

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

January 26, 2023 – 1:30 p.m.

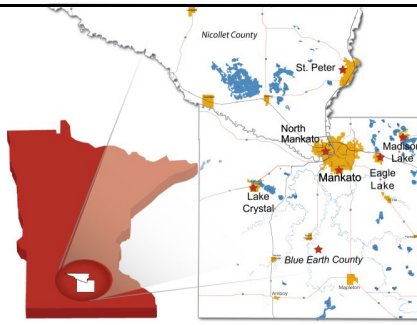
Intergovernmental Center

Minnesota River Room

10 Civic Center Plaza, Mankato, MN 56001

If an American Sign Language, foreign language interpreter, or other reasonable accommodation or documents in alternative format (braille or large print) are needed, please contact staff at (507) 387-8389.

- I. Call to Order
- II. Introductions
- III. Approval of Agenda
- IV. Approval of Minutes – October 20, 2022
- V. New Business
 1. Recommendation to approve Requests for Proposals (RFPs) for studies contained in the 2023 Unified Planning Work Program.
 2. Recommendation to adopt resolution supporting Mankato Transit's updated Public Transit Agency Safety Plan (PTASP) targets.
 3. Recommendation to adopt 2023 Infrastructure Performance Measures (PM2 Bridge and Pavement condition).
 4. Recommendation to approve Surface Transportation Program (STP) Rankings.
 5. Recommendation to adopt the process for awarding the Carbon Reduction Program available funding.
- VI. Other Business, Discussion & Updates
 1. Informational: Administrative Modifications to 2023-2026 Transportation Improvement Program (TIP) – Transit Projects and STIP modification
 2. Census 2020 Urban Area Update
- VII. Unapproved November 3, 2022, MAPO Policy Board meeting minutes (informational)
- VIII. TAC Comments
- IX. Adjournment



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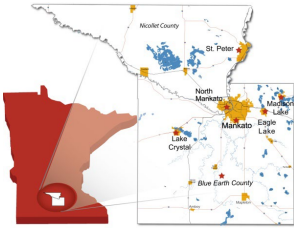
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 4. Recommendation to approve Surface Transportation Program (STP) Rankings.
 5. Carbon Reduction Program – Available funding and process for awarding.
- VI. Other Business, Discussion & Updates
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Meeting Minutes of the Mankato/North Mankato Area Planning Organization (MAPO) Technical Advisory Committee (TAC)

October 20, 2022 | 1:30 p.m. | Intergovernmental Center, MN River Room, 10 Civic Center Plaza, Mankato, MN

TAC members present: Chair Mark Konz - City of Mankato, Vice Chair Karl Friedrichs - Lime Township, Jennifer Bromeland - City of Eagle Lake, Matt Lassonde - City of North Mankato, Sam Parker - MnDOT District 7, David Cowan - Minnesota State University, Mankato, Joel Hawbaker - Nicollet County, Joel Hanif - Region Nine Development Commission, Michael McCarty - City of Mankato, Shawn Schloesser - Mankato Transit System, Ryan Thilges - Public Works/Blue Earth County.

Others Present: Paul Vogel - Executive Director, Chris Talamantez - Transportation Planner, Chris Brown - SRF Consulting. Attending Virtually, Scott Morgan - Mankato Township, Anna Pierce - MnDOT Central Office, Ross Tillman and Cody Christianson - Bolton and Menk Inc.

I. Call to Order

Chair Mark Konz called the meeting to order at 1:30 p.m.

II. Introductions

Introductions were made.

III. Approval of Agenda

Ryan Thilges made a motion to approve the agenda as presented. Michael McCarty seconded the motion. With all voting in favor the agenda was approved.

IV. Approval of Minutes – August 18, 2022

Michael McCarty made a motion to approve the minutes as presented. Joel Hawbaker seconded the motion. With all voting in favor, minutes were approved.

V. New Business

5.1 Recommendation to approve Requests for Proposals (RFPs) for studies contained in the 2023 Unified Planning Work Program.

Chair Mark Konz asked staff to provide a summary of the item. Paul Vogel reported that the three requests for proposals reflect the consultant studies that are contained in the 2023 Unified Planning Work Program and requested that Chris Talamantez provide a summary of each. Chris provided a summary of the three requests for proposals, including the update to the ADA Transition Plan, the Riverfront Intersection Improvement Plan, and the Balcerzak Drive Pedestrian Study.

Ryan Thilges asked if the Riverfront Drive Intersection Plan was related to the previous Riverfront Drive Corridor Study completed by MAPO in 2017. Michael McCarty responded that it was related, but is more of an intensive study of intersections from Riverfront Drive into the Tourtellotte Park Neighborhood, basically consisting of several intersection control evaluations.

Anna Pierce requested to speak on the matter. Anna stated that the TAC could not act on the RFP's because MnDOT had not reviewed and approved the documents, including setting the Disadvantaged Business Enterprise (DBE) goal. Paul Vogel reported that Anna had provided previous comments and staff reflected some of the comments in the documents and recommended that others not be incorporated. Paul Vogel also stated that review by MnDOT is to ensure compliance with procurement, not necessarily approval. Paul Vogel also indicated that past practice was to forward these to the Board with a condition that further changes may be realized upon the final review of MnDOT including setting the DBE goal, which in the past has been zero. Anna indicated that may be acceptable.

Ryan Thilges made a motion to recommend release of the RFP's to the Policy Board pending review by MnDOT and setting the DBE goal. Joel Hawbaker seconded the motion. With all present voting in favor, the motion was approved.

5.2 Recommendation to adopt 2023 Safety Performance Targets.

Chair Mark Konz requested that staff provide a summary of the request. Chris Talamantez provided a summary of the proposed state targets and how they translate into the MAPO area considering the vehicle mile trips.

Karl Friedrichs asked what if we exceed the targets. Paul Vogel responded that the type and nature of the crashes would need to be examined as some are related to behavior, but consistent issues of safety would have to be addressed through the transportation improvement program (TIP) and how projects would address those issues. Paul Vogel also stated that Chris had mapped the crash and fatality information and the occurrences are scattered throughout the planning area, and clusters such as Augusta Drive are contained in the TIP for an intersection safety improvement.

Karl Friedrichs led a discussion on how this information should be provided to the state of Minnesota so that they area aware of MAPO's safety issues and possibly this could assist in successful application for funds to address safety concerns. The TAC discussed the Highway Safety Improvement Program (HSIP) application process and how this information provides the basis for the application. Sam Parker also commented that additional discussions will be taking place around the HSIP application process and how such targets will impact the process. Ryan commented that the application process is how local's implement the safety improvements for those areas experiencing higher crash rates. Karl stated he wanted to make sure the State is aware of our safety issues.

Karl Friedrichs made a motion to recommend adoption of the Safety Targets to the Policy Board. Michael McCarty seconded the motion. With all voting in favor, the motion was adopted.

VI. Other Business, Discussion & Updates

6.1. Presentation: Lookout Drive (CSAH 13) Corridor Study (Bolton & Menk)

Ross Tillman, Bolton and Menk, provided an overview of the Corridor Study.

There were no comments from the TAC.

6.2. Presentation: South Bend Safe Routes to Multimodal Study (Bolton & Menk)

Cody Christianson, Bolton and Menk, provided an overview of the study progress and recommendations.

There were no comments from the TAC.

6.3. Presentation: MSU,M Stadium Road Pedestrian Crossing Study (SRF Consulting)

Chris Brown, SRF Consulting, provided an overview or the study and the recommendations.

Karl Friedrichs requested that with all cross options at Warren Street if the signals could be timed to let traffic flow after the peak pedestrian crossings. Chris responded that would be possible.

Matt Lassonde asked if there would be safety and security considerations for a tunnel, including possible closing the tunnel during certain times, such as night hours. Chris indicated that would be possible consideration.

David Cowan commented that a free right turn at Warren Street for certain directions may be problematic.

Matt Lassonde commented that rapid flashing beacons confuse drivers because they are not sure they need to stop. Matt stated the signals the City of Mankato have installed at several locations seem to be more effective because they act as traffic signals. Michael McCarty stated that those were spare traffic signals and if new would be costly. In addition, they still require the pedestrian to trigger the signal.

There were no additional comments from the TAC.

6.4. Presentation: Eagle Lake (CSAH 27) Pedestrian Connectivity Study (Bolton & Menk)

Cody Christianson, Bolton and Menk, provided an overview of the study progress and recommendations.

Jennifer Bromeland asked about timing for applying for grant funding for pedestrian improvements, including a rapid flashing beacon. The TAC advised that the study could serve as justification for funding in a future application, but each jurisdiction is responsible for their own application preparation.

There were no additional comments from the TAC.

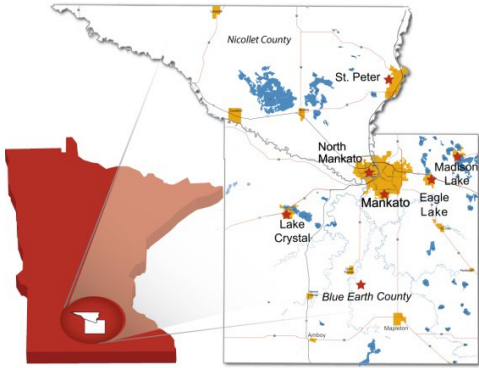
VII. TAC Comments

There were no TAC comments.

VIII. Adjournment

Ryan Thilges moved to adjourn the meeting. Dave Cowan seconded the motion. With all voting in favor, the meeting was adjourned at approximately 3:10 p.m.

Mark Konz, Chair



AGENDA RECOMMENDATION

Agenda Heading: Recommendation to proceed with recommended consultants for 2023 studies No: 5.1

Agenda Item: Recommendation to proceed with recommended consultants for 2023 studies

Recommendation Action(s): Motion to recommend to MAPO Policy Board to proceed with recommended consultants for 2023 studies

Summary: MAPO's approved 2023 Unified Planning Work Program (UPWP) includes consultant partnership for initiation of three separate studies:

1. Americans with Disabilities Act (ADA) Transition Plan Update
2. Riverfront Drive Intersection Improvement Study
3. Balcerzak Drive Pedestrian Crossing Study

MAPO utilizes a competitive procurement process for consultant selection. The Request for Proposals (RFPs) were advertised through a range of venues including posting on the MAPO website/Twitter, notice in the Mankato Free Press, email to MAPO's consultant email list, and announcement through the Association of Metropolitan Planning Organizations, League of Minnesota Cities, Association of Minnesota Counties.

