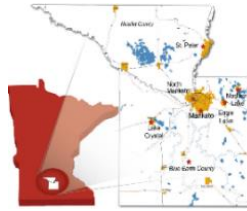


Mankato/North Mankato Area Planning Organization (MAPO)



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

Administrative Modifications December 2021, February 2022, April 2022

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.

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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.

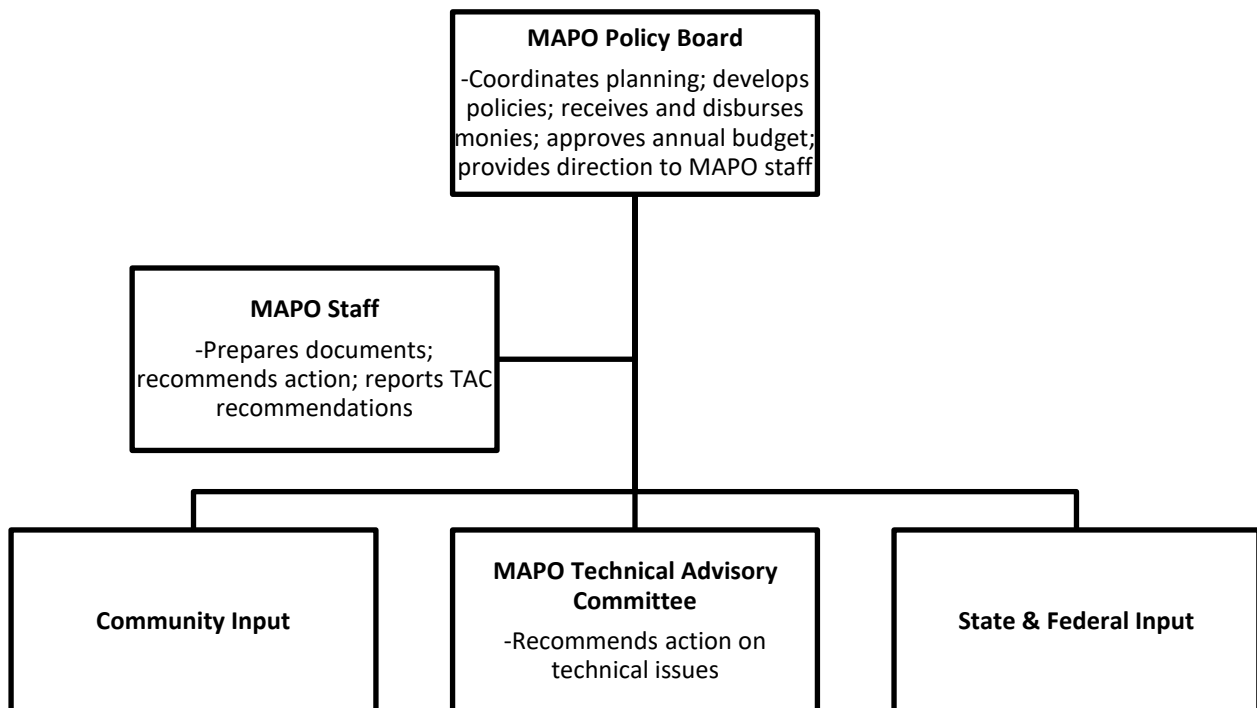
MAPO provides regional coordination and approves the use of federal transportation funds within the MPA. Responsibility for the implementation of specific transportation projects lies with MnDOT and the local units of government as transportation providers.

