MAPO is charged with developing and promoting programs and projects that best meet the needs of the regional transportation network.

Activities

- Provide public notice of TIP
- Solicit and prioritize candidate project and assist MnDOT Central Office and MnDOT District 7 as a member of ATP subcommittees as needed
- Ensure that federal investments are tied to planning, priorities, and policies as defined in the MAPO's LRTP
- Conduct an Environmental Justice analysis for the TIP
- Ensure the TIP document is fiscally constrained
- TIP Development, including:
 - Complete all federal requirements pertaining to TIP development, including relating TIP projects to the federal planning process
 - Perform TIP public engagement activities as outlined in the MAPO Public Participation Plan
 - Send approved TIP to federal and state oversight agencies
 - Amend and/or modify the TIP as necessary in response to changes in project schedule, detail, or scope
- Conduct consultation with the Mankato Transit System, including assistance with Transit Development Plan (TDP)
- Coordinate with District 7 ATP
- Work with Region 9 Development Commission and serve on R9DC Transportation Advisory Committee
- Coordinate to make MAPO operations accessible e.g. language translation, hearing-impaired, etc.

Mankato Transit System Transit Development Plan 54003

In 2022 Mankato Transit System (MTS) will initiate development of a Transit Development Plan (TDP). The TDP will represent a strategic vision for the MTS to promote the operation of an efficient, responsive, and financially sustainable transit system. Major components of the TDP include: annual performance, service operations, capital programs and funding.

The TDP will be led by MTS. MAPO staff will contribute to development of the TDP via coordination and participation in plan development. Staff hours will be allocated to Inter-Agency Local 54003.

Process and Timeline to Completion:

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

500 Other Services and Commodities

Activity Budget and Funding Source Split for Other Services & Commodities Estimated 80/20 split		
Funding Source	2022	
	Percent	Amount
Consolidated Planning Grant (CPG)	78.54%	\$11,113.46
Local	21.46%	\$3,036.54
Total	100%	\$14,150.00

2022 Staff Hours: 0 2022 Budget: \$14,150.00

2023 Staff Hours: 0 2023 Budget: \$14,150

Objective

The Other Services and Commodities element includes activities related to administration, upkeep, overhead, and communications. This includes costs related to:

- Legal, Publication, & Advertising
- Telephone & Postage
- Direct expenses for Training, Travel & Conferences
- Printing & Publishing
- Office Supplies (including software)
- Subscriptions & Memberships

Process and Timeline to Completion:

- The above referenced items are costs paid on an as-needed basis over a given year.

Chapter 6: Strategic Plan

Introduction

What follows is a summary of MAPO overall Strategic Planning as it relates to advancing and maintaining the Long Range Transportation Plan (LRTP) for the years 2020-2024. Prospective future studies are included for illustrative purposes.

Major Program Activities	2020	2021	2022	2023	2024
Warren Street Corridor Study	X				
Long Range Transportation Plan Update	X				
Regional Transportation Coordinating Council (RTCC)	X				
Intersection Control Evaluation: Lor Ray Dr and James Dr	X				
Highway 169 Corridor Study	X	X			
Intersection Control Evaluation: CSAH 16 and CSAH 60		X			
Highway 14 Pedestrian Bridge Study		X			
Lookout Drive – CSAH 13 Corridor Study		X	X		
Second Street Corridor Study		X	X		
Eagle Lake Pedestrian Connectivity Study			X		
MSU Stadium Road Pedestrian Crossing Study			X		
South Bend Safe Routes to Multimodal Study			X		
CSAH 5 (Third Ave) Corridor Study			X	X	
Active Transportation Plan				X	
Prospective: MAPO Transportation Modeling				X	
Prospective: Intelligent Transportation Plan				X	
ADA Transition Plan Update					X

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

*Appendix A: 2022 Program Activity Details & Budget Tables

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

	100 Program Support and Administration	Budget	Staff Hours
Program Support 51001	1. Prepare agendas and minutes for MAPO Meetings		
	2. Attending MnDOT and local agency meetings		
	3. Prepare and distribute agendas and minutes for TAC meetings		
	4. Attend training, meetings, and conferences		
	5. Review and update MAPO administrative documents as needed		
	6. Prepare billing for local jurisdiction assessment		
	Total Expense - Program Support	\$51,051	730
Planning Work Program 51002	1. Prepare next UPWP and budget		
	2. Review with MnDOT, FHWA, local partners, and other agencies		
	3. Reporting to MnDOT & FHWA		
	Total Expense - Planning Work Program	\$10,380	150
Training and Travel 51003	1. Travel to meetings including MPO Directors meetings MN MPO workshop		
	2. Travel to workshops		
	3. Attend other meeting related to transportation		
	Total Expense - Training & Travel	\$10,380	150
Information Tech, GIS, & Website 51004	1. Maintenance of Website - Post minutes, agendas, meeting materials, information, create revolving content		
	2. Geographic Information System Support (7208)	\$10,000	
	Total Staff Expenses	\$5,228	80
	Total Expense - Information Tech & Website	\$15,228	
Program Expenses 51005	1. Vacation, Sick and Holidays		
	Total Expense - Program Expenses	\$20,759	300
Total Expenses - Program Support and Administration		\$107,798	1,410
	200 Long-Range Planning	Budget	Staff Hours
Long Range Planning 52001	Total Staff costs - Long Range Planning - L RTP maintenance, analysis, inquiry response, presentations as needed	\$4,152	60
	Total Expenses - Long Range Planning	\$4,152	
Total Expenses - Long Range Planning		\$4,152	60
	300 Short-Range Planning	Budget	Staff Hours
Short Range Planning - Local 53001	Consultant cost - CSAH 5 (Third Ave) Corridor Study (project split across 2022 and 2023, \$80,000 total)	\$50,000	
	Consultant cost - Eagle Lake Pedestrian Connectivity Study	\$25,000	
	Consultant cost - MSU Stadium Road Pedestrian Crossing Study	\$30,000	
	Consultant cost - South Bend Safe Routes to Multimodal Study	\$28,000	
	Consultant cost - Second Street Corridor Study (project split across 2021 and 2022, \$65,000 total)	\$35,000	
	Consultant cost - Lookout Drive-CSAH 13 Corridor Study (project split across 2021 and 2022, \$125,000 total)	\$55,000	
	Cost - Aerial Flyover Photography Services	\$12,000	
	Assist MAPO partners with local transportation planning efforts as needed		
	Coordination and contribution local Statewide Health Improvement Program		
	Distribute and share relevant transportation materials & information/outreach (52002 staff coding)		
	Staff Expenses	\$53,361	820
	Total Expenses - Short Range Planning - Local	\$288,361	
State Planning Efforts 53002	1. Participation in Statewide and District Planning Efforts (various planning & work groups e.g. MnSHIP, District 7 Freight Plan, State Multimodal Trsp Plan, State Pedestrian Plan, etc.)		
	2. Coordination with MnDOT and local partners for transportation related activities		
	Total Staffing Costs - Short Term Planning - Interagency	\$10,380	150
Total Expenses - Short Range Planning - Interagency		\$10,380	
Staff Expenses - Short Range Planning		\$63,740	
Total Expenses - Short-Range Planning		\$298,740	970

2022 Program Activity Details & Budget Continued

	400 Program Development	Budget	Staff Hours
Inter Agency - State 54002	1. TAP LOI Review		
	2. Coordination and review with MnDOT and Transit for STIP		
	Total Staffing Costs - Program Development		
	Total Expenses - Program Development - Interagency	\$4,882	65
Inter Agency Local 54003	1. Public notice of Transportation Improvement Plan (TIP) preparation		
	2. Solicit projects from local partners		
	3. TIP environmental justice analysis		
	4. Consultation with Mankato Transit System, including assistance with Transit Development Plan (TDP)		
	5. TIP development		
	6. Coordination with District 7 ATP		
	7. Work with Region Nine RDC & serve on R9 Transportation Advisory Committee		
	8. Coordinate to make MAPO operations accessible e.g. language translation, hearing-impaired, etc.		
	Total Staffing Costs - Inter Agency Local	\$21,339	375
	Total Expenses - Program Development - Interagency	\$21,339	
Total Expenses - Program Development		\$26,221	440
	Other Services & Commodities	Budget	Staff Hours
	3040 Legal, Publication, & Advertising	\$1,200	
	3210 Telephone & Postage	\$500	
	3300 Training, Travel & Conferences	\$3,100	
	3410 Printing & Publishing	\$3,000	
	2010 Office Supplies	\$1,200	
	4330 Subscriptions & Memberships (including software and \$5,000 StreetLight license fee paid October 2022)	\$5,550	
Total Other Services & Commodities		\$14,550	
Total Expenses and Staffing Hours for 2022		\$451,460	2,880

2022 Program Budget and Detail

2022 UPWP Program Budget and Detail						
Funding Source	Funds	Allocation of Funds				
		100	200	300	400	
		Program Support	Long Range Planning	Short Range Planning	Program Development	Other Services & Commodities
MAPO Revenue						
Minnesota Federal Funds	\$ 354,628	\$ 84,677	\$ 3,261	\$ 234,664	\$ 20,597	\$ 11,429
	78.55%					
Local Match - Minnesota Federal Funds (local partner dues)	\$55,959.00	\$ 13,362	\$ 515	\$ 37,029	\$ 3,250	\$ 1,803
	12.40%					
Minnesota State Funds	\$ 32,698	\$ 7,807	\$ 301	\$ 21,637	\$ 1,899	\$ 1,054
	7.24%					
Local Match - Minnesota State Funds (local partner dues)	\$ 8,175	\$ 1,952	\$ 75	\$ 5,410	\$ 475	\$ 263
	1.81%					
Federal, State,& Local Match w/o Local Match - MN State funds	\$ 443,285	\$ 107,798	\$ 4,152	\$ 298,740	\$ 26,221	\$ 14,550
Total Revenue	\$ 451,460					
MAPO Staff Expenses						
Program Support & Administration	\$ 107,798	\$ 107,798				
Long Range Planning	\$ 4,152		\$ 4,152			
Short Range Planning	\$ 63,740			\$ 63,740		
Program Development	\$ 26,221				\$ 26,221	
Total Staff Salaries & Benefits	\$ 201,910					
Commodities & Other Services						
Legal, Publication, & Advertising	\$ 1,200					\$ 1,200
Telephone & Postage	\$ 500					\$ 500
Training, Travel & Conferences	\$ 3,100					\$ 3,100
Printing & Publishing	\$ 3,000					\$ 3,000
Office Supplies (including software)	\$ 1,200					\$ 1,200
Subscriptions & Memberships	\$ 5,550					\$ 5,550
Consultant Services	\$235,000			\$ 223,000		
Total Expenses	\$ 451,460	\$ 107,798	\$ 4,152	\$ 286,740	\$ 26,221	\$ 14,550
% of Total Program	100%	23.9%	0.9%	63.5%	5.8%	3.2%

Federal Funds and Local Match

MAPO FY 2021 Unified Planning Work Program Budget - Federal Funds and Local Match				
UPWP Category	Project Title	Federal Funding Amount	Local Funding Amount (State and Local)	Total Funding Amount
100	Program Support	\$ 84,677	\$ 23,121	\$ 107,798
200	Long Range Planning	\$ 3,261	\$ 891	\$ 4,152
300	Short Range Planning	\$ 234,664	\$ 64,076	\$ 298,740
400	Program Development	\$ 20,597	\$ 5,624	\$ 26,221
	Other Service & Commodities	\$ 11,429	\$ 3,121	\$ 14,550
	Funding Totals	\$ 354,628	\$ 96,832	\$ 451,460
Source of Local Funds:				
	Minnesota State Funds		\$ 32,698	
	Local Funds partner dues		\$ 64,134	
	Funding Totals		\$ 96,832	

2022 Local Share Amount

2022 LOCAL SHARE AMOUNT	
TOTAL 2022 Local Share	\$ 64,134
UNIT OF GOVERNMENT	LOCAL SHARE
Blue Earth County	\$ 24,371
City of Mankato	\$ 23,730
Nicollet County	\$ 7,696
City of North Mankato	\$ 8,337
TOTAL 2022 Local Payments	\$ 64,134

Local Share Amount by Year

Local Share Amount by Year							
	2016	2017	2018	2019	2020	2021	2022
Blue Earth County	\$ 11,983	\$ 11,496	\$ 15,436	\$ 16,021	\$ 16,455	\$ 15,886	\$ 24,371
City of Mankato	\$ 11,668	\$ 10,901	\$ 15,030	\$ 15,599	\$ 16,022	\$ 15,468	\$ 23,730
Nicollet County	\$ 3,783	\$ 3,535	\$ 4,875	\$ 5,059	\$ 5,196	\$ 5,017	\$ 7,696
City of North Mankato	\$ 4,098	\$ 3,830	\$ 5,281	\$ 5,481	\$ 5,629	\$ 5,435	\$ 8,337
MnDOT D7 contribution (169)	-	-	-	-	\$ 15,000	\$ 57,580	-
Total	\$ 31,532	\$ 29,762	\$ 40,622	\$ 42,160	\$ 63,302	\$ 99,386	\$ 64,134

Draft 2023 Program Activity Details & Budget (illustrative)

	100 Program Support and Administration	Budget	Staff Hours
Program Support 51001	1. Prepare agendas and minutes for MAPO Meetings		
	2. Attending MnDOT and local agency meetings		
	3. Prepare and distribute agendas and minutes for TAC meetings		
	4. Attend training, meetings, and conferences		
	5. Review and update MAPO administrative documents as needed		
	6. Prepare billing for local jurisdiction assessment		
	Total Expense - Program Support	\$52,583	730
Planning Work Program 51002	1. Prepare next UPWP and budget		
	2. Review with MnDOT, FHWA, local partners, and other agencies		
	3. Reporting to MnDOT & FHWA		
	Total Expense - Planning Work Program	\$10,691	150
Training and Travel 51003	1. Travel to meetings including MPO Directors meetings MN MPO workshop		
	2. Travel to workshops		
	3. Attend other meeting related to transportation		
	Total Expense - Training & Travel	\$10,691	150
Information Tech, GIS, & Website 51004	1. Maintenance of Website - Post minutes, agendas, meeting materials, information, create revolving content		
	2. Geographic Information System Support (7208)	\$10,000	
	Total Staff Expenses	\$5,385	80
	Total Expense - Information Tech & Website	\$15,385	
Program Expenses 51005	1. Vacation, Sick and Holidays		
	Total Expense - Program Expenses	\$21,382	300
Total Expenses - Program Support and Administration		\$110,732	1,410
	200 Long-Range Planning	Budget	Staff Hours
Long Range Planning 52001	Total Staff costs - Long Range Planning - LRTP maintenance, analysis, inquiry response, presentations as needed	\$4,276	60
	Total Expenses - Long Range Planning	\$4,276	
Total Expenses - Long Range Planning		\$4,276	60
	300 Short-Range Planning	Budget	Staff Hours
Short Range Planning - Local 53001	Consultant cost - CSAH 5 (Third Ave) Corridor Study (project split across 2022 and 2023, \$80,000 total)	\$30,000	
	Consultant cost - Active Transportation Plan	\$90,000	
	Consultant cost - partner-solicited projects	\$100,000	
	Assist MAPO partners with local transportation planning efforts as needed		
	Coordination and contribution local Statewide Health Improvement Program		
	Distribute and share relevant transportation materials & information/outreach (52002 staff coding)		
	Staff Expenses	\$54,961	820
	Total Expenses - Short Range Planning - Local	\$274,961	
State Planning Efforts 53002	1. Participation in Statewide and District Planning Efforts (various planning & work groups e.g. MnSHIP, District 7 Freight Plan, State Multimodal Trsp Plan, State Pedestrian Plan, etc.)		
	2. Coordination with MnDOT and local partners for transportation related activities		
	Total Staffing Costs - Short Term Planning - Interagency	\$10,691	150
	Total Expenses - Short Range Planning - Interagency	\$10,691	
	Staff Expenses - Short Range Planning	\$65,652	
Total Expenses - Short-Range Planning		\$285,652	970

Draft 2023 Program Activity Details & Budget (illustrative) continued

	400 Program Development	Budget	Staff Hours
Inter Agency - State 54002	1. TAP LOI Review		
	2. Coordination and review with MnDOT and Transit for STIP		
	Total Staffing Costs - Program Development		
	Total Expenses - Program Development - Interagency	\$5,028	65
Inter Agency Local 54003	1. Public notice of Transportation Improvement Plan (TIP) preparation		
	2. Solicit projects from local partners		
	3. TIP environmental justice analysis		
	4. Consultation with Mankato Transit System, including assistance with Transit Development Plan (TDP)		
	5. TIP development		
	6. Coordination with District 7 ATP		
	7. Work with Region Nine RDC & serve on R9 Transportation Advisory Committee		
	8. Coordinate to make MAPO operations accessible e.g. language translation, hearing-impaired, etc.		
	Total Staffing Costs - Inter Agency Local	\$21,979	375
	Total Expenses - Program Development - Interagency	\$21,979	
Total Expenses - Program Development		\$27,007	440
	Other Services & Commodities	Budget	Staff Hours
	3040 Legal, Publication, & Advertising	\$1,200	
	3210 Telephone & Postage	\$500	
	3300 Training, Travel & Conferences	\$3,100	
	3410 Printing & Publishing	\$3,000	
	2010 Office Supplies	\$800	
	4330 Subscriptions & Memberships (including software and \$5,000 StreetLight license fee paid October 2022)	\$5,550	
Total Other Services & Commodities		\$14,150	
Total Expenses and Staffing Hours for 2022		\$441,818	2,880

Appendix B: MAPO Meeting Locations, Times & Contact Information

Policy Board meetings

MAPO Policy Board meetings are typically held every other month on the 1st Thursday of the month unless otherwise notified. Following guidance from state health officials to protect the health of Minnesotans and prevent further spread of COVID-19, MAPO Policy Board meetings may be held via Zoom virtual meeting service. When held in person, Policy Board meetings are typically in the Minnesota River Room, 1st floor of the Intergovernmental Center (IGC) at 6:00pm, 10 Civic Center Plaza, Mankato, MN 56001.

Technical Advisory Committee (TAC) meetings

MAPO Technical Advisory Committee meetings are typically held every other month on the 3rd Thursday of every month unless otherwise notified. Following guidance from state health officials to protect the health of Minnesotans and prevent further spread of COVID-19, MAPO TAC meetings may be held via Zoom virtual meeting service. When held in person, TAC meetings are typically held in the Minnesota River Room, 1st floor of the Intergovernmental Center (IGC) at 6:00pm, 10 Civic Center Plaza, Mankato, MN 56001.

Tentative 2022 MAPO meeting schedule. Note meetings may be cancelled if there are no immediate action items.	
Policy Board meetings	TAC meetings
January 6	January 20
February 3	February 17
March 3	March 17
April 7	April 21
May 5	May 19
June 2	June 16
July 7	July 21
August 4	August 18
September 1	September 15
October 6	October 20
November 3	November 17
December 1	December 15

MAPO Contact information

Mailing Address

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

Website

www.mnmapo.org

Executive Director

Paul Vogel
(507) 381-8613
pvogel@mankatomn.gov

Twitter

[@MinnesotaMAPO](https://twitter.com/MinnesotaMAPO)

Comment Dropbox

Those without access to telephone or email may submit paper comments to the dropbox located in front of the Intergovernmental Center at 10 Civic Center Plaza, Mankato, MN 56001. Please address paper comments to the Mankato/North Mankato Area Planning Organization.

Fax

(507) 388-7530

Appendix C: Adopting Resolution

Resolution Adopting 2022-2023 Unified Planning Work Program for the Mankato/North Mankato Area Planning Organization

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

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

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

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

NOW, THEREFORE, BE IT RESOLVED: that the Policy Board of the MAPO adopts the 2022 Unified Planning Work Program with potential minor amendments or amendments pending MnDOT and FHWA comments; and

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

CERTIFICATION

State of Minnesota

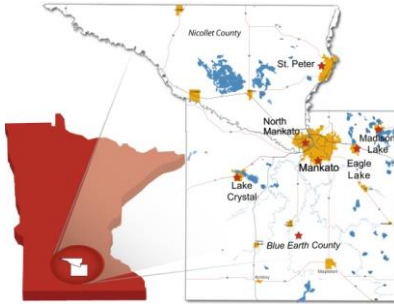
I hereby certify that the foregoing Resolution is a true and correct copy of the resolution presented to and adopted by the Mankato/North Mankato Area Planning Organization at a duly authorized meeting thereof, held on the 2nd day of September, 2021, as shown by the minutes of said meeting in my possession.

Chair

Date

Executive Director

Date



AGENDA RECOMMENDATION

Agenda Heading: Recommendation to adopt Public Participation Plan update No: 5.3

Agenda Item:

Recommendation to adopt Public Participation Plan update

Recommendation Action(s):

Motion to recommend to MAPO Policy Board adoption of draft Public Participation Plan update

Summary:

The requirements of 23 CFR 450.316 direct MPOs to develop and use a Public Participation Plan (PPP) to ensure that stakeholders are given reasonable opportunities to participate in the metropolitan transportation planning process. MAPO's public participation plan intends to fulfill regulations as outlined in CFR 450 and 23 USC 134.

MAPO staff have coordinated with agencies including MnDOT's Office of Civil Rights and MnDOT's Office of Transportation System Management to update MAPO's PPP.

Updates include updated contact procedures for individuals seeking Limited English Proficiency and/or visually-or hearing-impaired accommodations, updated analysis of impacts of transportation projects, and updated demographic and population information.

The PPP 45-day public comment period was open from June 15, 2020 to August 2, 2021. Public engagement efforts included:

- Email PDF to MAPO stakeholder email list including local libraries, interested persons, Greater Mankato Diversity Council, GMBWA, VINE, YMCA, Lower Sioux tribe, SMILES, South Sudanese Community of Minnesota, MRCL, etc.
- News release in coordination with City of Mankato Department of Public Information
- Announcement in Mankato Free Press
- Announced and made available MAPO website and Twitter

There were no public comments received. Staff recommendation is for the MAPO TAC to motion to recommend to the MAPO Policy Board adoption of the Public Participation Plan update.

Attachments:

Resolution

Public Participation Plan Update

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

Adoption of MAPO Public Participation Plan

Whereas, the Mankato/North Mankato Area Planning Organization (MAPO) is the body responsible for making transportation policy decisions and for directing the transportation planning and funding programming within the Mankato/North Mankato urbanized area; and

Whereas, in its capacity as a Metropolitan Planning Organization (MPO), the MAPO has established a comprehensive, cooperative, and continuing (3-C) transportation planning process to facilitate federal funding for MAPO-area jurisdictions, as well as to perform a range of other planning and study activities; and

Whereas, the requirements of 23 CFR 450.316 direct MAPO to develop and use a participation plan that defines the procedures by which MAPO will engage the public and provide reasonable opportunities for a wide range of stakeholders to be involved in the metropolitan transportation planning process; and

Whereas, the MAPO's Public Participation Plan (PPP) was updated by the MAPO in consultation with interested parties as well as agencies and officials responsible for other planning activities within the planning area that are affected by transportation; and

Whereas, a public comment period of at least 45 calendar days was provided and publicized before the revised participation plan was adopted by MAPO; and

Whereas, comments were received, responded to, and incorporated into the revised PPP as appropriate;

Now, therefore, be it resolved, that the MAPO Policy Board adopts the 2021 update of its Public Participation Plan and directs MAPO staff to implement the tools and techniques set forth therein as part of the MAPO's transportation planning process in the development of its administrative work products, LRTPs, TIPs, and a range of other planning and study activities.

CERTIFICATION

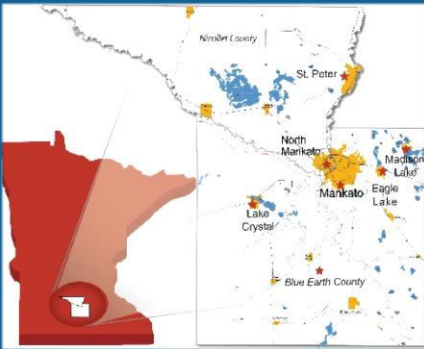
I hereby certify that the foregoing Resolution is a true and correct copy of the resolution presented to and adopted by the Mankato/North Mankato Area Planning Organization at a duly authorized meeting thereof, held on the second day of September, 2021 as shown by the minutes of said meeting in my possession.

Chair

Executive Director

MANKATO/NORTH MANKATO AREA PLANNING ORGANIZATION

PUBLIC PARTICIPATION PLAN & STAFF GUIDE | 2021



DRAFT FOR PUBLIC COMMENT

June 15, 2021 – August 2, 2021

Public comment is encouraged via any of the below methods:

- Email: candrosky@mankatomn.gov
- Telephone: (507) 387-8389
- Website comment form: www.mnmapo.org/contact
- U.S. mail or hand-delivered to the exterior dropbox:
10 Civic Center Plaza
Mankato, MN 56001

Mankato/North Mankato Area Planning Organization

Public Participation Plan

Adopted 9/2/2021

All questions, comments, document and service requests may be directed via phone, fax, email, or in person to:

Paul Vogel
Executive Director
Mankato/North Mankato Area Planning Organization
10 Civic Center Plaza
Mankato, MN 56001

Phone: (507) 340-3733

Fax: (507) 388-7530

Email: pvogel@mankatomn.gov

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 United States Department of Administration, the State of Minnesota Department of Transportation, the United States Federal Highway Administration, or the United States Federal Transit Administration. The report does not constitute a standard, specification, or regulation.

Documents, meeting minutes, agendas and other information may be accessed on the Mankato/North Mankato Area Planning Organization website at:

www.mnmapo.org

To request this document in other languages, please call (507) 387-8389

Para solicitar este documento en otros idiomas, llame al (507) 387-8389

Si aad u codsato dukumintigan luqadaha kale, fadlan wac (507) 387-8389

*Mankato/North Mankato Area Planning Organization
Public Participation Plan*

DRAFT

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CITIZEN GUIDE TO TRANSPORTATION PLANNING IN THE MANKATO/NORTH MANKATO AREA PLANNING ORGANIZATION (MAPO)

You don't need to be an expert to participate in the planning process. Chances are you used some form of transportation today. Whether you traveled by foot, bicycle, wheelchair, bus, or car, you have knowledge and insight into local transportation needs and priorities. Your participation ensures that transportation investments are developed with input from the people who know the MAPO area best.

What is Transportation Planning?

Transportation planning is the foundation for making sound investments into our transportation infrastructure. MAPO works to direct transportation funding (from the gas tax as well as other federal, state and local sources) into creating a transportation system that improves mobility for people and goods across all modes of travel, whether on foot, by bike, bus, rail, car, by air or on water.

MAPO's transportation planners, policy board and advisory committee members work with local stakeholders to identify issues, gather and give information and analyze and recommend improvements aimed at creating a transportation system that operates efficiently today and in the future.

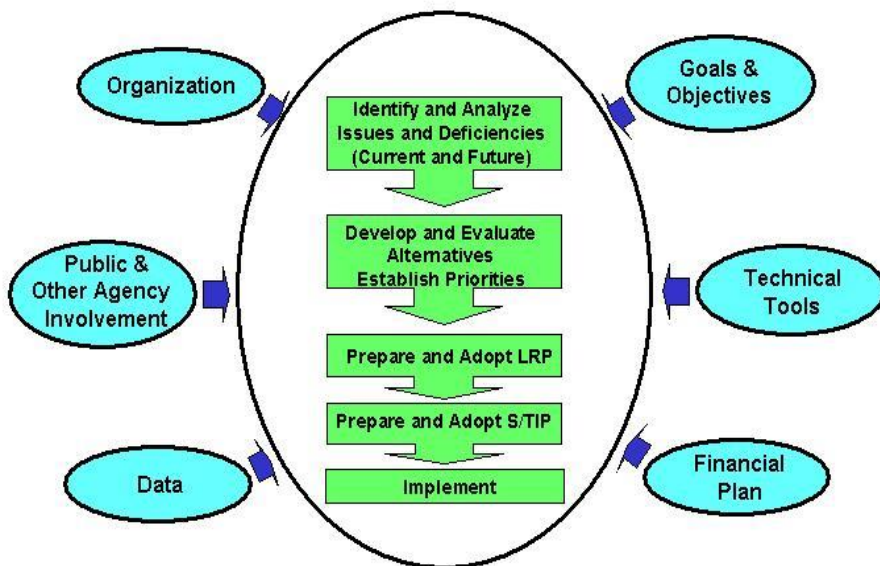
Transportation planning is a cooperative process designed to foster involvement by all relevant stakeholders. Our work at MAPO requires and depends on public involvement.

What is Public Involvement?

Public involvement is how we connect with you to give information and to understand your perspective on the issues you care about.

Public involvement means that multiple stakeholders are involved in our area's transportation planning and decision-making processes. It is a two-way process that gives residents and business owners an opportunity to provide input and lets our planning staff provide information, answer questions and understand your perspective on the issues you care about. This exchange leads to better decisions and gives the local community a sense of ownership in the resulting plans and recommendations.

Transportation Planning Process



Why Should I Get Involved and who is a Stakeholder?

There are numerous reasons to get involved:

- Every household and business depends on safe transportation infrastructure to move people and goods.
- Our region's mobility, quality of life, economic growth and competitiveness rely on the multi-modal transportation network.
- The funding to build and maintain our transportation system comes from a range of sources, including your tax dollars.



Stakeholders are people or organizations that could be affected by the recommendations in a plan or study or could influence its implementation. They include (but are not limited to):

- Neighborhood representatives
- Local transportation providers
- Local businesses and associations
- Airport and port authorities
- Freight shippers and carriers
- Advocacy groups for or users of alternate modes such as bicycling or transit
- People with low incomes and their representatives
- People with disabilities and their representatives
- Federal and state transportation agencies
- Low-literacy populations
- Local officials and jurisdictional representatives Children, the elderly, and New American populations
- Federally-recognized Native American tribal interests

Who Should Participate?

Our transportation system has many stakeholders. Broadly, major stakeholders live and work in the Mankato region, include (but are not limited to):

- City of Mankato
- City of North Mankato
- City of Eagle Lake
- City of Skyline
- Blue Earth County
- Nicollet County
- Belgrade Township
- South Bend Township
- Lime Township
- LeRay Township
- Mankato Township



WHAT IS THE MANKATO/NORTH MANKATO AREA PLANNING ORGANIZATION?

The Mankato/North Mankato Area Planning Organization (MAPO) builds regional agreement on transportation investments that balance pedestrian, bicycle, public transit, roadway, and other transportation needs while supporting regional environmental, land use, and economic goals. It was established in 2012 in response to the 2010 U.S. Census which designated the Mankato/North Mankato area as an urbanized area requiring the formation of a metropolitan planning agency under 23 USC 134 and 49 USC 5303. The purpose of MAPO is to meet and maintain a continuing, cooperative and comprehensive metropolitan transportation planning process.

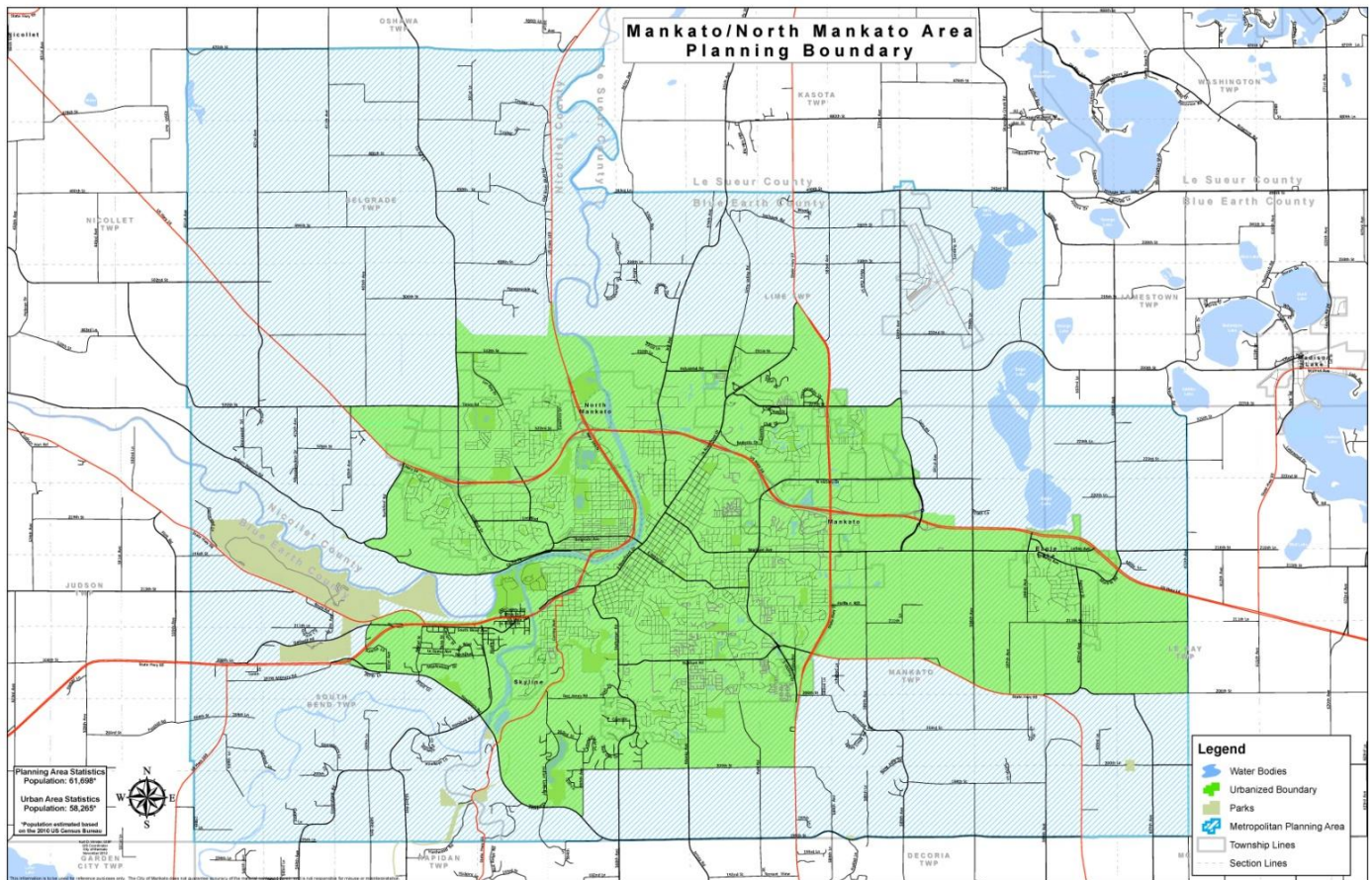


Figure 1: MAPO Boundary

MAPO is represented by the following units of government:

- City of Mankato
- City of North Mankato
- City of Eagle Lake
- City of Skyline
- Blue Earth County
- Nicollet County
- Belgrade Township
- Lime Township
- South Bend Township
- LeRay Township
- Mankato Township

MAPO is directed by a six (6) member Policy Board. MAPO is advised by a Technical Advisory Committee (TAC) which reviews and formulates recommendations to the Policy Board regarding the Long Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP), and other plans and studies prepared by MAPO. Figure 2 below shows the current membership of the Policy Board and TAC.