Each study had a separate proposal ranking subcommittee. Each subcommittee included representatives from MAPO and partner agencies associated with each study.

ADA Transition Plan Update (\$105,000 budgeted)

Subcommittee included representatives from Blue Earth County, Nicollet County, the City of North Mankato, the City of Mankato, and MAPO. It is the subcommittee's recommendation that **Stonebrooke** be selected for contract for the ADA Transition Plan Update. The proposed project budget is \$104,639.39. Factors contributing to this recommendation included consultant's understanding of the work plan and experience with ADA projects.

Riverfront Drive Intersection Improvement Study (\$60,000 budgeted)

Subcommittee included representatives from the City of Mankato, Nicollet County, and MAPO. It is the subcommittee's recommendation that **Bolton and Menk** be selected for contract for the Riverfront Drive Intersection Improvement Study. The proposed project budget is \$59,959.35. Factors contributing to this recommendation included the consultants understanding of the project experience performing this type of study and focus on public engagement.

Balcerzak Drive Pedestrian Crossing Study (\$20,000 budgeted)

Subcommittee included representatives from the City of Mankato, Minnesota State University - Mankato, and MAPO. It is the subcommittee's recommendation that **Bolton and Menk** be selected for contract for the Balcerzak Drive Pedestrian Crossing Study. The proposed project budget is \$19,989.87. Factors contributing to this recommendation included consultants understanding of the project and experience with pedestrian studies.

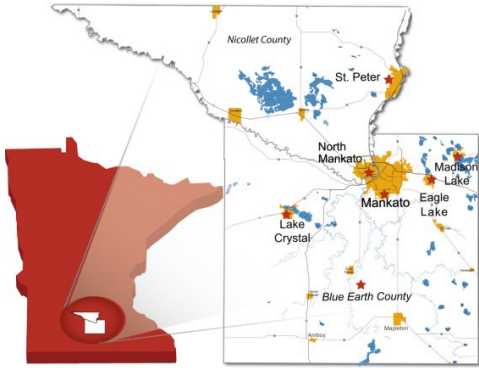
Staff recommendation is a motion to recommend to the MAPO Policy Board selection of each recommended consultant for each respective study.

Attachments:

[Proposal – ADA Transition Plan Update - Stonebrooke](#)

[Proposal – Riverfront Drive Intersection Study – Bolton and Menk](#)

[Proposal – Balcerzak Drive Pedestrian Crossing Study – Bolton and Menk](#)



AGENDA RECOMMENDATION

Agenda Heading: Recommendation to adopt resolution supporting Mankato Transit's updated Public Transit Agency Safety Plan (PTASP) targets No: 5.2

Agenda Item: Recommendation to adopt resolution supporting Mankato Transit's updated Public Transit Agency Safety Plan (PTASP) targets

Recommended Action(s): Motion to recommend to MAPO Policy Board adoption of the attached resolution supporting Mankato Transit's updated PTASP Targets

Summary: Per 23 CFR 450.306(d)(3), MPOs are required to establish Public Transit Agency Safety Plan (PTASP) targets after targets are established or revised by their local transit provider. The Mankato Transit System (MTS) revised annual Safety Plan update was adopted by the Mankato City Council at their October 11, 2022 meeting. Historically MAPO has elected to support Mankato Transit System's targets.

The revised MTS targets are outlined in the below table. Safety Performance Targets are updated with 2021 vehicle revenue miles (VRM) and change from 5-years to calendar year reliability data update.

- Fatalities – total number of reportable fatalities in a calendar year and rate per total vehicle revenue mile by mode.
- Injuries – total number of reportable injuries in a calendar year and rate per total vehicle revenue miles by mode.
- Safety Events – total number of reportable events in a calendar year and rate per total vehicle revenue mile by mode.
- System Reliability – mean distance between major mechanical failures by mode.

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	1.670	7	3.052	9,500
Demand Response	0	0	1	3.490	1	3.490	68,500
ADA/Paratransit	0	0	1	1.916	1	1.916	68,500

The reporting thresholds includes the following:

- Fatalities confirmed within 30 days of the event, includes suicides
- Injuries requiring immediate transport away from the scene for medical attention for one or more persons
- Property damage equal to or exceeding \$25,000
- Collisions that meet an injury, fatality, property damage, or evacuation threshold; involving a transit revenue vehicle and the towing away of any vehicles from the scene; including suicides or attempted suicides resulting in an injury or fatality that involve contact with a transit vehicle or collisions that do not involve a transit revenue vehicle but meet a threshold
- Evacuation of a transit facility or vehicle for life-safety reasons

MAPO has 180 days from the receipt of the Mankato Transit System's performance targets to prepare their public transportation safety performance targets in accordance with 23 CFR 450.306(d). The attached resolution represents MAPO's support for Mankato Transit System's updated PTASP targets. Staff recommendation is a motion to recommend to the Policy Board adoption of the resolution.

Attachments:

Resolution supporting Mankato Transit System's updated PTASP targets
[Mankato Transit System Safety Plan 2022](#)
[Safety Plan Annual Review Errata Sheet 2022](#)

Resolution Adopting Mankato Transit System Public Transportation Agency Safety Plan Performance Targets for the Mankato/North Mankato Area Planning Organization

Whereas, the U.S. Department of Transportation established seven performance measures per mode for the Public Transportation Agency Safety Plan (PTASP) as detailed in 49 USC 5329, Public transportation safety program;

Whereas, the Mankato Transit System established performance targets for each of the seven PTASP performance measures in accordance with 49 USC 5329; and

Whereas, metropolitan planning organizations (MPOs) have 180 days from receipt of the Mankato Transit System's performance targets to prepare their public transportation safety performance targets in accordance with 23 CFR 450.306(d); and

Whereas, MPOs establish PTASP targets by either agreeing to plan and program projects so that they contribute to the accomplishment of the Mankato Transit System's PTASP targets or, through coordination with the Mankato Transit System commit to a quantifiable PTASP target for the metropolitan planning area; and

Whereas, the Mankato Transit System adopted the Safety Plan on July 27, 2020, and revised the Safety Plan on October 11, 2022;

Now, therefore, be it resolved, that the Mankato/North Mankato Area Planning Organization agrees to plan and program projects so that the projects contribute to the accomplishment of Mankato Transit System's PTASP targets for the following performance measures at its regular meeting February 2, 2023:

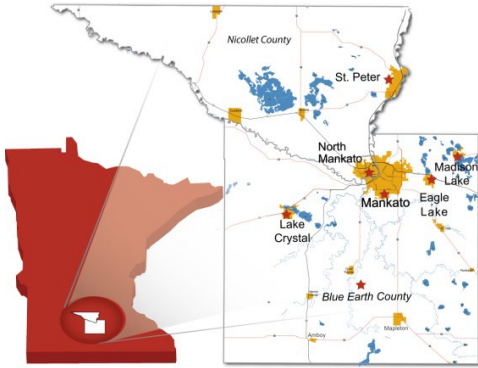
Mode of Transit Service	Fatalities (total)	Fatalities (per 100 thousand VRM)	Injuries (total)	Injuries (per 100 thousand VRM)	Safety Events (total)	Safety Events (per 100 thousand VRM)	System Reliability (VRM/failures)
Fixed Route Bus	0	0	5	1.670	7	3.052	9,500
Demand Response	0	0	1	3.490	1	3.490	68,500
ADA/Paratransit	0	0	1	1.916	1	1.916	68,500

CERTIFICATION

I hereby certify that the foregoing Resolution is a true and correct copy of the resolution presented to and adopted by the Mankato/North Mankato Area Planning Organization at a duly authorized meeting thereof, held on the 2nd day of February 2023 as shown by the minutes of said meeting in my possession.

Mark Piepo, Chair

Paul Vogel, Executive Director



AGENDA RECOMMENDATION

Agenda Heading: Recommendation to adopt resolution supporting MnDOT Infrastructure Performance Measure targets No: 5.3

Agenda Item: Recommendation to adopt resolution supporting MnDOT Infrastructure Performance Measure targets

Recommended Action(s): Adoption of a motion recommending that the MAPO Policy Board adopt the attached resolution supporting MnDOT 2023 Infrastructure Performance Measure (PM2) Targets

Summary: The Minnesota Department of Transportation (MnDOT) established performance measures for Infrastructure condition (PM2), reliability, and Congestion Mitigation and Air Quality Improvement (CMAQ) measures (PM3). October 3, 2022 is the establishment date for the new targets. MPOs have 180 days from the establishment date to adopt the statewide targets or set their own. Historically MAPO has resolved to support MnDOT's statewide targets. For CMAQ measures MnDOT and the Metropolitan Council must submit identical targets.

PM2 measures pavement and bridge conditions on the Interstate and NHS systems. MAPO has no interstate pavement, and 5 non-interstate NHS (US 14, US 169, MN 22, MN 60, and MN 15).

The updated safety targets are outlined in the below table along with the MAPO specific data from 2021.

Infrastructure Performance Measure	Two-Year 2023 Target	Four-Year 2025 Target	MAPO 2021
Interstate Pavements in Good Condition	60%	60%	N/A
Interstate Pavements in Poor Condition	2%	2%	N/A
Non-Interstate NHS Pavements in Good Condition	55%	55%	34.27%
Non-Interstate NHS Pavements in Fair Condition*	NA	NA	65.58
Non-Interstate NHS Pavements in Poor Condition	2%	2%	0.13%
NHS Bridges in Good Condition	30%	35%	8.78%
NHS Bridges in Poor Condition	5%	5%	27.02%

*Non-Interstate NHS Pavements in Fair Condition is not a performance target

MAPO's 2021 numbers were provided by the State. Percentages are representative of total mileage of NHS pavement (88.23 Miles) and total square foot area of NHS bridges (556,992 sqft) in the MAPO Planning Area. Non-Interstate NHS pavement in Fair condition is not a performance measure, but was added to illustrate a majority of the road network falls into the fair condition category. Based on the 2021 numbers, all of the bridges in poor condition are on the MnDOT system on US Highway 14 and US Highway 169. The US 14 bridges over the Minnesota River and US 169 account for 22.5% of the total square footage in the MAPO planning area and are in poor condition.