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

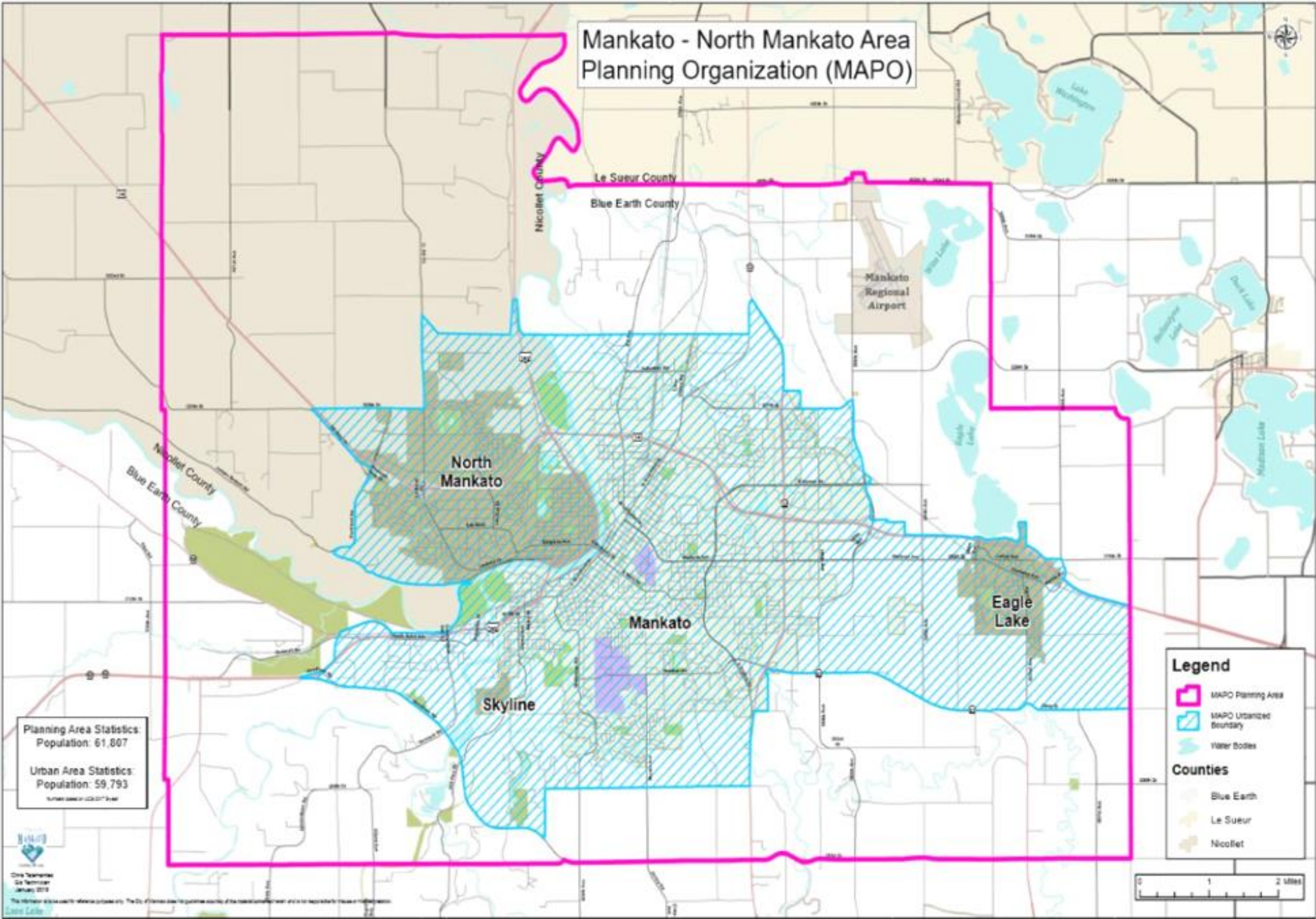


MAPO's Role in Planning Process

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 or 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.

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.

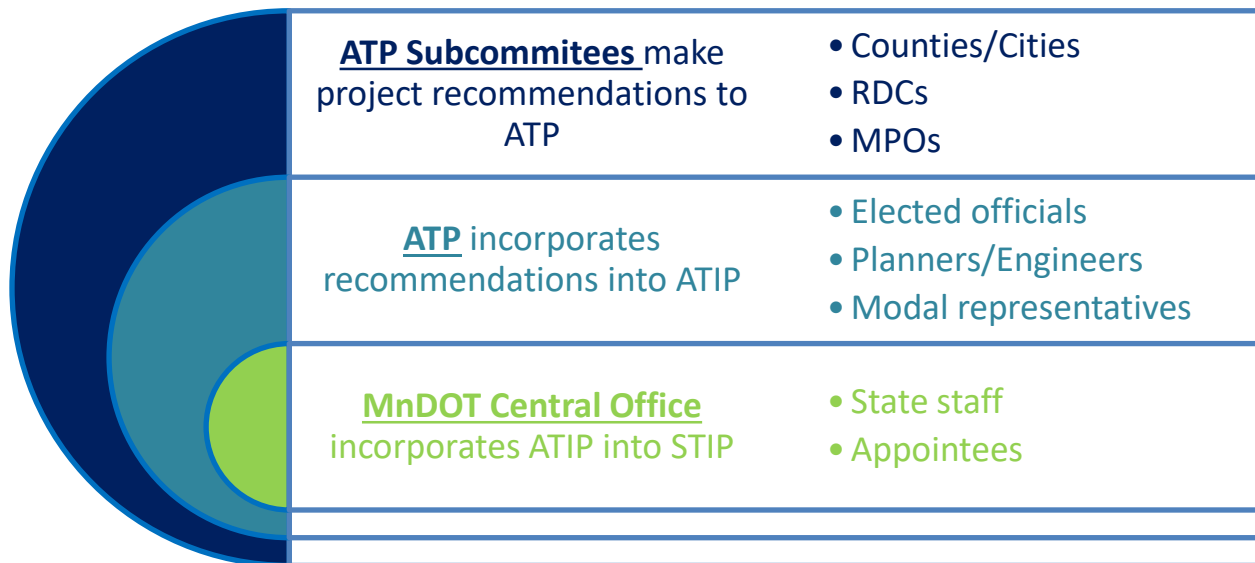
Step 1: Proposed local projects are rated for regional significance by MAPO and the respective Regional Development Commission (RDC) as input to the ATP subcommittees. The subcommittees develop and recommend to the full ATP their ranked list of projects based on funding targets, local priorities, and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

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

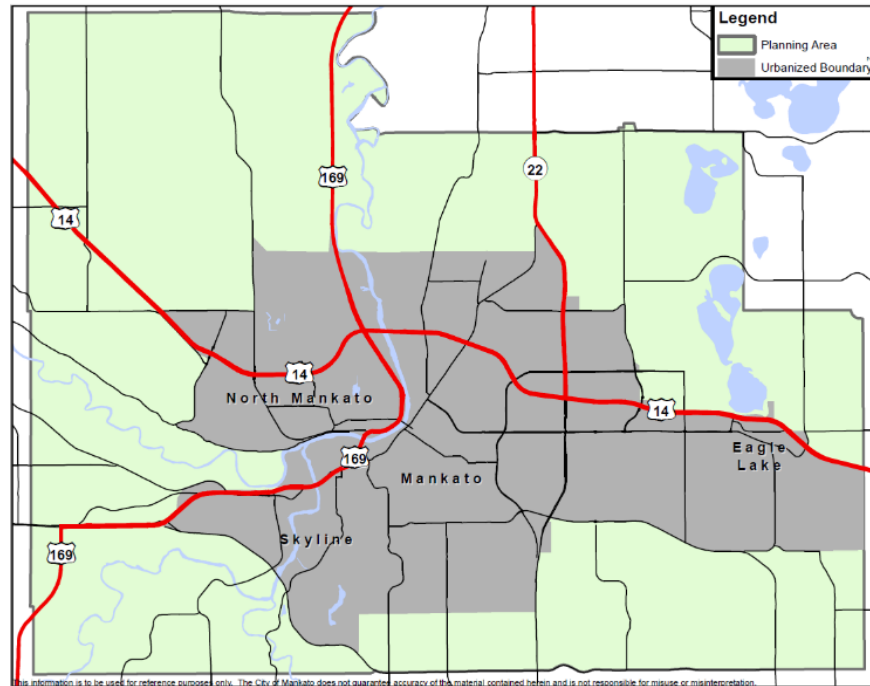
MAPO makes progress toward these goals by prioritizing safety in studies, plans, and policies. Safety is also a consideration in application scoring and project recommendation.

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:

Longer travel times (95th percentile of travel times)

to

Normal Travel Times (50th 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.