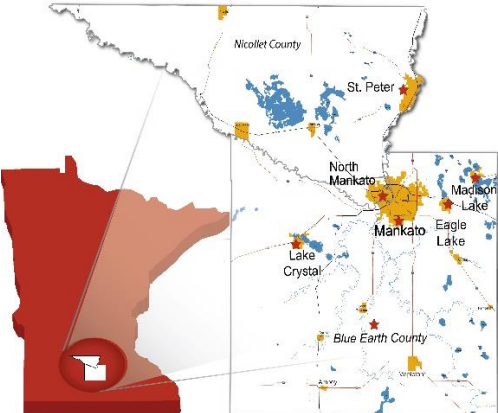
MAPO ORGANIZATION	
Policy Board	Transportation Advisory Committee
Tim Auringer – City of Eagle Lake	Ronda Allis– MnDOT (District 7)
Jack Kolars – Nicollet County	Paige Attarian – City of Skyline
Mike Laven – City of Mankato	Jennifer Bromeland – City of Eagle Lake
Mark Piepho – Blue Earth County	Paul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

Figure 2: MAPO membership

MAPO Vision Statement

MAPO has adopted the following vision statement which guides the development of all its work products:

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



Public Input Session for the Trunk Highway 22 Corridor Study

MAPO's Requirements as an MPO

As the designated MPO for the Mankato/North Mankato area, MAPO is required to perform the transportation planning and programming activities as specified within 23 CFR 450:

- Maintain a Long Range Transportation Plan (LRTP). The LRTP sets forth a vision for the area's transportation system with a minimum planning horizon of twenty years. It includes strategies to accomplish these goals and proposed projects with short, mid and long-term timeframes. It also includes a financial plan that demonstrates how these projects can be implemented using the resources that are reasonably expected to be available over the life of the plan.
- Develop a Transportation Improvement Program (TIP). The TIP is a short-range (four-year) program of the area's transportation improvements and must include all projects receiving federal funding, as well as those defined as "regionally significant" as agreed by the Minnesota Department of Transportation (MnDOT), the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Mankato Transit, and MAPO. The TIP is a mechanism for allocating limited financial resources among the capital and operating needs of the area, based on the transportation priorities, goals and projects identified in the LRTP.
- Implement a Unified Planning Work Program (UPWP). In order to ensure the timely implementation of a comprehensive, continuous, and coordinated (3-C's) transportation planning process, each year MAPO adopts a UPWP that spells out MAPO's transportation

- **Facilitate Public Involvement.** The requirements of 23 CFR 450.316 direct MAPO to develop and use a Public Participation Plan to ensure that citizens and stakeholders are given reasonable opportunities to participate in the metropolitan transportation planning process.
- Further information related to MAPO's requirements as an MPO are available in Appendix B.

This Public Participation Plan outlines different ways to involve people in transportation planning. It is important to MAPO to involve individuals and organizations representing a wide variety of experiences and perspectives in regards to transportation planning.

2021 Update

In development of the 2021 update, MAPO conducted an internal review of in-house public input processes and measurements of effectiveness. Additionally, MAPO conducted an external survey of peer organizations and industry standards. The internal review included an audit of previous and current MAPO public involvement procedures, as well as an assessment of their effectiveness. The external review included a survey of new technologies and methods available, industry trends, and methods employed by similar organizations.

Among a cosmetic and modernization overhaul of text, maps, and statutes, the 2021 Update includes implementation of a variety of new practices and tools, including recognition of the nationwide impact of the COVID-19 pandemic has had on public engagement processes. For example, during the pandemic MAPO was able to explore public engagement methods that obtained meaningful public communications while abiding by public health guidance. This included an expansion of digital outreach and virtual meetings. Throughout these processes, MAPO made sure to provide avenues for public input that did not require internet or phone access for participation. For example, members of the public without internet or phone access were encouraged to provide comments via U.S. mail or a dropbox located directly outside MAPO offices. MAPO will continue to provide a range of engagement methods which allow for meaningful interaction while conforming to public health guidance and diverse public preferences.

Measuring Effectiveness

The Update also includes implementation of a range of metrics to gauge efficacy of MAPO public engagement efforts. Due to the broad and disparate nature of public involvement, documentation of each and every incidence of public input is not realistic. However, the new metrics provide a set of guideposts for MAPO staff to track and measure efficacy of public involvement efforts moving forward. MAPO staff shall make efforts to document incidences as they apply to the below metrics (where practical) and employ this data at the next update.

Metrics	
Measuring Participation Opportunities	Number of MAPO public forums, workshops, and community meetings at which displays, presentations, discussions, and feedback occurred
	Number of verbal comments received at open discussions, public hearings, and other opportunities
	Number of participants at public forums, workshops, and community meetings held in historically underserved areas or with such populations
	Number and demographics of participants of participants at MAPO meetings. MAPO will make efforts to obtain the demographics of public participants but the public can opt not to provide that information.
	Number of draft plans, reports, and other preliminary documents or surveys posted on MAPO website for public comment
	Maps developed with updated, community-specific demographic and socioeconomic data within the MAPO boundary.
	Number of MAPO Twitter followers/Twitter engagement
	Number of visitors to MAPO website
	Documented revisions to plans based on input

Objectives of the MAPO Public Participation Plan (PPP)

MAPO fully realizes that public involvement is critical to the successful development and implementation of any transportation plan. The principal objectives of the MAPO Public Participation Plan are consistent with the requirements outlined in 23 CFR 450.316:

- To establish a consistent means of notification and involvement for the public.
- To actively seek input and involvement from a wide variety of individuals, groups, and organizations affected by the transportation system.
- To establish and facilitate effective public involvement early in the planning process before key decisions are made and while there is ample opportunity to influence decisions.
- To promote informed and thoughtful public input throughout the decision-making process by providing access to information in a timely manner.
- To fully consider and document public input. Circumstances affecting this process include type and scope of input, the specific project under consideration, and context. For example, input pertaining to relatively minor modifications may be incorporated at MAPO staff discretion. Comments for more significant or transformative changes will be brought to the MAPO TAC and Policy Board for review. All comments to the TIP and LRTP will be presented to the TAC and Policy Board for consideration. To utilize public involvement in the development of transportation plans, programs, and projects which represent identified local, regional, and state priorities and needs pertaining to multiple modes of transportation.
- To develop a public participation plan in consultation with interested parties and to update periodically as deemed necessary.
- To employ to the maximum extent practicable, visualization techniques which may include: photos, drawings, flowcharts, maps, models, photo manipulation, scenario planning tools, computer simulations, videos, or visual preference surveys.
- To require a minimum public comment period of forty-five (45) days before the MAPO PPP is adopted, revised, or updated.
- To solicit and consider the needs of those who have been traditionally underserved by existing transportation systems, including households with low income, minorities and people with disabilities, and assure participation in compliance with Title VI of the Civil Rights Act and Executive Order 12898 related to Environmental Justice.
- To provide for the early involvement of various transportation interest groups (i.e. traffic, bicyclists, pedestrians, rideshare, parking, transportation, safety and enforcement agencies, rail operators, airport, private transportation providers, public officials, freight shippers, environmental groups, and permit agencies).
- To coordinate the MAPO PPP with statewide public participation plans to enhance public consideration and understanding of the area's transportation issues, plans, and programs.
- To evaluate, on a periodic basis, the MAPO PPP to verify that the process is open to all individuals with interest and that the procedures of this policy are being implemented and followed in accordance with federal regulation and that the objectives set forth herein are administered appropriately by MAPO.

STAKEHOLDERS

Identifying and Informing Stakeholders

The Fixing America's Surface Transportation (FAST) Act (2015) requires MPOs to develop their public participation plans, "in consultation with an expanded list of 'interested parties'." In Appendix A is a list of stakeholder groups MAPO has identified as important participants in the public participation process. Stakeholders are those affected by how, when and where transportation investment occurs.



Stakeholders serve as important sources for information and MAPO recognizes the importance of ensuring their voices are heard and fully considered. Consulting with the stakeholders throughout the planning process allows MAPO staff to analyze transportation conditions and identify the wants and needs of those affected. Stakeholders will be added to MAPO public participation contact list to notify them of public participation opportunities during the Long-Range Transportation Plan, Transportation Improvement Plan, and other projects and studies. Refer to Appendix A for list of stakeholders.

Public Participation Contacts

MAPO maintains a list of stakeholders, individuals and organizations from whom public participation is sought. Public contacts include citizens, affected public agencies, and representatives of transportation agency employees, private providers of transportation, other interested parties and segments of the community affected by transportation plans, programs and projects. MAPO will seek input from public contacts during appropriate stages of the Long-Range Transportation Plan, Transportation Improvement Plan, and other special updates and projects.

A copy of the MAPO public participation contact list will be available for review at the Intergovernmental Center and upon request. A select list will be available on the MAPO website. Any individual or organization may request to be added or removed from the contact list for future meeting notifications and document distribution.

ENVIRONMENTAL JUSTICE REQUIREMENTS

A 1994 Presidential Executive Order directed every Federal agency to make environmental justice part of its mission by identifying and addressing the effects of all programs, policies, and activities on minority populations and low-income populations. The U.S. Department of Transportation and

Federal Highway Administration have identified three fundamental environmental justice principles:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social economic effects on minority populations 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 receipt of benefits by minority and low-income populations.

MAPO will conduct additional analysis of plans/programs to ensure they do not result in disparate impacts. MAPO will make efforts to reach out to minority and low-income populations by:

- Identifying minority and low-income populations through US Census information and mapping the Census information.
- Developing contacts, mailing lists, and other means of notification to participate.
- Consultation with minority or low-income groups/organizations.
- Providing the opportunity for public comments.
- Having alternative formats of documents available upon request.
- Ensuring meaningful access to MAPO's activities for limited English proficient (LEP) individuals. Note LEP requirements are a different executive order than EJ, but there is some overlap because some minority groups are also LEP individuals.
- Having accessible locations (those defined as "accessible" by federal ADA standards) for public hearings and meetings.

ADA PUBLIC PARTICIPATION REQUIREMENTS

The Americans with Disabilities Act of 1990 (ADA) requires all public materials, meetings/hearings, and facilities to be made fully accessible to the public on an equal basis. Below is a list of participation activities aimed at increasing participation from persons with disabilities:

- Outreach to individuals through groups, developing contacts, mailing lists, and other means of notification to participate.
- Consultation with individuals with disabilities.
- Providing the opportunity for public comments.
- Having alternative formats of documents available upon request.
- Having accessible locations for public hearings and meetings.

Any persons requiring a document in an alternative format, an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a MAPO-related activity may contact either the [City of Mankato's ADA Coordinator](#) or MAPO staff. Anyone who has a complaint that a MAPO-related activity is not accessible to persons with disabilities should contact the City of Mankato's ADA Coordinator.

MAPO STAFF GUIDE TO INVOLVE THE PUBLIC IN ITS PLANS, MEETINGS AND STUDIES

Policy Board Meetings

MAPO is directed by a six (6) member Policy Board. The Board is comprised of local elected officials within the MAPO planning area. Policy Board members represent the interests of their member jurisdictions and the MAPO planning area as a whole. A Public Notice will be printed in the Mankato Free Press stating the purpose, time and location of the meeting as well as staff contact information at least seven (7) days prior to the meeting. The MAPO website will list the upcoming scheduled MAPO Policy Board meetings, including time, location and materials.

All Policy Board meetings will be held at locations that:

- Sufficiently hold the meeting attendees
- Are accessible to persons with disabilities
- Are located on or near public transportation routes
- Provide sufficient parking for meeting attendees

Unless notified otherwise, all Policy Board meetings will be held either through publicly-accessible virtual meetings or the Intergovernmental Center (IGC) in downtown Mankato. Meeting attendees may make oral comments, submit written comments, or send comments to MAPO staff at (507) 340-3733 or pvogel@mankatomn.gov.

Upon request, a sign language interpreter will be made available for hearing impaired persons. Persons with limited English proficiency (LEP) may request aid from MAPO staff. Any requests should be submitted to MAPO staff at (507) 340-3733 or pvogel@mankatomn.gov at least seven (7) days prior to the meeting.

MAPO staff will display/project the meeting packet. Staff will also provide hard copies of materials. When possible, the MAPO will use visualization techniques such as maps, models, photographs, or project renderings to aid in greater understanding of projects, plans or other topics of discussion at each meeting.

Policy Board meetings are held on the first Thursday of each month. Meetings may be canceled if no actionable items are required by the MAPO Policy Board

Technical Advisory Committee (TAC) Meetings

MAPO is advised by a Technical Advisory Committee (TAC) comprised of local transportation stakeholders, representatives, and experts. TAC members utilize their technical backgrounds to assist in the transportation planning process of the MPO. The TAC is responsible for reviewing planning studies, programs, and projects accomplished through the Unified Planning Work Program (UPWP) as well as ranking projects for the Transportation Improvement Program (TIP), and making technical recommendations to the Policy Board. The MAPO website will list upcoming scheduled MAPO TAC meetings along with time and location. TAC meetings are held on the third

Thursday of each month. Meetings may be canceled if there are no actionable items for the TAC. Meeting materials will also be posted to the website at least seven (7) days prior to the meeting.

All TAC meetings will be held at locations that:

- Sufficiently hold the meeting attendees
- Are accessible to persons with disabilities
- Are located on or near public transportation routes
- Provide sufficient parking for meeting attendees

Unless notified otherwise, all TAC meetings will be held via publicly-accessible virtual meetings or at the Intergovernmental Center (IGC) in downtown Mankato. Meeting attendees may make oral comments, submit written comments, or send comments to MAPO staff at (507) 340-3733 or pvogel@mankatomn.gov

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TAC meetings are held on the third Thursday of each month. Meetings may be canceled if no actionable items are required by the MAPO TAC.

MAPO Website

MAPO's website, www.mnmapo.org, is MAPO's primary source for the timely delivery of information to the public. Project specific information, maps, meeting agendas and minutes, and announcements of opportunities to comment and view draft versions will be provided on-line. Hard copy requests should be made by calling (507) 340-3733 or emailing pvogel@mankatomn.gov for pick-up at the Intergovernmental Center (IGC) or mailing.

Email and Direct Mail

MAPO is developing and maintaining a large stakeholder/interest person list that is used to distribute communications and public information. An overview of groups can be found in Appendix A.

Public Meetings, Open Houses, & Pop-Up Events

Public meetings and/or open houses are held for many of MAPO plans and studies. These opportunities are provided at key decision points during the planning process to involve the public in identifying issues, reviewing data collection and analysis, and developing solutions and recommendations. MAPO will use a variety of methods to inform stakeholders of Policy Board meetings, special meetings and open houses. Methods may include:

- Sending the meeting notice to stakeholder distribution list as shown in Appendix A. (This list will continually be updated).
- Post information on the homepage of the MAPO website.
- Publish a meeting notice at least seven (7) days in advance in the Mankato Free Press Newspaper.
- Create a meeting informational poster and display at the (IGC).
- Provide meeting informational posters to Mankato Transit agency for distribution (i.e. on buses or in transit facilities).
- Further information on MAPO's techniques to inform the public is available in Appendix C.

MAPO may also employ pop-up events as part of its public engagement efforts. Pop-up events are typically unadvertised or under-advertised when compared to traditional public meetings or open houses. These efforts are often "popped up" in larger events to obtain a survey of stakeholders as they gather near or pass through a selected area. Pop-up events can be used to obtain a more unbiased, proportionately-representative sample for studies. Pop-ups can be located at events such as farmers markets, musical or sports events, or areas within a selected geography being studied (i.e. a grocery store along a corridor being studied.)

Documentation

Copies of all planning documents will be available in digital format at www.mnmapo.org. Hardcopies will be distributed to MAPO member communities, agencies, and other stakeholders by request. Additionally, hardcopies will be available upon request and can be picked up at Intergovernmental Center, located at 10 Civic Center Plaza, Mankato, MN 56001. Requests for alternative formats will be accommodated when possible.

Comments or questions can be submitted to:

Mankato/North Mankato Area Planning Organization

10 Civic Center Plaza
Mankato, MN 56001

Telephone: (507) 940-3733

Fax: (507) 387-7530

Email: pvogel@mankatomn.gov

Website: www.mnmapo.org



PUBLIC INVOLVEMENT STEPS FOR LONG RANGE TRANSPORTATION PLANS (LRTP)

MAPO is required to adopt a Long Range Transportation Plan (LRTP) which outlines short and long-range policy, goals and potential transportation improvements for the Mankato / North Mankato

APO Planning Area. The LRTP defines a minimum of a 20-year vision of improvements to preserve current infrastructure and identify transportation network deficiencies. Its goals and objectives are based on federal legislation, regional transportation issues, agency meetings, and public comment. The LRTP must be updated every five years. Opportunities for members of the public to influence the design of the LRTP include:

- Engage with MAPO staff regarding the Plan through in-person contact, email, telephone, or through online comment
- Attend and provide input at the numerous public engagement events held in development of the LRTP
- Communicate public input to representatives of the MAPO TAC and Policy Board

In an effort to ensure a multimodal transportation planning process, MAPO also addresses modal elements of the LRTP including active transportation modes such bicycle, pedestrian and transit. The public involvement procedures outlined in this section apply equally to each of its modal elements.

LRTP Public Involvement Process

MAPO's public involvement process for the development of its Long Range Transportation Plan 2045 update will:

- Identify roles, responsibilities and key decision points.
- Include LRTP-specific public involvement goals along with associated strategies, tools and techniques to provide diverse opportunities to review and comment with timeframe that provide timely notice of public participation activities and ensure a minimum public comment period of 30 days before the final LRTP is adopted.
- Employ visualization techniques and utilize electronic formats and means as well as public meetings at convenient and accessible locations and times in order to provide reasonable access to information about long-range area transportation issues and LRTP planning processes.
- Coordinate with statewide public involvement procedures and consider other related planning activities as well as the design and delivery of transportation services within the metropolitan area.
- Identify stakeholders in keeping with federal requirements and seek out and consider the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households.
- Demonstrate explicit consideration and response to public input received during the development of the LRTP.
- Periodically review the effectiveness of these procedures and strategies to ensure a full and open participation process.

Plan Development – Phase I

The first (of four) planning phase focuses on laying the groundwork for the plan. Public involvement steps will:

- Devise a documented public participation process that incorporates the requirements listed above.
- Identify stakeholders groups (See Appendix A).
- Inform the MAPO Policy Board and Technical Advisory Committee members.

- Inform interested persons and community stakeholders identified during other MAPO planning.
- Obtain (or verify) current contact information for all stakeholders identified above.
- Develop and maintain a broad mailing and email list of interested and affected parties whose input will be actively sought during the LRTP development process.
- Develop a LRTP 2045 Update Page or link accessible from the MAPO website as the primary resource for current information about the LRTP.

Plan Execution – Phase II

The second planning phase focuses on collecting information, analyzing data and identifying solutions. Public involvement will be coordinated with the other planning activities undertaken at this time, and steps will:

- Develop 2045 LRTP Goals, Objectives and Strategies.
- Develop and distribute informational pieces and media content.
- Develop maps and other visualization tools to describe aspects of the LRTP.
- Write and distribute press releases and electronic content to communicate with the public at large at identified plan milestones and key decision points and to promote public involvement opportunities.
- Update content on the MAPO website on an ongoing basis.
- Use MAPO's stakeholder list and media channels to publicize the public involvement opportunities and to provide a link to the MAPO website and other online sources of information.
- Meet with officials and staff from the MAPO Planning Area jurisdictions to obtain information about transportation priorities and get details on short, mid, and long-term transportation goals for each.
- Obtain information about transportation and other related plans, including comprehensive plans, conservation plans and maps, and available inventories of historic and natural resources.
- Consult with federal, state, and other agencies and officials responsible for planning activities in the MAPO planning area that are affected by transportation, including land use management, economic development, natural resources, historic, education, public health, private transportation providers and environmental protection.
- Present at regularly-scheduled MAPO TAC and Policy Board meetings.
- Hold meetings or consult with representatives of traditionally underserved (minority, low income, disabled, elderly) populations about their transportation priorities, short- and long-term issues, as well as the content and process for the LRTP update.
- Seek opportunities to give presentations to community organizations and groups, preferably at their regularly scheduled meetings, about their transportation priorities, short- and long-term issues, as well as the content and process for the LRTP update.
- Conduct Environmental Justice/Community Impact assessments of projects proposed for the LRTP on groups or areas with potential impacts.
- Present information in a variety of formats (including visualization tools) and encourage comments using multiple methods (group or one-one-one discussions, comment cards, etc.).

MAPO may also:

- Design participation exercises to involve the TAC and Policy Board in determining area transportation priorities and in developing related objectives and strategies.

- Develop posters for MAPO to display in Mankato and North Mankato public libraries with information about issues, content and process for the LRTP update.
- Produce a one-page handout about the LRTP update goals and objectives, issues and public involvement opportunities.
- Write and distribute a series of plan newsletters, to be distributed electronically at identified plan milestones and key decision points.

Plan Delivery – Phase III

The third planning phase focuses on preparing the draft plan, distributing it for public review, consultation and coordination with state and federal transportation authorities, incorporating input received, and presenting the final plan for approval. Public involvement will be coordinated with the other planning activities undertaken at this time, and specific steps include:

- Compile Draft LRTP.
- Include a review of all public involvement activities as a separate chapter and summarize the main messages or themes of the comments obtained.
- Demonstrate explicit consideration of the public input that was received, including discussion of how this input was incorporated into the plan. Include this type of discussion not only in this chapter, but also address it in relevant sections throughout the document.
- Include visualization tools, such as maps, graphs and illustrations, to explain aspects of the plan or the data collected for the plan.
- Present Draft LRTP to Policy Board and TAC.
- Motion to approve releasing the draft LRTP for required 30-day public comment period. The required period of 30 days was determined in consultation with FHWA, Federal Transit Administration (FTA), and MnDOT. The purpose of the comment period is to give stakeholders and members of the public a reasonable opportunity to review, and comment on the plan before it is finalized.
- Publish and distribute Draft LRTP.
- Publish legal notice in the Mankato Free Press on, or immediately prior to, the start of the required public comment period.
- Post the Draft LRTP document on the MAPO website.
- Distribute link to the Draft LRTP document to TAC and Policy Board members as well as MnDOT, FTA and FHWA contacts for review and comment before the end of the public comment period.
- Make the Draft Plan available to the public in both hard copy (printed) and electronic (PDF) formats at the following locations: MAPO website (PDF), Intergovernmental Center office (hard copy), the Blue Earth County Public Library in Mankato and the Taylor Public Library in North Mankato (hard copy). Copies will also be provided upon request.
- Schedule and promote a public meeting or open house to review plan and take comments on the Draft plan.
- Provide a link to the draft plan for the MAPO stakeholder list and media channels to publicize the comment period and open house.
- Conduct consultation with state & federal agencies. Review and take comments on the Draft document. Hold consultation prior to the end of the 30-day comment period. Incorporate comments received.
- If the Final LRTP will differ significantly from the Draft version that was made available for public comment and raises new material issues which interested parties could not

reasonably have foreseen from the public involvement efforts, approval of the Final LRTP will be delayed until an additional opportunity for public comment is provided.

- The length of such an additional comment period, if determined to be necessary, will be determined in consultation with FHWA, FTA and MnDOT.
- The same techniques to promote the revised draft will be utilized as outlined above for the Draft LRTP.
- Present the final LRTP to the TAC and Policy Board for approval after the 30-day public comment period has ended. Report on public comments received and how/if the plan was amended to address comments received
- Make the final LRTP publicly available and provide copies of the approved LRTP to MnDOT, FHWA and FTA.
- Maintain copies in both electronic (PDF) and hard copy (printed) formats at the following locations (copies will also be provided upon request): Intergovernmental Center (hard copy), MAPO website (PDF), public libraries (hard copy).
- Conduct a review of public involvement activities to quantify and analyze effectiveness of public involvement efforts. Make notes for use during next LRTP update.

Plan Implementation – Phase IV

The fourth and final planning phase focuses on making the final plan available to the public and on seeking opportunities to promote the plan to the elected officials, employees and residents of MAPO-area jurisdictions that can facilitate the implementation of its recommendations. Steps include:

- Distribute Final LRTP to area jurisdictions and interested stakeholders.
- Seek opportunities to present information about the LRTP to the elected officials, employees and residents of MAPO area jurisdictions that can facilitate the implementation of its recommendations.
- Work to implement the LRTP objectives in the development of MAPO's annual Work Programs and planning efforts and in the projects proposed for inclusion in the MAPO TIP.
- Periodically review and amend/update as needed to incorporate federal transportation legislation and state initiatives. This includes the typical 5-year update.

LRTP Amendment Procedures

All projects in the MAPO TIP must be consistent with the approved LRTP. If not, the LRTP must be amended or the project cannot be programmed in the TIP. MAPO will work with MnDOT, FHWA and FTA to determine if the LRTP amendment is considered significant. LRTP amendments will be released for 30-day public comment if they are significant in nature. LRTP amendments will include, but are not limited to:

- Placing a legal notice in the Mankato Free Press.
- Using contact email list, website notice and flyer notification in public facilities such as public libraries.
- Depending on the extent of the update, more significant public engagement efforts and procedural actions may be necessary.

PUBLIC INVOLVEMENT STEPS FOR TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

MAPO encourages, and is required to incorporate, public involvement when developing its TIP. This document schedules and programs federal funding for surface transportation projects in the MAPO planning area, as well as those projects determined to be of regional significance. The TIP is updated annually and has a four (4) year programming horizon.

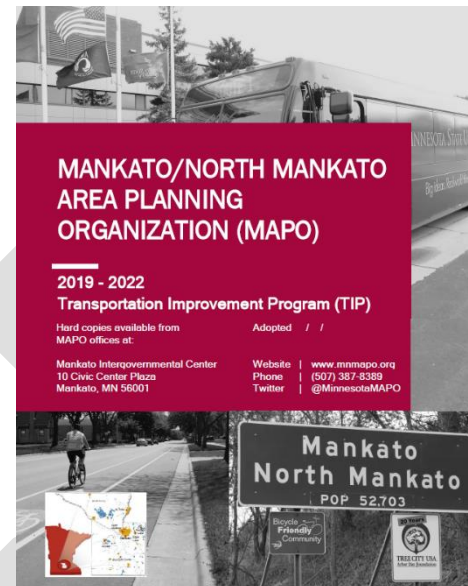
TIP Development and Approval Process

The annual process of soliciting projects, developing a draft program of funded projects and approving the final TIP has several public involvement requirements, based on federal transportation planning legislation (23 CFR 450.316). Project selection related public involvement actions include:

- Announce start of TIP process at TAC and Policy Board meetings and review project timeline.
- Administer TIP project solicitation process with eligible jurisdictions. Make all project applications available upon request.
- Use the MAPO stakeholder email list to publicize and distribute a link to the MAPO website regarding the prospective TIP projects. Stakeholders will be asked to provide comments to staff regarding the prospective TIP projects.
- Create an informational display that shows proposed projects. Place displays at key locations in the MAPO area including but not limited to IGC, North Mankato City Hall, public libraries in Mankato and North Mankato. Displays will include location of project(s), cost and description. Displays will include staff contact information and instructions for submitting comments.
- Schedule a public meeting or informational booth to explain the TIP process, introduce proposed projects and take comments in person.
- Use the MAPO stakeholder email list, MAPO website/social media, and Mankato Free Press newspaper to publicize the public meeting.
- Report on any comments received about proposed projects to TAC and Policy Board prior to project scoring session at scheduled monthly meeting.

Draft TIP Related Involvement Actions

- Post the Draft TIP document on the MAPO website.
- Distribute link to the Draft TIP document to TAC, Policy Board, Local Units of Government, MAPO members as well as MnDOT, FTA and FHWA contacts for review and comment prior to the TAC and Policy Board meetings.
- Present the Draft TIP document to the TAC and Policy Board with the requested action to release the TIP for the required 30-day public comment period.
- Publish legal notice in the Mankato Free Press on or immediately prior to the start of the required 30-day public comment period.
- Host an Open House event for the draft TIP with visually clear and interesting displays.



- Make Draft TIP available to the public in both hard copies (printed) and electronic (PDF) formats at the following locations: MAPO website (PDF), Intergovernmental Center office (hard copy), and the Blue Earth County Public Library in Mankato and the Taylor Public Library in North Mankato (hard copy). Copies will also be provided upon request.
- Schedule and staff a public meeting or open house, prior to the end of the 30-day comment period, to review projects and take comments on the Draft TIP.
- Consult with state and federal agencies prior to the end of the 30-day comment period, to review projects and take comments on the Draft TIP.
- Use the MAPO's stakeholder email list and website page to publicize the comment period and open house and to provide a link to the Draft TIP.
- If the Final TIP will differ significantly from the Draft version that was made available for public comment and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts, approval of the Final TIP will be delayed until an additional opportunity for public comment is provided.
- The length of such an additional comment period, if determined to be necessary, will be determined in consultation with FHWA, FTA and MnDOT.
- The same techniques to promote the revised draft will be utilized as outlined above for the Draft TIP.
- In addition to the extension of public comment, MAPO staff is required to disseminate information regarding what specifically has changed and why, and to include this information in the final TIP.

Final TIP Related Public Involvement Actions

- Present Final TIP document to the TAC and Policy Board for approval, after the 30-day public comment period has ended, and report on public comments received.
- Make the final TIP document available to the public in both hard copies (printed) and electronic (PDF) formats at the following locations: MAPO website (PDF), Intergovernmental Center (hard copy), and public libraries (hard copy). Copies will also be provided upon request.
- Conduct a review of Public Involvement activities to quantify and analyze their effectiveness for use during next TIP cycle.

TIP Amendment Process

Any changes to programmed projects will be reviewed by MnDOT District 7 staff in consultation with MAPO staff, and jointly determined to be either an Administrative Modification or a Formal Amendment.

For all project changes, the amended TIP must remain fiscally constrained with the revenues that can reasonably be expected to be available.

The process outlined below is consistent with 23 CFR 450.316 and incorporates the criteria specified in the FHWA and MnDOT Guidance for STIP Amendments and Administrative Modifications.

An Administrative Modification is a minor revision or technical correction to a programmed project. Administrative Modifications do not require formal public involvement actions, but MAPO's practice is to briefly describe these changes in the 'Project Updates' section of the TAC and MAPO

meeting materials for the month they occur, and to update the online TIP project tables as these revisions occur.

Note: MAPO will use the most recent guidance provided from FHWA and MnDOT for STIP Amendments and Administrative Modifications. MAPO will update the following guidance in the Public Participation Plan once new guidance is provided. The most recent guidance is from April 2015.

FHWA and MnDOT GUIDANCE FOR STIP AMENDMENTS AND ADMINISTRATIVE MODIFICATIONS

FORMAL STIP AMENDMENTS

Are needed when:

- A project not listed in the current, approved STIP is added to the current year.
- There is an increase in the total cost of a project and the increase the following guidelines:

Cost of Project	Amendment needed if the increase is more than:
> \$1 Million to \$3 Million	50%
> \$3 Million to \$10 Million	35%
> \$10 Million to \$50 Million	20%
> \$50 Million to \$100 Million	15%
> Over \$100 Million	10%

Note: No amendment is needed for a project of \$1 Million or less if the percentage increase does not result in a total cost greater than \$1 Million.

- A phase of work (preliminary engineering, right-of-way, construction, etc.) is added to the project and increases the project cost. No formal amendment (or administrative modification) is needed for adding a phase of work that does not increase project cost.
- Congestion Mitigation and Air Quality Improvements Program (CMAQ) Transportation Enhancements (TEA), or Highway Safety Improvement Program (HSIP) funds are added to a project.
- The project scope is changed (e.g., for a bridge project – changing rehab to replace; e.g., for a highway project – changing resurface to reconstruct).
- There is a major change to project termini (more than work on bridge approaches or logical touchdown points).

For TIP amendments, MAPO will consult with MnDOT staff to determine if a 30-day public comment period is required. As a minimum MAPO will:

- List the proposed amendment as a voting item on the published agenda for meetings of both the (TAC) and Policy Board meetings.
- Provide public notice of the proposed changes to the TIP project by listing “opportunity for public Comment” on the published meeting for notice and by including the amendment as a voting item on the published agenda, as least one week prior to the scheduled action on the amendment.

- After the proposed project change has been approved by the TAC and Policy Board, staff will email a copy of the signed resolution to MnDOT District 7 staff for inclusion in the ATIP and STIP.

STIP ADMINISTRATIVE MODIFICATIONS

Are needed when:

- A project is moved into the current STIP year from a later year. Justification is needed under “Comments” to explain which specific projects are deferred to maintain fiscal constraint.
- Minor changes to wording or minor corrections (i.e., project numbers).

NOTE: No amendment will be accepted for projects that “may” receive future congressional funding (funds must be identified in an approved Transportation Act or Appropriation Bill).

For all project changes, the amended TIP must remain fiscally constrained within the revenues that can reasonably be expected to be available. MAPO will follow federal transportation planning legislation (23 CFR 450.316) for guidance and STIP amendments.

APPENDIX A

Key Transportation Stakeholder Groups

Citizens/General Public

People who live and work in the MAPO area:

- Those directly impacted by the results and recommendations of the plan or study, i.e., those inside or in proximity to the study area
- Individuals and groups who request project notifications
- Community clubs and neighborhood groups
- Civic groups and service organizations
- Other groups with demonstrated Interest
- Persons of low-literacy
- Federally-recognized Native American tribal interests

Governmental and Public Agencies

Government agencies and officials responsible for other planning activities within the MAPO area that are affected by transportation:

- Local elected officials from the cities, counties, and townships within the MAPO Planning Area
- Formal and informal groups representing jurisdictional transportation related interests (e.g., traffic safety, parking, parks and recreation, etc.)
- City and County planning commissions
- State and Federal officials including legislators representing the study area
- State and Federal agencies, including the planning and modal divisions of MnDOT, FHWA and FTA
- Regional Development Commission

Public Transit Interests

- Mankato Transit Agency

- Organizations and individuals who represent the needs of transit-dependent persons

Private Transportation Interests

- Private transit operators such as Land to Air Express

Multimodal Freight Interests

Representatives of both freight-generating businesses (shippers) and providers of multi-modal freight transportation services, including:

- Trucking firms
- Railroads and rail operators
- Mankato Regional Airport

Non-motorized/Active Transportation Interests

Representatives of non-motorized (active) modes of transportation, including:

- Users of pedestrian facilities, affiliated interest groups
- Users of bicycling facilities, affiliated interest groups
- State Public Health departments
- Health promotion and active lifestyle advocacy groups

Human Service Interests

Representatives of traditionally underserved populations:

- Disabled individuals. The disabled population, for planning purposes, includes persons defined by the U.S. Census as having sensory, physical, mental, self-care, and employment disabilities.
- Low income individuals. Low income individuals are defined as a person whose median household income is at or below the U.S. Department of Health and Human Services poverty guidelines. Using U.S. Census data, areas where low income populations are greater than the MAPO planning area average will be identified as areas of potential disproportionate impact.
- Minority populations. Minority populations are defined as non-white persons or persons with Hispanic or Latino origin. Areas within the MAPO planning boundaries where minority populations are higher than the planning area average (according to the U.S. census) will be identified as areas of potential disproportionate impact.
- Limited English Proficiency (LEP) clients. In August 2000, President Clinton signed Executive Order 13166, *Improving Access to Services for Persons with Limited English Proficiency*. This order requires agencies receiving federal funds to include LEP persons in the planning process. Following President Clinton's Executive Order, the Attorney General for Civil Rights issued a document Department of Justice (DOJ) LEP Guidance to assist agencies with "taking reasonable steps to ensure 'meaningful' access to the information and services they provide." The DOJ LEP Guidance has a list of factors to consider for taking "reasonable steps to ensure meaningful access" which include:
 - The number or proportion of LEP persons that may be impacted by a project or program.
 - The frequency with which LEP persons come in contact with the project or program.
 - The importance of the service provided by the project or program.
 - The resources available to the receiving agency.

LEP persons may contact MAPO offices at (507) 387-8613 to request interpretive services. For additional information, please refer to MAPO's Title VI document.

Elderly Populations

- MAPO defines "elderly" as persons 60 years of age and older for planning purposes. Areas where the number of elderly populations has been determined to be greater than the planning area average will be identified as areas of disproportionate impact. Locations of elderly and disabled populations (i.e. assisted-living facilities, senior centers) are to be identified to help recognized areas of need for transportation and infrastructure improvements.

Resource Preservation and Protection Interests

Representatives of agencies, organizations and groups involved with land use management, conservation and resources protection (including environmental/natural, historical and archeological resources):

- MnDNR
- Minnesota Pollution Control Agency
- Other natural resources groups/agencies
- Historical/archeological preservation groups/agencies

Business and Economic Development

State and local economic development groups, business representatives, including:

- Greater Mankato Growth
- Business representatives

Education Interest

Representatives of all elementary, middle school, high school and higher educational institutions, including:

- Staff from ISD 77
- Elected school board members
- Interested K-12 parents
- Post-Secondary Education administrators, interested staff, students and neighborhood residents, student associations and courses with an urban planning or transportation focus at the following local institutions:
 - Minnesota State University Mankato
 - Bethany Lutheran College
 - South Central College
 - Rasmussen College

Local Media

We send public meeting notices as well as project-specific press releases to local and regional media contacts including:

- Newspaper, television and area radio stations

APPENDIX B

Key Federal Transportation Requirements for Public Participation

The following requirement statements were taken from existing language in the 23 CFR 450 and 49 CFR 613:

Coordination & Consultation

- Consult with agencies and officials responsible for other planning activities within the planning area that are affected by transportation in the development of LRTP and TIPs.
- Coordinate with the public involvement and consultation processes for statewide transportation planning.