PM2 also includes system reliability targets. The MAPO area does not include any interstate lane miles, which is why interstate reliability and truck travel time are not applicable to the area on the table below. System reliability is based on travel time, vehicle speeds, and person miles traveled. Four of MAPO's 77 Non-Interstate NHS segments are considered unreliable. These unreliable segments are at the MN Highway 22 and US Highway 14 interchange. MAPO specific data from 2021 exceeds the target percentage for reliability.

Measure	Two-Year 2023 Target	Four-Year 2025 Target	MAPO 2021
Interstate Reliability	82%	82%	N/A
Non-Interstate NHS Reliability	90%	90%	98.9%
Truck Travel Time Reliability Index	1.4	1.4	N/A

PM3 targets for Congestion Mitigation and Air Quality Improvement (CMAQ) are set for the Twin Cities metropolitan area and are not required to be adopted by MAPO.

It is recommended that MAPO supports the statewide PM2 targets.

Staff recommendation is a motion to recommend to the Policy Board approval of the attached resolution which agrees to continue planning and programming projects so that they contribute to the accomplishment of MnDOT's PM2 targets.

Attachments:

1. Federal Performance Measures and Targets
2. MAPO PM2 Resolution
3. Pavement Rating Map
4. Bridge Condition Map
5. MAPO PM2 Resolution
6. System Reliability Map

Federal Performance Measures and Targets

The Minnesota Department of Transportation has established statewide two- and four-year targets for federal performance measures for the second Baseline Performance Period Report, performance period 2022-2025. Biennial reporting to the Federal Highway Administration includes performance measures for infrastructure condition (PM2), reliability, and CMAQ measures (PM3).

October 3, 2022 is the establishment date for the new targets, which is the date State DOT reporting was originally scheduled to be submitted to the FHWA. Reporting to the FHWA has been delayed but MnDOT is establishing the targets on the original planned date. MPOs have 180 days from the establishment date to adopt the statewide targets or set their own for their area. For CMAQ measures, MnDOT and the Metropolitan Council must submit identical targets.

Infrastructure

MnDOT has established targets for two bridge and four pavement performance measures for the January 1, 2022 to December 31, 2025 performance period.

Infrastructure Performance Measures and 2023 & 2025 Targets

Measure	Two-Year 2023 Target	Four-Year 2025 Target
Interstate Pavements in Good Condition	60%	60%
Interstate Pavements in Poor Condition	2%	2%
Non-Interstate NHS Pavements in Good Condition	55%	55%
Non-Interstate NHS Pavements in Poor Condition	2%	2%
NHS Bridges in Good Condition	30%	35%
NHS Bridges in Poor Condition	5%	5%

System Reliability

MnDOT has established targets for one freight and two reliability measures for the January 1, 2022 to December 31, 2025 performance period.

System Reliability Performance Measures and 2023 & 2025 Targets

Measure	Two-Year 2023 Target	Four-Year 2025 Target
Interstate Reliability	82%	82%
Non-Interstate NHS Reliability	90%	90%
Truck Travel Time Reliability Index	1.4	1.4

CMAQ Measures

MnDOT has established targets for three Congestion Mitigation and Air Quality Improvement (CMAQ) Program measures for the Twin Cities metropolitan area for the January 1, 2022 to December 31, 2025 performance period.

CMAQ Performance Measures and 2022 & 2025 Targets

Measure	Two-Year 2023 Target	Four-Year 2025 Target
Peak Hour Excessive Delay Per Capita	8.5	8.5
Non-Single Occupancy Travel	28%	29%
Total Emissions Reductions of On-Road Source Mobile Emissions (PM ₁₀)	0.0 kg/day	0.0 kg/day

Resolution Adopting NHS Pavement and Bridge Condition Performance Targets for the Mankato/North Mankato Area Planning Organization

Whereas, the U.S. Department of Transportation established performance measures for pavement and bridge condition on the National Highway System as detailed in 23 CFR 490, Subpart C, National Performance Measures for Assessing Pavement Condition, and 23 CFR 490, Subpart D, National Performance Measures for Assessing Bridge Condition;

Whereas, the Minnesota Department of Transportation (MnDOT) established performance targets for each of the four NHS pavement condition performance measures in accordance with 23 CFR 490.307(a); and

Whereas, MnDOT established performance targets for each of the two NHS bridge condition performance measures in accordance with 23 CFR 490.407(c); and

Whereas, metropolitan planning organizations (MPOs) must establish performance targets for each of the NHS pavement and bridge condition performance measures; and

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

Whereas, the Mankato/North Mankato Area Planning Organization (MAPO) does not have any Interstate mileage located within its metropolitan planning area;

Now, therefore, be it resolved, that MAPO agrees to plan and program projects so that the projects contribute to the accomplishment of MnDOT's NHS pavement and bridge condition targets for the Performance Period 2023 through 2025:

Target	2-yr target (2019)	4-yr target (2021)
<i>Pavement Condition</i>		
Non-Interstate – percentage of pavement in Good condition	60%	60%
Non-Interstate – percentage of pavement in Poor condition	2%	2%
<i>Bridge Condition</i>		
Percentage of NHS bridges by deck area in Good condition	30%	35%
Percentage of NHS bridges by deck area in Poor condition	5%	5%

*NA – Not required by Code of Federal Regulations (CFR).

CERTIFICATION

I hereby certify that the foregoing Resolution is a true and correct copy of the resolution presented to and adopted by the Mankato/North Mankato Area Planning Organization at a duly authorized meeting thereof, held on the 2nd day of February 2023 as shown by the minutes of said meeting in my possession.


Mark Piepo, Chair


Paul Vogel, Executive Director




2021 Pavement Ratings - Overall


Legend


 MAPO Planning Area


 MAPO Urbanized Boundary

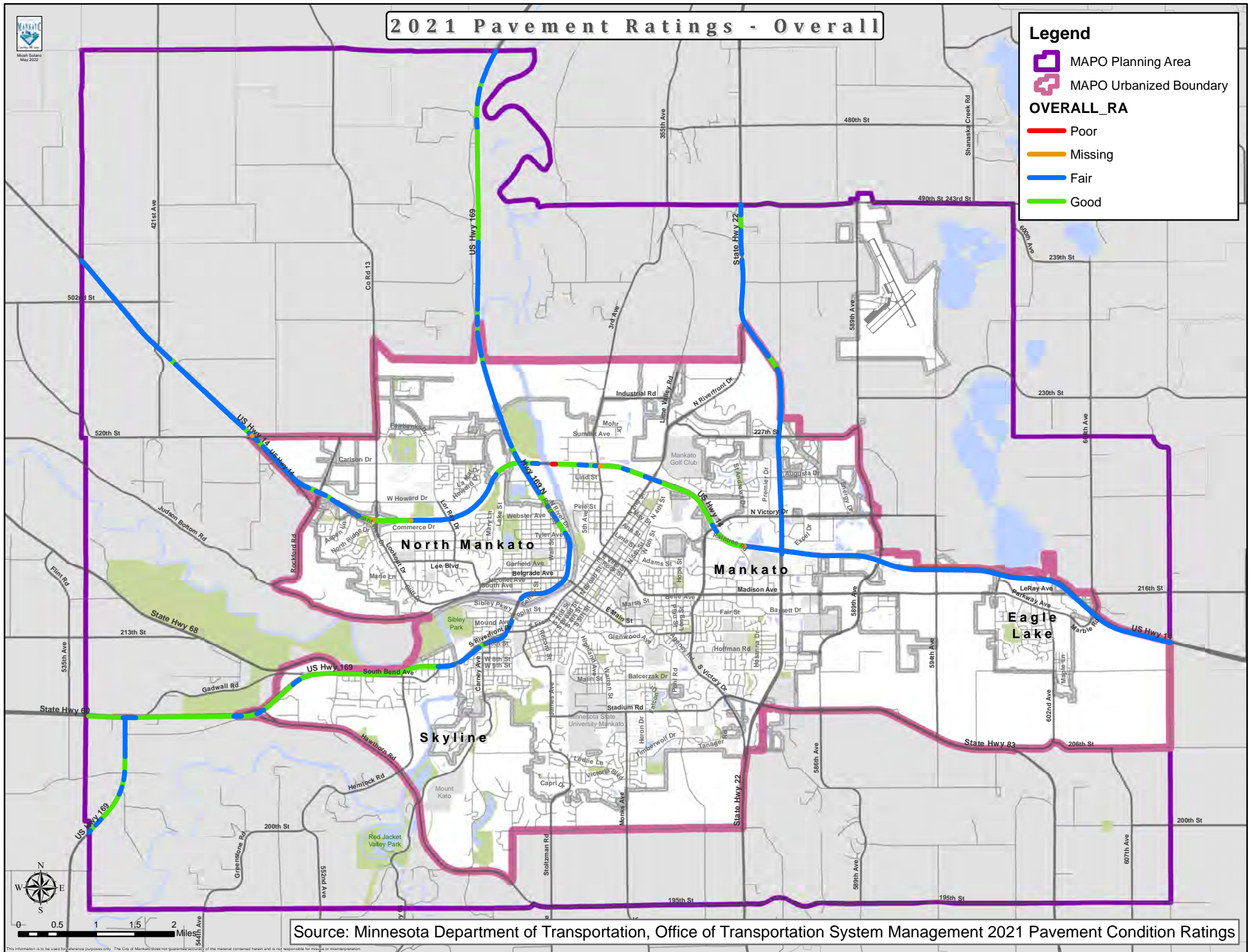
OVERALL_RA

 Poor

 Missing

 Fair

 Good



Source: Minnesota Department of Transportation, Office of Transportation System Management 2021 Pavement Condition Ratings