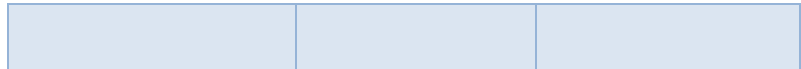
TAM plan requirements fall into two categories

- 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
[Facilities]	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

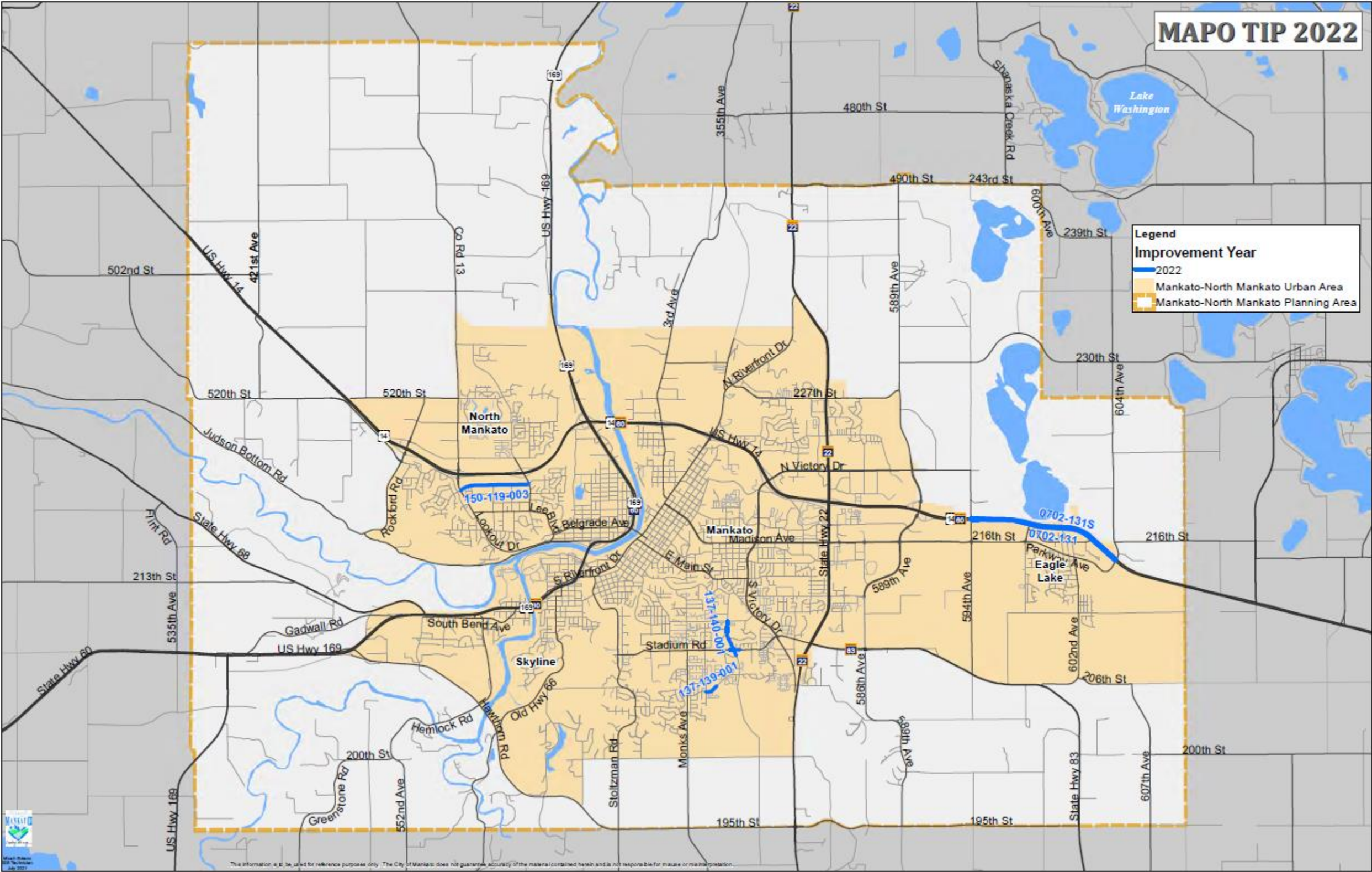
	MPO: MANKATO-NORTH MANKATO AREA PLANNING ORGANIZATION						FY 2022 – FY 2025 TIP									
L RTP REFERENCE	ROUTE SYSTEM	PROJECT NUMBER	YEAR	AGENCY	DESCRIPTION	MILES	PROGRAM	TYPE OF WORK	PROPOSED FUNDS	STIP TOTAL	FHWA	AC	FTA	TH	OTHER	PROJECT TOTAL
65	MSAS 139	137-139-001	2022	MANKATO	MSAS 139 (TIMBERWOLF 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	TRANSIT	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	TRANSIT	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	TRANSIT	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	TRANSIT	TRF-0028- 22G	2022	MANKATO	SECT 5339: CITY OF MANKATO; PURCHASE ONE (1) CLASS 400 LF <u>GAS</u> EXPANSION BUS	-	BUS AND BUS FACILITIES (BB)	TRANSIT VEHICLE PURCHASE	FTA	188,000	-	-	159,800		28,200	188,000
65	TRANSIT	TRF-0028- 22H	2022	MANKATO	SECT 5339: CITY OF MANKATO; PURCHASE ONE (1) CLASS 400 LF <u>GAS</u> EXPANSION BUS	-	BUS AND BUS FACILITIES (BB)	TRANSIT VEHICLE PURCHASE	FTA	188,000	-	-	159,800		28,200	188,000
65	TRANSIT	TRF-0028- 22I	2022	MANKATO	SECT 5339: CITY OF MANKATO; PURCHASE ONE (1) CLASS 400 LF GAS	-	BUS AND BUS FACILITIES (BB)	TRANSIT VEHICLE PURCHASE	FTA	188,000			159,800		28,200	188,000
65	TRANSIT	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	TRANSIT	TRS-0028- 22D MOVED TO TRF-0028- 22A	2022	MANKATO	SECT 5307: CITY OF MANKATO; PURCHASE ONE (1) CLASS 400 LF GAS REPLACEMENT BUS		TR-TRANSIT	TRANSIT VEHICLE PURCHASE	STBGP	-	-	-	-	-	-	-
65	TRANSIT	TRF-0028-22E	2022	MANKATO	SECTION 5307: CITY OF MANKATO 5 YEAR TRANSIT DEVELOPMENT PLAN		TRANSIT (TR)	TRANSIT GRANT CAPITAL	FTA5307 (B9)	290,000			232,000		58,000	290,000
65	TRANSIT	TRS-0028- 22TA	2022	MANKATO	CITY OF MANKATO PURCHASE ONE (1) CLASS 700 DIESEL LF REPLACEMENT BUS		TRANSIT (TR)	TRANSIT VEHICLE PURCHASE	STBGP 5K-200K	557,000	445,600	0	0	0	111,400	557,000