Accessibility & Information

- Hold public meetings at convenient and accessible locations and times.
- Make public information available in electronically-accessible format.
- Provide reasonable public access to technical and policy information used in the development of plans and programs.
- Employ visualization techniques to describe MTPs and TIPs.

Timeliness

- Provide timely information about transportation issues and processes to all concerned stakeholders, including affected public agencies, private transportation providers, and other interested parties and segments of the community affected by transportation plans, programs, and projects.
- Provide adequate public notice of public involvement activities and time for public review and comment.

Public Comment

- Demonstrate explicit consideration and response to public input received during the development of the LRTP and TIP.
- Provide an additional opportunity for public comment if the final LRTP or TIP differs significantly from the version that was initially made available for comment.
- Include as part of the final plan or program a report or summary on the disposition of significant written or oral comments received on draft plans and programs.

Social

- Seek out and consider the needs of those traditionally underserved by existing transportation systems, including low income and minority households, persons with disabilities, and the elderly.

Evaluation

- Review the effectiveness of the public participation plan to ensure a full and open participation process.
-

23 CFR 450.104: Definitions

Consultation means that one or more parties confer with other identified parties in accordance with an established process and, prior to taking action(s), considers the views of the other parties and periodically informs them about action(s) taken.

Cooperation means that the parties involved in carrying out the transportation planning and programming processes work together to achieve a common goal or objective

Coordination means the cooperative development of plans, programs, and schedules among agencies and entities with legal standing and adjustment of such plans, programs, and schedules to achieve greater consistency, as appropriate.

MAPO's public engagement efforts must additionally conform to requirements outlined in the below legislation:

23 CFR 450.316: Interested parties, participation, and consultation

23 CFR 450.324(j & k): Development and content of the metropolitan transportation plan

23 CFR 450.326(a): Development and content of the transportation improvement program (TIP)

APPENDIX C

Techniques to Inform and Involve the Public

There are a variety of techniques to inform and involve the public. Public involvement can be more effective if multiple techniques are utilized providing a greater opportunity for outreach. It is also important to utilize a variety of techniques which target different groups and individuals.

Below are guidelines and examples for public participation in planning, studies and meetings by MAPO.

- Early and continuous communication:
 - Notify individuals and groups by mail that the plan is being developed and that they can provide comments to MAPO staff in regards to the plan.
 - Publish a public notice in the Mankato Free Press and on the MAPO website announcing the plan development and meeting dates/locations. Include MAPO contact information in the public notice.
 - Notify individuals and groups to give an update on the planning process.
 - Notify individuals and groups when the final plan is published.

- Publish a public notice in the Mankato Free Press and on the MAPO website and social media sites announcing when the final plan is published.
- Implementation of multiple forms of public participation:
 - Refer to the public participation techniques in Figure 3 for additional techniques to gain a greater turnout for involvement.
- Accessibility of technical and policy information through a variety of means:
 - Publish technical and policy information on the MAPO website.
 - Provide copies of technical and policy information at public libraries.
 - Provide copies of technical and policy information at Intergovernmental Center.
 - Provide hard copies of technical and policy information by request to interested parties.
- Adequate notice to the public of involvement opportunities and activities:
 - Publish public notices in the Mankato Free Press at least one (1) week prior to public meetings; include the time and location of the meeting as well as contact information in the notice.
 - Distribute press releases to all local media at least one (1) week in advance of public meetings; include the time and location of the meeting as well as contact information in the notice.
 - Mail and email notices to transportation interests at least one (1) week in advance of public meetings; include the time and location of the meeting as well as contact information in the notice.
- Adequate time for public review and comment throughout project planning:
 - Post public notices at least one week prior to all public meetings.
 - Post meeting agendas on the MAPO website at least one week prior to all public meetings.
 - Provide a draft of the plan at public libraries and Intergovernmental Center.

Techniques selected for utilization will be decided on during the development of the scope of work. Techniques will be monitored throughout the project to evaluate the effectiveness; techniques can be adjusted to increase the potential effectiveness while reviewing. When reviewing the effectiveness of techniques, the following items can assist in evaluating the effectiveness of the public participation techniques:

- Comment cards at meetings or workshops
- Evaluation forms
- Surveys
- Percentage of surveys returned
- Informal feedback

- Telephone comments
- Citizen letters
- Email follow-ups
- Questionnaires
- Public meeting attendance
- Recorded comments made during meetings, workshops, focus groups, etc.

Additional public involvements techniques are available on the following figure.

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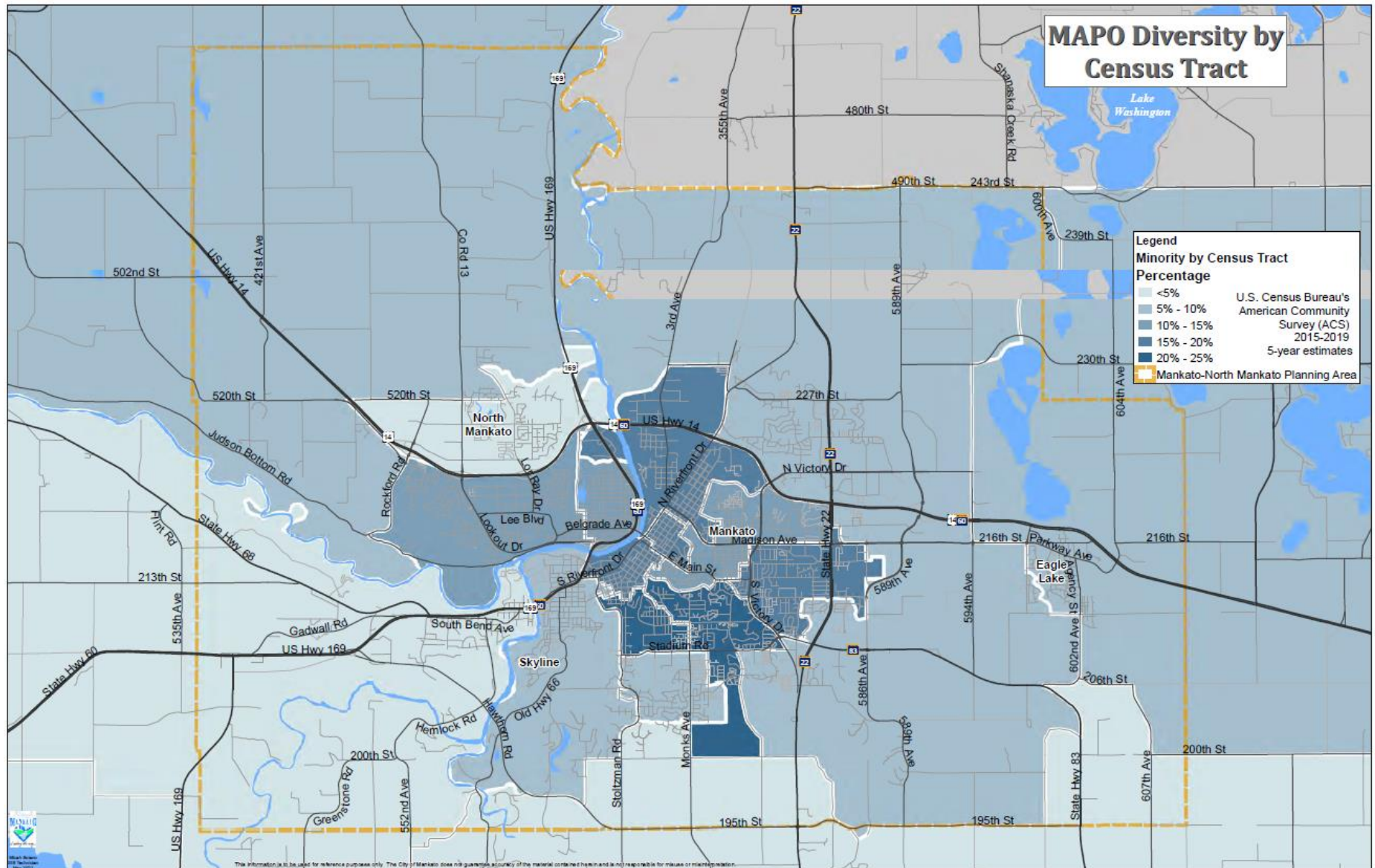
Figure 3: Public Involvement Technique	Usage
Newsletter	To inform the public on updates and other information in regards to MAPO plans and studies.
Public Notice	Public notices are published in the Mankato Free Press a minimum of seven (7) seven days' notice prior to the meeting or hearing.
Media Release	To announce meetings, announce when project, plan or program drafts and final drafts are available for viewing, and to announce opportunities for public involvement.
Social Media	To reach a wider audience in announcement for opportunities for public involvement, meetings, when project, plan, or program drafts and final drafts are available for viewing.
Targeted Mailing	Used when seeking input from certain individuals, organizations, or special interest groups on a particular issue or topic.
Website	MAPO staff updates their site with agendas and minutes from committee meetings and posts drafts, final plans, and programs. Through use of the MAPO website, the public may obtain contact information for comments or questions.
Public Meetings, Open Houses, and Pop-Up Events	MAPO staff or representatives will engage with the public at advertised events (public meetings and open houses) or unadvertised events (pop-up events)
Email and Written Correspondence	To communicate within the parties of MAPO and the public for daily use and for communicating with the public in answering questions.
Established or Informal Networks of Contacts	A contact list will be maintained by MAPO which will be utilized when seeking the public's input.
Published Responses to Frequently Asked Questions	Publishing responses to Frequently Asked Questions on the MAPO website can give quick answers to common questions.
Booths at Public Festivals and Events	MAPO, when possible, will host information booths at public festivals and events as a means to gather their input and provide answers to any questions.
Public Opinion Survey	Surveys can be made available to the public by mail, on the MAPO website, when seeking the public's opinion on transportation projects, plans, and other studies.
Focus Group	MAPO staff will conduct focus groups as appropriate with invited members of project-specific stakeholders when identifying issues and gathering other data. The results and comments are included in their respective planning documents.
Visualization Techniques	Visualization techniques such as Visual Preference Surveys (VPS), maps, figures, and photos are helpful and will be used when possible to aid in explaining transportation plans or programs. VPS could be used for the design of light fixtures, cross walks, etc. The public would be given photos or drawings of varying designs which they score based on their preferred design.
Contact Lists	MAPO staff maintain a list of public participation contacts (email and mailing address) to include representatives of: <ul style="list-style-type: none"> • Minority and low income populations; • Elderly and disabled populations; • Transportation providers; • Federal, State, Regional & Local government agencies; • Members of MAPO committees; and • Special Interests

Map displaying the MAPO planning boundary and Mankato/North Mankato Urbanized Area



APPENDIX E: Population Diversity

Map displaying minority populations by census tract within the MAPO planning boundary. Data Source: U.S. Census Bureau American Community Survey 2015-2019.



Map displaying populations at or below Federal Poverty Line by census tract within the MAPO planning boundary. Data Source: U.S. Census Bureau American Community Survey 2015-2019.



Map displaying populations at or above age 60 by census tract within the MAPO planning boundary. Data Source: U.S. Census Bureau American Community Survey 2015-2019.



APPENDIX H

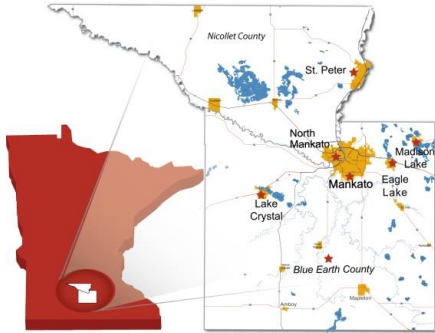
Limited English Proficient Populations (LEP) Information

MAPO staff reviewed the 2010 U.S. Census Report and determined that 2,365 people in the MAPO Urbanized Area (between the ages of 5-64) speak a language other than English. Of those 2,365 persons, 1,014 speak Spanish, 768 speak Indo-European (other than Spanish and English), and 583 speak Asian or other Pacific Islander Languages. Of the 2,365 persons speaking a language other than English, 319 have Limited English Proficiency; that is, they speak English “less than very well”. The breakdown for the 319 people include 123 Spanish, 70 Indo-European and 126 Asian and Pacific Island Languages. Additional information is available in the MAPO’s Title VI plan.

APPENDIX I

Comments Received during Public Comment Period

Draft MAPO Public Participation Plan (PPP) comments received during public comment period June 15, 2021 to August 2, 2021		
Comment	Date Received	Action Taken



AGENDA RECOMMENDATION

Agenda Heading: Recommendation to adopt Title VI Plan update No: 5.4

Agenda Item:

Recommendation to adopt Title VI Plan update

Recommendation Action(s):

Motion to recommend to MAPO Policy Board adoption of draft Title VI Plan update

Summary:

MAPO staff have coordinated with MnDOT's Office of Civil Rights and MnDOT's Office of Transportation System Management to update MAPO's Title VI Plan.

The goal of the Title VI Plan is to ensure that members of the public within the MAPO planning area are aware of Title VI provisions and the responsibilities associated Title VI of the Civil Rights Act of 1964.

While FHWA is the federal oversight agency for MPOs, MPO Title VI plans must follow both FHWA and FTA guidelines. The Title VI Program must be compliant with FTA guidance found in Circular 4702.1B.

Updates include updated contact procedures for individuals seeking Limited English Proficiency and/or visually-or hearing-impaired accommodations, updated analysis of impacts of transportation projects, and updated demographic and population information.

Staff recommendation is for the MAPO TAC to motion to recommend to the MAPO Policy Board adoption of the Title VI Plan update, which entails signing of associated documentation.

Attachments:

Resolution

FHWA Assurances form

Title VI Plan Update

**RESOLUTION OF THE MANKATO /NORTH MANKATO AREA PLANNING
APPROVING THE MAPO TITLE VI PLAN**

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

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

WHEREAS, MAPO intends that no person shall, on the grounds of race, color, or national origin be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any MAPO program or activity, regardless of funding source; and

WHEREAS, MAPO will affirmatively ensure that in any contract entered into, Disadvantaged Business Enterprises will be afforded full opportunity to submit and will not be discriminated against on the grounds of race, color or national origin; and

NOW, THEREFORE, BE IT RESOLVED: that MAPO approves the Mankato/North Mankato Area Planning Organization Title VI and Non-Discrimination Plan / Limited English Proficiency Plan as being consistent with metropolitan plans and policies.

State of Minnesota

I hereby certify that the foregoing Resolution is a true and correct copy of the resolution presented to and adopted to the Mankato/North Mankato Area Planning Organization at a duly authorized meeting thereof, held on the second day of September, 2021, as shown by the minutes of said meeting in my possession.

_____ Chair	_____ Date
----------------	---------------

_____ Executive Director	_____ Date
-----------------------------	---------------

The United States Department of Transportation (USDOT)

Standard Title VI/Non-Discrimination Assurances

DOT Order No. 1050.2A

The _____ (herein referred to as the “Recipient”), **HEREBY AGREES THAT**, as a condition to receiving any Federal financial assistance from the U.S. Department of Transportation (DOT), through the **Federal Highway Administration (FHWA)**, is subject to and will comply with the following:

Statutory/Regulatory Authorities

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- 49 C.F.R. Part 21 (entitled *Non-discrimination In Federally-Assisted Programs Of The Department Of Transportation—Effectuation Of Title VI Of The Civil Rights Act Of 1964*);
- 28 C.F.R. section 50.3 (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);

Modal Operating Administration may include additional Statutory/Regulatory Authorities here.

The preceding statutory and regulatory cites hereinafter are referred to as the “Acts” and “Regulations,” respectively.

General Assurances

In accordance with the Acts, the Regulations, and other pertinent directives, circulars, policy, memoranda, and/or guidance, the Recipient hereby gives assurance that it will promptly take any measures necessary to ensure that:

“No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity,” for which the Recipient receives Federal financial assistance from DOT, including the FHWA.

The Civil Rights Restoration Act of 1987 clarified the original intent of Congress, with respect to Title VI and other Non-discrimination requirements (The Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973), by restoring the broad, institutional-wide scope and coverage of these non-discrimination statutes and requirements to include all programs and activities of the Recipient, so long as any portion of the program is Federally assisted.

Modal Operating Administration may include additional General Assurances in this section, or reference an addendum here.

Specific Assurances

More specifically, and without limiting the above general Assurance, the Recipient agrees with and gives the following Assurances with respect to its Federally assisted **FHWA Program**:

1. The Recipient agrees that each “activity,” “facility,” or “program,” as defined in §§ 21.23 (b) and 21.23 (e) of 49 C.F.R. § 21 will be (with regard to an “activity”) facilitated, or will be (with regard to a

“facility”) operated, or will be (with regard to a “program”) conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations.

2. The Recipient will insert the following notification in all solicitations for bids, Requests For Proposals for work, or material subject to the Acts and the Regulations made in connection with all **FHWA Programs** and, in adapted form, in all proposals for negotiated agreements regardless of funding source:

“The _____, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.”

3. The Recipient will insert the clauses of **Appendix A and E** of this Assurance in every contract or agreement subject to the Acts and the Regulations.
4. The Recipient will insert the clauses of **Appendix B** of this Assurance, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient.
5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith.
6. That where the Recipient receives Federal financial assistance in the form, or for the acquisition of real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property.
7. That the Recipient will include the clauses set forth in **Appendix C and Appendix D** of this Assurance, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:
 - a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
 - b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.
8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or structures or improvements thereon, in which case the Assurance obligates the Recipient, or any transferee for the longer of the following periods:
 - a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
 - b. the period during which the Recipient retains ownership or possession of the property.
9. The Recipient will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance

under such program will comply with all requirements imposed or pursuant to the Acts, the Regulations, and this Assurance.

10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations, and this Assurance.

Modal Operating Administration may include additional Specific Assurances in this section.

By signing this ASSURANCE, _____ also agrees to comply (and require any sub-recipients, sub-grantees, contractors, successors, transferees, and/or assignees to comply) with all applicable provisions governing the FHWA access to records, accounts, documents, information, facilities, and staff. You also recognize that you must comply with any program or compliance reviews, and/or complaint investigations conducted by the FHWA. You must keep records, reports, and submit the material for review upon request to FHWA, or its designee in a timely, complete, and accurate way. Additionally, you must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

_____ gives this ASSURANCE in consideration of and for obtaining any Federal grants, loans, contracts, agreements, property, and/or discounts, or other Federal-aid and Federal financial assistance extended after the date hereof to the recipients by the U.S. Department of Transportation under the FHWA. This ASSURANCE is binding on

_____, other recipients, sub-recipients, sub-grantees, contractors, subcontractors and their subcontractors', transferees, successors in interest, and any other participants in its programs. The person(s) signing below is authorized to sign this ASSURANCE on behalf of the Recipient.

(Name of Recipient)

by _____
(Signature of Authorized Official)

DATED _____

APPENDIX A

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

1. **Compliance with Regulations:** The contractor (hereinafter includes consultants) will comply with the Acts and the Regulations relative to Non-discrimination in Federally-assisted programs of the U.S. Department of Transportation, **Federal Highway Administration (FHWA)**, as they may be amended from time to time, which are herein incorporated by reference and made a part of this contract.
2. **Non-discrimination:** The contractor, with regard to the work performed by it during the contract, will not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor will not participate directly or indirectly in the discrimination prohibited by the Acts and the Regulations, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 CFR Part 21. *[Include Modal Operating Administration specific program requirements.]*
3. **Solicitations for Subcontracts, Including Procurements of Materials and Equipment:** In all solicitations, either by competitive bidding, or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subcontractor or supplier will be notified by the contractor of the contractor's obligations under this contract and the Acts and the Regulations relative to Non-discrimination on the grounds of race, color, or national origin. *[Include Modal Operating Administration specific program requirements.]*
4. **Information and Reports:** The contractor will provide all information and reports required by the Acts, the Regulations, and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Recipient or the **FHWA** to be pertinent to ascertain compliance with such Acts, Regulations, and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish the information, the contractor will so certify to the Recipient or the **FHWA**, as appropriate, and will set forth what efforts it has made to obtain the information.
5. **Sanctions for Noncompliance:** In the event of a contractor's noncompliance with the Non-discrimination provisions of this contract, the Recipient will impose such contract sanctions as it or the **FHWA** may determine to be appropriate, including, but not limited to:
 - a. withholding payments to the contractor under the contract until the contractor complies; and/or
 - b. cancelling, terminating, or suspending a contract, in whole or in part.
6. **Incorporation of Provisions:** The contractor will include the provisions of paragraphs one through six in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant thereto. The contractor will take action with respect to any subcontract or procurement as the Recipient or the **FHWA** may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the contractor becomes involved in, or is threatened with litigation by a subcontractor, or supplier because of such direction, the contractor may request the Recipient to enter into any litigation to protect the interests of the Recipient. In addition, the contractor may request the United States to enter into the litigation to protect the interests of the United States.

APPENDIX B

CLAUSES FOR DEEDS TRANSFERRING UNITED STATES PROPERTY

The following clauses will be included in deeds effecting or recording the transfer of real property, structures, or improvements thereon, or granting interest therein from the United States pursuant to the provisions of Assurance 4:

NOW, THEREFORE, the U.S. Department of Transportation as authorized by law and upon the condition that the _____ will accept title to the lands and maintain the project constructed thereon in accordance with the Regulations for the Administration of **Federal Highway Administration (FHWA)**, and the policies and procedures prescribed by the **FHWA** of the U.S. Department of Transportation in accordance and in compliance with all requirements imposed by Title 49, Code of Federal Regulations, U.S. Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Non-discrimination in Federally-assisted programs of the U.S. Department of Transportation pertaining to and effectuating the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252; 42 U.S.C. § 2000d to 2000d-4), does hereby remise, release, quitclaim and convey unto the _____ all the right, title and interest of the U.S. Department of Transportation in and to said lands described in Exhibit A attached hereto and made a part hereof.

(HABENDUM CLAUSE)

TO HAVE AND TO HOLD said lands and interests therein unto

_____ and its successors forever, subject, however, to the covenants, conditions, restrictions and reservations herein contained as follows, which will remain in effect for the period during which the real property or structures are used for a purpose for which Federal financial assistance is extended or for another purpose involving the provision of similar services or benefits and will be binding on the _____, its successors and assigns.

The _____, in consideration of the conveyance of said lands and interests in lands, does hereby covenant and agree as a covenant running with the land for itself, its successors and assigns, that (1) no person will on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination with regard to any facility located wholly or in part on, over, or under such lands hereby conveyed [,] [and]* (2) that the _____ will use the lands and interests in lands and interests in lands so conveyed, in compliance with all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, U.S. Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Non-discrimination in Federally-assisted programs of the U.S. Department of Transportation, Effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations and Acts may be amended[, and (3) that in the event of breach of any of the above-mentioned non-discrimination conditions, the Department will have a right to enter or re-enter said lands and facilities on said land, and that above described land and facilities will thereon revert to and vest in and become the absolute property of the U.S. Department of Transportation and its assigns as such interest existed prior to this instruction].*

(*Reverter clause and related language to be used only when it is determined that such a clause is necessary in order to make clear the purpose of Title VI.)

APPENDIX C

CLAUSES FOR TRANSFER OF REAL PROPERTY ACQUIRED OR IMPROVED UNDER THE ACTIVITY, FACILITY, OR PROGRAM

The following clauses will be included in deeds, licenses, leases, permits, or similar instruments entered into by the _____ pursuant to the provisions of Assurance 7(a):

- A. The (grantee, lessee, permittee, etc. as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree [in the case of deeds and leases add "as a covenant running with the land"] that:
1. In the event facilities are constructed, maintained, or otherwise operated on the property described in this (deed, license, lease, permit, etc.) for a purpose for which a U.S. Department of Transportation activity, facility, or program is extended or for another purpose involving the provision of similar services or benefits, the (grantee, licensee, lessee, permittee, etc.) will maintain and operate such facilities and services in compliance with all requirements imposed by the Acts and Regulations (as may be amended) such that no person on the grounds of race, color, or national origin, will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities.
- B. With respect to licenses, leases, permits, etc., in the event of breach of any of the above Non-discrimination covenants, _____ will have the right to terminate the (lease, license, permit, etc.) and to enter, re-enter, and repossess said lands and facilities thereon, and hold the same as if the (lease, license, permit, etc.) had never been made or issued.*
- C. With respect to a deed, in the event of breach of any of the above Non-discrimination covenants, the _____ will have the right to enter or re-enter the lands and facilities thereon, and the above described lands and facilities will there upon revert to and vest in and become the absolute property of the _____ and its assigns.*

(*Reverter clause and related language to be used only when it is determined that such a clause is necessary to make clear the purpose of Title VI.)

APPENDIX D

CLAUSES FOR CONSTRUCTION/USE/ACCESS TO REAL PROPERTY ACQUIRED UNDER THE ACTIVITY, FACILITY OR PROGRAM

The following clauses will be included in deeds, licenses, permits, or similar instruments/agreements entered into by _____ pursuant to the provisions of Assurance 7(b):

- A. The (grantee, licensee, permittee, etc., as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree (in the case of deeds and leases add, "as a covenant running with the land") that (1) no person on the ground of race, color, or national origin, will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities, (2) that in the construction of any improvements on, over, or under such land, and the furnishing of services thereon, no person on the ground of race, color, or national origin, will be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination, (3) that the (grantee, licensee, lessee, permittee, etc.) will use the premises in compliance with all other requirements imposed by or pursuant to the Acts and Regulations, as amended, set forth in this Assurance.
- B. With respect to (licenses, leases, permits, etc.), in the event of breach of any of the above Non-discrimination covenants, _____ will have the right to terminate the (license, permit, etc., as appropriate) and to enter or re-enter and repossess said land and the facilities thereon, and hold the same as if said (license, permit, etc., as appropriate) had never been made or issued.*
- C. With respect to deeds, in the event of breach of any of the above Non-discrimination covenants, _____ will there upon revert to and vest in and become the absolute property of _____ and its assigns.*

(*Reverter clause and related language to be used only when it is determined that such a clause is necessary to make clear the purpose of Title VI.)

APPENDIX E

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the “contractor”) agrees to comply with the following non-discrimination statutes and authorities; including but not limited to:

Pertinent Non-Discrimination Authorities:

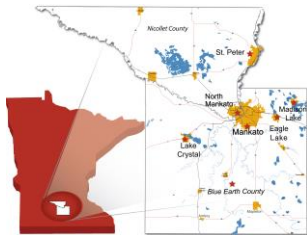
- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21.
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 *et seq.*), (prohibits discrimination on the basis of sex);
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27;
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 *et seq.*), (prohibits discrimination on the basis of age);
- Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex);
- The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms “programs or activities” to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not);
- Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131 – 12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38;
- The Federal Aviation Administration’s Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;
- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100);
- Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 *et seq.*).

Mankato/North Mankato Area Planning Organization

Title VI Plan

In Compliance with FTA Circular 4702.1B

September 2, 2021



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

To request this document in other languages, please call (507) 387-8389

Para solicitar este documento en otros idiomas, llame al (507) 387-8389

Si aad u codsato dukumintigan luqadaha kale, fadlan wac (507) 387-8389

The preparation of this report has been funded in part by the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration, and the 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 of the U.S. Department of Transportation or the Minnesota Department of Transportation. The report does not constitute a standard, specification, or regulation.

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Definitions

1. **Discrimination** refers to any action or inaction, whether intentional or unintentional, in any program or activity of a Federal aid recipient, subrecipient, or contractor that results in disparate treatment, disparate impact, or perpetuating the effects of prior discrimination based on race, color, or national origin.
2. **Disparate impact** refers to a facially neutral policy or practice that disproportionately affects members of a group identified by race, color, or national origin, where the recipient's policy or practice lacks a substantial legitimate justification and where there exists one or more alternatives that would serve the same legitimate objectives but with less disproportionate effect on the basis of race, color, or national origin.
3. **Disproportionate burden** refers to a neutral policy or practice that disproportionately affects low-income populations more than non-low-income populations. A finding of disproportionate burden requires the recipient to evaluate alternatives and mitigate burdens where practicable.
4. **Disparate treatment** refers to actions that result in circumstances where similarly situated persons are intentionally treated differently (i.e., less favorably) than others because of their race, color, or national origin.
5. **Limited English Proficiency (LEP)** persons refers to persons for whom English is not their primary language and who have a limited ability to read, write, speak, or understand English. It includes people who reported to the U.S. Census that they speak English less than very well, not well, or not at all.
6. **Low-income person** means a person whose median income is at or below the Federal Poverty Line. This definition is due to the capacity of the MPO to utilize data for spatial analysis. MAPO applies the Federal Poverty Line to local geographies with information drawn from American Community Survey (ACS) to perform spatial analysis.
7. **Minority person** includes the following racial/ethnic categories:
 - a. American Indian and Alaska Native, which refers to people having origins in any of the original peoples of North and South America (including Central America), and who maintain tribal affiliation or community attachment.
 - b. Asian, which refers to people having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent, including, for example, Cambodia, China, India, Japan, Korea, Malaysia, Pakistan, the Philippine Islands, Thailand, and Vietnam.

- c. Black or African American, which refers to people having origins in any of the Black racial groups of Africa.
 - d. Hispanic or Latino, which includes persons of Cuban, Mexican, Puerto Rican, South or Central American, or other Spanish culture or origin, regardless of race.
 - e. Native Hawaiian or Other Pacific Islander, which refers to people having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands.
 - f. Persons identifying as having two or more races are designated assigned to the minority category for the purposes of Title VI.
8. **National origin** means the particular nation in which a person was born, or where the person's parents or ancestors were born.
9. **Noncompliance** refers to an FHWA determination that the recipient is not in compliance with the DOT Title VI regulations, and has engaged in activities that have had the purpose or effect of denying persons the benefits of, excluding from participation in, or subjecting persons to discrimination in the recipient's program or activity on the basis of race, color, or national origin.
10. **Title VI Program** refers to a document developed by an FHWA recipient to demonstrate how the recipient is complying with Title VI requirements. Direct and primary recipients must submit their Title VI Programs to MnDOT every three years. The Title VI Program must be approved by the recipient's board of directors or appropriate governing entity or official(s) responsible for policy decisions prior to submission to MnDOT.
11. **MAPO** refers to the Mankato/North Mankato Area Planning Organization.

Introduction

The purpose of the Mankato/North Mankato Area Planning Organization's (MAPO) Title VI Program is to ensure that no person, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity under the control of MAPO. The MAPO will ensure that members of the public within the MAPO planning area are aware of Title VI provisions and the responsibilities associated Title VI of the Civil Rights Act of 1964.

MPOs receive federal metropolitan planning funds from FHWA and FTA. The funds are combined into a consolidated planning grant that is administered through MnDOT with oversight provided by FHWA. (Prior to 2017, FTA provided oversight.). FHWA gives MnDOT the authority to determine what is appropriate for its subrecipients' Title VI Plans. All U.S. Department of Transportation operating administrations are required to follow the same Title VI regulations. FTA has more prescriptive guidelines than FHWA in terms of what is required for subrecipients to be in compliance with Title VI. MPOs have submitted previous Title VI plans that comply with the FTA guidelines. While FHWA is the federal oversight agency for MPOs, the MPO Title VI plans will continue to follow the FTA guidelines.

This Title VI Program is to be compliant with Federal Transit Administration (FTA) guidance found in Circular 4702.1B.

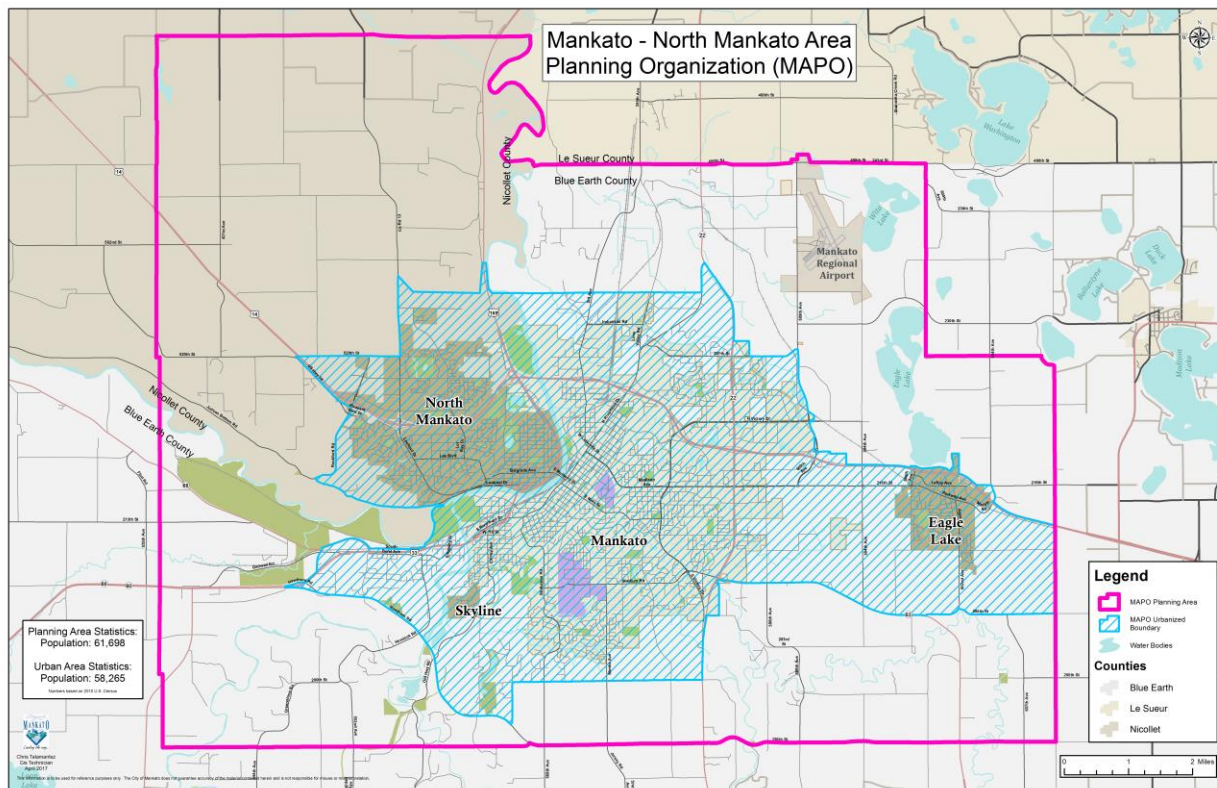
About the Mankato/North Mankato Area Planning Organization

MAPO is a Metropolitan Planning Organization (MPO) designated because the Mankato/North Mankato urbanized area has a population greater than 50,000. It is charged with carrying out the 3-C metropolitan transportation planning process (continuing, cooperative, and comprehensive) as required by federal legislation. MAPO is comprised of Blue Earth and Nicollet counties; the cities of Mankato, North Mankato, Eagle Lake, and Skyline; and the townships of Belgrade, Lime, South Bend, LeRay and Mankato (see Figure 1). MAPO is guided by two key standing committees:

Technical Advisory Committee (TAC) – the TAC is comprised of 20 individuals representing engineering, planning, transit, public institutions, township, city, county, and state interests. The TAC reviews and formulates recommendations to the Policy Board regarding technical aspects of transportation planning prepared by MAPO.

Policy Board – the Policy Board is comprised of elected leaders from Blue Earth County, City of Mankato, City of North Mankato, Nicollet County, Mankato Township, and City of Eagle Lake. The MAPO Policy Board reviews, evaluates, comments upon, makes recommendations, and ultimately endorses the required plans and programs so that federal and state funding eligibility is maintained for the metropolitan area.