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

BR_NO	LOCATION	INSP_YR	COND	SF_AREA
7009	US 14 over CSAH 5	2021	FAIR	8225
7010	US 14 over CSAH 5	2021	FAIR	8225
7011	US 14 over MINN RIVER; UP RR	2021	POOR	90289
7015	US 14 over UP RR	2021	FAIR	9072
7016	US 14 over UP RR	2021	FAIR	9664
7017	US 14 over N RIVERFRONT DR	2021	POOR	11044
7018	US 14 over N RIVERFRONT DR	2021	POOR	11044
7019	US 14 over CSAH 3	2021	FAIR	7382
7020	US 14 over CSAH 3	2021	FAIR	7382
7021	US 14 over DME RR	2021	GOOD	12760
7022	US 14 over DME RR	2021	GOOD	12760
7023	US 14 over TH 169	2021	POOR	35486
7025	US 14 over TH 22	2021	GOOD	10413
7026	US 14 over TH 22	2021	FAIR	10413
7029	US 169 over S RIVERFRONT DR	2021	FAIR	20981
7030	US 169 over SIBLEY ST	2021	FAIR	16026
7033	MN 22 over SAKATAH STATE TRAIL	2021	GOOD	2126
7036	MN 22 over DME RR; STREAM	2021	FAIR	18168
7039	US 169 over BLUE EARTH RIVER	2021	FAIR	21275
7040	US 169 over BLUE EARTH RIVER	2021	FAIR	18016
7041	US 169 over OFF RAMP FROM US 169	2021	FAIR	8781
7043	US 169 over CSAH 90 WB	2021	FAIR	8608
7044	US 169 over CSAH 90 WB	2021	FAIR	6504
9098	US 169 over MINN R, UP RR; STR	2021	FAIR	178872
52011	CON 14 over US 169 RAMPS	2021	POOR	2644
52012	US 169 over US 169 RAMP	2021	GOOD	10832

2021 Bridge Condition

Legend

Condition

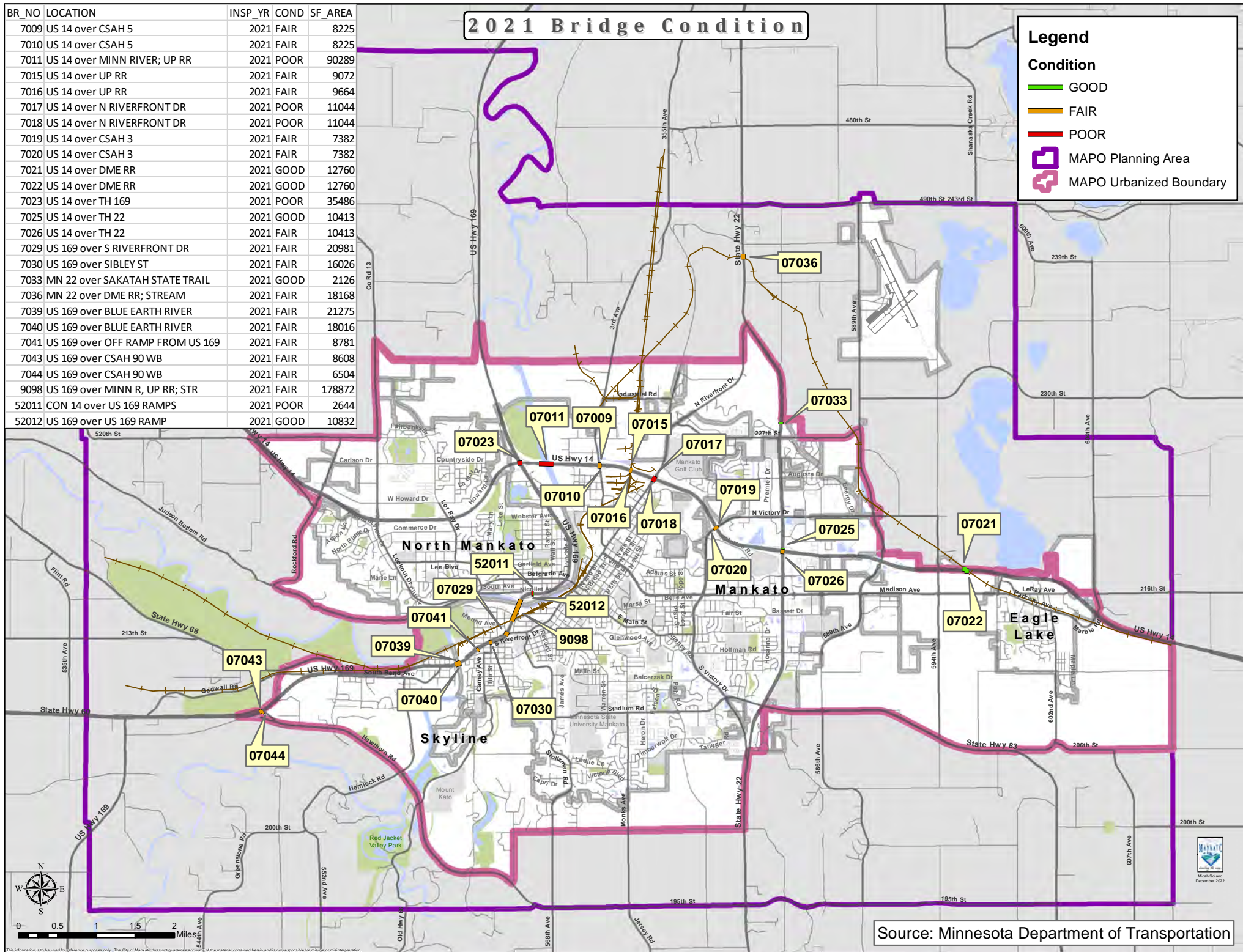
GOOD

FAIR

POOR

MAPO Planning Area

MAPO Urbanized Boundary



Source: Minnesota Department of Transportation

**Resolution Adopting NHS Freight Movement On The Interstate System
Performance Targets for the Mankato/North Mankato Area Planning Organization**

Whereas, the U.S. Department of Transportation established performance measures for performance and freight movement on the National Highway System as detailed in 23 CFR 490, Subpart E, National Performance Management Measures to Assess Performance of the National Highway System, and 23 CFR 490, Subpart F, National Performance Management Measures to Assess Freight Movement on the Interstate System;

Whereas, the Minnesota Department of Transportation (MnDOT) established performance targets for each of the two Travel Time Reliability performance measures in accordance with 23 CFR 490.507(a); and

Whereas, MnDOT established a performance target to calculate the Freight Reliability performance measure in accordance with 23 CFR 490.607; and

Whereas, metropolitan planning organizations (MPOs) must establish performance targets for the Travel Time Reliability and Freight Reliability measures; and

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

Whereas, the Mankato/North Mankato Area Planning Organization (MAPO) does not have Interstate mileage located within its metropolitan planning area;

Now, therefore, be it resolved, that MAPO agrees to plan and program projects so that the projects contribute to the accomplishment of MnDOT's NHS performance and freight movement for the Performance Period 2018 through 2021:

Target	2-yr target (2019)	4-yr target (2021)
<i>Travel Time Reliability</i>		
Non-Interstate – percentage of person-miles traveled that are reliable	90%	90%

CERTIFICATION



I hereby certify that the foregoing Resolution is a true and correct copy of the resolution presented to and adopted by the Mankato/North Mankato Area Planning Organization at a duly authorized meeting thereof, held on the 2nd day of February 2023 as shown by the minutes of said meeting in my possession.

Mark Piepo, Chair







Paul Vogel, Executive Director

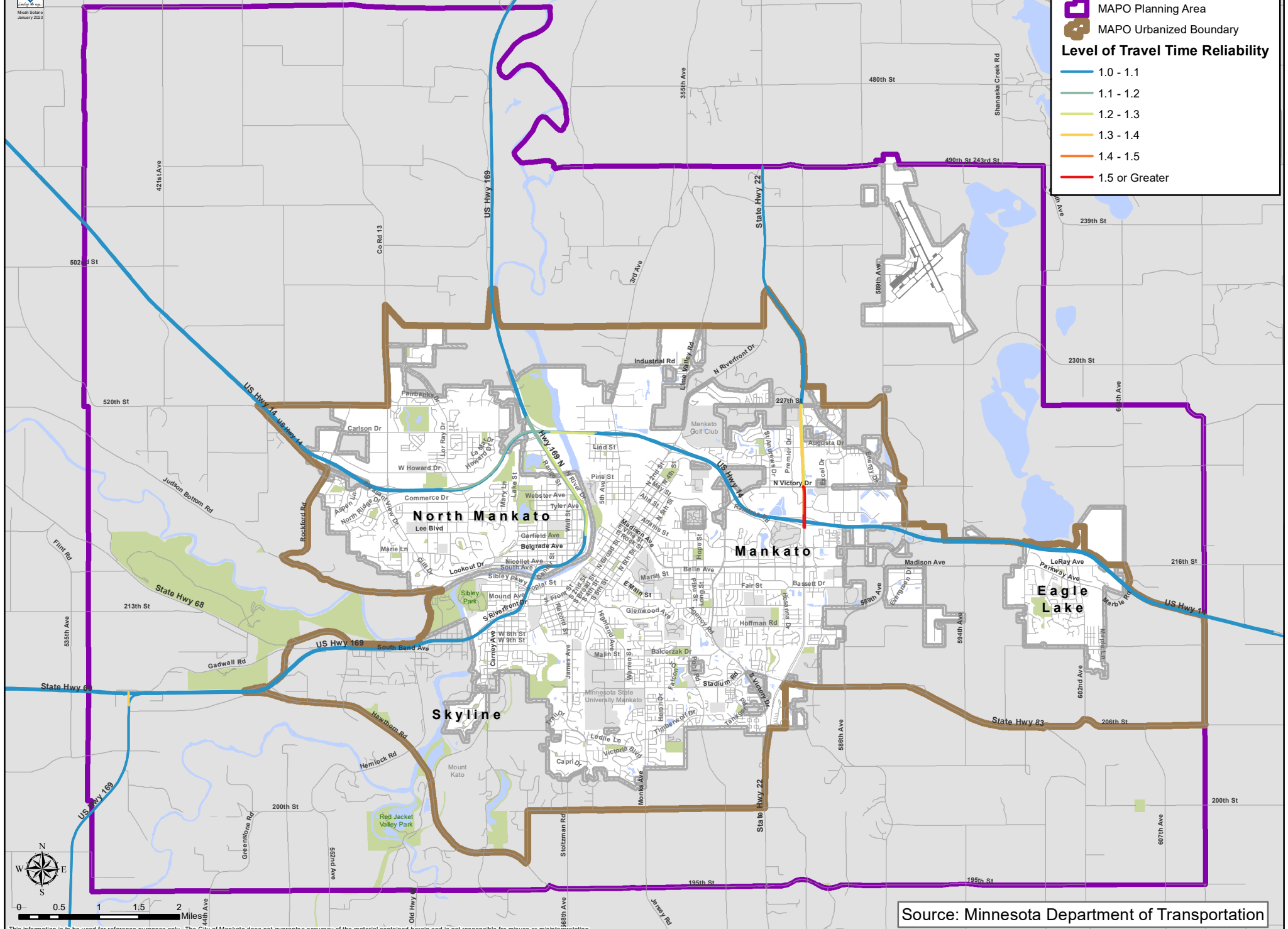
2021 Traffic Message Channel (TMC) Network