Continued on next page

FY 2022 Federal Funded Transportation Projects CONTINUED

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	2,000,000
65	US 14	0702-131	2022	MNDOT	US 14, FROM 0.4 MI W OF CSAH 56 TO 0.2 MI E OF CSAH 17, GRADING, BITUMINOUS AND CONCRETE SURFACING AND LIGHTING (REDUCE CONFLICT INTERSECTION)	1.9	SH	CHANNELIZATION	NHPP	211,111	168,889	0	0	42,222	0	211,111
65	US 14	0702-131S	2022	MNDOT	**SEC164**US 14, FROM 0.4 MI W OF CSAH 56 TO 0.2 MI E OF CSAH 17, GRADING, BITUMINOUS AND CONCRETE SURFACING AND LIGHTING (REDUCE CONFLICT INTERSECTION)	1.9	SC	CHANNELIZATION	HSIP	888,889	800,000	0	0	88,889	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
65	US 169	5212-38	2022	MNDOT	US 169, EXIT TO LOOKOUT DRIVE, REPAIR BRIDGE 52011		BI	BRIDGE REPAIR	SF	330,000	0	0	0	330,000	0	330,000
TOTAL										9,671,933	4,169,061	0	2,388,700	772,311	2,253,061	8,670,805

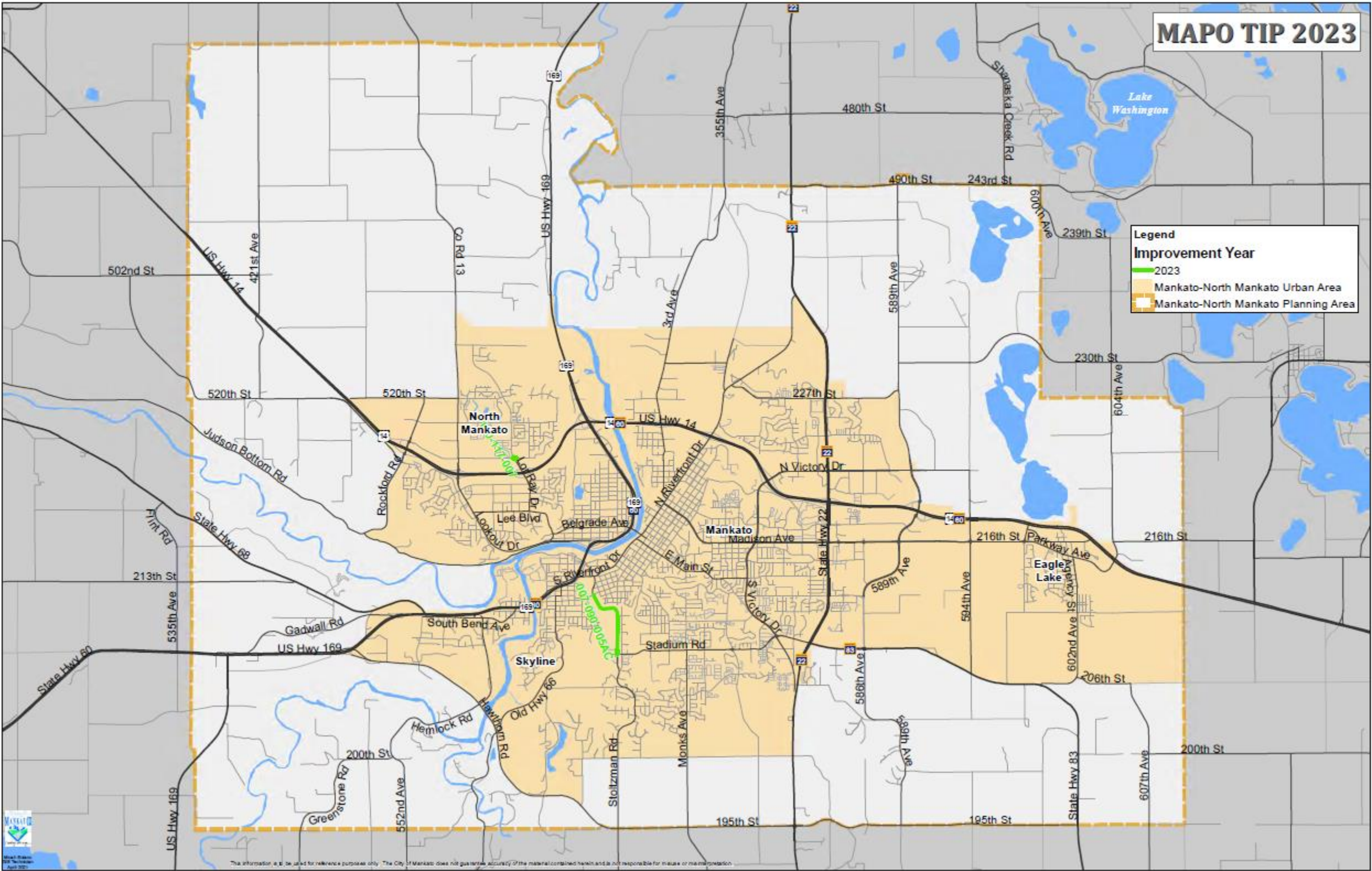
Map 3: 2022 projects



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 ROUNDBOUT	0.02	MC-MAJOR CONSTRUCTI ON	ROUNDBOUT	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