Figure 1. MAPO Planning Area



Title VI Requirements

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, or national origin in programs receiving federal financial assistance. Title VI states that “no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.”

In 1994, President Clinton issued Executive Order 12898, which states that each federal agency “shall make achieving environmental justice part of its mission by identifying and addressing disproportionately high and adverse human health or

environmental effects of its programs, policies, and activities on minority populations and low-income populations.”

In 2000, President Clinton issued Executive Order 13166, which is intended to “to improve access to federally conducted and federally assisted programs and activities for persons who, as a result of national origin, are limited in their English proficiency (LEP).” To assist federal fund recipients and subrecipients, the U.S. Department of Transportation (DOT) issued “Policy Guidance Concerning Recipient's Responsibilities to Limited English Proficient (LEP) Persons” in 2005.

The Federal Transit Administration (FTA) issued Circular 4702.1B in 2012. This document outlines Title VI and Environmental Justice compliance procedures for recipients of FTA-administered transit program funds. As explained above, MAPO will continue to comply with FTA requirements even though it receives funding from the FHWA.

The FTA requires MAPO’s Title VI Program to be approved by MAPO’s board of directors or appropriate governing entity or official(s) responsible for policy decisions. Correspondingly, the completed MAPO Title VI Program was adopted by the MAPO Policy Board on September 2, 2021. The board resolution is attached as Appendix A.

Title VI Assurances

The U.S. DOT requires that federal financial assistance be provided on the condition that the recipient provides an assurance that its programs and activities will be conducted in compliance with Title VI of the Civil Rights Act of 1964. The requirement is located at 49 CFR 21.7(a). To support the implementation of this requirement, the U.S. DOT provided an assurances agreement in U.S. DOT Order 1050.2A that federal fund recipients and subrecipients must sign as a condition of receiving federal financial assistance.

The assurances agreement provides contract language MAPO is required to include in bid solicitations or requests for proposal, contracts, and real estate agreements. MAPO is committed to ensuring the necessary language is used as prescribed in the assurances agreement.

In accordance with this requirement, MAPO has signed the U.S. DOT Standard Title VI/Non-Discrimination Assurances. The document is attached as Appendix B.

TITLE VI Coordinator Responsibilities

The Title VI coordinator is charged with the responsibility for implementing, monitoring, and ensuring MAPO's compliance with Title VI regulations. Title VI responsibilities are as follows:

- Process the disposition of Title VI complaints received by MAPO.
- Collect Statistical data (race, color, or national origin) of participants in and beneficiaries of highway and transit programs, e.g. affected citizens and impacted communities.
- Conduct annual Title VI reviews to determine the effectiveness of program activities at all levels.
- Conduct Title VI reviews of consultant contractors and other recipients of Federal-Aid Highway and transit fund contracts administered through the MAPO.
- Review the MAPO program directives. Where applicable, include Title VI language and related requirements.
- Conduct training programs on Title VI and other related statutes for the MAPO employees and recipients of Federal Aid Highway or transit funds. Post a copy of the Title VI plan on the MAPO's website. Post the Title VI plan on bulletin boards near the front desk at the MAPO worksite. Inform all employees that a copy of the Title VI plan is available upon request. Instruct all new employees about the Title VI plan during orientation.
- Develop Title VI information for dissemination to the general public and, where appropriate, in languages other than English. Post the Title VI plan on the MAPO website and on bulletin boards near the front desk.
- Conduct post-grant reviews of the MAPO programs and applicants for compliance with Title VI requirements.
- Identify and take corrective action to help eliminate discrimination.
- Establish procedures to promptly resolve identified Title VI deficiencies. Document remedial actions agreed to be necessary. Provide remedial actions within 90 days of identification of a deficiency.

Title VI Staff Training

To ensure effective implementation of this plan, MAPO will schedule training at orientations for new staff and will review relevant information on an annual basis, and pursue ad hoc training opportunities as feasible, including:

- The Title VI Plan, including Appendices, Assurances and Subrecipient Oversight sections
- Demographic data about local Title VI populations
- Printed Title VI population materials
- How to handle verbal requests in a foreign language

- Responsibility to notify the MAPO Executive Director about any unmet needs related to Title VI (see Subrecipient Oversight section).

General Requirements

All federal funding recipients are required to meet a base level of Title VI requirements. These include:

- Title VI Notice and Complaint Procedures
- List of Title VI Investigations, Complaints, and Lawsuits
- Public Participation and Limited English Proficiency (LEP) Assistance Plans
- Racial Breakdown of MAPO TAC and Policy Board Members
- Efforts to Ensure Subrecipient Title VI Compliance

Title VI Notice and Complaint Procedures

The Title VI Circular provides the following direction regarding public notice of Title VI protections:

Title 49 CFR Section 21.9(d) requires recipients to provide information to the public regarding the recipient's obligations under DOT's Title VI regulations and apprise members of the public of the protections against discrimination afforded to them by Title VI. At a minimum, recipients shall disseminate this information to the public by posting a Title VI notice on the agency's website and in public areas of the agency's office(s), including the reception desk, meeting rooms, etc. Recipients should also post Title VI notices at stations or stops, and/or on transit vehicles. MAPO's Notification of Public Rights has been posted on MAPO's website, at the reception desk of MAPO's offices, and in MAPO's primary meeting room.
--

MAPO's Title VI notice to the public states the following:

The Mankato/North Mankato Area Planning Organization operates its programs without regard to race, color, or national origin. If you believe you have been aggrieved by an unlawful discriminatory practice, or wish to request more information about Mankato/North Mankato Area Planning Organization's obligations under Title VI, please contact us at the following address and telephone number:

Paul Vogel
Executive Director
10 Civic Center Plaza
Mankato, MN 56002-3368

Phone: 507-387-8613

A Title VI complaint may be made by calling 651-366-3071 or submitting an online complaint form to MnDOT at: www.dot.state.mn.us/civilrights/titlevi-complaint-form.html. A copy of the Minnesota Department of Transportation (MnDOT) complaint form and additional information can be found at www.mnmapo.org. MAPO provides notice of Title VI protections through a variety of means. The notice and instructions for filing a Title VI complaint are available at the following web address: <https://mnmapo.files.wordpress.com/2021/04/mndot-complaint-form-english-accessible.pdf>.

A copy of this notice is included in Appendix D. Based on the results of the four-factor analysis conducted as part of the LEP Language Access Plan and the Safe Harbor Provision, there is no strong evidence that MAPO translate vital documents; rather, it will do so upon request.

Title VI Complaint Procedure

Scope of Title VI Complaints

No person or groups of persons shall, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any and all programs, services, or activities administered by MAPO and its contractors on the grounds of **race, color, national origin, sex, age, disability, or income status**.

The scope of Title VI covers all internal and external activities of MAPO

The following types of actions are prohibited under Title VI protections (See [49 C.F.R. 21.5](#)):

- Excluding individuals or groups from participation in programs or activities
- Denying program services or benefits to individuals or groups
- Providing a different service or benefit or providing them in a manner different from what is provided to others
- Denying an opportunity to participate as a member of a planning, advisory or similar body that is an integral part of the program

How to File a Formal Title VI Complaint

Any person(s) or organization(s) believing they have been discriminated against on the basis of the protected classes state above by MAPO or its contractors may file a Title VI complaint.

Discrimination complaints **must be received no more than 180 days after the alleged incident** unless the time for filing is extended by the processing agency.

Complaints should be in writing and signed and may be filed by mail, fax, in person, or e-mail. A complaint should contain the following information:

- A written explanation of the alleged discriminatory actions;
- The complainant's contact information, including, if available: full name, postal address, phone number, and email address;
- The basis of the complaint (e.g., race, color, national origin, etc.);
- The names of specific persons and respondents (e.g., agencies/organizations) alleged to have discriminated;
- Sufficient information to understand the facts that led the complainant to believe that discrimination occurred in a program or activity that receives Federal financial assistance; and
- The date(s) of the alleged discriminatory act(s) and whether the alleged discrimination is on-going.

Complainants are encouraged to submit complaints directly to MnDOT via its online complaint form available here: <http://www.dot.state.mn.us/civilrights/titlevi-complaint.html>. Complaints can also be filed by completing and submitting MAPO's Title VI Complaint Form available at Appendix B, the MAPO website, or via MnDOT's website or by sending an email or letter with the necessary information to MAPO at:

Mankato/North Mankato Area Planning Organization

10 Civic Center Plaza

Mankato, MN 56001

Phone: 507-387-8613

Email: pvogel@mankatomn.gov

The complaint form is also available in hard copy at MAPO offices at 10 Civic Center Plaza in Mankato, Minnesota]. Language assistance is available for limited English proficient individuals. MnDOT has hard copy complaint forms available in [Spanish](#), [Somali](#), and [Hmong](#).

If necessary, the complainant may call MnDOT at the phone number above and provide the allegations by telephone. MnDOT will transcribe the allegations of the complaint as provided over the telephone and send a written complaint to the complainant for correction and signature.

Complaints can also be filed directly with the following agencies:

Federal Highway Administration

U.S. Department of Transportation Office of Civil Rights

1200 New Jersey Avenue, SE
8th Floor E81-105
Washington, DC 20590
Email: CivilRights.FHWA@dot.gov
Fax: 202-366-1599
Phone: 202-366-0693

Minnesota Department of Transportation
Office of Civil Rights
385 John Ireland Boulevard, Mail Stop 170
St. Paul, MN 55105
Online: [Complaint Form](#)
Fax: 651-366-3129
Phone: 651-366-3073

After submitting a complaint, the complainant will receive a correspondence informing them of the status of the complaint within ten (10) business days of MAPO or other agency receiving the complaint.

Complaints received by MAPO's Title VI Coordinator are forwarded to the MnDOT Office of Civil Rights (OCR). MnDOT OCR will forward the complaint to the FHWA Minnesota Division Office, along with a preliminary processing recommendation. The FHWA Minnesota Division Office will forward the complaint to FHWA Headquarters Office of Civil Rights (HCR).

FHWA HCR is responsible for all determinations regarding whether to accept, dismiss, or transfer Title VI complaints. There are four potential outcomes for processing complaints:

- **Accept:** if a complaint is timely filed, contains sufficient information to support a claim under Title VI, and concerns matters under the FHWA's jurisdiction, then HCR will send to the complainant, the respondent agency, and the FHWA Minnesota Division Office a written notice that it has accepted the complaint for investigation.
- **Preliminary review:** if it is unclear whether the complaint allegations are sufficient to support a claim under Title VI, then HCR may (1) dismiss it or (2) engage in a preliminary review to acquire additional information from the complainant and/or respondent before deciding whether to accept, dismiss, or refer the complaint.
- **Procedural Dismissal:** if a complaint is not timely filed, is not in writing and signed, or features other procedural/practical defects, then HCR will send the complainant, respondent, and FHWA Minnesota Division Office a written notice that it is dismissing the complaint.
- **Referral\Dismissal:** if the complaint is procedurally sufficient but FHWA (1) lacks jurisdiction over the subject matter or (2) lacks jurisdiction over the respondent

entity, then HCR will either dismiss the complaint or refer it to another agency that does have jurisdiction. If HCR dismisses the complaint, it will send the complainant, respondent, and FHWA Division Office a copy of the written dismissal notice. For referrals, FHWA will send a written referral notice with a copy of the complaint to the proper Federal agency and a copy to the USDOT Departmental Office of Civil Rights.

Complaints are not investigated by MAPO. FHWA HCR is responsible for investigating all complaints. FHWA HCR may also delegate the investigation to MnDOT OCR, who would then conduct all data requests, interviews, and analysis and create a Report of Investigation (ROI). MnDOT OCR will have sixty (60) business days from the date the investigation is delegated to prepare the ROI and send it to HCR. HCR will review the ROI and compose a Letter of Finding based on the ROI.

For further information about the FHWA investigation process and potential complaint outcomes, please visit the [Questions and Answers for Complaints Alleging Violations of Title VI of the Civil Rights Act of 1964](#).

Title VI Complaint Recordkeeping

All recipients of federal financial assistance are required to maintain a list of any complaints alleging discrimination on the basis of race, color, or national origin.

As of September 2021, there have been no Title VI investigations, complaints, or lawsuits filed with MAPO.

In order to comply with federal requirements MAPO maintains a Complaint Log (Appendix F) in case a complaint arises.

Subrecipient oversight

In accordance with 49 CFR 21.9(b), and to ensure that subrecipients are complying with the DOT Title VI regulations, MAPO must monitor their subrecipients for compliance with the regulations. Monitoring requires MAPO to do following:

- Determine the scope of subrecipient's activities and the related Title VI responsibilities
- Ensure subrecipient is aware of the identified Title VI responsibilities within the scope of its activities
- Ensure Appendix A and E of the Title VI/Non-Discrimination Assurances are inserted into all contracts with subrecipients

Ensure subrecipient's operations under its contract with MAPO are carried out in accordance with MAPO's Title VI Non-Discrimination Plan. Public Participation and LEP Assistance Plan

The Title VI Circular requires the following documentation of public participation policies, practices, activities:

A public participation plan that includes an outreach plan to engage minority and limited English proficient populations. A recipient's targeted public participation plan for minority populations may be part of efforts that extend more broadly to include other constituencies that are traditionally underserved, such as people with disabilities, low-income populations, and others.

A copy of the recipient's plan for providing language assistance to persons with limited English proficiency, based on the DOT LEP Guidance.

MAPO Staff Guide to Involve the Public

The following section outlines MAPO's proactive strategies, methods, and techniques that underpin public participation activities.

Policy Board Meetings

A Public Notice will be printed in the Mankato Free Press stating the purpose, time and location of the meeting as well as staff contact information at least 7 days prior to the meeting. The MAPO website will list the regular MAPO Policy Board meetings, including time, location and materials.

- All Policy Board meetings will be held at locations that:
 - Sufficiently hold the meeting attendees.
 - Are accessible to persons with disabilities.
 - Are located on or near public transportation routes.
 - Provide sufficient parking for meeting attendees.

Unless notified otherwise, all Policy Board meetings will be held either via publicly-accessible virtual meetings or in person at the Intergovernmental Center (IGC) in downtown Mankato. Meeting attendees may make oral comments, submit written comments, or send comments to MAPO staff at 507-508-8613 or pvogel@mankatomn.gov.

Upon request, a sign language interpreter will be made available for hearing impaired persons. Persons with limited English proficiency (LEP) may request aid from MAPO staff. Any requests should be submitted to MAPO staff at 507-508-8613 or pvogel@mankatomn.gov at least seven (7) days prior to the meeting.

Policy Board meeting materials will include instructions on how to request reasonable accommodations for persons with limited English proficiency and/or impaired hearing.

MAPO staff will display/project the meeting packet. Staff will also provide hard copies of materials upon request. When possible, MAPO will use visualization techniques such as maps, models, photographs, or project renderings to aid in greater understanding of projects, plans or other topics of discussion at each meeting.

Policy Board meeting dates and times are predetermined each January for the upcoming calendar year. Meetings may be canceled if no actionable items are required by the MAPO Policy Board.

Technical Advisory Committee (TAC) Meetings

The MAPO website will list the regular MAPO TAC meetings along with time and location. Meeting materials will also be posted to the website at least seven (7) days prior to the meeting.

Policy Board meeting materials will include instructions on how to request reasonable accommodations for persons with limited English proficiency and/or impaired hearing.

All TAC meetings will be held at locations that:

- Sufficiently hold the meeting attendees
- Are accessible to persons with disabilities
- Are located on or near public transportation routes
- Provide sufficient parking for meeting attendees

Unless notified otherwise, all TAC meetings will be held either via publicly-accessible virtual meetings or in person at the Intergovernmental Center (IGC) in downtown Mankato. Meeting attendees may make oral comments, submit written comments, or send comments to MAPO staff at 507-508-8613 or pvogel@manaktomn.gov.

Upon request, a sign language interpreter will be made available for hearing impaired persons. Persons with limited English proficiency (LEP) may request aid from MAPO staff. Any requests should be submitted to MAPO staff at 507-508-8613 pvogel@mankatomn.gov at least 7 days prior to the meeting.

MAPO staff will display/project the meeting packet. Staff will also provide hard copies of materials upon request. When possible, MAPO will use visualization

techniques such as maps, models, photographs, or project renderings to aid in greater understanding of projects, plans or other topics of discussion at each meeting.

TAC meeting dates and times are predetermined each January for the upcoming calendar year. Meetings may be canceled if no items require action by the TAC.

Procedures for the Planning Process

The procedures by which the mobility needs of minority populations are identified and considered in the MAPO planning process include public outreach and GIS analysis:

- Public outreach involves inviting members of minority organizations to participate on our committees and in planning activities (i.e. public input meetings, focus groups). Participation, however, has been underwhelming. The Public Participation Plan outlines an expanded process for inviting participation.
- GIS analysis is used to identify the locations of minority persons. This includes annual updating of project impact maps for MAPO's Transportation Improvement Program (TIP), as well as the Mankato Transit System's Transit Development Plan (TDP). The TDP identifies block groups exhibiting higher percentages of minority or low-income persons than the percent of those groups for the City of Mankato and North Mankato. MAPO staff reviews these block groups and assesses project impact on a project-by-project basis.

MAPO Website

The MAPO website, www.mnmapo.org, is MAPO's primary source for the timely delivery of information to the public. Project specific information, maps, meeting agendas and minutes, and announcements of opportunities to comment and view draft versions will be provided online. Hard copy requests should be made by calling 507-508-8613 or emailing: pvogel@mankatomn.gov for pickup at the IGC or mailing.

Public Meeting and Open Houses

Public meetings and/or open houses are held for many of MAPO's plans and studies. These opportunities are provided at key decision points during the planning process to involve the public in identifying issues, reviewing data collection and analysis, and developing solutions and recommendations. MAPO will use a variety of methods to inform stakeholders of Policy Board meetings, special meetings and open houses. Methods may include:

- Publicly-assessible open houses or meetings (virtual or in person)
- Post information on the homepage of the MAPO website.
- Publish a meeting notice 7 days in advance in the Mankato Free Press Newspaper.
- Create a meeting informational poster and display at the (IGC).
- Issue a news release to area print, television, radio, and internet news outlets.
- Provide meeting informational posters to Mankato Transit System (MTS) for distribution (i.e. on buses or in transit facilities) as appropriate.

Documentation

Copies of all planning documents will be available in digital format at www.mnmapo.org. Hardcopies will be distributed to MAPO member communities, agencies, and other stakeholders upon request. Additionally, hardcopies will be available upon request and can be picked up at Intergovernmental Center. Requests for alternative formats will be accommodated when possible.

Comments or questions can be submitted to:

Mankato/North Mankato Area Planning Organization
 10 Civic Center Plaza
 Mankato, MN 56001
 Telephone: (507) 387-8613
 Fax: (507) 387-7530
 Email: pvogel@mankatomn.gov
 Website: www.mnmapo.org

Outreach Methods and Techniques

There are a variety of techniques to inform and involve the public, which MAPO uses as necessary. Public involvement is often more effective if multiple techniques are utilized and targeted to the needs and preferences of different groups and individuals. Below are guidelines and examples for public participation in planning, studies, and meetings conducted by MAPO:

- Provide early and continuous communication:
 - Notify individuals and groups by mail, website, and social media of plans, programs, and changes in service or policy in such a way that facilitates comments to MAPO staff in regards to the plan.
 - Publish a public notice in the Mankato Free Press and on the MAPO website announcing plan development and meeting dates and locations. Published notices will include consideration to LEP/ADA needs.

- Notify individuals and groups with updates on the planning process.
- Notify individuals and groups when a final plan is published.
- Publish a public notice in the Mankato Free Press and on the MAPO website and social media sites announcing when a final plan is published.
- Incorporate multiple methods of public participation:
 - Newsletters, public notices, targeted mailing, and media releases
 - City of Mankato website, social media, email and written correspondence
 - Contact lists, formal and informal networks of customer and advocacy groups
 - Booths at public festivals and events
 - Public opinion surveys and focus groups
 - Meetings held at times and locations convenient and accessible for minority and LEP populations
 - Different meeting sizes and formats
 - Visualization techniques
 - Audio and video recording to capture oral comments
- Ensure accessibility of technical and policy information through a variety of means:
 - Publish technical and policy information on the MAPO website.
 - Provide copies of technical and policy information at public libraries, City administration buildings, and the Intergovernmental Center.
 - Provide hard copies of technical and policy information by request to interested parties.
- Provide adequate notice to the public of involvement opportunities and activities:
 - Publish public notices in the Mankato Free Press at least one (1) week prior to public meetings; include the time and location of the meeting as well as contact information in the notice.
 - Distribute press releases to all local media at least one (1) week in advance of public meetings; include the time and location of the meeting as well as contact information in the notice.
 - Mail and email notices to transportation interests at least one (1) week in advance of public meetings; include the time and location of the meeting as well as contact information in the notice.

Mankato/North Mankato Area Demographic Profile

According to the ACS 2015 5-year estimate, the Mankato/North Mankato Area Planning Organization planning boundary consists of a population of 62,478. Of the 62,478 people in the planning boundary 88.13% are Caucasian, 3.32% Latino, 3.98% African American, 2.10% Asian American, 0.4% Native American and 1.89% other. Please see below correlating map. Minority populations are

MAPO TIP Projects 2022-2025 Diversity

Legend

Minority by Census Tract Percentage

- < 5%
- 5% - 10%
- 10% - 15%
- 15% - 20%
- 20% - 25%

TIP Improvement Year

- 2022
- 2023
- 2024
- 2025
- Mankato-North Mankato Planning Area

U.S. Census Bureau's American Community Survey (ACS) 2015-2019 5-year estimates

This information is to be used for reference purposes only. The City of Mankato does not guarantee accuracy of the material contained herein and is not responsible for misuse or misrepresentation.

Analysis of Impacts

For example, the project map from the 2022-2025 TIP above displays a project schedule with several projects which represent investment in infrastructure in areas of high-concentration of minorities and low-income populations. These projects include;

- Mankato/North Mankato Area Planning Organization
-
- 2021 Title VI Program

2. Advanced Construction payback of a roundabout at the intersection of Pohl Road and Stadium Road (137-140-001AC)
3. Rehabilitation of bridge 07042 over US 169 (5212-35)

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

The MAPO TIP is available for review at <https://mnmapo.org/planning-documents/>.

As a reminder, MAPO's definition of **Minority person** includes the following racial/ethnic categories:

- a. American Indian and Alaska Native, which refers to people having origins in any of the original peoples of North and South America (including Central America), and who maintain tribal affiliation or community attachment.
- b. Asian, which refers to people having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent, including, for example, Cambodia, China, India, Japan, Korea, Malaysia, Pakistan, the Philippine Islands, Thailand, and Vietnam.
- c. Black or African American, which refers to people having origins in any of the Black racial groups of Africa.
- d. Hispanic or Latino, which includes persons of Cuban, Mexican, Puerto Rican, South or Central American, or other Spanish culture or origin, regardless of race.
- e. Native Hawaiian or Other Pacific Islander, which refers to people having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands.
- f. Persons identifying as having two or more races are designated assigned to the minority category for the purposes of Title VI.

MAPO's definition of a **Low-income person** means a person whose median income is at or below the Federal Poverty Line. This definition is due to the capacity of the MPO to utilize data for spatial analysis. MAPO applies the Federal Poverty Line to local geographies with information drawn from American Community Survey (ACS) to perform spatial analysis.

Racial Breakdown of TAC and Policy Board

The Title VI Circular states the following regarding the membership of planning and advisory bodies:

Recipients that have transit-related, non-elected planning boards, advisory councils or committees, or similar bodies, the membership of which is selected
--

by the recipient, must provide a table depicting the racial breakdown of the membership of those committees, and a description of efforts made to encourage the participation of minorities on such committees or councils.

Policy Board

MAPO is directed by a six (6) member Policy Board that is comprised of elected officials within the MAPO jurisdiction. Each jurisdiction is responsible for electing their representative to serve on the MAPO Policy Board. Upon change in Policy Board membership, MAPO can encourage jurisdictions to appoint minority populations to serve on the Policy Board, but it's ultimately each jurisdictions' responsibility.

Technical Advisory Committee

MAPO is advised by a Technical Advisory Committee (TAC) which reviews and formulates recommendations to the Policy Board regarding the Unified Planning Work Program, Long-Range Transportation Plan, Transportation Improvement Plan, and other plans and studies prepared by MAPO. The TAC membership is made of both elected and appointed citizens. The TAC member's term coincides with their employment of the representing jurisdiction. Upon change in TAC membership, MAPO can encourage jurisdictions to appoint minority populations to serve on the TAC, but it's ultimately each jurisdictions' responsibility.

The demographic profile of the TAC and Policy Board are summarized in Table 1.

MAPO TAC and Policy Board Demographics

The names and self-reported race/ethnicity of each member of each committee are provided in Table 2 below.

				Gender		Race/National Origin								
				Male	Female	White	Black	Amer Ind/Alaskan Native	Asian	Hispanic	Other	Elected	Appointed Citizen	
MAPO Policy Board														
Name	Jurisdiction	Address	Email											
Tim Auringer	City of Eagle Lake	On File	On File	X		X						X		
Mark Piepho	Blue Earth County	On File	On File	X		X						X		
Mike Laven	City of Mankato	On File	On File	X		X						X		
Jack Kolars	Nicollet County	On File	On File	X		X						X		
Daniel Rotchadl	MAPO Townships	On File	On File	X		X						X		
James Whitlock	City of North Mankato	On File	On File	X		X						X		
MAPO Technical Advisory Committee														
Name	Jurisdiction	Address	Email											
Ronda Allis	MnDOT D7	On File	On File		X	X							X	
Paige Attarian	City of Skyline	On File	On File		X	X						X		
Jennifer Bromeland	City of Eagle Lake	On File	On File		X	X							X	
Paul Corcoran	MSU	On File	On File	X		X							X	
Michael Fischer	City of North Mankato	On File	On File	X		X							X	
Karl Friedrichs	Lime Township	On File	On File	X		X							X	
Seth Greenwood	Nicollet County	On File	On File	X		X							X	
Scott Hogen	ISD #77	On File	On File	X		X							X	
Jeff Johnson	City of Mankato	On File	On File	X		X							X	
Mark Konz	City of Mankato	On File	On File	X		X							X	
Leroy McClelland	South Bend Township	On File	On File	X			X					X		
Scott Morgan	Mankato Township	On File	On File	X		X							X	
Ryan Thilges	Blue Earth County	On File	On File	X		X							X	
Shawn Schloesser	R9DC	On File	On File	X		X							X	
Dan Sarff	North Mankato	On File	On File	X		X							X	
Open	Leray Township	On File	On File											
Open	Belgrade Township	On File	On File											
Open	Mankato Transit System (ex officio)	On File	On File											

Appendix A: Adopting Resolution

RESOLUTION OF THE MANKATO /NORTH MANKATO AREA PLANNING APPROVING THE MAPO'S TITLE VI PROGRAM

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 MAPO intends that no person shall, on the grounds of race, color, or national origin be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any MAPO program or activity, regardless of funding source; and

WHEREAS, the MAPO will affirmatively ensure that in any contract entered into, Disadvantaged Business Enterprises will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color or national origin; and

NOW, THEREFORE, BE IT RESOLVED: that the MAPO approves the Mankato/North Mankato Area Planning Organization Title VI and Non-Discrimination Program / Limited English Proficiency Plan as being consistent with metropolitan plans and policies.

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 7th day of Sept, as shown by the minutes of said meeting in my possession.

	<u>9/7/17</u>
Chair	Date
	<u>9/7/17</u>
Executive Director	Date

Appendix B: Title VI Complaint Form

www.dot.state.mn.us/civilrights/titlevi-complaint-form.html

Title VI Complaint Form

Mankato/North Mankato Area Planning Organization

Today's Date:

Last Name:

First Name:

M:

E-mail:

Phone Number:

Address:

Apt or Unit:

City:

State:

Zip:

Preferred method of contact:

Best time to contact you:

I believe I was discriminated against based on my (check all that apply):

Race

Color

National
Origin

Age

Disability

Sex

Income Status

Other:

Have you filed this complaint with any other governmental agency?

If yes, which agency?

What is the status of the complaint?

Date discrimination occurred:

Most recent date of discrimination *(if different from above)* :

Agency/Business Name:

Phone Number:

Address:

City:

State:

Zip:

Name(s) and job title(s) of individual(s) who allegedly discriminated:

Complainant's Signature:

Date:

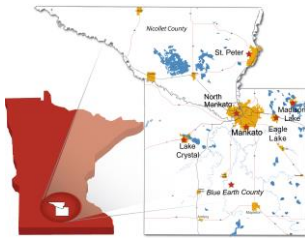
Return the completed form to: Title VI Coordinator:

Mail:

Appendix C: Language Access Plan

2021 Language Access Plan

In Compliance with DOT LEP Guidance



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

"The preparation of this report has been funded in part by the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration, and the 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 of the U.S. Department of Transportation or the Minnesota Department of Transportation. The report does not constitute a standard, specification, or regulation."

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I. Introduction

Purpose and Contents

The purpose of this Language Access Plan is to meet Federal Transit Administration's (FTA's) requirements to comply with Title VI of the Civil Rights Act of 1964, which prohibits discrimination on the basis of race, color, or national origin. As a recipient of FHWA and FTA metropolitan planning funds, The Mankato/North Mankato Area Planning Organization (MAPO) has pledged to take reasonable steps to provide meaningful access to its transit services for persons who do not speak English as their primary language and who have a limited ability to read, speak, write, or understand English. The FTA refers to these persons as Limited English Proficient (LEP) persons.

This plan contains:

- Needs assessment based on the four-factor analysis
- Language assistance measures
- Staff training plan
- Methods for notifying LEP persons about available language assistance
- Methods for monitoring, evaluating and updating plan

Questions or comments about this plan may be submitted to:

Paul Vogel, Executive Director
Mankato/North Mankato Area Planning Organization
10 Civic Center Plaza
Mankato, MN 56001
507-387-8613
pvogel@mankatomn.gov

About the Mankato/North Mankato Area Planning Organization

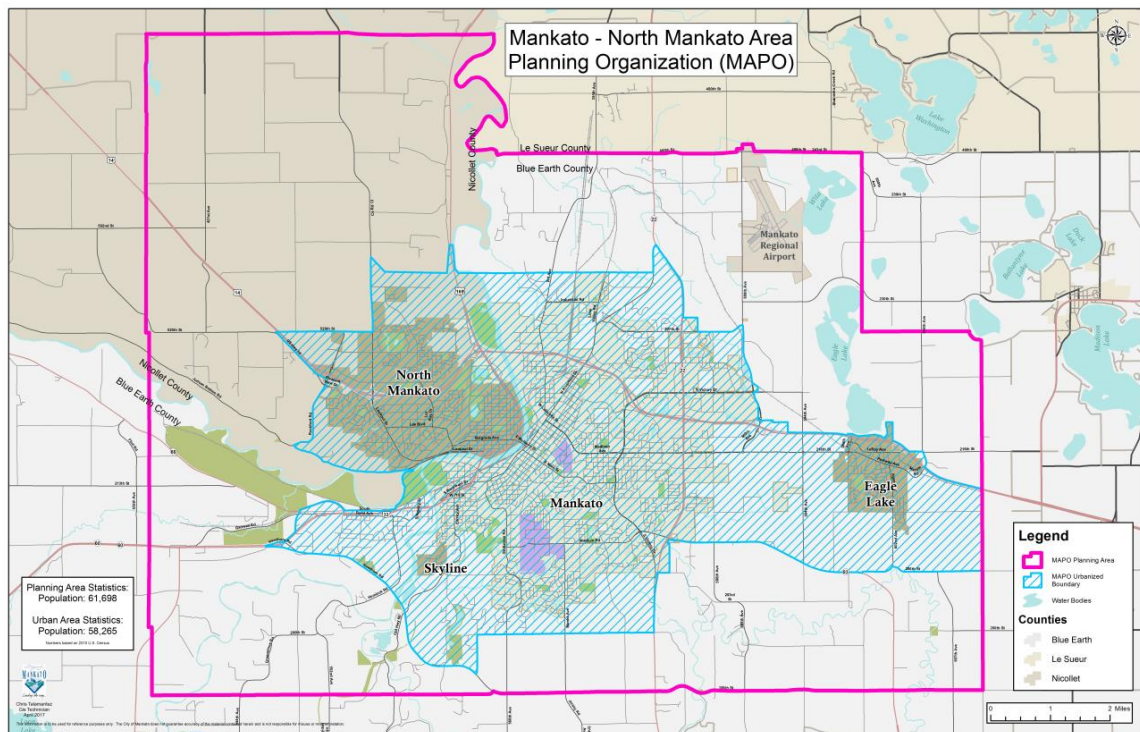
MAPO is a Metropolitan Planning Organization (MPO) designated because the Mankato/North Mankato urbanized area is now larger than 50,000 population. It is charged with carrying out the 3-C metropolitan transportation planning process (continuing, cooperative, and comprehensive). MAPO is comprised of Blue Earth and Nicollet counties; the cities of Mankato, North Mankato, Eagle Lake, and Skyline; and the townships of Belgrade, Lime, South Bend, LeRay and Mankato. MAPO is guided by two key standing committees:

Technical Advisory Committee (TAC) – the TAC is comprised of individuals representing engineering, planning, transit, public institutions, township, city, county, and state interests. The TAC reviews and formulates recommendations

to the Policy Board regarding technical aspects of transportation planning prepared by MAPO.

Policy Board – the Policy Board is comprised of elected leaders from Blue Earth County, City of Mankato, City of North Mankato, Nicollet County, Mankato Township, and City of Eagle Lake. The MAPO Policy Board reviews, evaluates, comments upon, makes recommendations, and ultimately endorses the required plans and programs such that federal and state funding eligibility is maintained for the metropolitan area.

Figure 2. Mankato/North Mankato Area Planning Organization Planning Area



Language Access Plan

This Language Access Plan has been prepared to address MAPO's responsibilities as a recipient of Federal financial assistance as they relate to the needs of individuals with limited English language skills. The plan has been prepared in accordance with Title VI of the Civil Rights Act of 1964, 42 U.S.C. 2000d, et seq, and its implementing regulations, which state that no person shall be subjected to discrimination on the basis of race, color or national origin.

Executive Order 13166, titled Improving Access to Services for Persons with Limited English Proficiency, indicates that differing treatment based upon a person's inability to speak, read, write or understands English is a type of

national origin discrimination. It directs each agency to publish guidance for its respective recipients clarifying their obligation to ensure that such discrimination does not take place. This order applies to all State and local agencies which receive Federal funds, including MAPO and its departments receiving Federal grant funds.

MAPO has developed its Language Access Plan to help identify reasonable steps for providing language assistance to persons with Limited English Proficiency (LEP) who wish to access services provided. As defined Executive Order 13166, LEP persons are those who do not speak English as their primary language and have limited ability to read, speak, write or understand English. This plan outlines how to identify a person who may need language assistance, the ways in which assistance may be provided, staff training that may be required, and how to notify LEP persons that assistance is available.

In order to prepare this plan, MAPO used the four-factor LEP analysis which considers the following factors:

1. The number or proportion of LEP persons in the MAPO area who may be served by MAPO.
2. The frequency with which LEP persons come in contact with MAPO programs or services.
3. The nature and importance of programs or services provided by MAPO to the LEP population.
4. The interpretation services available to MAPO and overall cost to provide LEP assistance.

A summary of the results of the four-factor analysis is in the following section.

II. LEP Needs Assessment: Four-Factor Analysis

FTA Circular 4702.1B provided the following direction regarding determining LEP language service needs:

In order to ensure meaningful access to programs and activities, recipients shall use the information obtained in the Four-Factor Analysis to determine the specific language service that are appropriate to provide. A Careful analysis can help a recipient determine if it communicates effectively with LEP persons and will inform language access planning.
--

The following sources of information were used in the Four Factor Analysis to determine LEP needs:

- U.S. Census American Community Survey (ACS) data
- Survey results

- Reports from drivers, dispatchers, others about contact with LEP persons
- Primary home language data for students enrolled in the Mankato Public School District, obtained via the [Minnesota Department of Education](#).