Legend

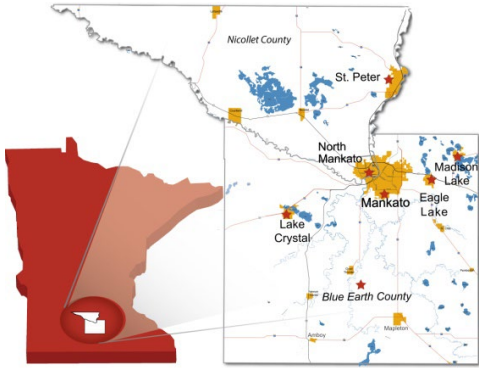
-  MAPO Planning Area
-  MAPO Urbanized Boundary

Level of Travel Time Reliability

-  1.0 - 1.1
-  1.1 - 1.2
-  1.2 - 1.3
-  1.3 - 1.4
-  1.4 - 1.5
-  1.5 or Greater



Source: Minnesota Department of Transportation



AGENDA RECOMMENDATION

Agenda Heading: Recommendation to approve Surface Transportation Program (STP) rankings No: 5.4

Agenda Item: Recommendation to approve Surface Transportation Program (STP) rankings

Recommendation Action(s): Motion to recommend to MAPO Policy Board approval of attached 2024-2027 Surface Transportation Program (STP) ranking sheet

Summary: MAPO staff have begun the process of developing the 2024-2027 Transportation Improvement Program (TIP). This includes coordination with MnDOT District 7 to provide a MAPO ranking for Surface Transportation Program (STP) projects submitted within the MAPO planning boundary.

Two projects submitted within the MAPO boundary advance goals outlined within the MAPO Long Range Transportation Plan (LRTP).

Project 1: City of Mankato: Veteran's Memorial Bridge Rehabilitation. Project consists of repairs to bridge decking, superstructure, and substructure as well as approach grading. Requested amount \$8,352,024

Project 2: City of North Mankato: Belgrade Avenue Improvements Project. Reconstruction of Belgrade Avenue from Range Street to Nicollet Avenue and conversion of existing 4-lane configuration to a 3-lane configuration. Requested Amount \$1,224,640.

Staff recommendation is a motion to recommend to the MAPO Policy Board approval of the attached STP project ranking sheet.

Attachments:

2024-2027 Surface Transportation Program ranking sheet

Application: Veterans Memorial Bridge Rehabilitation

Application: Belgrade Avenue Improvements Project

2024-2027 Surface Transportation Program - Small Urban (STP - SU) applications within MAPO boundary			City of Mankato - Rveterans Memorial Bridge Rehabilitation	City of North Mankato - Belgrade Avenue Improvements
Criteria	Points	Evaluation Question	Score	Score
a. Regional Benefit	30	What are the project's merits/benefits and intended effect upon the regional transportation network?	30	30
b. Mobility	30	How will the project improve the mobility of people and goods?	30	30
c. Planning Support	15	Is the project identified in MAPO's Long Range Transportation Plan or other transportation study/document?	15	15
d. Multi-modalism	10	How does the project encompass multiple modes of travel?	10	10
e. Environmental Impacts	10	How will the project respond to environmental impacts and mitigation measures?	10	10
f. Public Participation	5	What public participation has been undertaken or will take place with this project?	5	5
Total			100	100
Comment:				

ATP-7 | Project Identification/Reporting Form | 2024-2027

TYPE OF PROJECT

- ☐ STP Rural – County Roads ☐ STP Small Urban – City Streets ☐ On-system Bridges
☐ STP Rural – County Bridges ☒ STP Small Urban – City Bridges

APPLICANT INFORMATION

County or city name (applicant): City of Mankato

Applicant Contact Information

Name: Michael McCarty Title: Assistant City Engineer Phone: 507-387-8643
Street address: 10 Civic Center Plaza City: Mankato State: Mn Zip: 56001

FUNDING INFORMATION

Years funding will be accepted (check all years applicable):

- ☐ 2024 ☒ 2025 ☒ 2026 ☒ 2027 ☒ Preferred year: 2025

Funding

Federal eligible: \$10,440,030
Federal non-eligible: \$
Total construction cost: \$10,440,030
80% of federal eligible: \$8,352,024
20% local match: \$2,088,006
Other funding amount: \$0
Source of other funding: \$Applications submitted for LBRP program and federal BIP program, ATP 7 on-system Bridge
Federal amount requested: \$8,352,024

PROJECT INFORMATION

Route number: MNTH 169/Mulberry St Functional class: URB/Minor Arterial
From: US HWY 169 To: North 2nd Street Length: 932.7 feet
From reference post: To reference post:
Old bridge number: 07042 Bridge location: lat/long:44.17/-94.00
Section-Township-Range: 07-108N-26W
Legislative district: 18A Congressional district: 1st
Project map attached: ☒

Brief Project Description

The Veteran's Bridge Rehabilitation project is a project categorized by the Minnesota DOT for completion in FY 2025. Minnesota DOT is currently leading this project on initial design and project scoping. This project is to consist of repairs to bridge decking, superstructure, and substructure as well as approach grading.

The Veteran's Bridge is on the National Bridge Inventory and is classified as structure number 07042 in Minnesota. This bridge is rated as structurally deficient with a sufficiency rating of 75.4. This improvement is intended to address the structural deficiencies encountered with this bridge.

This project is intended to extend the life of the Veteran's Bridge by providing needed rehabilitation. This bridge serves as a primary connection between Mankato and North Mankato, and on a larger scale serves to connect the community of Mankato with the Minneapolis Metropolitan area.

This rehabilitation project will serve to extend the lifespan of this bridge, improve the bridge condition from poor to good, and maintain a vital connection for Mankato and surrounding communities.

ATP-7 | STP Small Urban Funds: Ranking of Roadways | 2024-2027

INSTRUCTIONS

The Surface Transportation Program (STP)-Small Urban program is managed by the Area Transportation Partnership (ATP). STP funding is designated for use on federal-aid eligible roads based on the distribution of roads by population.

Small urban areas are those having a population of 5,000 or more. In District 7, there are eight cities that meet this definition:

Fairmont	Mankato	New Prague	New Ulm
North Mankato	St. Peter	Waseca	Worthington

Project solicitation occurs annually and is usually kicked off late fall/early winter. Interested applicants must complete the required application form to apply for STP-Small Urban funding. Applications will be reviewed and ranked by the ATP subcommittee, who will select the top project(s).

This file contains the STP-Small Urban application for the FY27 solicitation. Interested applicants should complete the STP-Small Urban-Part 1 and STP-Small Urban-Part 2 worksheets.

STP-Small Urban-Part 1 Instructions

1. At the top of the page, enter the applicant's name and project description.
2. Review the "Unit Feature" items and "Examples" and enter the appropriate number of points under the "Submitters Pts Assigned" column.
3. Applicants are strongly encouraged to provide additional information regarding the project in the column labeled, "Comments." Applications that include further details in the Comments column will rank higher.

STP-Small Urban-Part 2 Instructions

1. Review the risk screening questions. Check the box next to the appropriate response.
2. Sign and date the form (electronic signatures will be accepted).

ATP-7 | STP Small Urban Funds: Application | 2024-2027

APPLICANT NAME: City of Mankato

PROJECT DESCRIPTION: Veteran's Bridge

Unit Feature	Submitters Pts. Assigned	Examples	Ranking Committee Points	Max Pts. Available	Comments
Safety and Hazard Elimination	15	11-20: Improvement addresses fatal/serious injury crashes or other crashes with documented crash history (provide MnCMAT crash report) 7-10: Proactive safety with no accident history (including new or non-existing roadway) 3-6: Reconstruction – no safety improvement 0-2: Reconditioning – no safety improvement		20	5 injury or possible injury crashes
Traffic Volume (current ADT or estimated current ADT if actual counts are not available)	10	10: >10,000 projected ADT 5: <10,000 projected ADT If new route, provide documentation to support the traffic problem.		10	Current ADT 20273
Pavement Condition Index (PCI) See guidance document for examples of roadway conditions.		15: Failed (0-10) 13: Serious (11-25) 10: Very Poor (26-40) 7: Poor (41-55) 5: Fair (56-70) 3: Satisfactory (71-85) 1: Good (86-100) 0: Non-existing pavement		15	
Bridge (If the project is a stand-alone bridge project, this score is used instead of Safety and PCI) Local Planning Index (LPI) indicates relative priority; however, if LPI is not less than 60, and if NBI rating for waterway adequacy, deck geometry, or approach alignment is 3 or less, it could substitute for LPI higher than 60. Any NBI rating of 4 or less could factor in with added points.	13	30-35: LPI (30 or less) 20-29: LPI (40-50) 10-19: LPI (50-60)		35	LPI 56
Economic Development	5	10: Leads to new business opportunities 5: Creates opportunities for existing businesses 1: Maintains status quo		10	
Recent or Prior Project Refer to the instructions on page 6 for the list of current projects in the STIP.	3	15: No project in the current STIP 12: Has 1 project in the current STIP 9: Has 2 projects in the current STIP 6: Has 3 projects in the current STIP 3: Has 4 projects in the current STIP		15	Projects in 2023, 2024, 2025, 2026
Multi-jurisdictional	10	10: 3 or more entities, each contributing financially toward the required match 7: 2 entities, both contributing financially toward the required match 5: Stand-alone project		10	MnDOT, City of Mankato, City of North Mankato
Multi-modal / Complete Streets	10	6-10: Promotes safe and convenient access to travel to all available modes 2-5: Provides limited access to available modes 1: Addresses motor vehicle traffic only		10	Mantians or expands multimodel
Identified in a local, regional, or state plan	5	5: Project is included in an approved Capital Improvement Plan, regional, or state plan that involved public input 2-4: Project is included in an approved Capital Improvement Plan, regional, or state plan 0-1: Project has not been identified in a plan		5	Mndot, City of Mankato
RDO / MPO Regional Significance rating	5	0-5: Insert value from RDO or MAPO evaluation		5	
TOTAL POINTS	64			(100)	