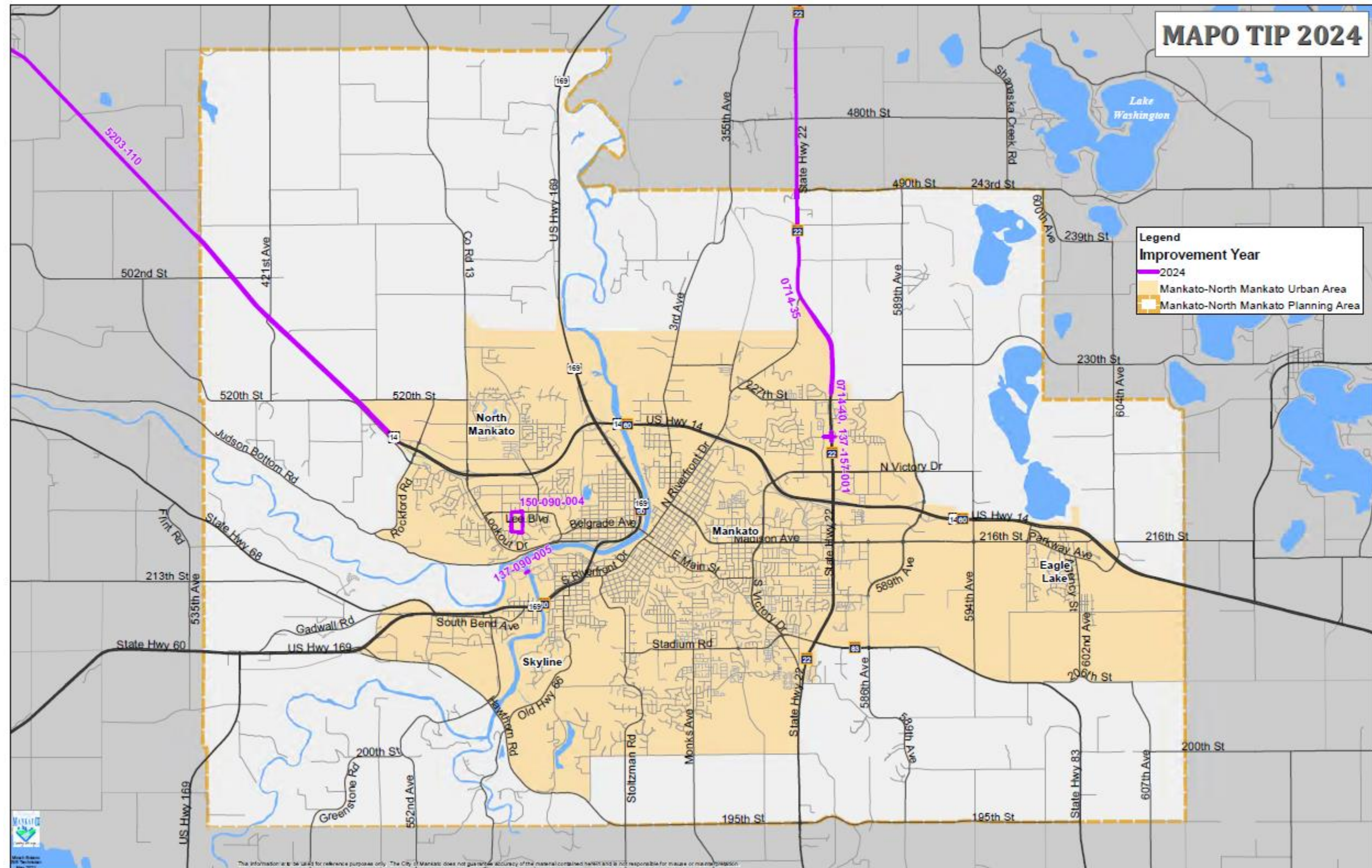
Map 4: 2023 projects



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	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

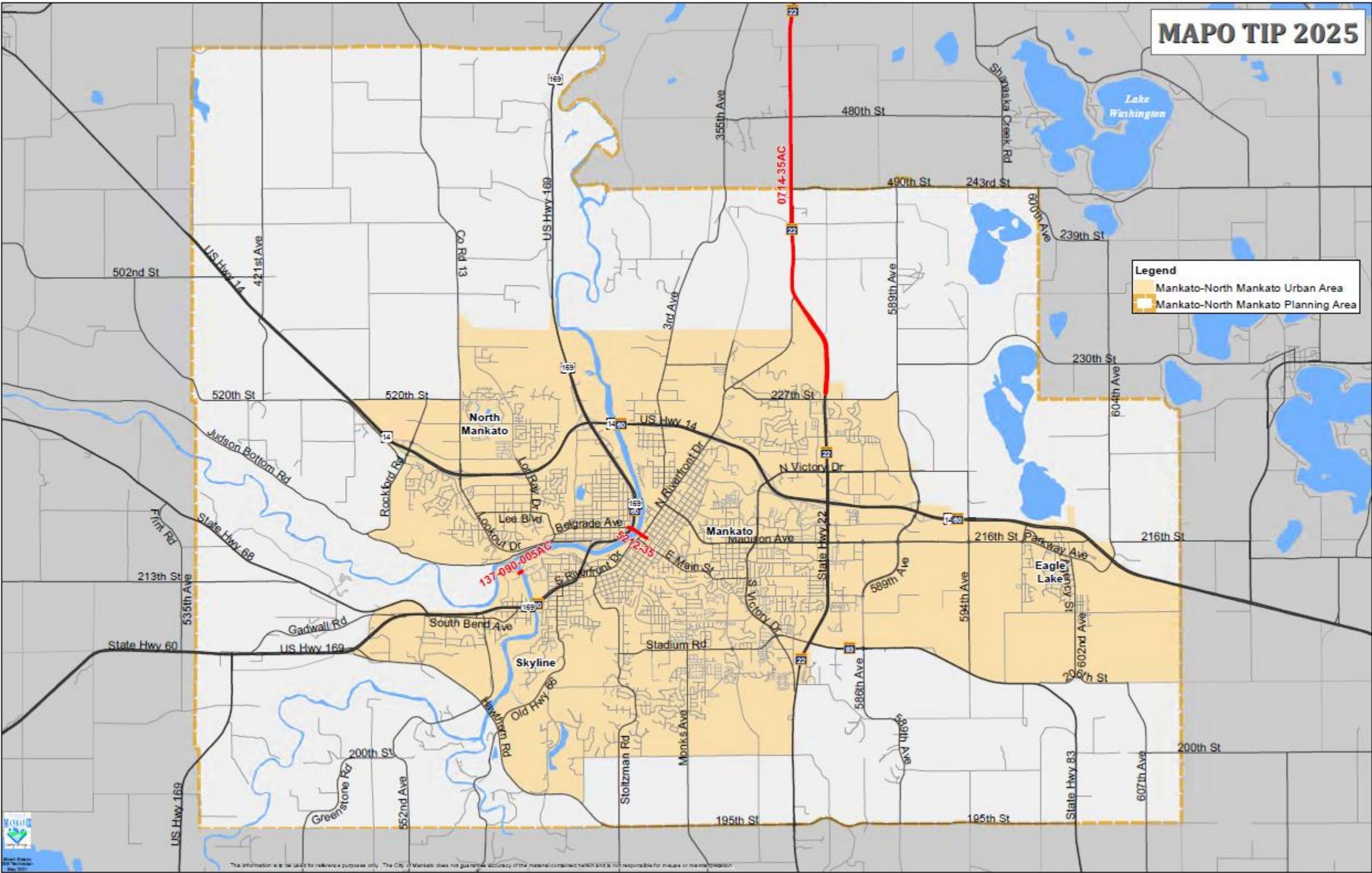
NOTE: Totals will not balance because of Advanced Construction (AC) Dollars