Factor 1. Demography

The number or proportion of LEP persons eligible to be served or likely to be encountered by a program, activity, or service of the recipient or grantee.

MAPO staff reviewed American Community Survey (ACS) data for the Mankato/North Mankato Metropolitan Statistical Area for 2018 5-Year estimates. The data indicate there are a total estimated 38,521 households in the MAPO area. Of these, 35,694 speak primarily English, 1,011 speak primarily Spanish, 727 speak primarily other Indo-European languages, 425 speak primarily Asian and Pacific Island languages, and 664 speak primarily Other languages. This information is displayed in the table below:

Source: (2018 ACS 5-yr, Table ID S1602)

Primary Home Language	Percentage (est.)	Limited English-speaking households	Percentage of LEP households (est.) *
All households	100%	398	1%
English	92.66%	n/a	n/a
Spanish	2.62%	147	14.5%
Indo-European	1.89%	8	1.1%
Asian/Pacific Islander	1.10%	60	14.1%
Other	1.72%	183	27.6%

*Note this column is a percentage of the language group that is Limited English Proficient

The majority of the homes (92.66%) in the MAPO area speak English as a Primary Home Language. As a result, there are few social services professional and leadership organizations within the MAPO Urbanized area that focus on outreach to LEP individuals. The MAPO Policy Board, MAPO staff, and MAPO contractors or subrecipients are most likely to contact LEP individuals through public meetings and other general public involvement opportunities. Additional

information on outreach methods is available in MAPO's Public Participation Plan.

Staff cannot absolutely determine whether a LEP population in any given language is underserved by the recipient due to language barriers. **No LEP populations are over the 1,000 or 5% Safe Harbor Provision, translating vital documents into other languages is not required at this time.** However, MAPO will continue to monitor, evaluate and provide outreach to LEP persons of any given language in the Mankato/North Mankato area., including coordinating with the Mankato school system to review spoken languages.

Factor 2. Frequency

The frequency with which LEP persons come in contact with programs, activities, or services.

MAPO staff reviewed the frequency with which the Policy Board, staff, and contractors have, or could have, contact with LEP persons. This includes documenting phone inquiries or office visits. To date, MAPO has had no requests for interpreters and no requests for translated program documents. The MAPO Policy Board, MAPO staff, and MAPO contractors or sub-recipients have had very little contact with LEP persons.

Factor 3. Importance

The nature and importance of programs, activities, or services provided to the LEP population.

MAPO uses federal funds to plan transportation projects. While those projects are important, MAPO does not provide any programs, activities, or services involving vital, immediate, or emergency assistance, such as medical treatment, or any programs, activities, or services involving basic needs, such as food or shelter. And, while it is encouraged, involvement in the MAPO planning and decision-making process by residents is entirely voluntary. Anyone can participate in the planning and decision-making process simply by contacting MAPO staff. Furthermore, MAPO does not require residents to complete application forms or to submit to interviews prior to their participation in the MAPO transportation planning and decision-making process.

Transportation Improvement Program

Annually MAPO prepares a document describing upcoming transportation projects in the MAPO area, called the Transportation Improvement Program (TIP). Each TIP includes a project impact analysis, in which MAPO reviews upcoming projects based on area income and describes the anticipated effect on low income areas.

Inclusive public participation is an important MAPO priority. Because its planning and decision-making process impacts all residents within the planning area, MAPO encourages input and involvement from all residents and makes every effort to make the planning and decision-making process as inclusive as practicable. MAPO outlines ways in which the public can become involved in the MAPO planning and decision-making process in its Public Participation Plan (PPP), which is posted online and copies of which are available at the MAPO office.

Factor 4. Resources

The resources available to the transit system and the overall cost to provide language assistance.

MAPO does not serve a significant number of LEP persons. For this reason, MAPO weighed the cost and benefits of translating documents for potential LEP groups. Considering the expense of translating the documents, the likelihood of frequent changes in documents and other relevant factors, MAPO will consider the translation of documents (or portions thereof) on a case by case basis, as requested.

LEP language assistance is available upon request through [The Language Line](#). This service offers one-touch, on-demand interpreting in more than 240 languages via mobile, video, and phone. This service is available free of charge to the public. MAPO makes Language Line services available to all members of the public upon request. To request Language Line services, please contact MAPO via any of the venues listed above. Spanish language assistance is available through the Spanish relay. This service is provided free of charge through the Minnesota Department of Commerce and allows a Spanish speaking person to use Minnesota Relay. The communications assistant relays calls between a Spanish speaking person with a hearing or speech disability and a Spanish speaking hearing person. To place a Spanish Relay call, dial: 1-877-627-5448 (voice, TTY, ASCII).

In addition, an individual staff member from the Community Development Department from the City of Mankato is available for interpretive services in Arabic and Somali. Likewise, web-based translations services such as Google Translate can also provide limited assistance. The City of Mankato's Housing Department also has a LEP Plan and resources available if needed.

III. Language Assistance Measures

There is a low percentage of LEP individuals in the MAPO planning area, that is, persons who speak English "less than very well." To these populations, MAPO will strive to offer the following measures:

- MAPO staff will take reasonable steps to provide the opportunity for meaningful access to LEP clients who have difficulty communicating in English.
- The following resources will be available to accommodate LEP persons. To procure interpretive or translation services, members of the public are invited to contact MAPO staff via any of the venues listed above, including phone, email, U.S. mail, or in person at MAPO offices
 - Interpretive services, within reason, will be provided for public meetings, if advance notice is provided to MAPO and such services are readily available;
 - MAPO will make translated versions (or provide for the interpretation of relevant section) of all documents/publications available upon request, within a reasonable time frame and if resources permit. The standard disclaimer provided to the public is: “If an American Sign Language, foreign language interpreter or other reasonable accommodation or documents in alternative format (braille or large print) are needed, please contact staff at 651-366-4720.”

IV. Staff Training

To ensure effective implementation of this plan, MAPO will schedule training at orientations for new staff and will review all relevant information on an annual basis:

- The Language Access Plan
- Demographic data about local LEP population
- Printed LEP persons’ materials
- How to handle verbal requests in a foreign language
- Responsibility to notify the MAPO Executive Director about any LEP persons’ unmet needs (see Subrecipient Oversight section).

V. Notice to LEP Persons

MAPO plans to notify LEP persons in their own language about the language assistance available to them without cost by using the following methods:

- Posters
- Website notices, which will include language such as: *If you wish to speak, please register in advance of the meeting via email to candrosky@mankatomn.gov or by calling 507-387-8389. Registering will allow callers to be easily identified during the meetings. An interpreter can be made available upon request.”*

VI. Monitoring, Evaluation, and Updating the Plan

Monitoring and updating the LEP plan – the MAPO will update the LEP plan annually with its self-certification procedure per 23 CFR 450.334. An annual review and update will include the following:

- The number of documented LEP person contacts encountered annually.
- How the needs of LEP persons have been addressed.
- Determine current LEP population in the service area.
- Determine whether the need for translation services has changed.
- Determine whether local language assistance programs have been effective and sufficient to meet the need.
- Determine whether the MAPO financial resources are sufficient to fund language assistance resources needed.
- Determine whether the MAPO fully complies with the goals of this LEP plan.
- Determine whether complaints have been received concerning the agency's failure to meet the needs of LEP individuals.
- Maintain a Title VI complaint log, including LEP to determine issues and basis of complaints.

VII. Dissemination of Plan

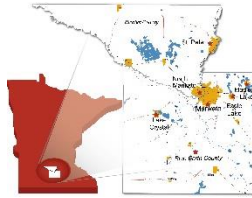
This Language Access Plan is available on the MAPO's website:

www.mnmapo.org. This plan is also available at no cost in English upon request by telephone, fax, and mail or in person. If requested to be provided in another language and it is feasible to have it translated, it shall be provided at no cost to the requester.

Members of the public may request digital or hard copies of the plan via the below venues:

- **By phone:**
 - MAPO offices: (507) 387-8389
 - The City of Mankato (MAPO's host agency): 507-387-8600
- **By U.S. mail or in person:**
 - 10 Civic Center Plaza, Mankato, MN 56001
- **By email:**
 - candrosky@mankatomn.gov, MAPO staff
 - pvogel@mankatomn.gov, MAPO Executive Director

Appendix D: Public Notice



NOTIFICATION OF PUBLIC RIGHTS UNDER TITLE VI OF THE CIVIL RIGHTS ACT

The Mankato/North Mankato Area Planning Organization (MAPO) operates its programs without regard to race, color, or national origin. If you believe you have been aggrieved by an unlawful discriminatory practice, or wish to request more information about the Mankato/North Mankato Area Planning Organization's obligations under Title VI, please contact us at the following address and telephone number:

Paul Vogel
Executive Director
10 Civic Center Plaza
Mankato, MN 56002-3368
Phone: 507-387-8613

A copy of the Minnesota Department of Transportation (MnDOT) complaint form and additional information are available upon request at MAPO offices and can also be found at the following internet link:

<https://mnmapo.files.wordpress.com/2021/04/mndot-complaint-form-english-accessible.pdf>

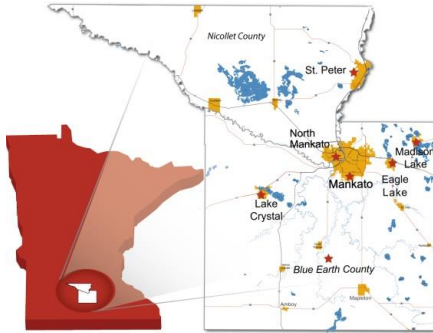
A Title VI complaint may also be made by contacting the Minnesota Department of Transportation Office of Civil Rights at 651-366-3071 or submitting the online complaint form at the following internet link: www.dot.state.mn.us/civilrights/titlevi-complaint-form.html.

Appendix E: Assurances

To be inserted when completed

Appendix F: Complaint Log

No complaints received as of September 2, 2021.



AGENDA RECOMMENDATION

Agenda Heading: Recommendation to amend contract for Second Street Corridor Study No: 5.5

Agenda Item:

Recommendation to amend Second Street Corridor Study

Recommendation Action(s):

Motion to recommend to Policy Board amendment of Second Street Corridor Study contract

Summary:

The executed agreement for MAPO's Second Street Corridor Study approved by MAPO staff, the consultant, and MnDOT included a clerical error on page 9, Section 1, Subsection J indicating a contract end date of December 31st, 2021. The corrected contract end date was and is understood by all parties to be December 31st, 2022.

The extent of the amendment is indicated below:

Revision 1. Section 1 – CONSULTANT SERVICES Subsection J **J PERIOD OF AGREEMENT**

This Agreement shall be effective upon the date that the final required signature is obtained by CLIENT, and shall remain in effect until ~~December 31, 2021~~ **December 31, 2022**, after which time the Agreement may be extended upon mutual agreement of both parties

Staff recommendation is for the MAPO TAC to motion to recommend to the MAPO Policy Board amendment of the Second Street Corridor Study contract to correct the clerical error.

Attachments:

Amendment

AMENDMENT NUMBER 1 TO MANKATO/NORTH MANKATO AREA
PLANNING ORGANIZATION-SRF CONSULTING GROUP - SECOND
STREET CORRIDOR STUDY AGREEMENT

This Amendment is by and between the Mankato/North Mankato Area Planning Organization (Client), through its Executive Director and SRF Consulting Group, Inc. (Consultant); who are the parties. This Amendment shall be in effect from the latter of the two signature dates set forth below.

RECITALS

1. On June 8, 2021, the Client executed an Agreement for Professional Services with Consultant to perform planning services for the Second Street Corridor Study in Mankato, Minnesota.
2. The executed agreement included a clerical error Page 9, Section 1, Subsection J indicating a contract end date of December 31st, 2021.
3. The corrected contract end date was and is understood by all parties to be December 31st, 2022.

Revision 1. Section 1 – CONSULTANT SERVICES Subsection J

J PERIOD OF AGREEMENT

This Agreement shall be effective upon the date that the final required signature is obtained by CLIENT, and shall remain in effect until ~~December 31, 2021~~ **December 31, 2022**, after which time the Agreement may be extended upon mutual agreement of both parties.

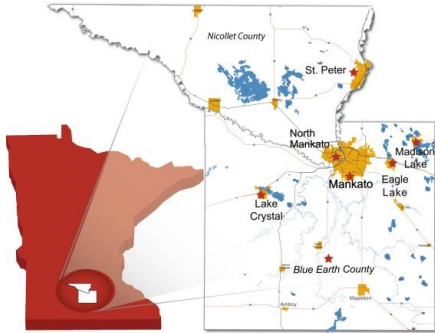
The Original Agreement and any previous amendments are incorporated into this amendment by reference. Except as amended herein, the terms and conditions of the Original Agreement and any previous amendment remain in full force and effect.



Paul Martens, CFO, SRF Consulting Group, Inc.
Date: June 18, 2021

Paul Vogel, Executive Director, Mankato/North Mankato Area Planning Organization
Date:

Mark Piepho, Chair, Mankato/North Mankato Area Planning Organization
Date:



AGENDA RECOMMENDATION

Agenda Heading: Recommendation to amend 2021-2024 Transportation Improvement Program: 137-090-005, Kern Bridge relocation No: 5.6

Agenda Item:

Recommendation to amend 2021-2024 Transportation Improvement Program: 137-090-005, Kern Bridge relocation

Recommendation Action(s):

Motion to recommend to Policy Board amendment of 2021-2024 Transportation Improvement Program (TIP)

Summary:

MnDOT informed MAPO of a necessary change to MAPO's 2021-2024 TIP. MAPO and MnDOT staff followed MAPO's Public Participation Plan to jointly determined the change constitutes a TIP Formal Amendment. MAPO and MnDOT staff jointly determined the amendment does not require a 30-day public comment period.

Project 137-090-005 was initiated to accommodate historical and construction engineering work for relocation of the historic Kern Bridge. Preliminary siting and design are needed at the bridge's relocation area over the Blue Earth River between Land of Memories Park and Sibley Park in Mankato.

The project total is \$4,560,000. The Advanced Construction payment is \$1,348,000. The FHWA contribution is \$2,300,000. The "Other" funds contribution is \$912,000.

The project table entry may be reviewed on the following page.

Staff recommendation is a motion by the MAPO TAC to recommend to the Policy Board amendment of the 2021-2024 Transportation Improvement Program.

Attachments:

Amendment form

Meeting Date: August 19, 2021

Route Number	Number	#Year	Agency	Description	Length	Program	Secondary Work Type 1	Proposed Funds	STIP Total	Total FHWA	Total AC	Total AC Payback	FTA	Total TH	Bond	Other	Project Total
	137-090-005	2024	MANKATO	**AC**CONSTRUCT BRIDGE CROSSING OVER THE BLUE EARTH RIVER BETWEEN LAND OF MEMORIES AND SIBLEY PARK USING THE HISTORIC KERN BRIDGE(L5669) HISTORICAL WORK AND CONSTRUCTION ENGINEERING(AC PAYBACK IN 2025)	0	BR-BRIDGE REPLACE MENT	BRIDGE NEW (S)	STBGP 5K-200K	\$3,212,000	\$2,300,000	\$1,348,000	\$0	\$0	\$0	\$0	\$912,000	\$4,560,000

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

Amendment to 2021-2024 Transportation Improvement Program (TIP)

Whereas, MAPO develops, adopts, and maintains an annual Transportation Improvement Program (TIP) which includes a list of encumbered federally-funded transportation projects in the MAPO area; and

Whereas, MAPO follows the processes outlined in its Public Participation Plan to periodically adjust active TIPs via either Administrative Modifications or Formal Amendments;

Whereas, the City of Mankato is implementing project 137-090-005, which includes historical and construction engineering work toward relocation of the historic Kern Bridge within the City of Mankato; and

Whereas, addition of project 137-090-005 to MAPO's 2021-2024 TIP shall be accomplished via a Formal Amendment to the 2021-2024 TIP;

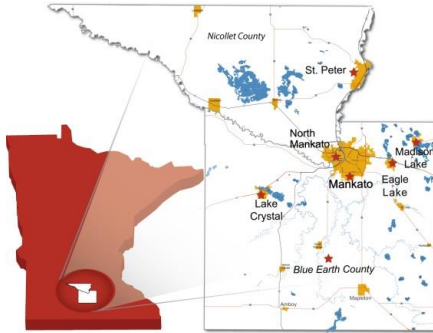
Now, therefore, be it resolved, that MAPO hereby Formally Amends its 2021-2024 Transportation Improvement Program to accommodate the addition of project 137-090-005.

MANKATO/NORTH MANKATO AREA PLANNING ORGANIZATION

Mark Piepho, Chair

Paul Vogel, Executive Director

Date: September 2, 2021



AGENDA RECOMMENDATION

Agenda Heading: Update: Highway 169 Corridor Study No: 6.1

Agenda Item:

Update: Highway 169 Corridor Study

Recommendation Action(s):

Informational

Summary:

At its August 1, 2019 meeting, the MAPO Policy Board approved release of the RFP for the Highway 169 Corridor Study. Approval was granted with inclusion of the below provision:

A Project Management Team (PMT) shall be established comprised of stakeholders including transportation planner Charles Androsky, representatives from the MAPO, MnDOT, the cities of Mankato and North Mankato, and the counties of Blue Earth and Nicollet. The project management team shall be responsible for issuing the request for proposals, receiving proposals, interviewing the prospective firms, recommending firms for selection to the Policy Board, managing the corridor study, and approving its recommendation to the Policy Board and respective jurisdictions.

At its November 7, 2019 meeting, the MAPO Policy Board approved the consultant.

Since that time MAPO's Highway 169 Corridor Study has proceeded on schedule guided by a PMT comprised of staff from the above specified agencies to the current Alternatives Evaluation phase.

Presentation slides are included in the meeting packet. Due to length, a presentation will not be given at the meeting. Instead, TAC members are invited to review the presentation independently and view a presentation video at the below link. TAC members are invited to bring comments, questions, and discussion items to the TAC meeting.

Highway 169 Corridor Study Online Meeting video

<https://www.youtube.com/watch?v=1u-hxT-C9bU>

Attachments:

Presentation slides



MAPO
MANKATO/NORTH MANKATO
AREA PLANNING ORGANIZATION

Hwy 169 Corridor Study

MAPO Technical Advisory Committee
August 19, 2021





**BOLTON
& MENK**



MAPO
MANKATO/NORTH MANKATO
AREA PLANNING ORGANIZATION

Agenda

- 01 ● Study Overview and Schedule
- 02 ● Draft Design Concepts
- 03 ● Public Feedback Highlights
- 04 ● Next Steps

Study Goals

Project Goals

-  **Preserve community connections and economic vitality**
-  **Reliable mobility for all users**
-  **Safety of all system users**
-  **Respect the environment and people**
-  **Financial responsibility**
-  **Agency and public support**



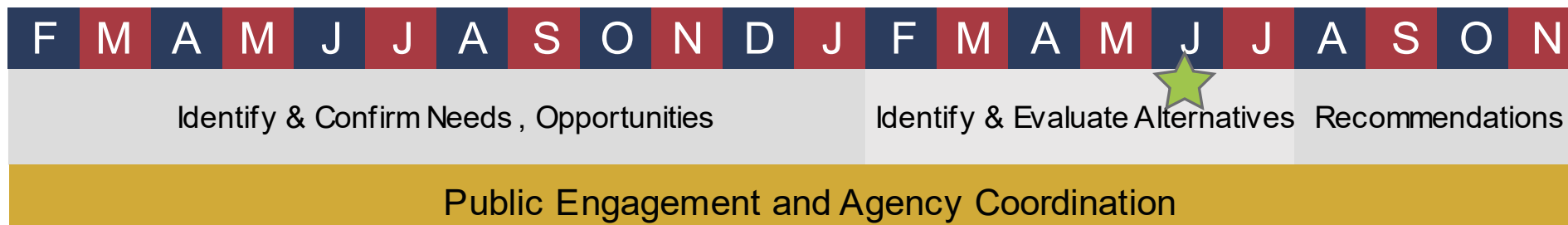
Study Schedule

- Phase 1: Issues, opportunities, and priorities
 - Business focus groups
 - Public Open House #1
 - City Council updates

- Phase 2: Identify and evaluate design concepts
 - Business focus groups
 - Pop-up events
 - Public Open House #2

- Phase 3: Develop recommendations and implementation plan
 - Public Open House #3
 - City Council/County Board approvals

2020 - - - - - | 2021 - - - - - ➔



Phase 2 Public Engagement

Overview

The purpose of the second phase of public engagement for the Hwy 169 Corridor Study was to share the draft design concepts with the broader community and collect feedback on what people like and dislike about the designs. The phase occurred between June 15, 2021 and July 12, 2021. Figure 1 includes a summary of the engagement strategies used.

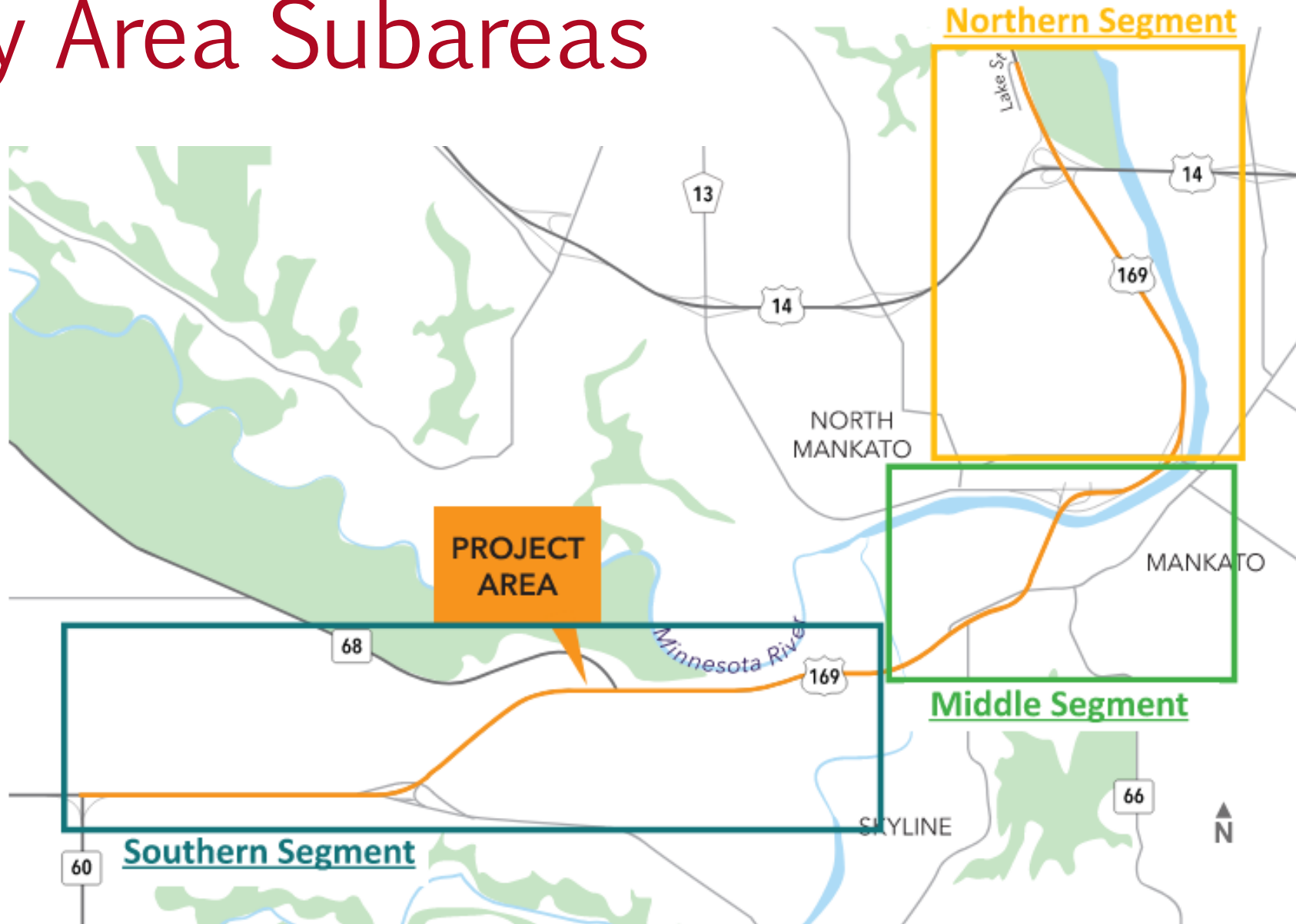
Photo from Songs on the Lawn



Figure 1: Phase 2 Engagement activities

Date	Strategy	Description	Participants
June 15, 2021	Focus groups	Two focus groups with businesses adjacent to the corridor	16
June 23, 2021	Online meeting	Public meeting via Zoom videoconference	40
June 23 – July 12, 2021	Online open house website	Website with comment form and interactive map	316
June 24 & June 28, 2021	Pop-up events	Tabling at Songs on the Lawn in Mankato and the North Mankato Farmers Market	Approx. 80
June 15 – July 12, 2021	Email, phone call, or letter	Comments submitted via website comment form, email or phone call	8

Study Area Subareas





**BOLTON
& MENK**



MAPO
MANKATO/NORTH MANKATO
AREA PLANNING ORGANIZATION

Northern Subarea Concepts



Highway 169 Corridor

Northern Subarea Access Options



Northern Subarea No Build



CONCEPT EVALUATION








GOOD



FAIR



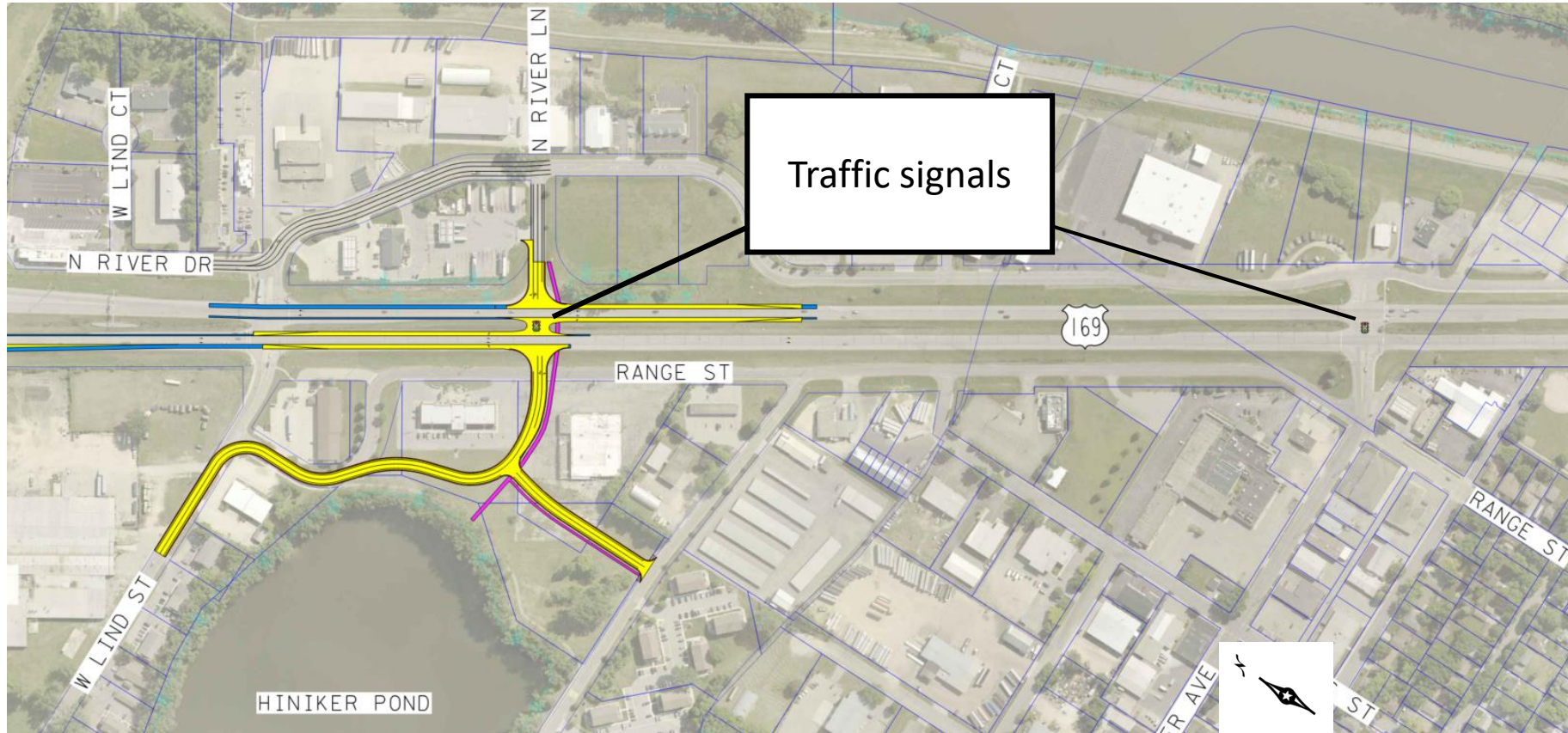
POOR

Project Goals	Overall Score
 Community connections & economic vitality	+
 Mobility for all users	-
 Safety for all users	-
 Community & environmental impacts	+
 Fiscally responsible	-
 Agency support	-

SCORE
-63

Northern Subarea – N River Ln and Webster Ave

Concept 1A – N River Ln and Webster Ave: Traffic Signal



Local road ideas shown here can be paired with any Hwy 169 intersection improvement

CONCEPT EVALUATION



GOOD



FAIR



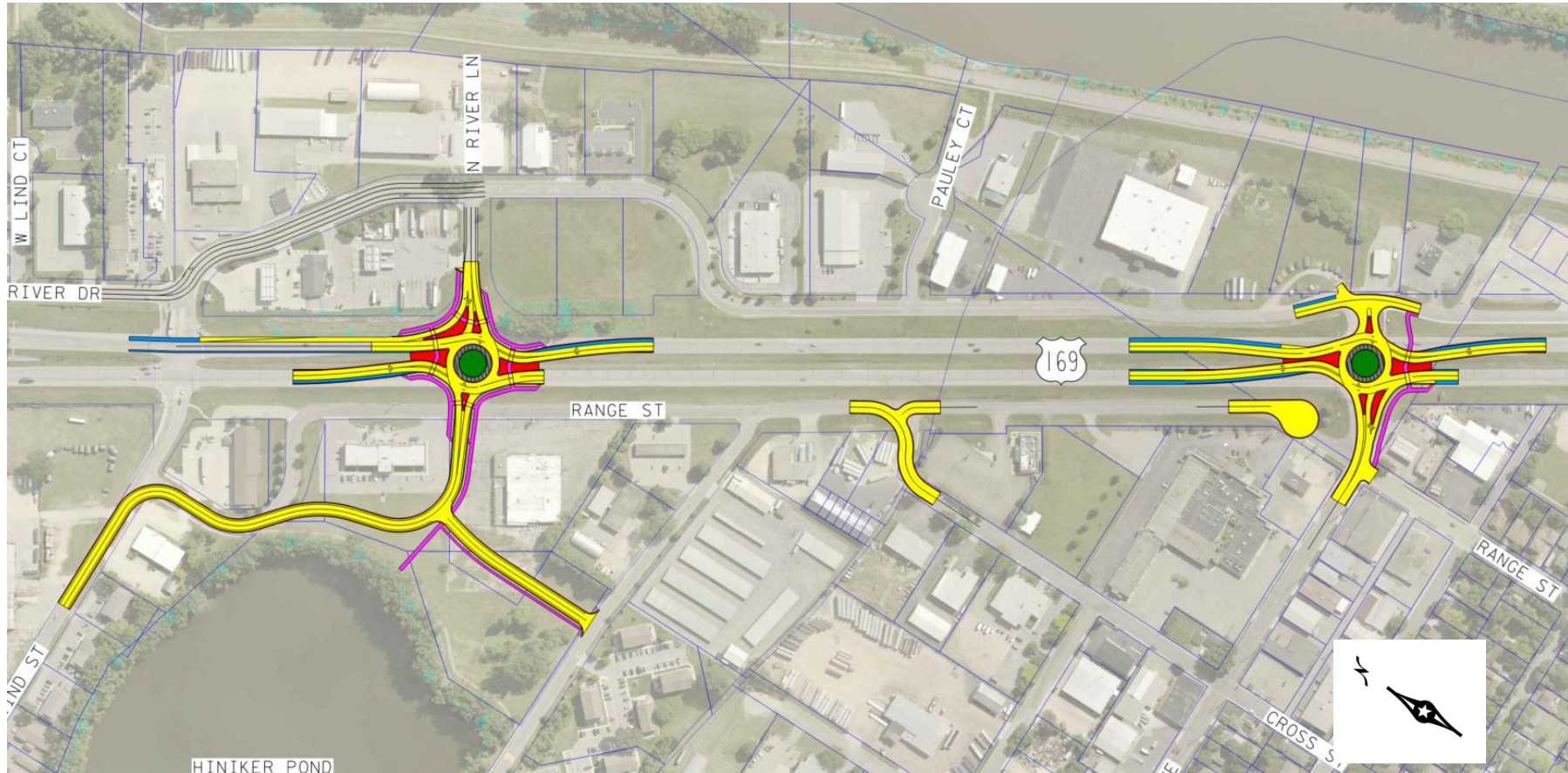
POOR

Project Goals		Overall Score
 Community connections & economic vitality		++
 Mobility for all users		+
 Safety for all users		-
 Community & environmental impacts		+
 Fiscally responsible - \$6.2M		+
 Agency support		++

SCORE
135

Northern Subarea – N River Ln and Webster Ave

Concept 1 B – N River Ln and Webster Ave: Roundabouts



Local road ideas shown here can be paired with any Hwy 169 intersection improvement

CONCEPT EVALUATION

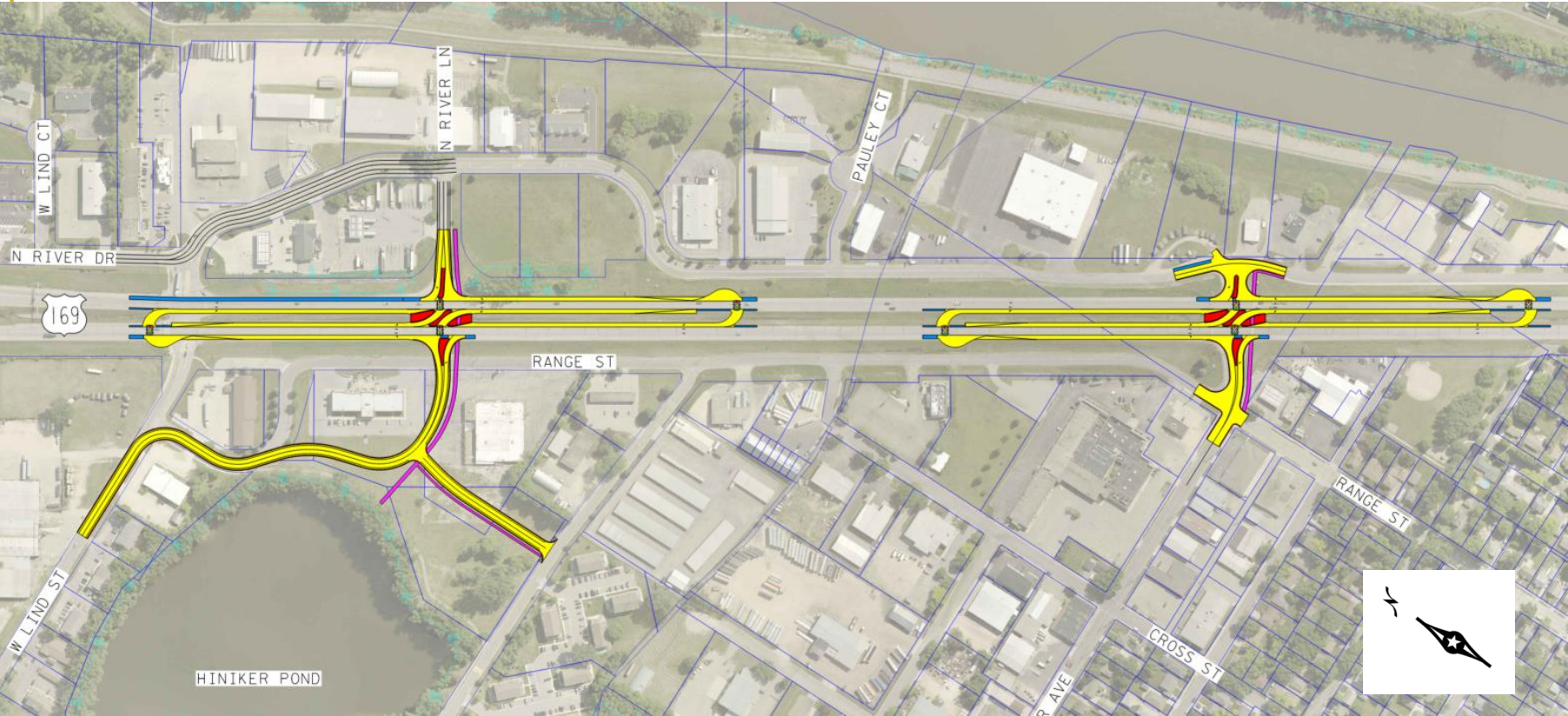


Project Goals	Overall Score
 Community connections & economic vitality	++
 Mobility for all users	+
 Safety for all users	++
 Community & environmental impacts	+
 Fiscally responsible - \$8.6M	++
 Agency support	++