RISK SCREENING QUESTIONS (avoid project “slippage”)

- | | | |
|--|------------------------------|-----------------------------|
| 1. Does the project use Section 4(f) park lands or properties? | <input type="checkbox"/> YES | <input type="checkbox"/> NO |
| 2. Does the project occur within any areas of effect on properties listed or eligible for listing on the National Register of Historic Places? | <input type="checkbox"/> YES | <input type="checkbox"/> NO |
| 3. Does the project affect species or critical habitat protected by the Endangered Species Act? | <input type="checkbox"/> YES | <input type="checkbox"/> NO |
| 4. Does the action require new right-of-way or temporary easement, access change, or relocation? | <input type="checkbox"/> YES | <input type="checkbox"/> NO |
| 5. Does the project have a high risk of hazardous materials involvement? | <input type="checkbox"/> YES | <input type="checkbox"/> NO |
| 6. Does the project involve placement of fill into Waters of the U.S.? | <input type="checkbox"/> YES | <input type="checkbox"/> NO |
| 7. Does the project encroach into a floodplain? | <input type="checkbox"/> YES | <input type="checkbox"/> NO |
| 8. Does the project significantly impact air quality in a negative manner? | <input type="checkbox"/> YES | <input type="checkbox"/> NO |
| 9. Is the project anticipated to be controversial? | <input type="checkbox"/> YES | <input type="checkbox"/> NO |

ATP-7 | Regional Significance/Impact | 2024-2027

Fill out the information as it applies to the project. Regional Development Commissions/MAPO will utilize this and their additional data to provide a regional ranking.

IDENTIFY PROJECT

The Veteran's Bridge Rehabilitation project addresses structural issues present with the bridge. All improvements are intended to directly improve the lifespan of the bridge by improving the bridge substructure, superstructure, and decking.

This bridge is classified by MnDOT as structurally deficient with a sufficiency rating of 75.4. The bridge has shown noticeable deterioration within the last 10 years, with the deck, superstructure, and substructure condition ratings all decreasing. Deck condition deteriorated from satisfactory to poor and substructure condition deteriorated from satisfactory to fair during the same time period.

Minnesota DOT crews maintaining this bridge note having to knock off loose concrete to avoid from falling onto the roadway Riverfront Drive, Blue Earth County Library parking lot, and the Minnesota River.

The bridge on this project is in Poor condition as listed by National Bridge Inventory Data.

Without action, this bridge will fall into a condition of disrepair in which it will lose the ability to meet necessary loading and traffic requirements.

The proposal for the Veteran's Bridge is intended to improve the resiliency and life span of the bridge. This includes tasks such as crack sealing and surface repairs to the substructure, bearing pad replacements and hinge strengthening of the superstructure and bridge redecking.

ECONOMIC FACTORS

This project rehabilitates a bridge that serves as a vital economic connection between the cities of Mankato and North Mankato. This bridge directly connects downtown Mankato and downtown North Mankato. The Veteran's Bridge also serves as a primary connection between the City of Mankato and US HWY 169. This highway provides a direct connection between Mankato and the Minneapolis Metropolitan area.

Downtown Mankato has large regional significance with a multitude of business, tourism, and agriculture related facilities that would face direct impacts from the Veteran's Bridge falling into a state of disrepair. The Veteran's Bridge provides the most direct connection in the region to Mankato's Old Town District as well as Central Business District. These areas provide a large variety of business and tourism to the local community.

This bridge services an AADT total of 20,273 in 2021. Based on the traffic volumes of 6850 entering Highway 169 on ramps, the remaining 13,423 can be deemed local traffic travelling between Mankato and North Mankato. If this bridge were to fall into a state of disrepair, local traffic using the Veteran's Bridge would be required to displaced approximately 2.25 miles to travel between the downtown districts of Mankato and North Mankato. Nonlocal traffic would be required to travel a similar 2.5 miles to redirect to the bridge to the south of the Veteran's Bridge and reach the same point in downtown Mankato. This shows an estimated total person mileage of 47,327 that would be impacted per day.

This bridge shows a slight increase of traffic volume by 1.03% since the year 2000. Over this time traffic has fluctuated between 19,700 and 27,000 AADT. This project would propose to retain that traffic loading crossing Veteran's Bridge and not necessitate that traffic volume to find an alternate path of travel. The Veteran's Bridge has proven to handle current traffic demands and is estimated to handle foreseeable future traffic demands.

Keeping the Veteran's Bridge in a state of good repair maintains one of the primary accesses to Mankato which reduces congestion and improves reliability of the supply chain to this community. Loss of the Veteran's Bridge as a maintained bridge reduces direct connections between Mankato local roadways and U.S. Hwy 169 to a single connection. By maintaining two separate direct connections to the City of Mankato, land use development can continue to be spread throughout the community, rather than being focused most nearly the only available U.S. Highway connection.

HEALTH, SOCIAL, ENVIRONMENTAL FACTORS

This project contributes to health, social and environmental by keeping travel pollution low by maintaining the most direct connection between the communities of Mankato and North Mankato. This bridge also serves as one of two available connections that accommodates pedestrian and bike travel between the two communities.

This bridge is one of the last key elements in the Mankato area flood resiliency improvements performed by the U.S. Army Corps of Engineers between the 1960's and 1980's. This bridge is required to be safely clear of the flood wall and railroad tracks in recognition of this areas increasing vulnerability to floods.

There is a solar-powered USGS stream gauging station that is located along this bridge.

The Veteran's bridge is the primary connection that encourages multimodal usage between the communities of Mankato and North Mankato. The bridge rehabilitation is proposed to feature two 12' multiuse trails that will accommodate pedestrian and bicycle travel. Mankato's Transit system uses this bridge as a bus route to reach various points of interest in North Mankato.

This rehabilitation project is intended to keep the bridge in a state of good repair. By keeping this bridge in good repair, it mitigates risk of the bridge impacting any aquatic species present within the Minnesota River. Current conditions of the bridge lead to the potential of concrete debris falling into the Minnesota River, as well as Riverfront Drive beneath the bridge. Riverfront Drive is a minor arterial roadway with an AADT of 15,700 in 2018.

The Veteran's Bridge provides a crucial connection to disadvantaged communities within Mankato. This bridge is a direct connection between U.S. Hwy 169 and an area of Mankato that is listed as an Opportunity Zone as certified by the U.S. Secretary of the Treasury and a Choice Neighborhoods listed by the Office of Policy Development and Research.

The Veteran's Bridge Rehabilitation project maintains a direct connection to an area of persistent poverty in the City of Mankato. The 2020 American Community Survey, 5-year estimates show the City of Mankato having 22.5% of its population in poverty. This bridge connection directly impacts an impoverished area of the City of Mankato that is also considered to be an Opportunity Zone and a Choice Neighborhood. MnDOT and the City of Mankato engage the local community during project planning, development, and implementation.

The Veteran's Bridge has involved various partnerships between the City of Mankato and alternate community stakeholders. Light post banners are posted on this bridge for area colleges within Mankato and North Mankato. Partnership with CityCenter has resulted in an art walk on both sides of the bridge as well as a beautification project on nearby silos that can be viewed from the bridge. There is also an open streets event on this bridge every 4th of July for the community to view fireworks.

ACCESS FACTOR

This project provides a vital multimodal connection between Mankato and North Mankato. There are not readily available alternate paths of travel for pedestrian traffic, with the nearest available crossing alternative being located nearly 1 mile to the south. The Veteran's Bridge also serves as a connector between the North Mankato community and the Minnesota River trail system, which connects Mankato to communities as far as Faribault located nearly 50 miles away.

Minnesota DOT has a statewide Priority Area for Walking (PAWS) tool that shows the Veteran's Bridge as a top-priority location. PAWS uses census, health and safety factors within half-mile hexagons.

The proposed rehabilitation project will allow for the continuation of a transit route between Mankato and points of interest within North Mankato. The Veteran's Bridge will also continue to serve as a primary multimodal corridor. There are two 12' multiuse trails that traverse this bridge to connect pedestrian and bicycle traffic. Without this connection, pedestrian travel between the downtowns of Mankato and North Mankato is extended to a nearly 2-mile connection. This connection is even longer for those with limited mobility, as avoiding stairs extends this connection distance to nearly 2.5 miles.

The Veteran's Bridge services the only Transit service for public transportation between the City of Mankato and the City of North Mankato. Loss of this bridge due to lack of repair would force the Transit route to either be eliminated or rerouted. Loss of this bridge would remove potential housing and transportation possibilities and limit access between the communities of Mankato and North Mankato.

The Veteran's Bridge provides 1 of 2 direct connections between U.S. Hwy 169 and the City of Mankato road network. If the Veteran's Bridge falls into a state of disrepair congestion will increase at the intersection of U.S. Hwy 169 and

Riverfront Drive to the south. This intersection already experiences high congestion levels and was evaluated in the Riverfront Drive Corridor Study by the Mankato/North Mankato Area Planning Organization (MAPO). The MAPO corridor study shows capacity issues with the current traffic loading that requires improvements. Additional traffic volumes directed towards this intersection would decrease reliability and increase congestion drastically at this intersection. There is an ADT seen on this bridge ranging between 250-300 bicycle and pedestrian movements per day during summer months. In 2015, investment was made into this bridge by the Minnesota DOT to increase sidewalk width, showing improvements in bicycle and pedestrian safety, mobility, and accessibility.

PROJECT DESIGN

This project maintains current lane widths, shared use paths, shoulders and median. This is due to the road having previously been reevaluated by MnDOT and noting that the changes made resulted in improvements to functionality and safety on the bridge. MnCMAT results showing the crash history of this bridge between 1/1/2012 and 6/30/2022 indicate there have been no serious injury or fatal crashes during this time period. There have been 22 total crashes on the bridge during this same time span.

In its current state, the bridge requires maintenance from Minnesota DOT bridge staff to remove loose concrete. Without this taking place the concrete is at risk of falling onto a minor arterial roadway, a county library parking lot, and the heavily traversed Minnesota River.