	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 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. 137-157-001) (AC PAYBACK 1 OF 2)	7.76	RD-RECONDITIONING	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 IMPROVEMENT 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

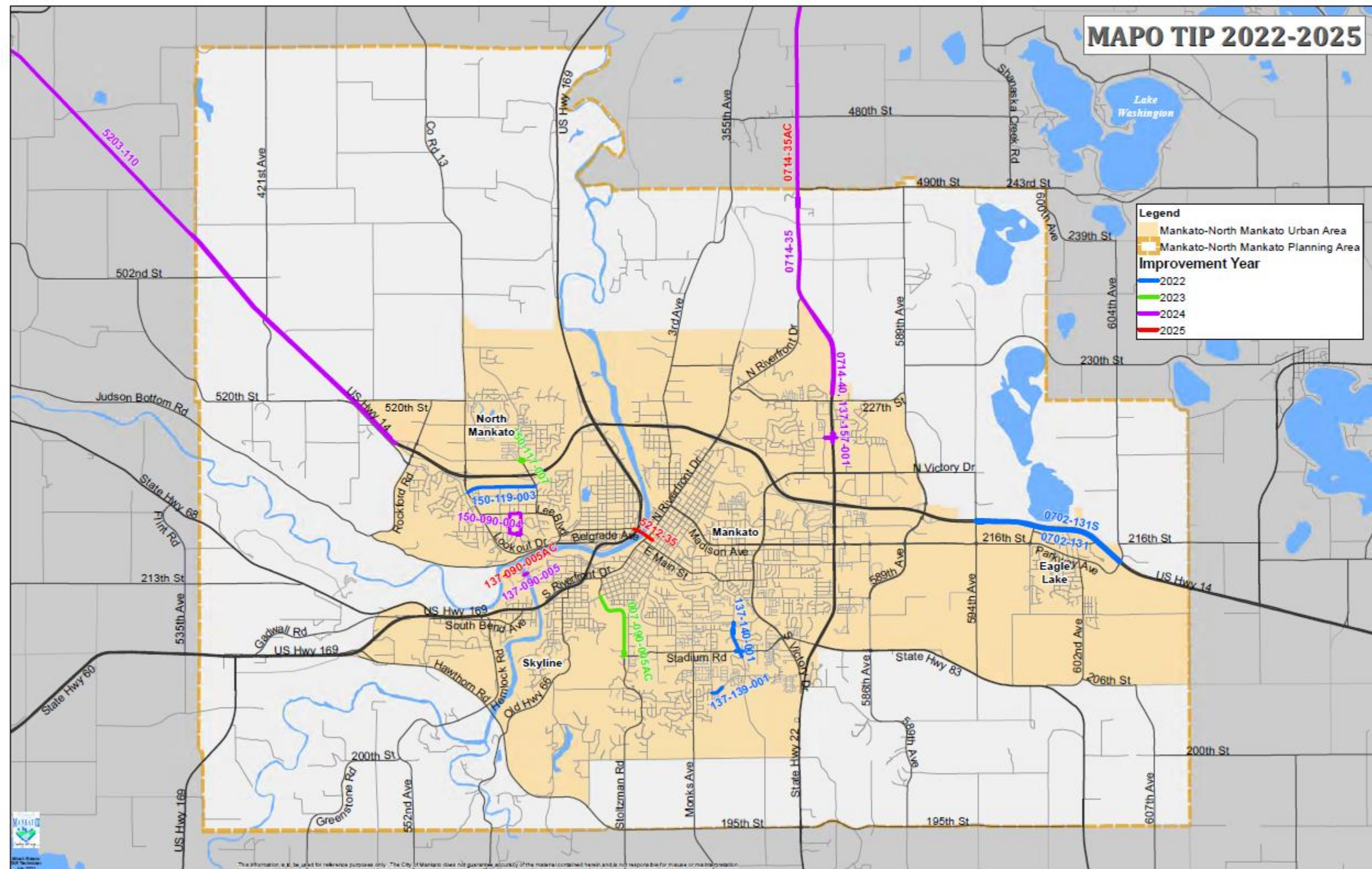
Regionally Significant Projects

	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.