SCORE
202.5

Northern Subarea – N River Ln and Webster Ave

Concept 1C – N River Ln and Webster Ave: Restricted Crossing U-Turn (RCUT) Intersections



CONCEPT EVALUATION


GOOD


FAIR


POOR

Project Goals	Overall Score
 Community connections & economic vitality	
 Mobility for all users	
 Safety for all users	
 Community & environmental impacts	
 Fiscally responsible - \$7.3M	
 Agency support	

SCORE
115

Local road ideas shown here can be paired with any Hwy 169 intersection improvement

Northern Subarea – Freeway Option

Concept 1 D – Hwy 169/14 Cloverleaf and Webster Ave Interchange



CONCEPT EVALUATION



GOOD



FAIR



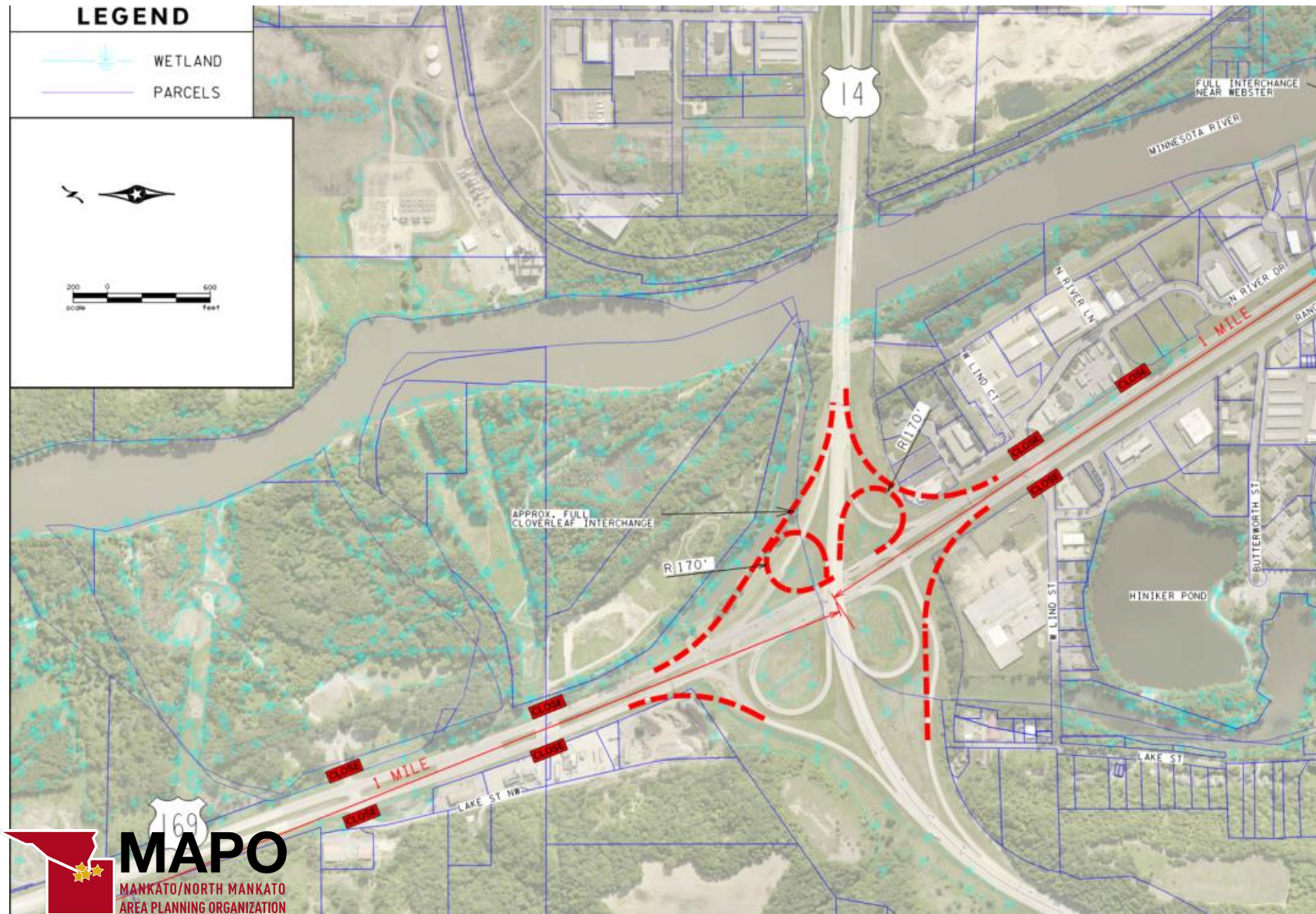
POOR

Project Goals	Overall Score
 Community connections & economic vitality	---
 Mobility for all users	+++
 Safety for all users	+++
 Community & environmental impacts	---
 Fiscally responsible - \$25M	---
 Agency support	---

SCORE
156

Northern Subarea – Hwy 14 Interchange

Concept 2A: Full Cloverleaf



CONCEPT EVALUATION



GOOD



FAIR



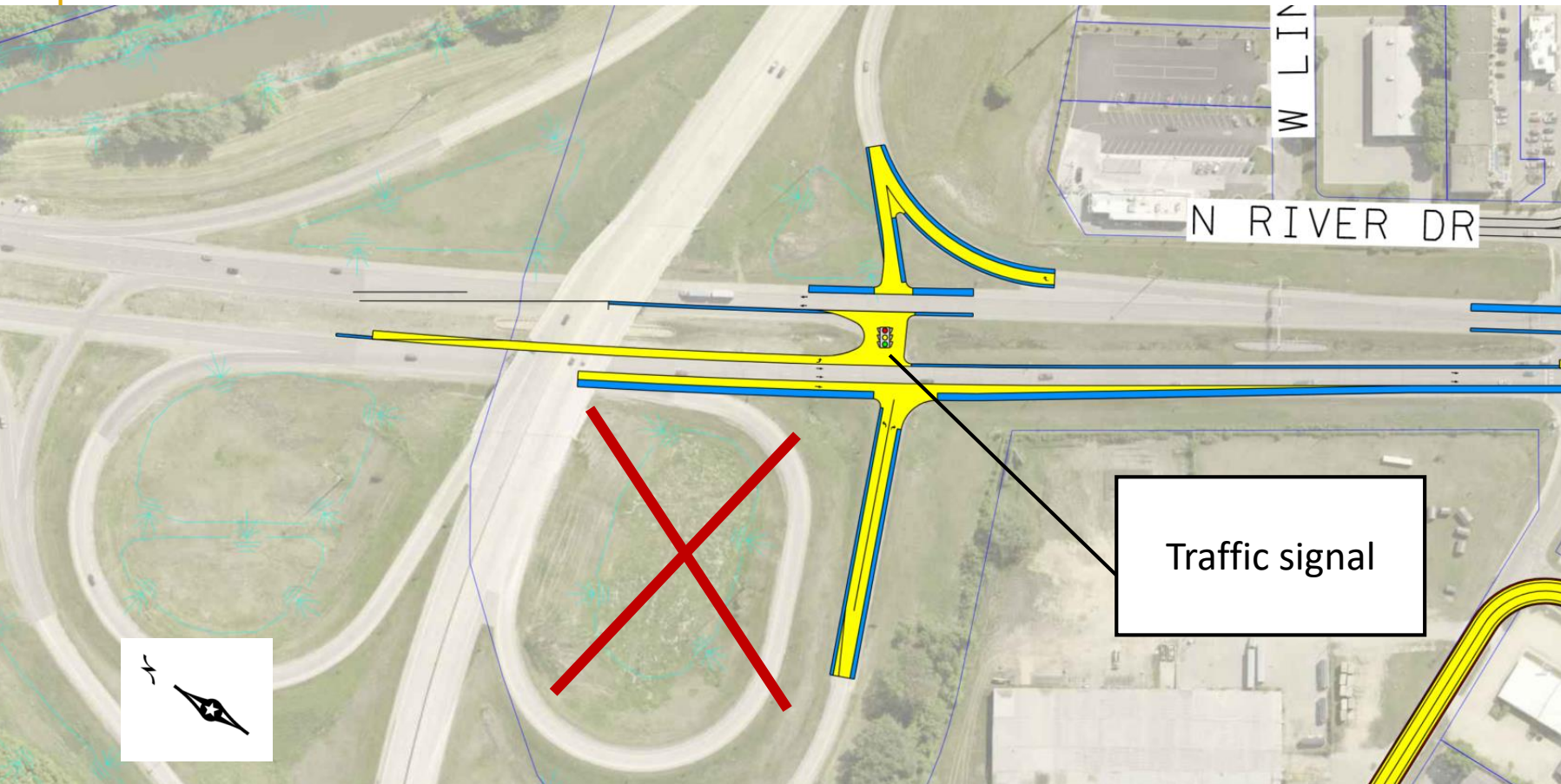
POOR

Project Goals	Overall Score
Community connections & economic vitality	-
Mobility for all users	++
Safety for all users	-
Community & environmental impacts	-
Fiscally responsible - \$13M	-
Agency support	+

SCORE
31.5

Northern Subarea – Hwy 14 Interchange

Concept 2C: Eliminate South Loop and Add Traffic Signal



CONCEPT EVALUATION



GOOD



FAIR



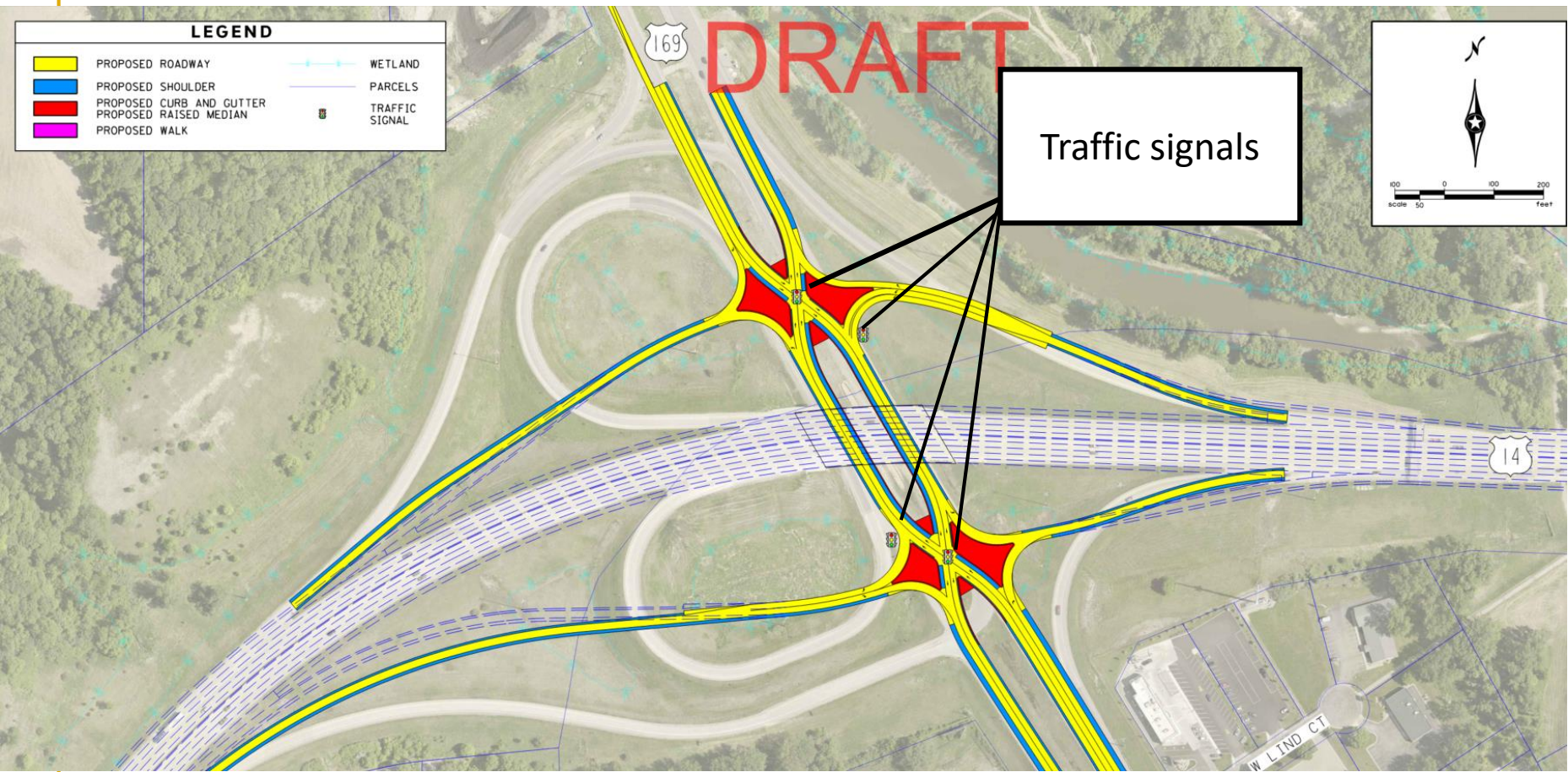
POOR

Project Goals	Overall Score
Community connections & economic vitality	++
Mobility for all users	++
Safety for all users	+
Community & environmental impacts	++
Fiscally responsible - \$2.5M	++
Agency support	++

SCORE
183

Northern Subarea – Hwy 14 Interchange

Concept 2D: Diverging Diamond



CONCEPT EVALUATION



GOOD



FAIR



POOR

Project Goals	Overall Score
Community connections & economic vitality	++
Mobility for all users	++
Safety for all users	+
Community & environmental impacts	++
Fiscally responsible - \$9M	++
Agency support	++

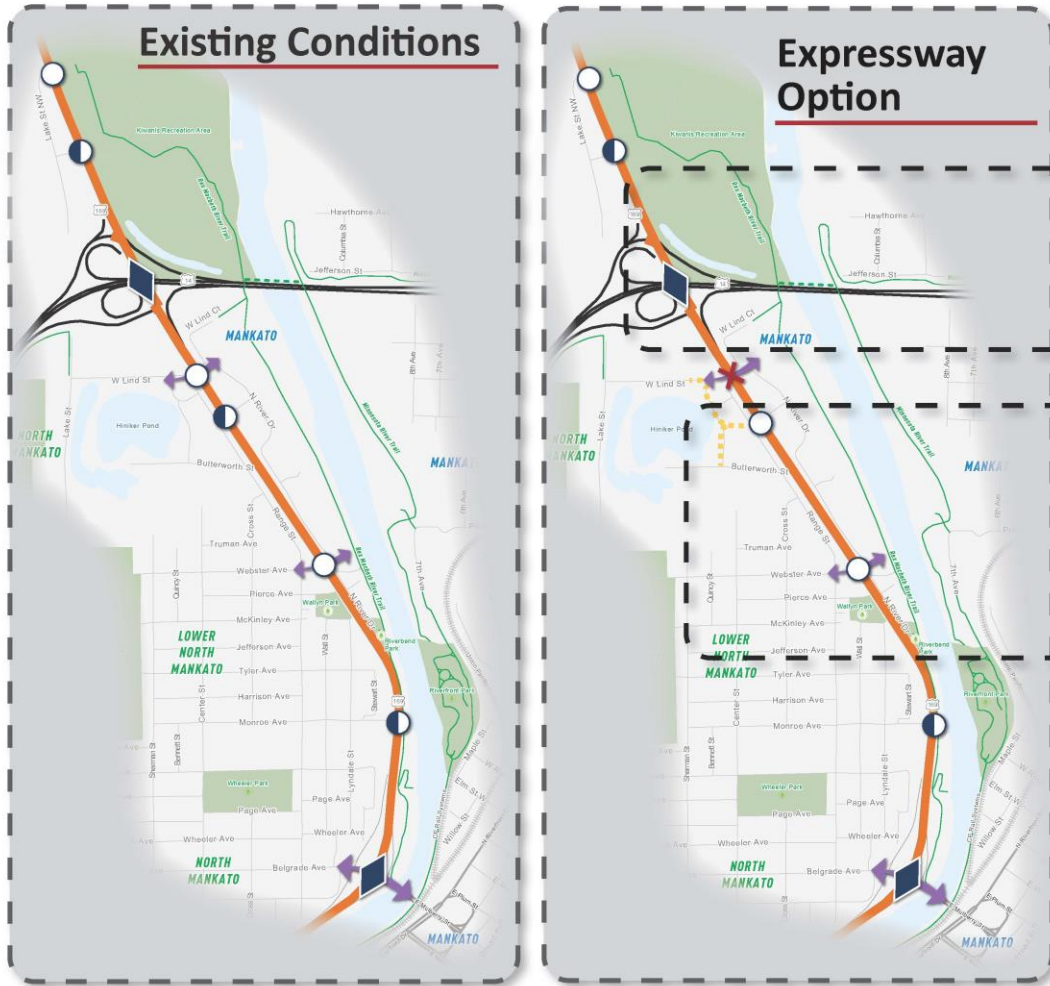
SCORE
193.5

Highway 169 Corridor

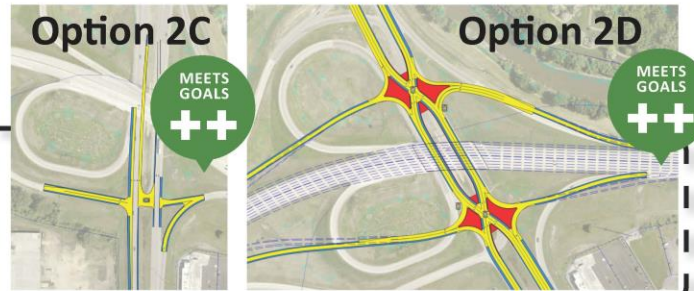
Northern Subarea Expressway Options

Legend

- Highway 169 Corridor
- Existing Local Roads
- New Local Roads
- Closed Intersection
- Existing Ped/Bike Crossings
- Existing Grade Separated Interchange
- New Grade Separated Interchange
- Existing Full Access Intersection
- New Full Access Intersection
- Existing Partial Access Intersection



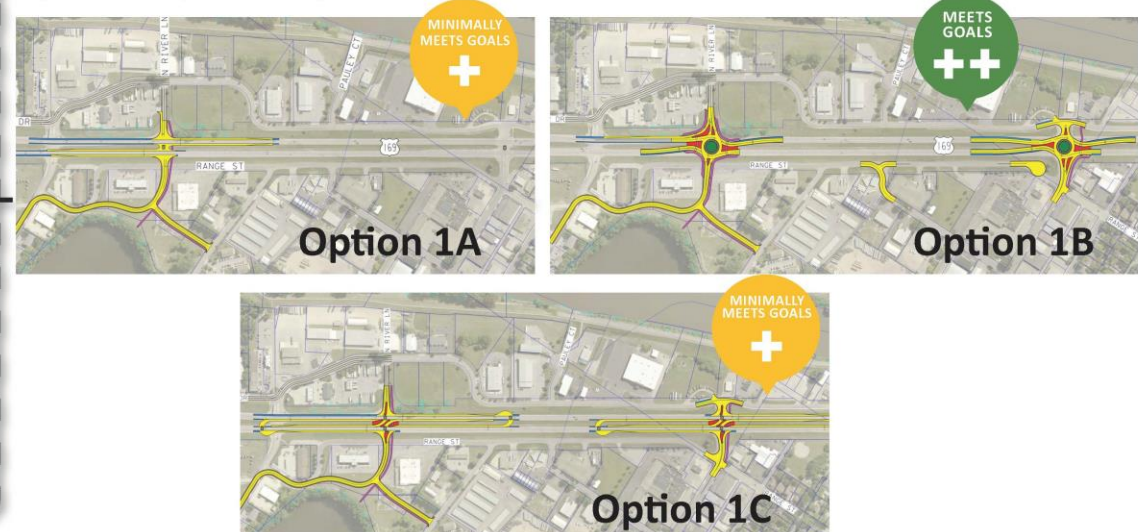
Highway 169 /Highway 14 Interchange Improvement Options



Which Pair Do You Support?

Operationally any Option 2 can be paired with any Option 1 however some are scoring better than others. Check out the evaluation matrix!

Highway 169 Improvement Options

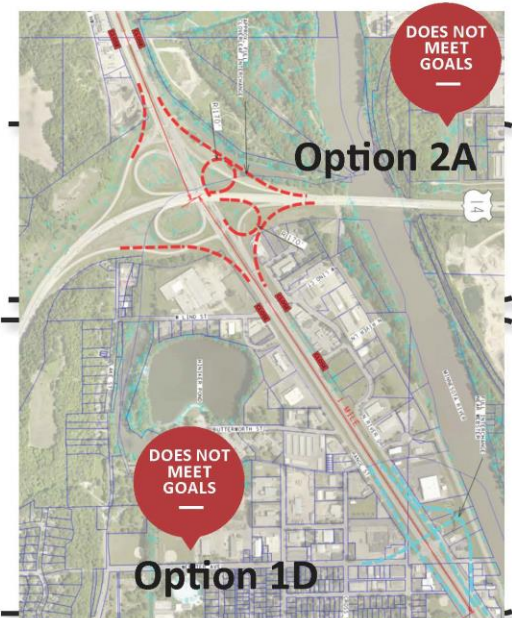
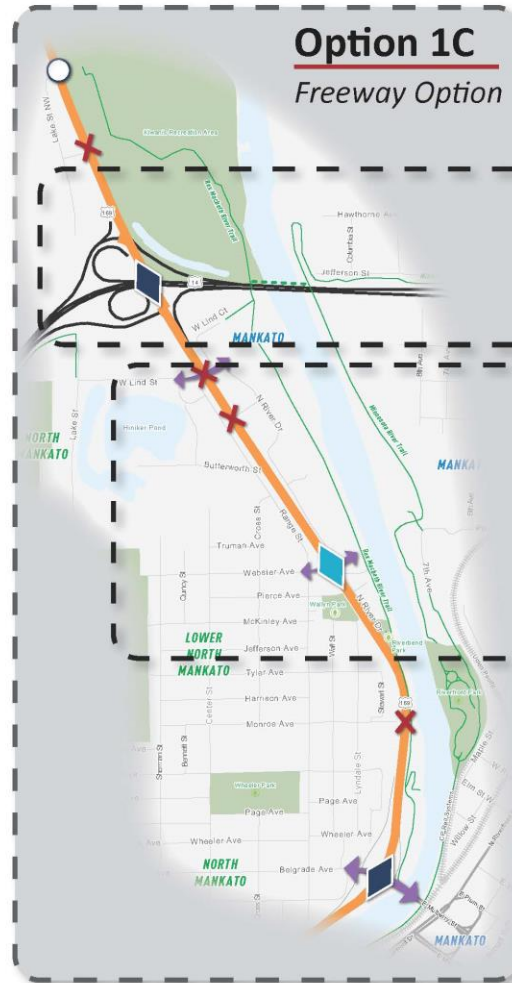


Highway 169 Corridor

Northern Subarea Freeway Option

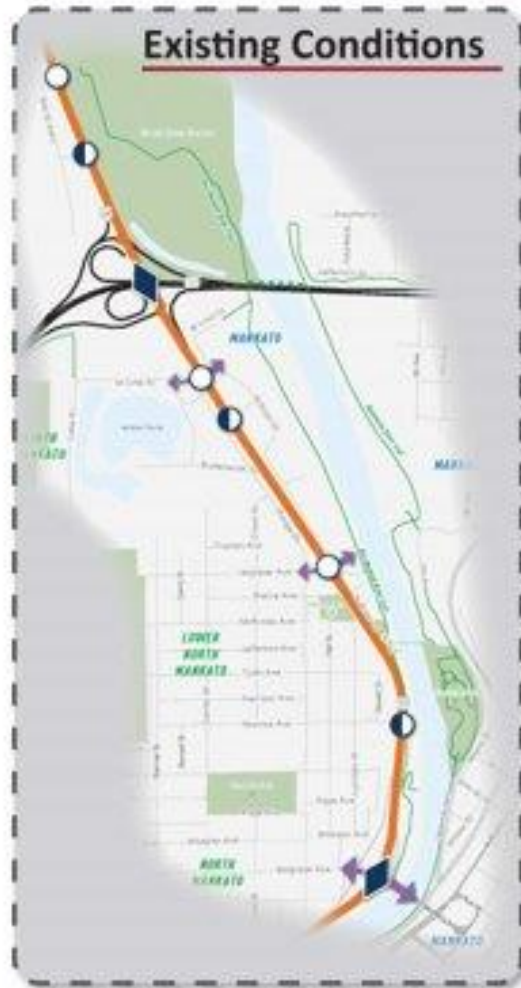
Legend

- | | |
|---|--|
|  Highway 169 Corridor |  Existing Grade Separated Interchange |
|  Existing Local Roads |  New Grade Separated Interchange |
|  New Local Roads |  Existing Full Access Intersection |
|  Closed Intersection |  New Full Access Intersection |
|  Existing Ped/Bike Crossings |  Existing Partial Access Intersection |



Highway 169 Corridor

Northern Subarea DISMISSED Options



Each option depicted was dismissed by the Project Management Team for the following reasons.

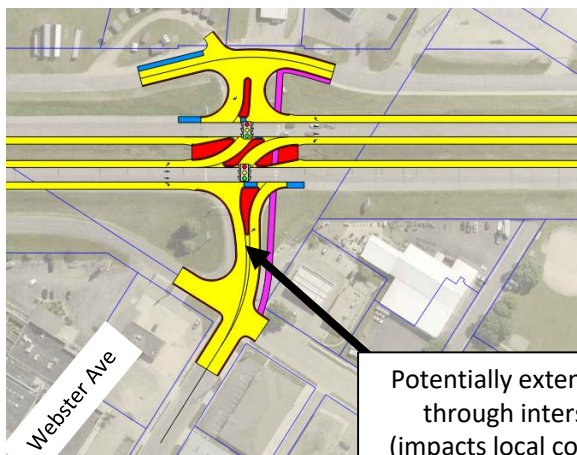
2B & 2E = operational issues with roundabout intersections at the Highway 14 ramps

Lind St/River Ln/Webster Ave Combined Intersection = negative local access impact to businesses on Lind St and Webster Ave



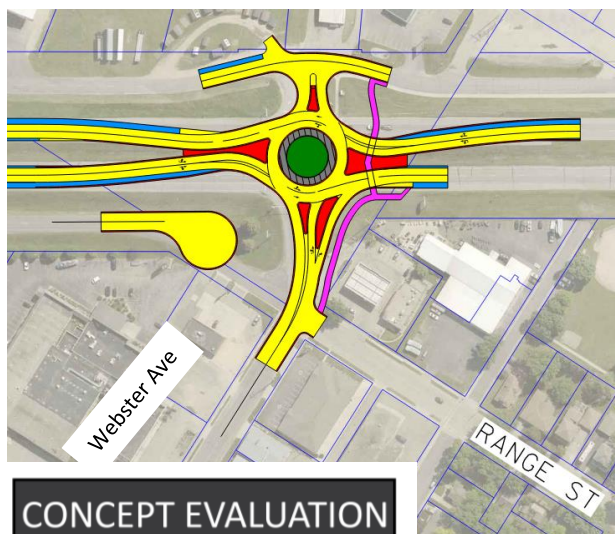
Northern Subarea Local Connections

Range St right-in/right-out



Potentially extend median through intersection (impacts local connectivity and lacks agency support)

Range St cul-de-sac

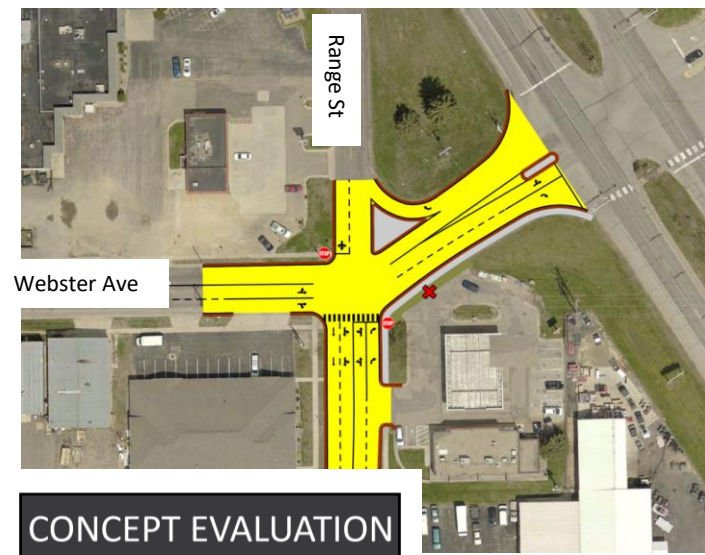


CONCEPT EVALUATION

Project Goals	Overall Score
Community connections & economic vitality	-
Mobility for all users	-
Safety for all users	++
Community & environmental impacts	++
Agency support	-

SCORE
-24

Range St remains open with modernization



CONCEPT EVALUATION

Project Goals	Overall Score
Community connections & economic vitality	++
Mobility for all users	+
Safety for all users	-
Community & environmental impacts	++
Agency support	++

SCORE
36

CONCEPT EVALUATION

++
GOOD

+
FAIR

-
POOR

Project Goals	Overall Score
Community connections & economic vitality	++
Mobility for all users	+
Safety for all users	-
Community & environmental impacts	++
Agency support	++

SCORE
24

Northern Subarea Pedestrian Considerations

Hwy 14 bridge trail

CONCEPT EVALUATION



GOOD



FAIR



POOR

Project Goals	Overall Score
Community connections & economic vitality	++
Mobility for all users	+
Safety for all users	++
Community & environmental impacts	+
Agency support	++

SCORE
93

Trail north of Lind St

CONCEPT EVALUATION

Project Goals	Overall Score
Community connections & economic vitality	++
Mobility for all users	++
Safety for all users	++
Community & environmental impacts	++
Agency support	++

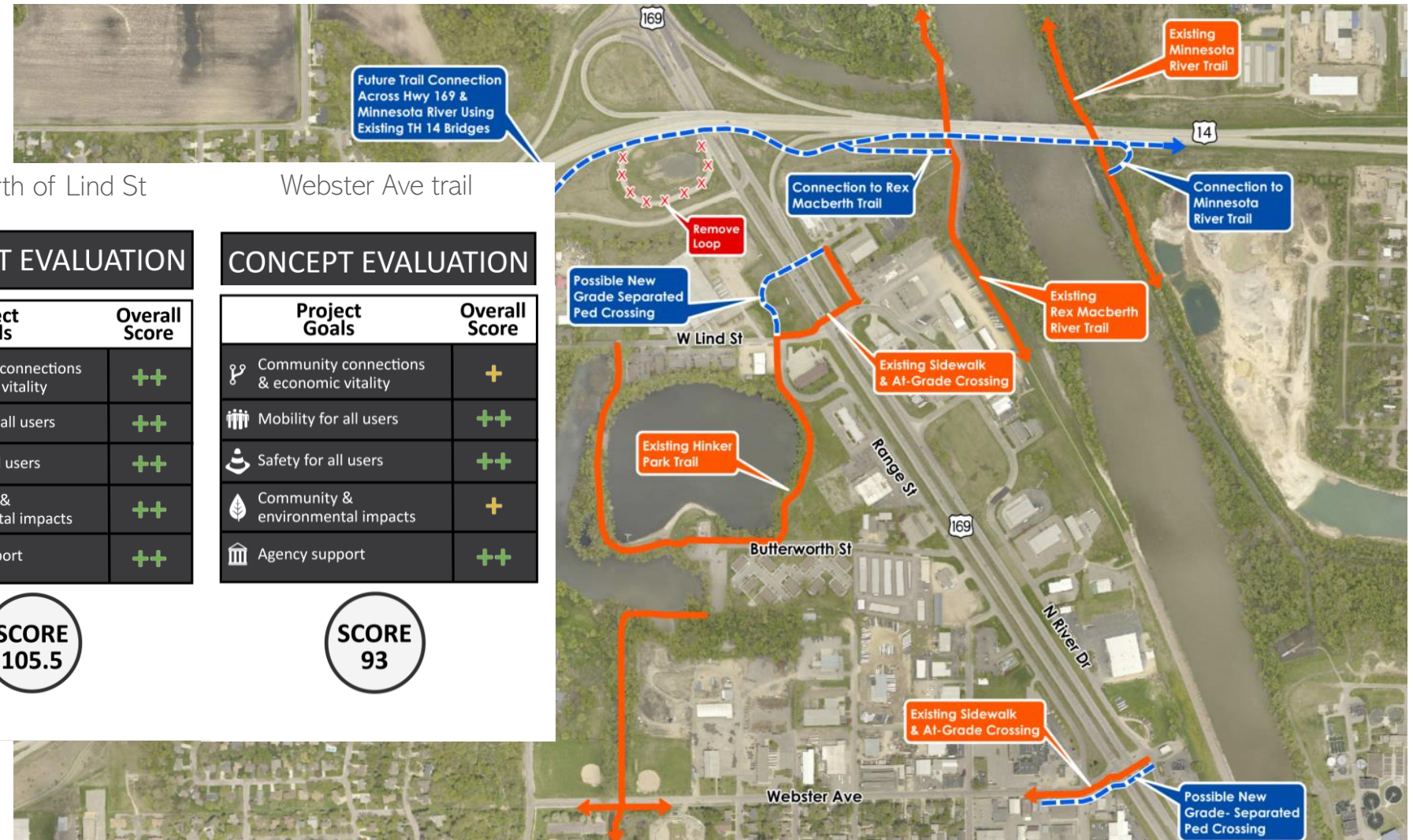
SCORE
105.5

Webster Ave trail

CONCEPT EVALUATION

Project Goals	Overall Score
Community connections & economic vitality	+
Mobility for all users	++
Safety for all users	++
Community & environmental impacts	+
Agency support	++

SCORE
93



Northern Subarea Feedback Highlights



Photo from North Mankato Farmers Market

- Mixed support for a full cloverleaf interchange at Hwy 14 and a diverging diamond interchange.
- Mixed support for roundabouts at N River Ln and Webster Ave and interchanges at Hwy 14 and Webster Ave.
- Lack of support for signalized RCUTs.
- Many supported the Range St concept that keeps the intersection open to Webster Ave.
- Many supported the pedestrian and bicyclist improvements in the north segment, and most people preferred the crossing north of Lind St.