MnDOT is comfortable with redecking this project to a similar condition to what is existing because of its proven safety results and low crash history with no recent serious injuries or fatalities.

This bridge project provides a 12' wide shared use path along both sides to provide high levels of safety for non-motorized user travel. There is a continuous median along the bridge to provide separation and a physical barrier for motorized users. This bridge provides capacity for dedicated turn lanes.

Preliminary Design began in October 2022. Preliminary design is anticipated to be completed in February 2023. Final design will begin in March 2023 and is anticipated to be completed in July 2024.

OTHER

This project appears in both the Minnesota 2023-2026 STIP and the MAPO LRTP 2045 Update. Veteran's Bridge Rehabilitation is programmed for construction in FY 2025 within the STIP and is programmed in the MAPO LRTP 2045 Update within the "short" time frame for completion.

This project is partnered between MnDOT and the City of Mankato. North Mankato is a local funding source for the larger rehabilitation project including the bridge immediately to the west of Veteran's Bridge.

A benefit cost analysis performed demonstrates that there would be an immense cost in detour time and travel times both for vehicles and pedestrian traffic. The benefit of this bridge remaining in a good state of repair would result in no change. The No-Build alternative and failure to complete this project results in an added cost of approximately \$675,000 per day should this bridge be shut down to traffic. This benefit-cost analysis was developed using guidance from the "Benefit-Cost Analysis Guidance for Discretionary Grant Programs" found on the U.S. DOT website.

This project has bridge needs of \$13,274,411 in 2021 dollars when including both local and state portions of the project. Comparing this to an estimated replacement cost of \$36,340,700 in 2021 dollars the repair to replace ratio is found to be 36.5%. It is deemed that the repair alternative is the most cost-effective solution for this bridge.

The following factors have been identified as having or potentially having regional significance/impact.

Economic Factors include agriculture-related, business, tourism, and special facilities.

- Agriculture-related: Dairy routes, elevators, livestock buying stations, sugar beet dumps, fertilizer distribution centers, anhydrous distribution centers, farm implement dealers, large livestock/poultry operations
- Business: Retail business > \$1 mill, wholesale business > \$1 million, employee payroll > \$500,000, employers of > 30, manufacturing > \$1 million, service industries > \$1 million, regional centers, casinos, shipping/distribution centers.

- Tourism: National, state, regional parks; historic sites, natural preservation routes, scenic by-ways, resorts/camping
- Special facilities: Fuel pipeline, mining (kaolin, sand, gravel)

Health, Social, Environmental Factors: Hospitals, pharmacies, clinics, DACs, senior center/meal sites, waste hauling routes

Access Factors: Interstate, water crossing, bikeways, airports, rail, inter-/intrastate bus routes, alternative route of application, intermodal, freight routes, school bus routes/sites

Project Design: Impact, local match, efficient use of funds, other sources of funds

Other: Prior commitments to STIP, mandated projects, political commitments, multiple partners in the projects, staged construction, etc.

Refer to the following when completing “Recent or Prior Project” in Part 1 of application.
Projects are shown in the year they receive the federal funds.

STIP Year 1 (2023)

Cities

- North Mankato: Lor Ray Dr
- New Ulm: Highland Ave and N Broadway
- Worthington: CSAH 35
- St. Peter: Old MN Ave and St. Julien St

Counties

- Cottonwood: CSAH 2
- Waseca: CSAH 15

STIP Year 2 (2024)

Cities

- New Ulm: 20th South St
- Mankato: August Dr

Counties

- Le Sueur: CSAH 18
- Jackson: CSAH 29

STIP Year 3 (2025)

Cities

- Waseca: 2nd St NW
- Mankato AC payback: Riverfront Dr
- St. Peter: Old MN Ave and St. Julien St

Counties

- Sibley: CSAH 8
- Faribault: CSAH 17

STIP Year 4 (2026)

Cities

- Mankato AC payback: Riverfront Dr
- Fairmont: Blue Earth Ave

Counties

- Martin: CSAH 53
- Watonwan: CSAH 13

**RESOLUTION AUTHORIZING THE SUBMISSION OF APPLICATIONS FOR AREA
TRANSPORTATION PARTNERSHIP (ATP) GRANTS**

WHEREAS, Mn/DOT District 7 has announced the solicitation for federally funded Surface Transportation Program (STP) for local projects to be considered by the District 7 Area Transportation Partnership (ATP) for state fiscal year 2027; and

WHEREAS, in order to be considered, the final applications must be submitted no later than January 13, 2023; and


WHEREAS, city staff have identified the road improvement of Veterans Bridge as a project that may qualify for funding under this program; and

NOW THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF MANKATO, MINNESOTA that the City Manager be and hereby is authorized to execute and submit applications for funding under the ATP Surface Transportation Program (STP) for local projects for the Veterans Bridge improvement project.

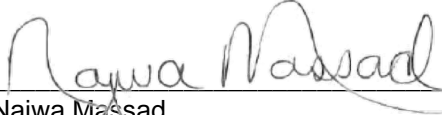
This resolution shall become effective upon its adoption.

Passed this 9th day of January, 2023

ATTEST:



Renae Kopischke
City Clerk


Najwa Massad
Mayor



AGENDA RECOMMENDATION

Consent Calendar 5. K.

City Council Regular Meeting

Meeting Date: 01/09/2023

Agenda Item:

Resolution authorizing the City Manager to to submit applications for Area Transportation Partnership Grants

Recommendation/Action(s):

Adoption of the attached resolution.

Summary:

Mn/DOT created Area Transportation Partnerships to emphasize greater public involvement in preparation of transportation plans and programs and there are eight ATPs in Minnesota (one for each Mn/DOT District area). Every year, the ATPs develop an Annual Transportation Improvement Program (ATIP) which covers a four-year minimum period. ATPs include all projects seeking federal aid highways, state trunk highways, and federal transit sources of funding.

The ATP 7 is working to meet the goals of a new federal transportation law. To distribute the funds, a Statewide Performance Program was created to allow Minnesota to meet performance targets on the [National Highway System](#).

Funding programs include:

- National Highway Performance (National Highway System includes all principal arterials)
- Surface Transportation (Non-principal arterial roadways - state, city, county, transit capital, off-system bridges)
- Highway Safety Improvement (highway safety & rail)
- Congestion Mitigation and Air Quality (Metro only)
- Metropolitan Planning (includes Mankato area)
- Transportation Alternatives (Safe Routes to School, recreational trails, former enhancements, other)

ATP 7 solicits projects for:

- Surface Transportation Program (small urban, rural and transit capital)
- Transportation Alternatives Program (within a statewide framework)

This year's solicitation is for the 2027 construction season in the following categories:

1. Transportation Alternatives Program (TAP):

The Transportation Alternatives Program (formerly Enhancements) is a new competitive grant opportunity for local communities and regional agencies to fund projects for pedestrian and bicycle facilities, historical preservation, Safe Routes to School and more.

(Greater Minnesota applicants submitted a letter of intent describing the key components of their project. A regional representative will contact applicants to help review the project proposal and the steps necessary for delivering a federally funded project prior to local communities and regional agencies submitting a full grant application.)

2. Surface Transportation Program (STP) for local projects:

a. Small Urban - City streets/bridges

Funds are designated for street/bridge improvements on city federal aid routes. Eligible applicants are cities with populations of 5,000 or more. ATP 7 includes Fairmont, Mankato, New Prague, New Ulm, North Mankato, St. Peter, Waseca and Worthington.

b. Rural - County roads/bridges

Funds are designated for street/bridge improvements on county federal aid routes outside the boundaries of small urban areas. Eligible applicants are counties in ATP 7. This includes the counties of Blue Earth, Brown, Cottonwood, Faribault, Jackson, Le Sueur, Martin, Nicollet, Nobles, Rock, Sibley, Waseca, and Watonwan.

c. Local Transit Capital

Funds are designated for bus replacements. Eligible applicants are the public transit systems and may be funded with either STP Small Urban or STP Rural funds.

3. Bridge on System:

The bridge on system program is new for the 2023 solicitation process. This is a program that, once approved by FHWA, will allow for a separate funding source for bridges that are located on State Aid Routes.

Staff is proposing applications for FY 2027 funding for local shares of the Veterans Bridge improvements. This project will completely remove and replace the deck of Veterans Bridge. The improvement will have a significant cost share from the City of Mankato, and ATP funding is an ideal method to fund the local share of this project. Successfully STP and Bridge on System funding for these improvements will offset the need for local road improvement funds and allow them to meet other needs in the community.

Attachments

Resolution



**BOLTON
& MENK**

Real People. Real Solutions.

1960 Premier Drive
Mankato, MN 56001-5900

Ph: (507) 625-4171
Fax: (507) 625-4177
Bolton-Menk.com

January 12, 2023

Mr. Sam Parker
MnDOT District 7 Planning
2151 Bassett Drive
Mankato, MN 56001-6888

RE: STP Small Urban Federal Funding Application
Belgrade Avenue Improvements
City of North Mankato, Minnesota

Dear Mr. Parker:

This letter is to request that the City of North Mankato's application for STP Funding for the Belgrade Avenue Improvement Project be considered for funding under the current solicitation.

Enclosed is the following information:

- ATP 7 Solicitation ID Reporting Form
- Preliminary Geometric Layout
- Breakdown of the Estimated Project Costs
- City Council Resolution

Please feel free to contact me if you have any questions or if you require additional information.

Sincerely,

Bolton & Menk, Inc.