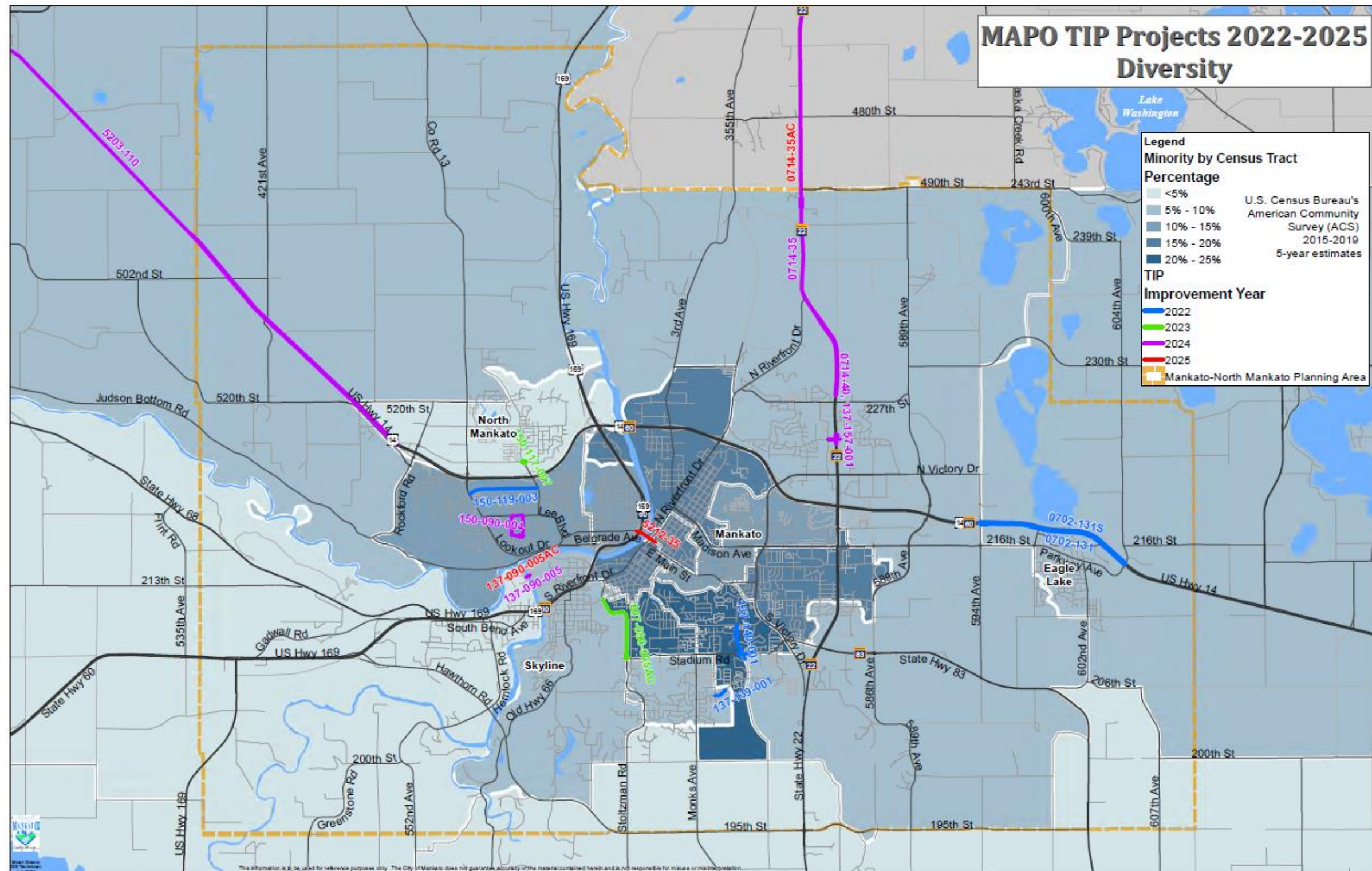
A community impact assessment highlights those transportation projects that could potentially have a negative impact on disenfranchised neighborhoods. Maps 4 and 5 on the following pages identifies the high-concentration areas of minority and low-income populations in the Mankato/North Mankato planning 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;

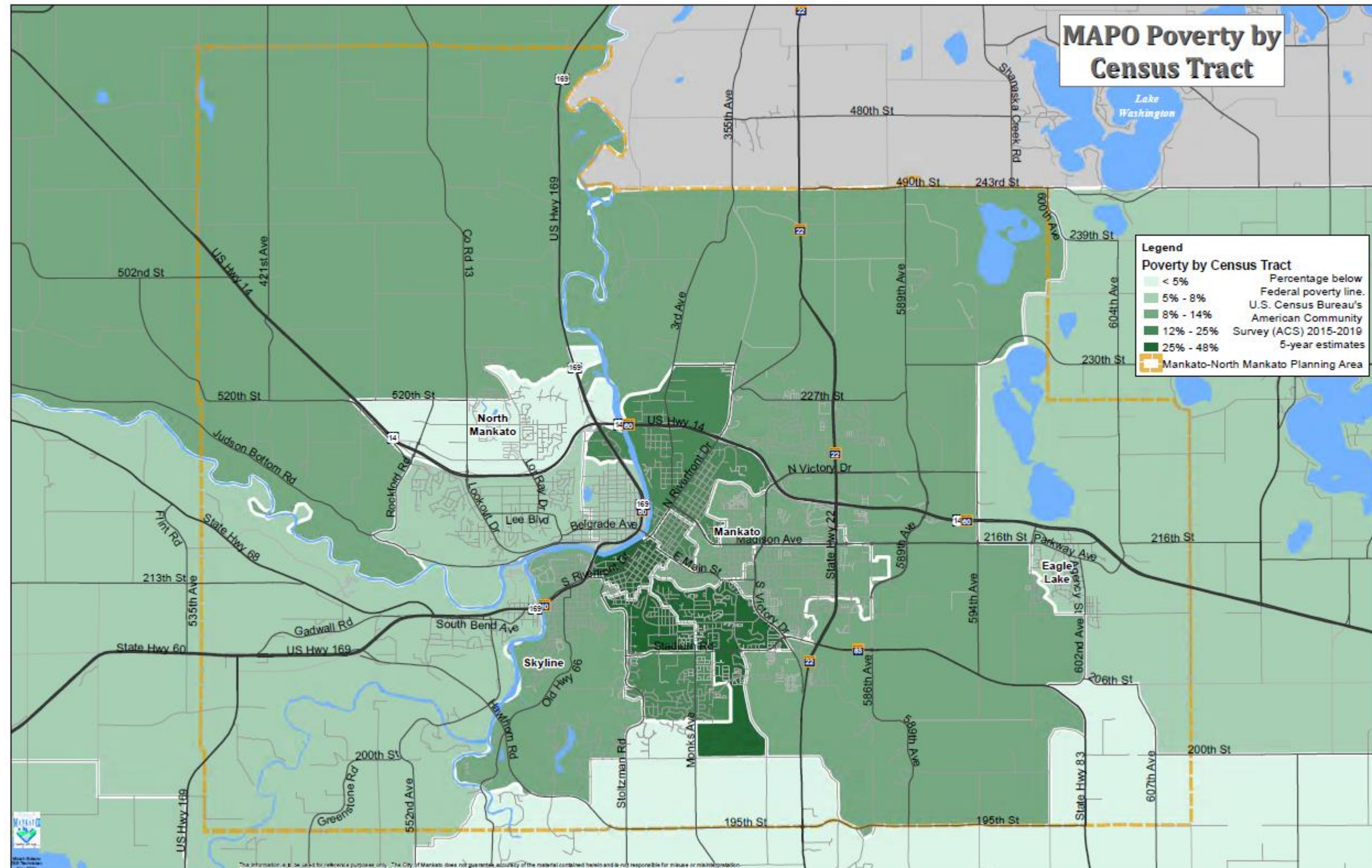
- 1) Advanced Construction payback of a bicycle/pedestrian trail along CSAH 16 (Stoltzman Road) from existing trail at 0.1 miles north of CSAH 60 (Stadium Road) to West Pleasant Street in Mankato (007-090-005AC);
- 2) Advanced Construction payback of a roundabout at the intersection of Pohl Road and 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.