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Middle Subarea Concepts

Highway 169 Corridor

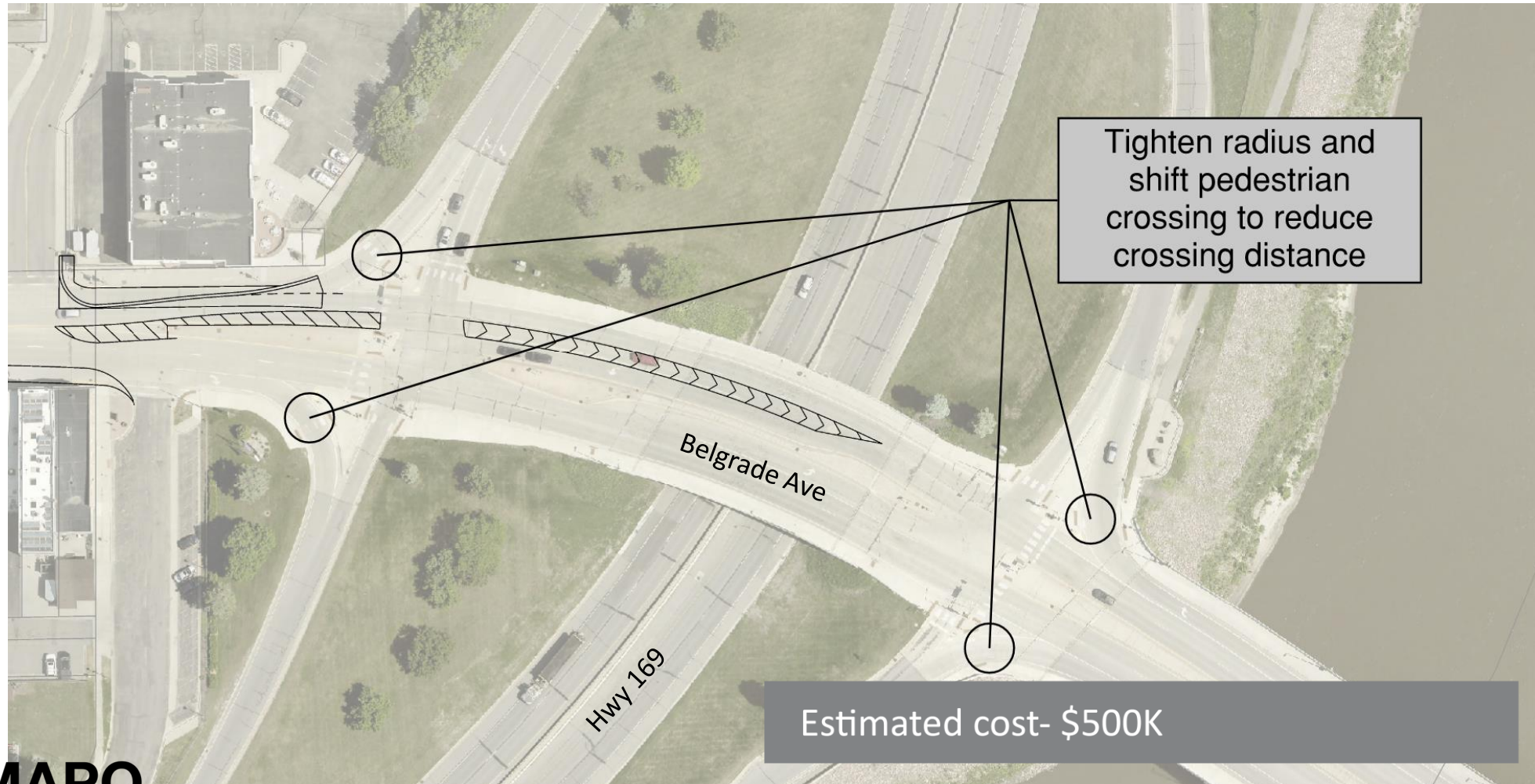
Middle Subarea Access Options

The middle subarea is an existing freeway and is planned to remain a freeway.



Middle Subarea Concepts

Potential pedestrian improvements



Middle Subarea Concepts

Belgrade Ave Roundabout Concept

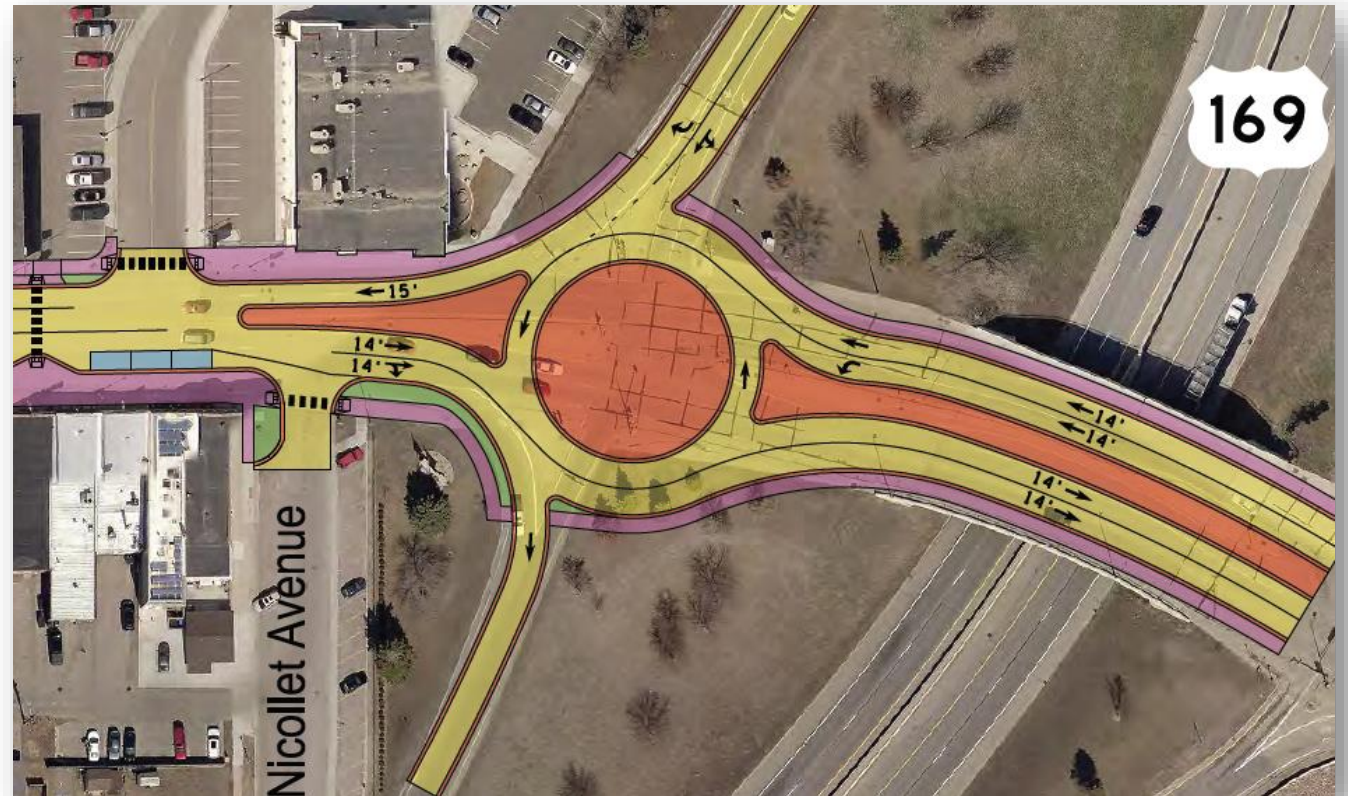
Estimated cost- \$2M



- Improves pedestrian crossings
- Improves traffic flow on Belgrade Ave
- Improves traffic flow into potentially reduced section west of Hwy 169



- Cost for construction



Middle Subarea Concepts

Riverfront Dr Right Turn Lane Concept

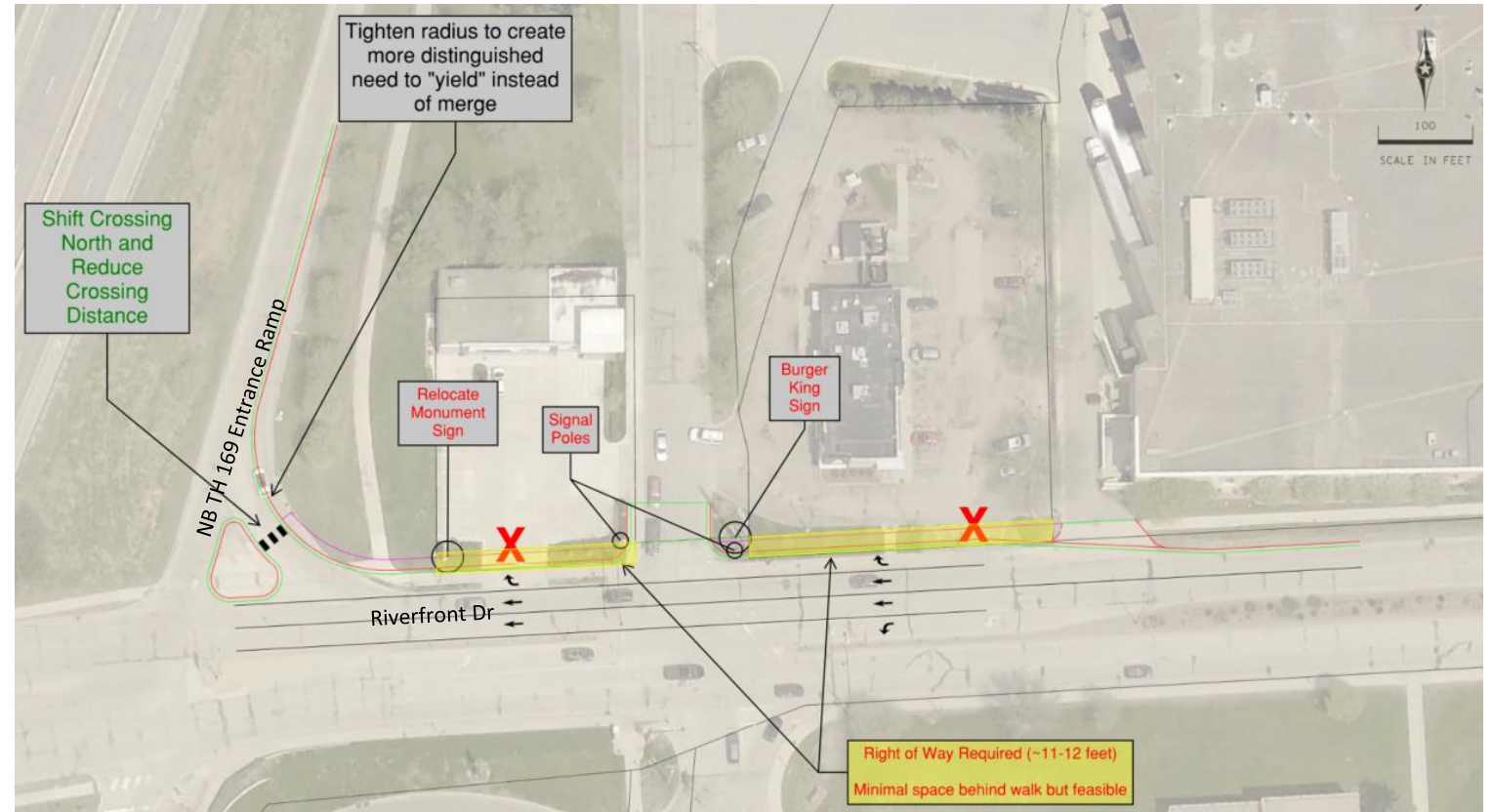
Estimated cost- \$850K



- Improves pedestrian crossing
- Enforces need for westbound traffic turning right to yield for pedestrians
- Adds westbound right turn lane
- Reduces westbound rear end crashes
- Reduces potential conflict points along Riverfront Dr



- Increases delay for westbound traffic turning right
- Requires property acquisition
- Reduces accesses to businesses



Middle Subarea Concepts

Riverfront Dr Signalized Corridor Concept

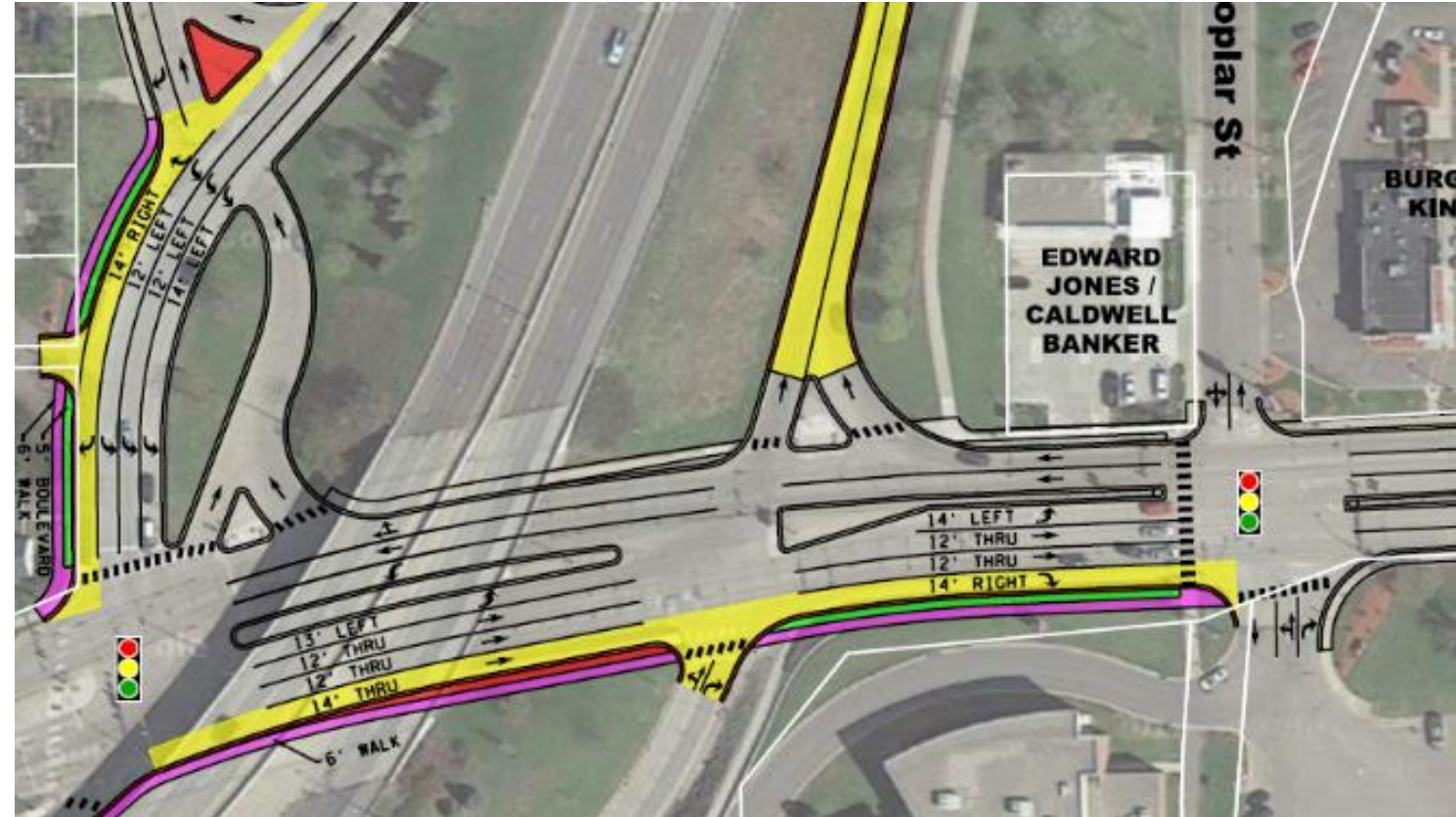
Estimated cost- \$1M



- Improves traffic flow
- Maintains full access at all



- May require property acquisition
- May require bridge work to accommodate lanes (or removal of sidewalk)
- May have a learning curve as drivers get familiar with road design



Middle Subarea Concepts

Riverfront Dr East of Hwy 169 Concept

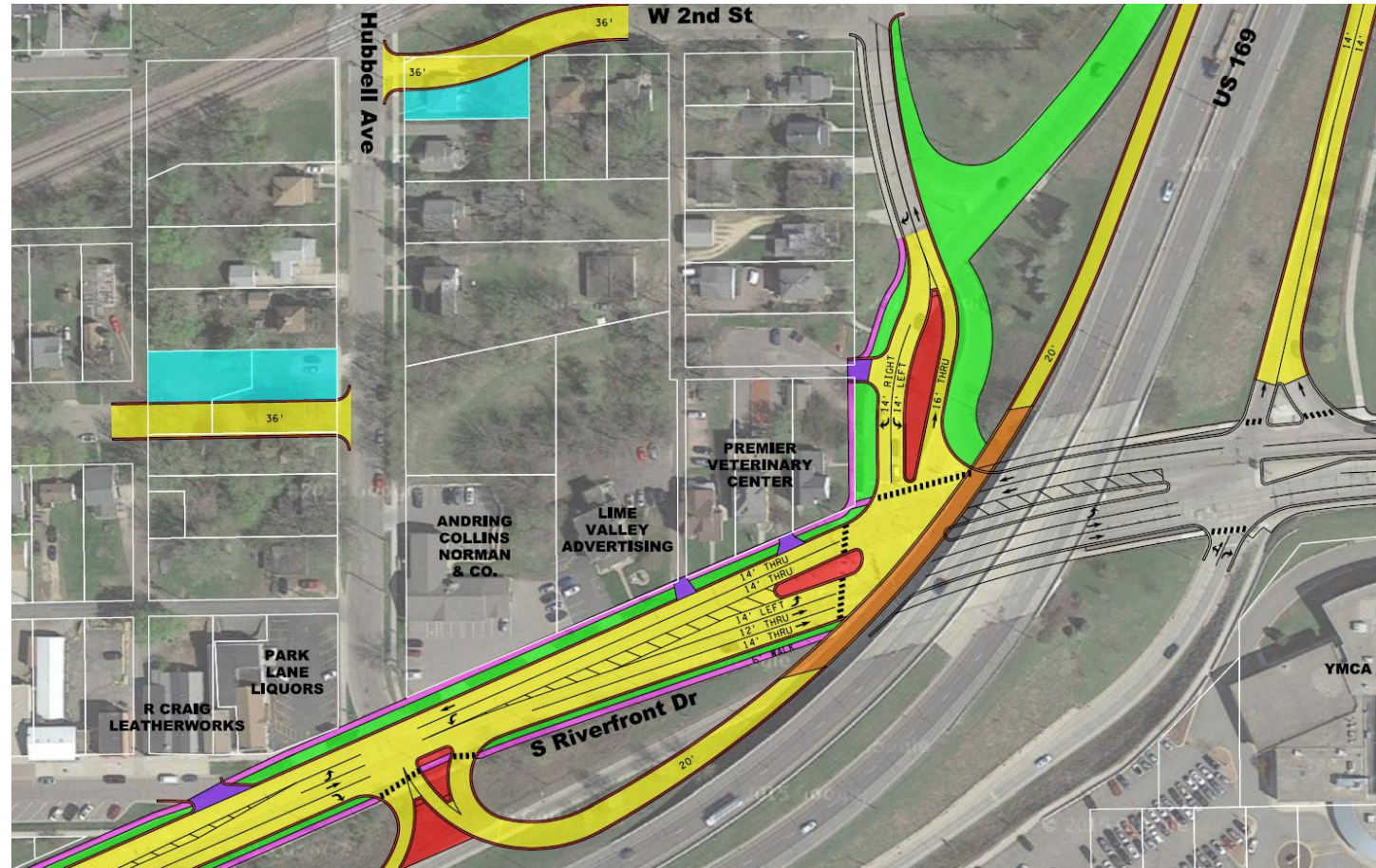
Estimated cost- \$4.5M



- Improves traffic flow
- Maintains accesses east of Hwy 169 along Riverfront Dr



- Cost of construction
- Creates design issues that may require raising Riverfront Dr
- Removes Hubbell Ave/Riverfront Dr intersection



Middle Subarea Feedback Highlights

- Some expressed concern with the Belgrade Ave/Veterans Memorial Bridge roundabout concept.
- Some support for the Riverfront Dr signalized corridor and right turn lane concepts; however, few people provided comments on Riverfront Dr.
- Some said merging at Lookout Dr and Sherman St before getting on southbound Hwy 169 is challenging.

Photo from Songs on the Lawn





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MAPO
MANKATO/NORTH MANKATO
AREA PLANNING ORGANIZATION

Southern Subarea Concepts



Highway 169 Corridor

Southern Subarea Access Options

Section 1: Blue Earth River to County Rd 33



Southern Subarea – No Build



CONCEPT EVALUATION

++






GOOD

+

FAIR

-

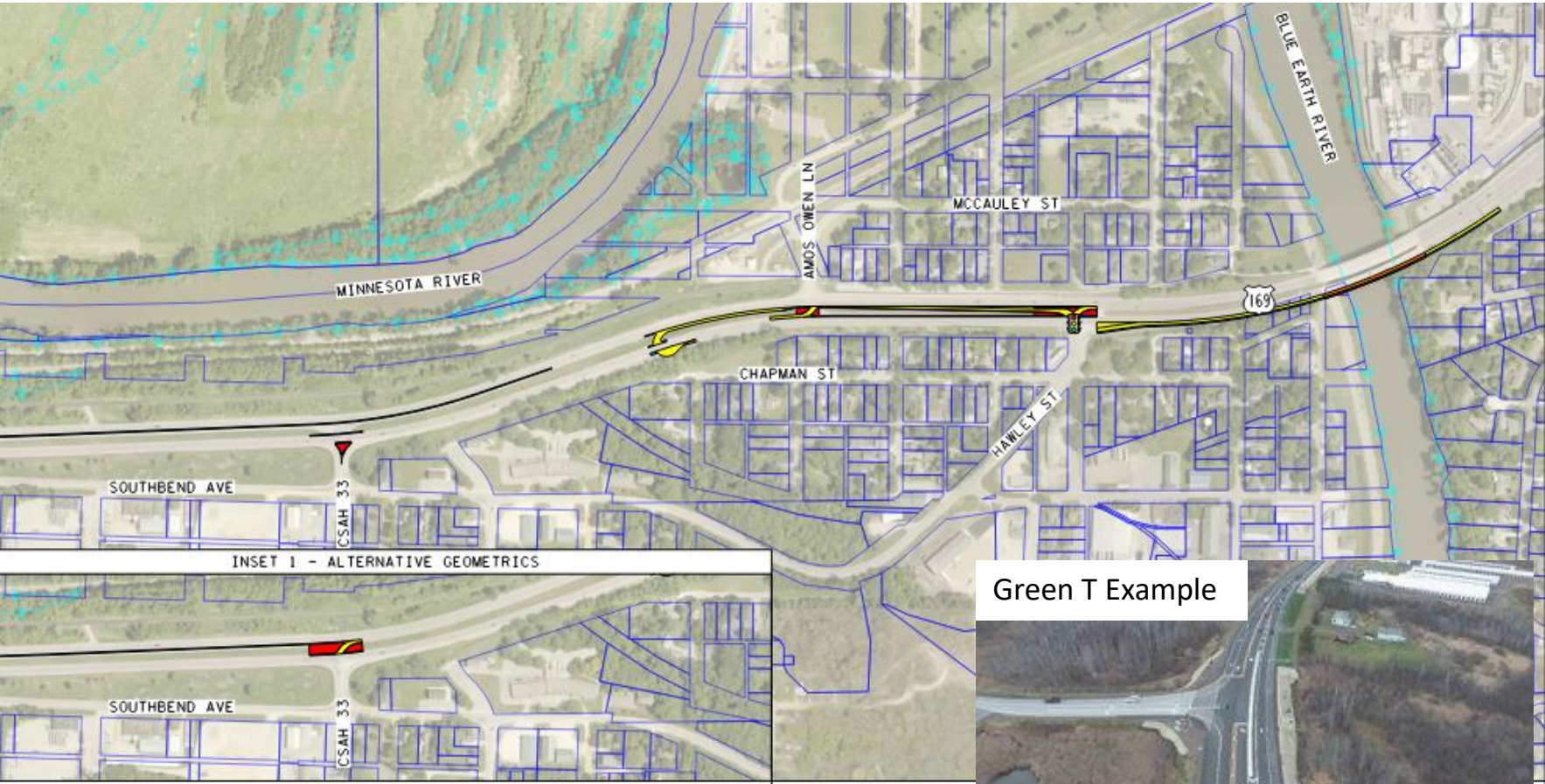
POOR

Project Goals	Overall Score
 Community connections & economic vitality	+
 Mobility for all users	-
 Safety for all users	-
 Community & environmental impacts	+
 Fiscally responsible	-
 Agency support	-

SCORE
-93

Southern Subarea – Section 1

Section 1: Blue Earth River to County Rd 33, Concept 1C



CONCEPT EVALUATION

GOOD

FAIR

POOR

Project Goals*	Overall Score
Community connections & economic vitality*	+
Mobility for all users*	++
Safety for all users	+
Community & environmental impacts	++
Fiscally responsible - \$5.1M	++
Agency support	++

*With Pedestrian Bridge

SCORE
67.5

Southern Subarea – Section 1

Section 1: Blue Earth River to County Rd 33, Concept 1D



Green T Example

CONCEPT EVALUATION

GOOD

FAIR

POOR

Project Goals*	Overall Score
Community connections & economic vitality*	++
Mobility for all users*	++
Safety for all users	+
Community & environmental impacts	++
Fiscally responsible - \$5.1M	++
Agency support	++

*With Pedestrian Bridge

SCORE
61.5

Southern Subarea – Section 1

Section 1: Blue Earth River to County Rd 33, Pedestrian Crossing

CONCEPT EVALUATION

++

GOOD

+

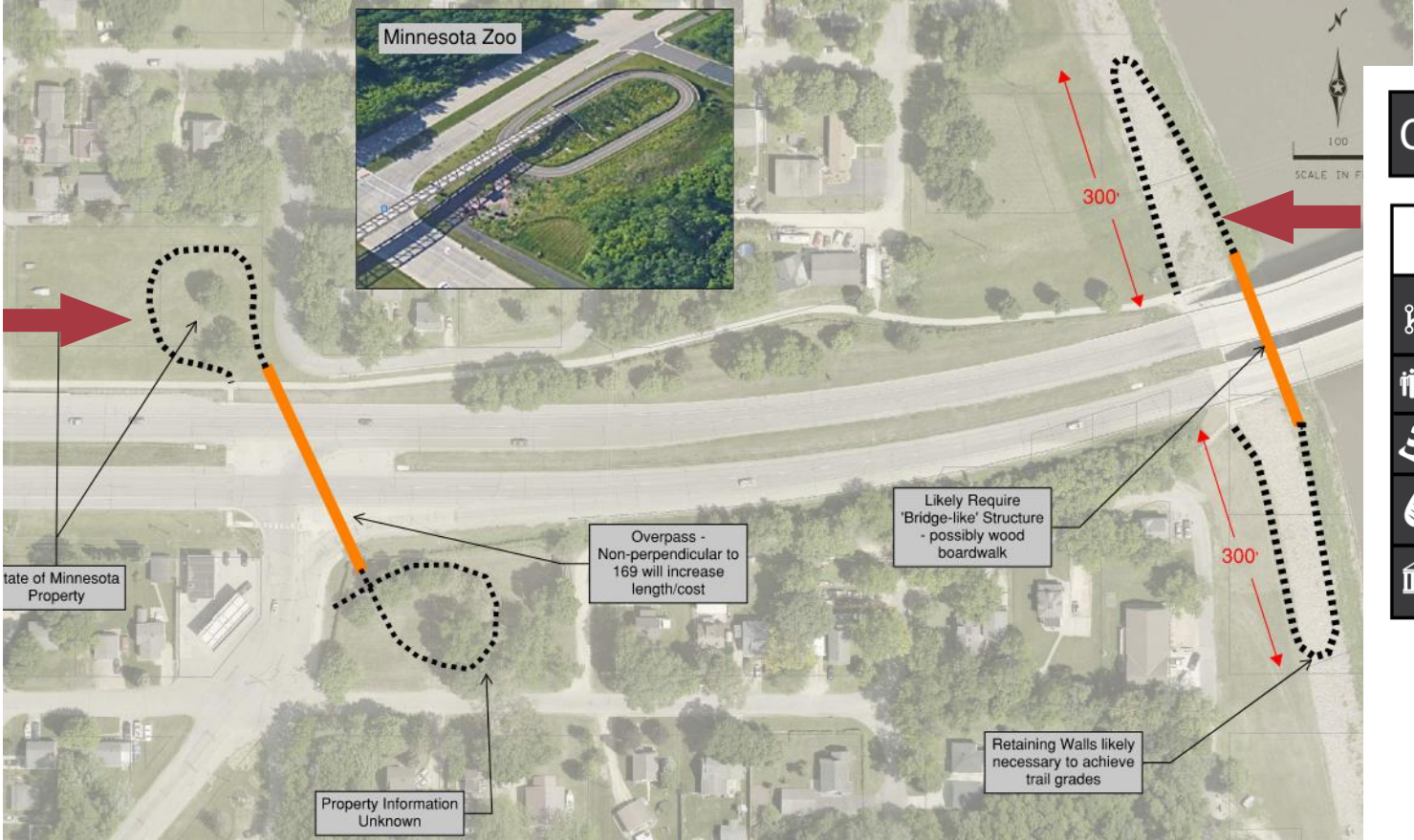
FAIR

-

POOR

Project Goals	Overall Score
Community connections & economic vitality	++
Mobility for all users	++
Safety for all users	++
Community & environmental impacts	++
Agency support	++

SCORE
102



CONCEPT EVALUATION

Project Goals	Overall Score
Community connections & economic vitality	-
Mobility for all users	++
Safety for all users	++
Community & environmental impacts	++
Agency support	+

SCORE
78



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AREA PLANNING ORGANIZATION

Highway 169 Corridor

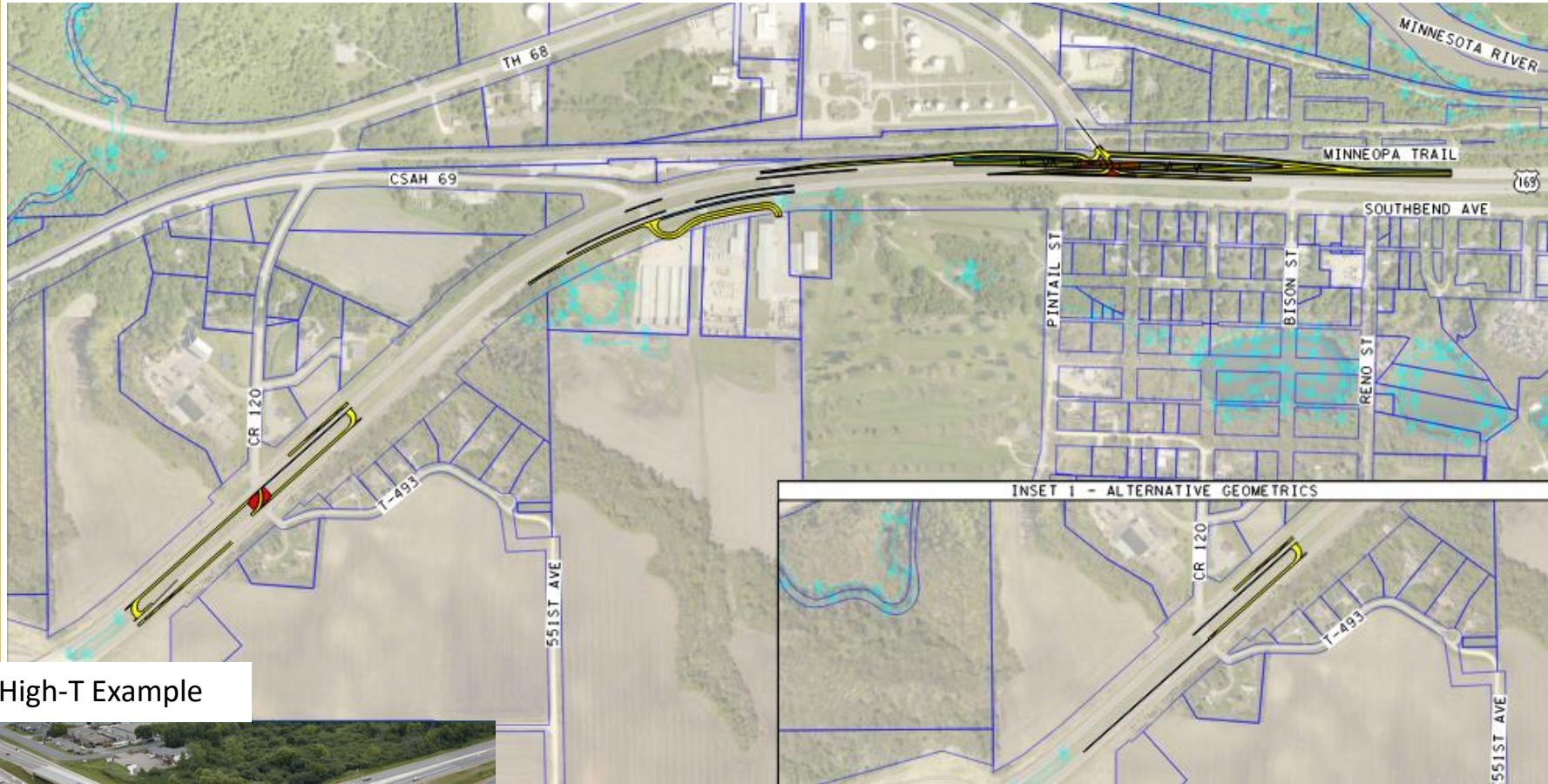
Southern Subarea Access Options

Section 2: County Rd 33 to County Rd 90



Southern Subarea – Section 2

Section 2: County Rd 33 to County Rd 90, Concept 2A



High-T Example



This option addresses the existing safety issue at the Highway 68/169 intersection

CONCEPT EVALUATION

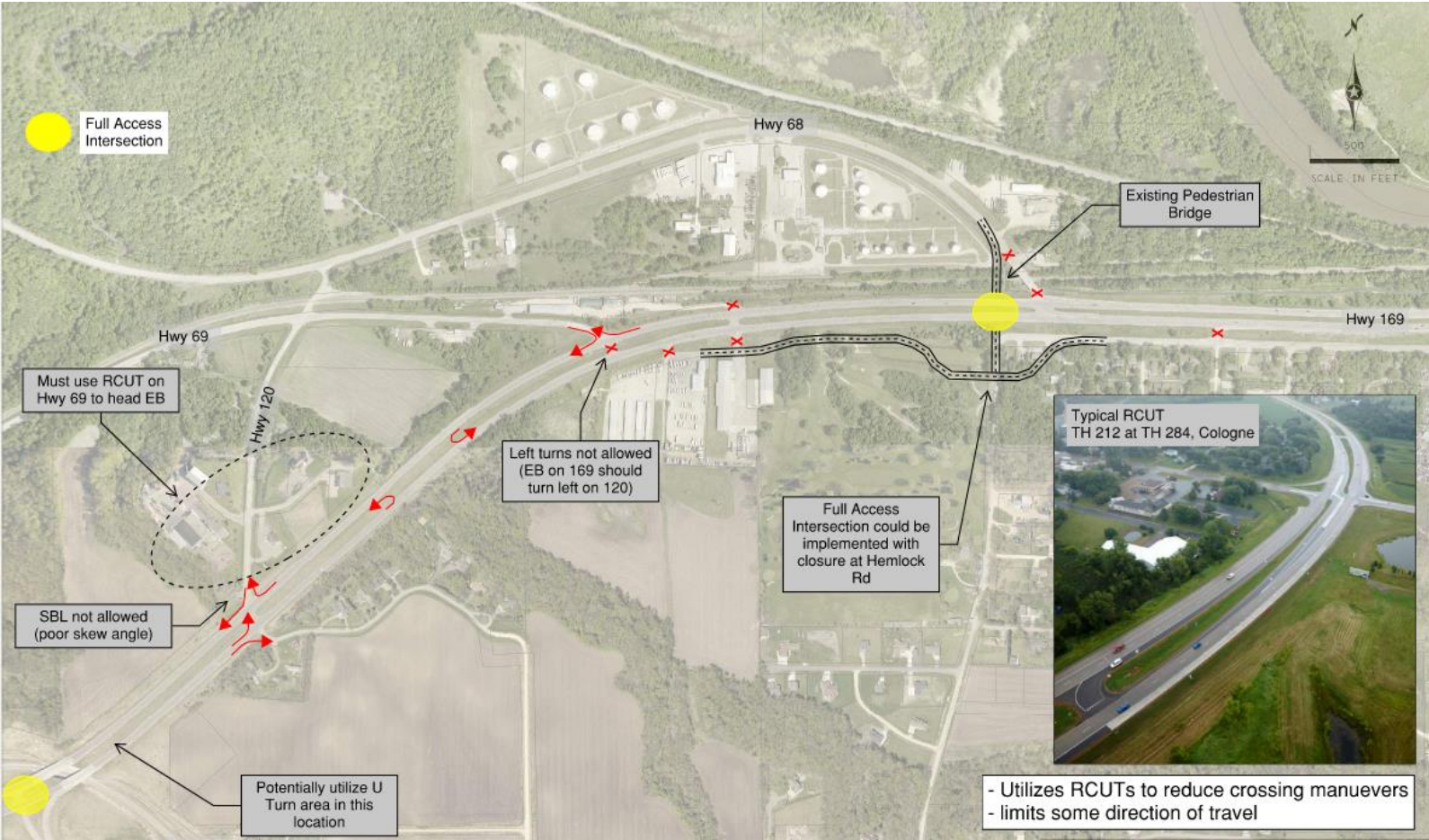


Project Goals	Overall Score
Community connections & economic vitality	++
Mobility for all users	++
Safety for all users	++
Community & environmental impacts	++
Fiscally responsible- 22.2M	+
Agency support	++



Southern Subarea – Section 2

Section 2: County Rd 33 to County Rd 90, Concept 2C



CONCEPT EVALUATION

GOOD

FAIR

POOR

Project Goals	Overall Score
Community connections & economic vitality	+
Mobility for all users	++
Safety for all users	++
Community & environmental impacts	+
Fiscally responsible - \$9M	+
Agency support	++

SCORE
126

Concept shows potential connections for future development but not needed today. The future roadway alignments shown are illustrative only.



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AREA PLANNING ORGANIZATION

Highway 169 Corridor

Southern Subarea Access Options

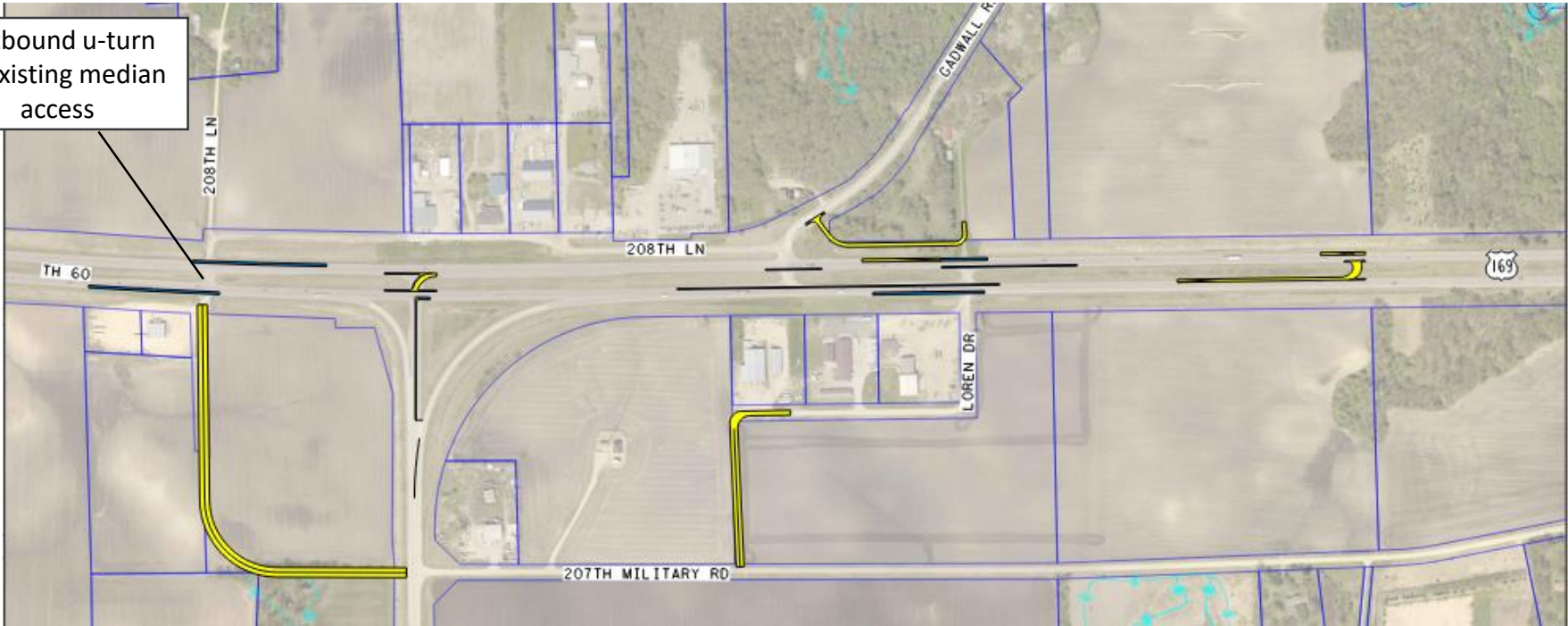
Section 3: County Rd 90 to 208th Ln



Southern Subarea – Section 3

Section 3: County Rd 90 to 208th Ln, Concept 3A

Eastbound u-turn
on existing median
access



CONCEPT EVALUATION



GOOD



FAIR



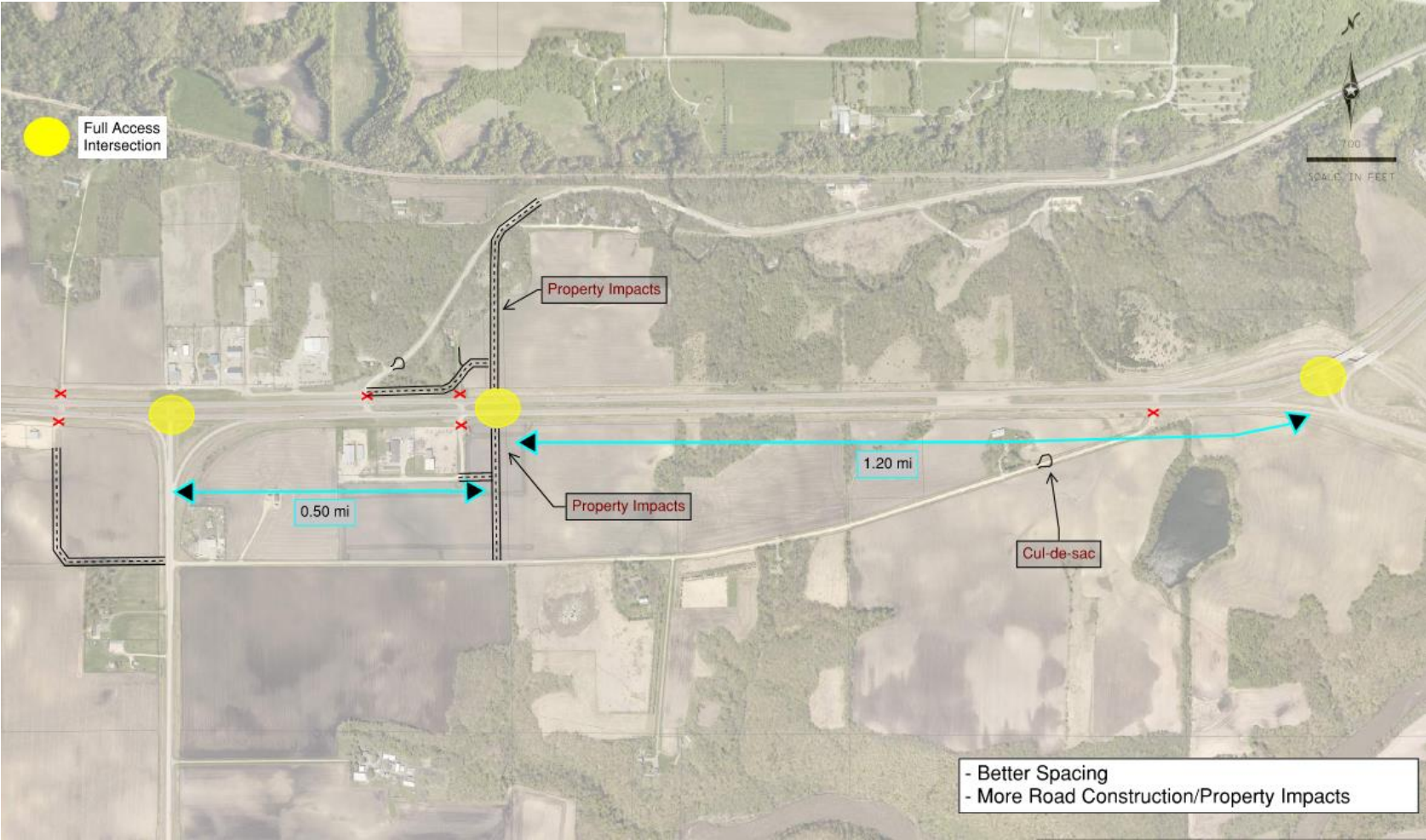
POOR

Project Goals	Overall Score
 Community connections & economic vitality	++
 Mobility for all users	++
 Safety for all users	++
 Community & environmental impacts	+
 Fiscally responsible - \$1.9M	++
 Agency support	++

SCORE
157.5

Southern Subarea – Section 3

Section 3: County Rd 90 to 208th Ln, Concept 3B



CONCEPT EVALUATION





GOOD



FAIR



POOR

Project Goals	Overall Score
 Community connections & economic vitality	++
 Mobility for all users	++
 Safety for all users	++
 Community & environmental impacts	+
 Fiscally responsible - \$2.2M	++
 Agency support	++

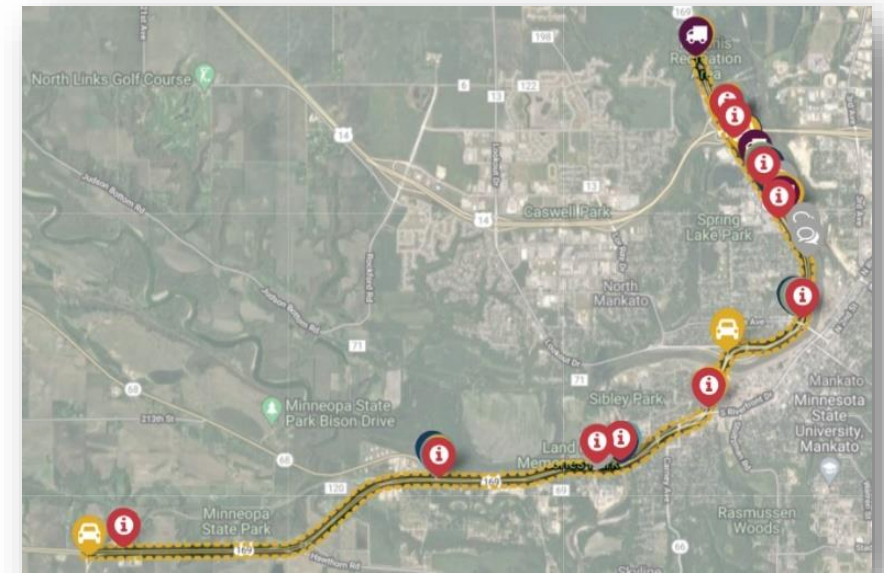
SCORE
115.5

Concept shows potential connections for future development but not needed today. The future roadway alignments shown are illustrative only.

Southern Subarea Feedback Highlights

- Many support the Hawley St pedestrian bridge concept.
- Preference for the CSAH 33 Green-T concept over the Hawley St Green-T concept.
- Many supported the acceleration lane from Hawley St to eastbound Hwy 169.
- Many support the High-T at Hwy 68.
- Business concerns that the RCUT at CR120 will not address the acceleration challenges for trucks turning onto Hwy 169 from CR 120.
- Support for the CSAH69 RCUT concept if turns are wide enough for truck and trailer turning movements.

Comments from interactive map

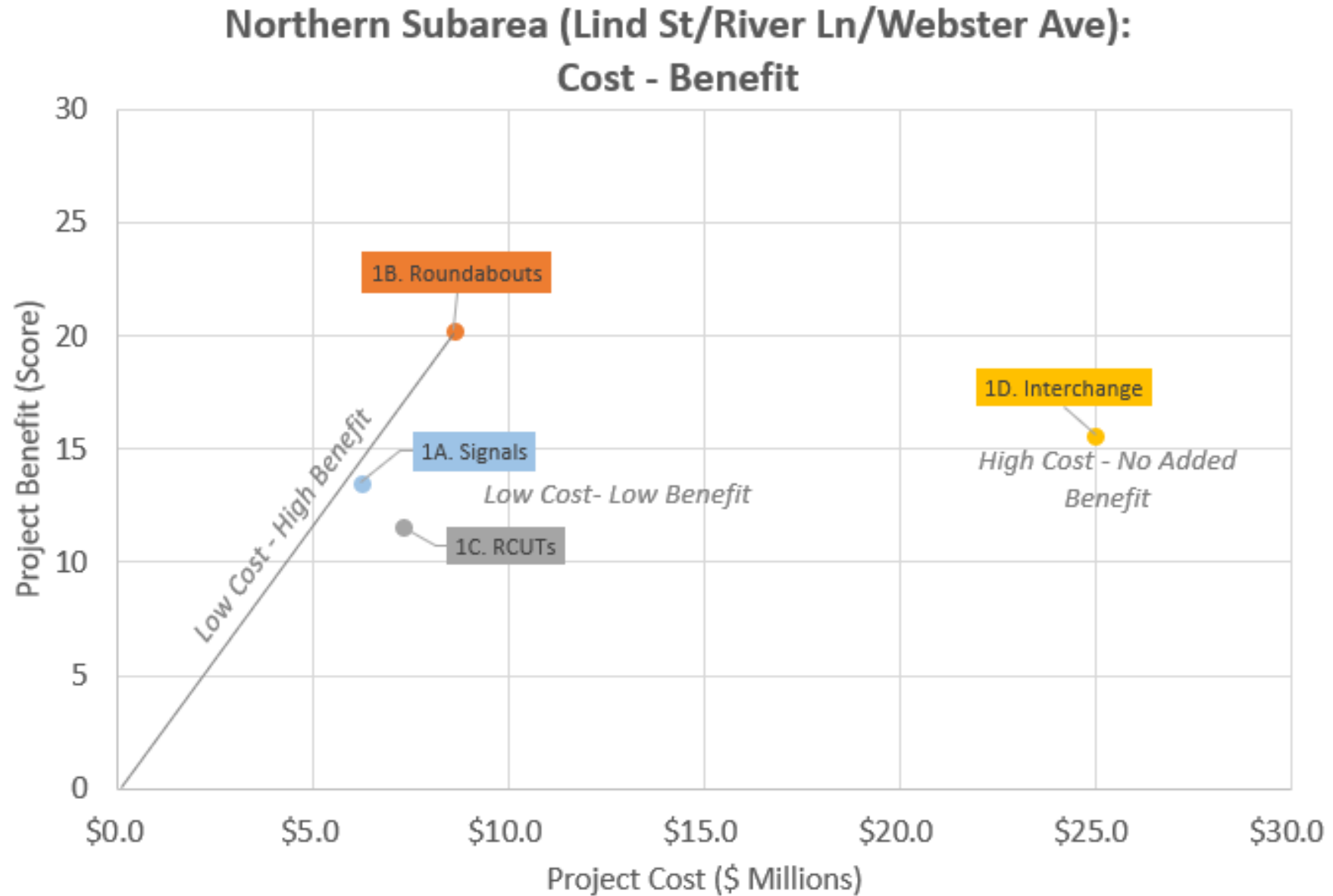


Next Steps

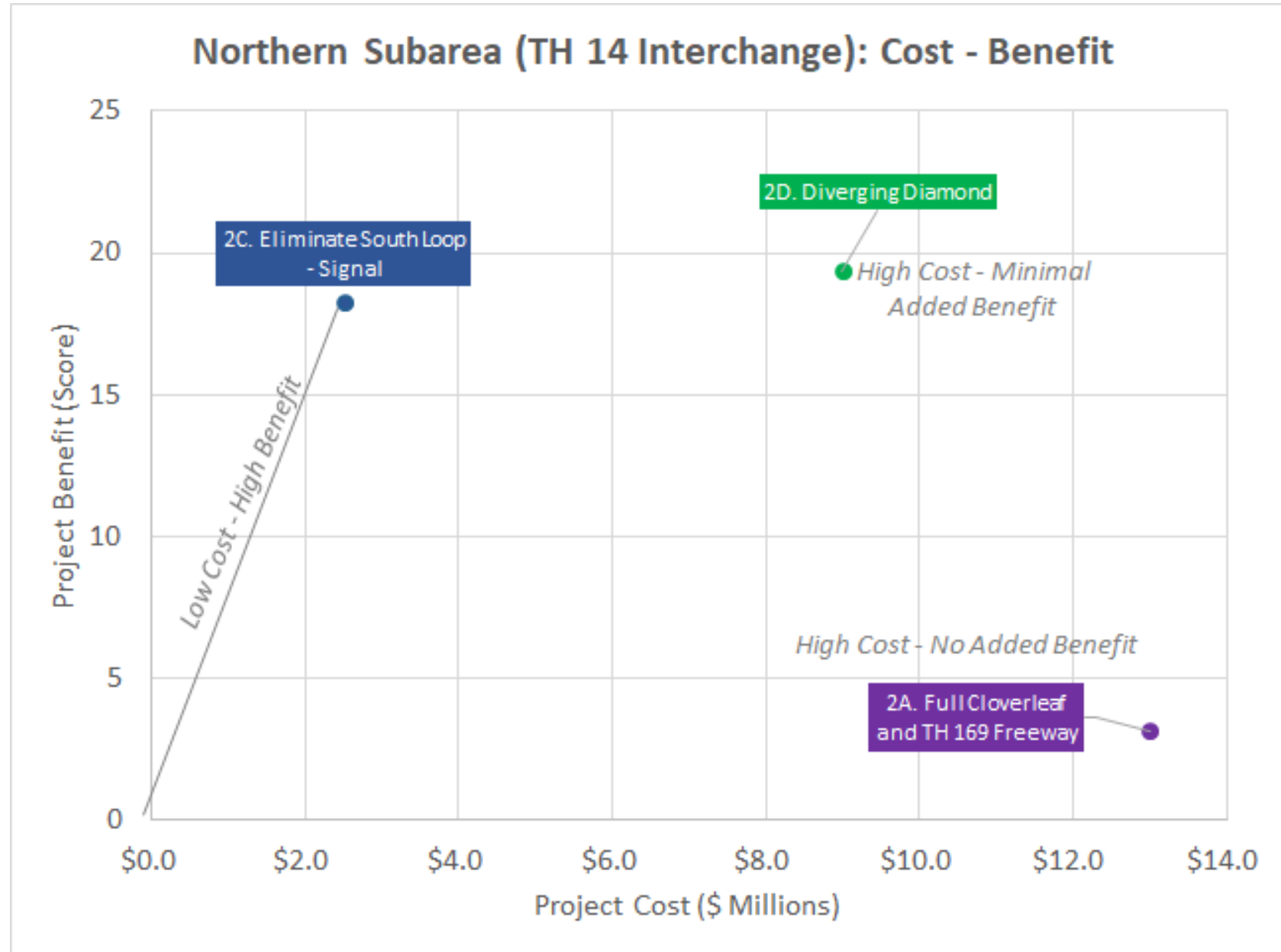
- Concept Refinements based on public and agency feedback
- Develop recommendations and implementation plan
- Create corridor vision animation video
- Open House #3 anticipated in Fall 2021
- City Council and County Board approvals (Oct/Nov)
- MAPO TAC and Policy Board approvals (Oct/Nov)

- Extra Slides beyond this point

Benefit Charting of Concepts

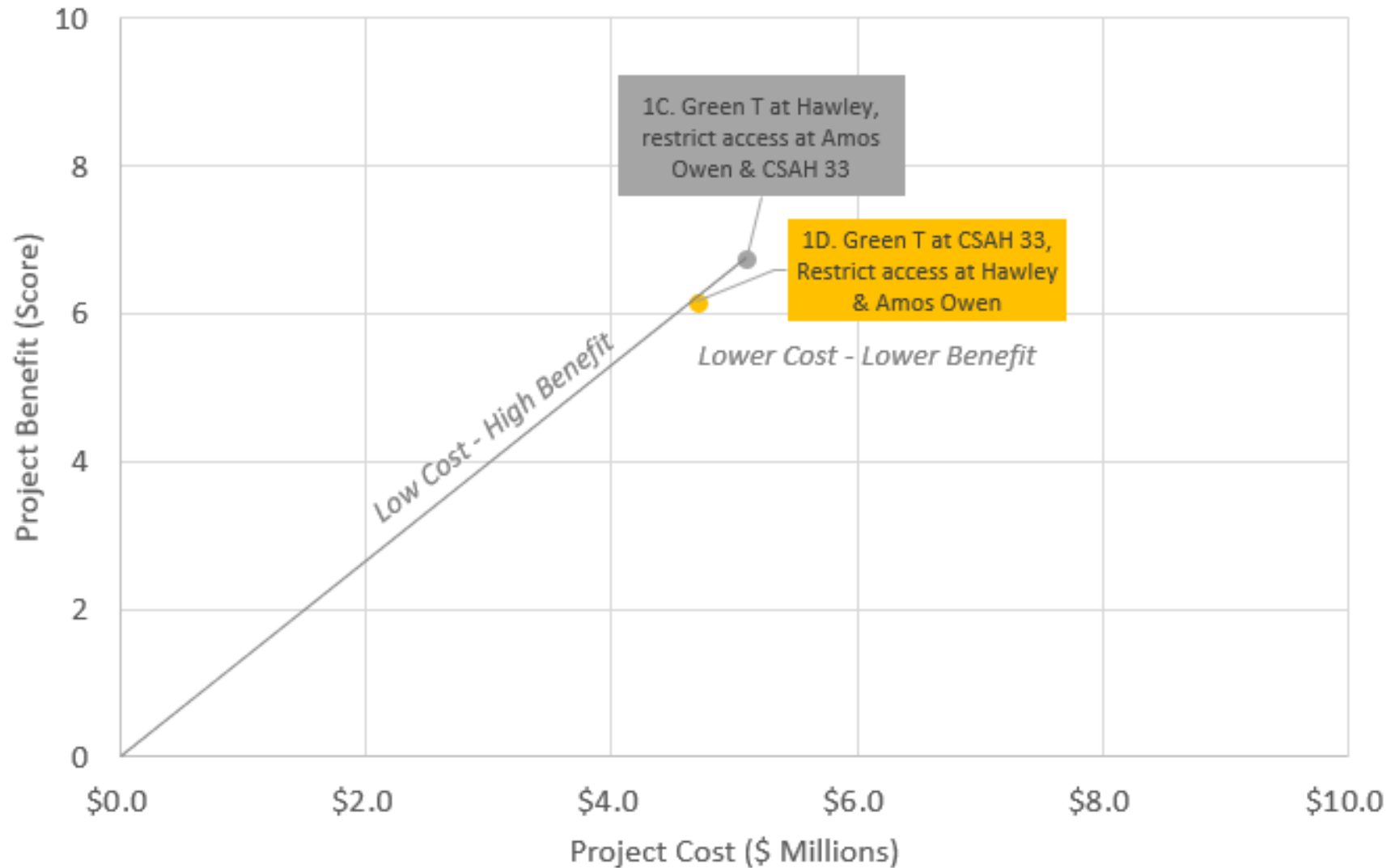


Benefit Charting of Concepts



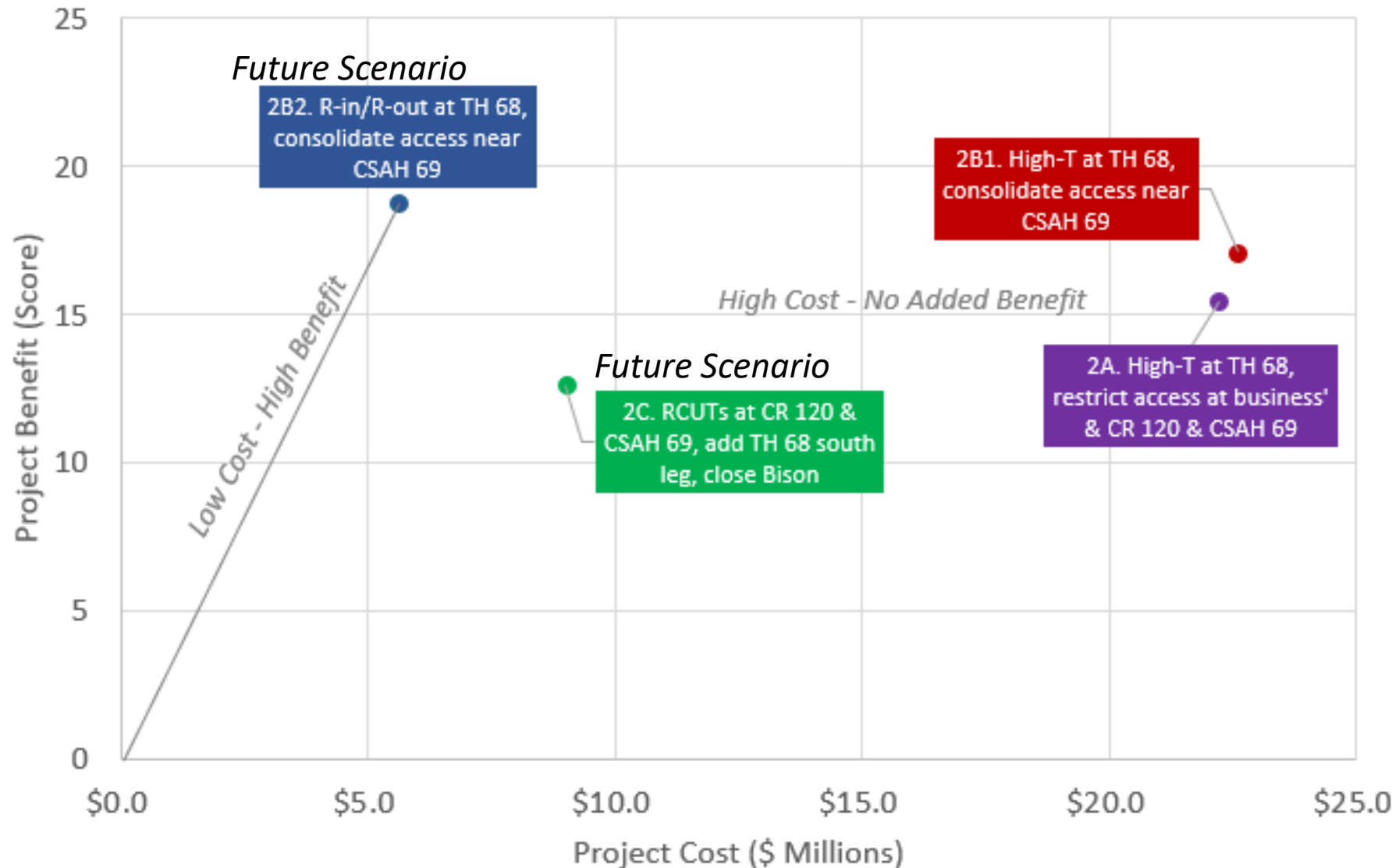
Benefit Charting of Concepts

Southern Subarea - Section 1: Cost - Benefit



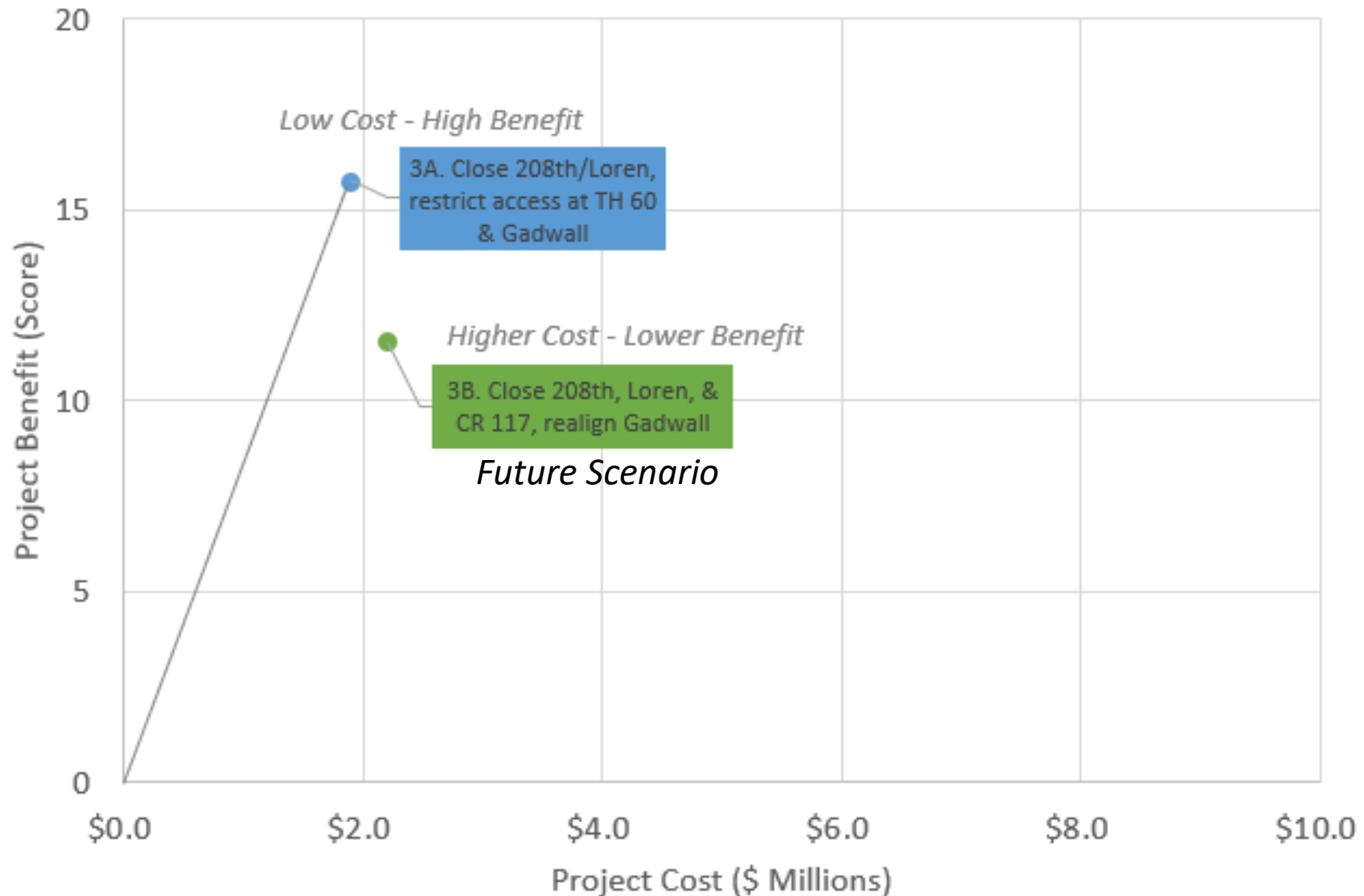
Benefit Charting of Concepts

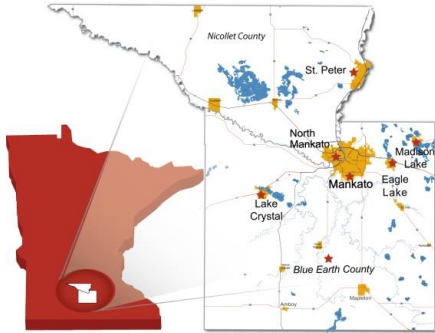
Southern Subarea - Section 2: Cost - Benefit



Benefit Charting of Concepts

Southern Subarea - Section 3: Cost - Benefit





AGENDA RECOMMENDATION

Agenda Heading: Informational: ADA Transition Plan Update No: 6.2

Agenda Item:

Informational: ADA Transition Plan Update

Recommendation Action(s):

Informational

Summary:

MAPO partner agencies are required under Title II of the Americans with Disabilities Act (ADA) and 28 CFR Sec. 35.105 to maintain a Self-Evaluation of current transportation infrastructure policies, practices, and programs.

A Self Evaluation identifies and examines policies and practices impacting accessibility. The goal of the Self Evaluation is to verify that agencies are providing accessibility and not adversely affecting the full participation of individuals with disabilities. It examines the condition of the agency's Pedestrian Circulation Route/Pedestrian Access Route (PCR/PAR) and identifies potential need for PCR/PAR infrastructure improvements. This includes sidewalks, curb ramps, bicycle/pedestrian trails, traffic control signals, and transit facilities located within public rights-of-way.

Applicable agencies must update their ADA Transition Plans every five years. In 2019, MAPO partner agencies collaborated to produce an area-wide MAPO ADA Transition Plan. Partner agencies included in the plan include Blue Earth County, Eagle Lake, Mankato, North Mankato, Nicollet County, and Skyline.

Federal staff have advised that an update to MAPO's plan is due **July 8, 2024**.

The MAPO ADA Transition Plan Update will update applicable member agencies' ADA plans, policies and practices, as well as update each agency's identified physical barriers and areas of ADA noncompliance.

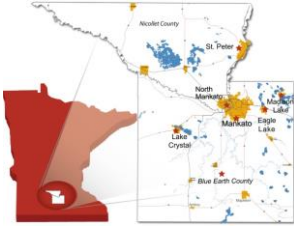
Because it will aid in the update, TAC members are encouraged to ensure their respective agencies are tracking infrastructure improvements and keeping their ADA GIS databases current.

Attachments:

Meeting Date: August 19, 2021

MAPO's 2019 ADA Transition Plan is linked here:

https://mnmapo.files.wordpress.com/2019/12/mapo_ada-tp_full-document_05172019.pdf



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

June 3, 2021 | 6:00PM | Remote meeting held via Zoom

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

Others Present: Charles Androsky, Jeff Johnson, Paul Vogel

I. Call to Order

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

II. Approval of Agenda

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

III. Approval of Minutes – May 6, 2021

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

IV. New Business

4.1 Motion approving release of draft 2022-2025 Transportation Improvement Program (TIP) for 30-day Public Comment

Staff delivered a report on the draft 2022-2025 Transportation Improvement Program. The TIP provides a four-year schedule of regional transportation investments. The TIP public comment period will run from June 15 – July 17. An online open house will be held June 20 - July 10. A finalized TIP would be included in the next Policy Board meeting with a recommendation for adoption.

Mr. Kolars made a motion to approve the draft 2022-2025 TIP for public comment and inquired as to MAPO efforts to engage the public in MAPO activities. Staff outlined efforts to engage the public, including coordination with peer MPOs at the state and national levels to identify innovative methods.

Mr. Rotchadl seconded to approve. With all voting in favor, the motion carried.

4.2 Motion approving release of draft Public Participation Plan for 45-day Public Comment

Mr. Johnson reported on the updated draft Public Participation Plan. Updates included expanded public engagement efforts related to virtual and socially-distanced outreach, streamlined language regarding federal statutes, and expanded efforts to overcome barriers related to language, literacy, and disability.

Mr. Rotchadl made a motion to approve the draft Public Participation Plan for public comment and Mr. Whitlock seconded to approve. With all voting in favor, the motion carried.

V. Other Business, Discussion & Updates

None.

VI. TAC Minutes (May 20, 2021 meeting minutes)

The unapproved minutes from the May 20, 2021 MAPO Technical Advisory Committee meeting were distributed.

VII. Public Comments

None.

Policy Board Comments

Mr. Laven inquired how operations of the City of Mankato Airport were required to be integrated into MAPO considerations. Staff reported this would be researched. MPO activities are overseen by the Federal Highway Administration and Federal Transit Administration and largely based on surface transportation and transit projects. The amount of coordination needed with the Federal Aviation Administration will be researched.

Mr. Auringer inquired how potential water travel projects were required to be integrated into MAPO operations. Staff reported this would be researched. MPO involvement may be dependent on if a potential water travel project utilized federal, state, or local funds.

VIII. Adjournment

At approximately 6:37 p.m. Mr. Auringer moved to adjourn and Mr. Rotchadl seconded. Motion carried.

Chair, Mr. Piepho