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.

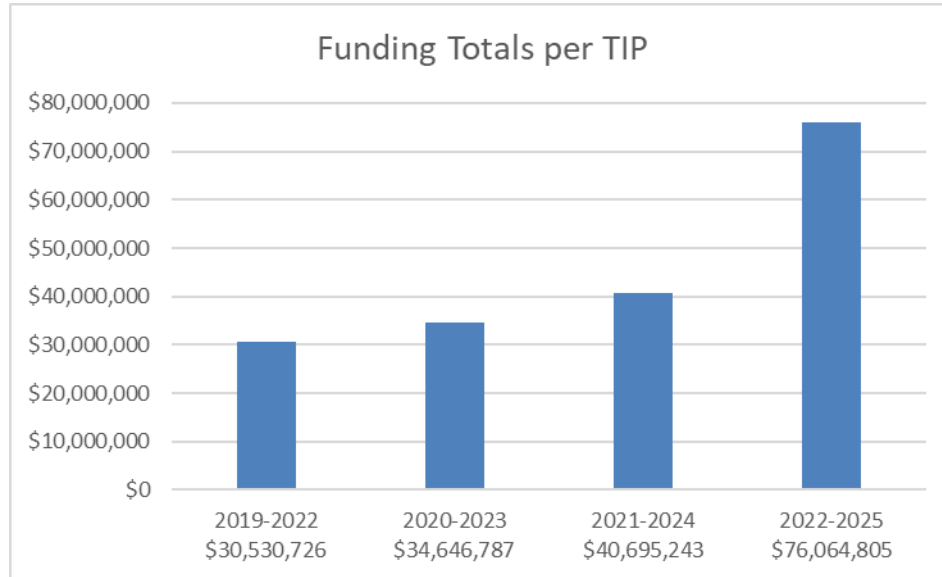


Figure 3: Historical STIP Funding in MAPO Planning Area

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	3,100,000	-	30,808,000	15,252,000	49,160,000
Blue Earth County	-	-	-	-	-
Nicollet County	-	-	-	-	-
Mankato	5,240,805	4,062,000	9,305,000	6,346,000	24,953,805
North Mankato	-	1,500,000	451,000	-	1,951,000
Total	8,340,805	5,562,000	40,564,000	21,598,000	76,064,805

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	3,300,000	3,800,000	3,850,000	3,850,000	14,800,000
Bus Purchases	1,459,000	562,000	895,000	1,148,000	4,064,000
TOTAL	4,759,000	4,362,000	4,745,000	4,998,000	18,864,000

* 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.

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

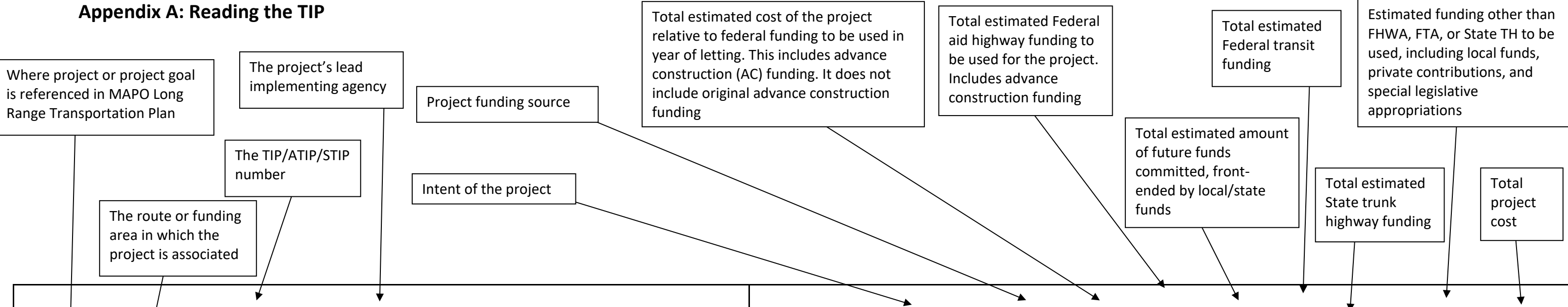
The status of the projects programmed in the previous TIP have been updated with this TIP. Projects programmed for FY 2021, however, are presently being constructed and are dropping out of this updated TIP. The table on the following page provides a status report on those projects.

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 The Children's Museum 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.