Daniel R. Sarff, P.E.
North Mankato City Engineer

Enclosures

cc: Kevin McCann, City of North Mankato City Administrator
Luke Arnold, City of North Mankato Public Works Director
Michael Fischer, City of North Mankato Community Development Director
Matt Lassonde, City of North Mankato City Planner

ATP-7 | Project Identification/Reporting Form | 2024-2027

TYPE OF PROJECT

- ☐ STP Rural – County Roads ☒ STP Small Urban – City Streets ☐ On-system Bridges
☐ STP Rural – County Bridges ☐ STP Small Urban – City Bridges

APPLICANT INFORMATION

County or city name (applicant): City of North Mankato

Applicant Contact Information

Name: Daniel R. Sarff, P.E., Bolton & Menk, Inc. Title: City Engineer Phone: 507-327-0666
Street address: 1960 Premier Drive City: North Mankato State: MN Zip: 56003

FUNDING INFORMATION

Years funding will be accepted (check all years applicable):

- ☐ 2024 ☒ 2025 ☒ 2026 ☒ 2027 ☒ Preferred year: 2025

Funding

Federal eligible: \$1,530,800 (estimated amount eligible for federal funding)
Federal non-eligible: \$265,200 (estimated amount not eligible for federal funding)
Total construction cost: \$1,796,000 (total estimated project cost, including non-eligible & engineering)
80% of federal eligible: \$1,224,640
20% local match: \$306,160 (20% of federal eligible)
Other funding amount: \$265,200 (estimated amount not eligible for federal funding)
Source of other funding: \$Municipal State Aid funds (for eligible items), special assessments, general fund, general obligation bonds
Federal amount requested: \$1,224,640

PROJECT INFORMATION

Route number: Belgrade Avenue (MSAS 114) Functional class: Minor Arterial
From: Range Street To: Nicollet Avenue Length: 530 feet
From reference post: N/A To reference post: N/A
Old bridge number: N/A Bridge location: N/A
Section-Township-Range: Sec 72 T108N R26W
Legislative district: 2A Congressional district: 1st
Project map attached: ☒

Brief Project Description

The proposed improvements would include the reconstruction of Belgrade Avenue from Range Street to Nicollet Avenue, converting the existing 4-lane configuration to a 3-lane configuration. The proposed 50-foot street width would provide one lane of through traffic each way with a center turn lane with parallel parking on the south side of the street. The existing dedicated right turn lane and the combined through/left turn lane at Range Street would be

maintained. The narrower street would allow the existing sidewalks that are in poor condition, to be reconstructed at a width and slope that meet Americans with Disabilities Act (ADA) standards. At least two of the four existing driveway accesses will be closed with the project. The existing street lighting system and event power system, which are also in poor condition, would be replaced and enhanced as part of the project. The project would also include new storm sewer improvements and possibly minor improvements to the exiting sanitary sewer and water systems. The cost of the City of Mankato's portion of MnDOT's TH 169/Belgrade Avenue Improvement project is also included in the funding request.

ATP-7 | STP Small Urban Funds: Ranking of Roadways | 2024-2027

INSTRUCTIONS

The Surface Transportation Program (STP)-Small Urban program is managed by the Area Transportation Partnership (ATP). STP funding is designated for use on federal-aid eligible roads based on the distribution of roads by population.

Small urban areas are those having a population of 5,000 or more. In District 7, there are eight cities that meet this definition:

Fairmont	Mankato	New Prague	New Ulm
North Mankato	St. Peter	Waseca	Worthington

Project solicitation occurs annually and is usually kicked off late fall/early winter. Interested applicants must complete the required application form to apply for STP-Small Urban funding. Applications will be reviewed and ranked by the ATP subcommittee, who will select the top project(s).

This file contains the STP-Small Urban application for the FY27 solicitation. Interested applicants should complete the STP-Small Urban-Part 1 and STP-Small Urban-Part 2 worksheets.

STP-Small Urban-Part 1 Instructions

1. At the top of the page, enter the applicant's name and project description.
2. Review the "Unit Feature" items and "Examples" and enter the appropriate number of points under the "Submitters Pts Assigned" column.
3. Applicants are strongly encouraged to provide additional information regarding the project in the column labeled, "Comments." Applications that include further details in the Comments column will rank higher.

STP-Small Urban-Part 2 Instructions

1. Review the risk screening questions. Check the box next to the appropriate response.
2. Sign and date the form (electronic signatures will be accepted).

ATP-7 | STP Small Urban Funds: Application | 2024-2027

APPLICANT NAME: City of North Mankato

PROJECT DESCRIPTION: Belgrade Avenue Improvement Project

Unit Feature	Submitters Pts. Assigned	Examples	Ranking Committee Points	Max Pts. Available	Comments
Safety and Hazard Elimination	10	11-20: Improvement addresses fatal/serious injury crashes or other crashes with documented crash history (provide MnCMAT crash report) 7-10: Proactive safety with no accident history (including new or non-existing roadway) 3-6: Reconstruction – no safety improvement 0-2: Reconditioning – no safety improvement		20	Conversion from 4-lane to 3-lane to reduce traffic speeds and improve pedestrian safety as recommended in Belgrade Avenue Corridor Study
Traffic Volume (current ADT or estimated current ADT if actual counts are not available)	5	10: >10,000 projected ADT 5: <10,000 projected ADT If new route, provide documentation to support the traffic problem.		10	8,100 ADT (2019)
Pavement Condition Index (PCI) See guidance document for examples of roadway conditions.	3	15: Failed (0-10) 13: Serious (11-25) 10: Very Poor (26-40) 7: Poor (41-55) 5: Fair (56-70) 3: Satisfactory (71-85) 1: Good (86-100) 0: Non-existing pavement		15	Pavement is in good condition, PCI is estimated; project is not driven by pavement condition
Bridge (If the project is a stand-alone bridge project, this score is used instead of Safety and PCI) Local Planning Index (LPI) indicates relative priority; however, if LPI is not less than 60, and if NBI rating for waterway adequacy, deck geometry, or approach alignment is 3 or less, it could substitute for LPI higher than 60. Any NBI rating of 4 or less could factor in with added points.	N/A	30-35: LPI (30 or less) 20-29: LPI (40-50) 10-19: LPI (50-60)		35	N/A
Economic Development	10	10: Leads to new business opportunities 5: Creates opportunities for existing businesses 1: Maintains status quo		10	Creates a more pedestrian friendly environment that will encourage additional retail/entertainment businesses
Recent or Prior Project Refer to the instructions on page 6 for the list of current projects in the STIP.	12	15: No project in the current STIP 12: Has 1 project in the current STIP 9: Has 2 projects in the current STIP 6: Has 3 projects in the current STIP 3: Has 4 projects in the current STIP		15	One project in the STIP, Lor Ray Drive/Howard Drive Roundabout in FY 2023
Multi-jurisdictional	7	10: 3 or more entities, each contributing financially toward the required match 7: 2 entities, both contributing financially toward the required match 5: Stand-alone project		10	Project will be coordinated with MnDOT's TH 169/Belgrade Avenue improvement project
Multi-modal / Complete Streets	7	6-10: Promotes safe and convenient access to travel to all available modes 2-5: Provides limited access to available modes 1: Addresses motor vehicle traffic only		10	The project will slow traffic by narrowing the street; will create shorter crossing distances for pedestrians; will provide ADA compliant ped facilities where that is not possible with today's configuration; and will remove vehicle access limiting turning movements and delays making it safer vehicles, pedestrians and bicycles.

Identified in a local, regional, or state plan	5	5: Project is included in an approved Capital Improvement Plan, regional, or state plan that involved public input 2-4: Project is included in an approved Capital Improvement Plan, regional, or state plan 0-1: Project has not been identified in a plan		5	The proposed conversion from a 4-lane configuration to a 3-lane configuration was addressed in the Belgrade Avenue Corridor Study and the Belgrade Avenue Master Plan.
RDO / MPO Regional Significance rating	5	0-5: Insert value from RDO or MAPO evaluation		5	
TOTAL POINTS	64			(100)	

RISK SCREENING QUESTIONS (avoid project “slippage”)

- | | | |
|--|---|--|
| 1. Does the project use Section 4(f) park lands or properties? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 2. Does the project occur within any areas of effect on properties listed or eligible for listing on the National Register of Historic Places? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 3. Does the project affect species or critical habitat protected by the Endangered Species Act? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 4. Does the action require new right-of-way or temporary easement, access change, or relocation? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 5. Does the project have a high risk of hazardous materials involvement? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 6. Does the project involve placement of fill into Waters of the U.S.? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 7. Does the project encroach into a floodplain? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 8. Does the project significantly impact air quality in a negative manner? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 9. Is the project anticipated to be controversial? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |

ATP-7 | Regional Significance/Impact | 2024-2027

Fill out the information as it applies to the project. Regional Development Commissions/MAPO will utilize this and their additional data to provide a regional ranking.

IDENTIFY PROJECT

The project consists of the reconstruction of Belgrade Avenue from Range Street to Nicollet Avenue, converting the existing 4-lane configuration to a 3-lane configuration. The project also includes the closure of existing driveway accesses, reconstruction and widening of the existing sidewalks, replacement of the existing street lighting and event power systems, storm sewer improvements and possible improvements to the existing sanitary sewer and watermain systems. The cost of the City of North Mankato's portion of MnDOT's TH 169/Belgrade Avenue Improvement project is also included in the funding request.

ECONOMIC FACTORS

Businesses located within or adjacent to the project include: five eating and drinking establishments; US post office, bank, dry cleaner, architectural/engineering firm, computer supply business, recruiting and staffing enterprise firm; and numerous apartment units and buildings. The increased sidewalk width that are proposed with the project will provide improved pedestrian movement and safety. The wider sidewalks may also provide opportunities for streetscaping amenities and outdoor seating/activity areas. It is anticipated that the increased pedestrian safety and amenities would promote additional retail, entertainment, and service development in the 200 block of Belgrade Avenue.

HEALTH, SOCIAL, ENVIRONMENTAL FACTORS

The conversion of the existing 4-lane section to a 3-lane section is proposed to promote slower traffic speeds and improve pedestrian safety. The existing sidewalks that are currently narrow, in poor condition and are not ADA compliant would be replaced with new sidewalks that would encourage pedestrian travel. The narrower roadway width will result in slower traffic speeds and will reduce the roadway crossing distance. These improvements along with the enhanced lighting system will create a more pedestrian-friendly environment will enhance this area as a community gathering place. No adverse environmental impacts are expected.

ACCESS FACTOR

Belgrade Avenue is an important transportation corridor within the City of North Mankato, providing vehicular and pedestrian/bicycle access to the commercial and retail businesses within the central business district of North Mankato. The block of Belgrade Avenue from Range Street to Nicollet Avenue (200 block) serves as one of the primary gateways into the City of North Mankato. Four existing driveway accesses are currently located within the 200 block of Belgrade Avenue. Two of the accesses (City parking lot west of American Legion and Circle Inn parking lot, both on the north side) will be closed with the proposed project. A third driveway (driveway to parking lot for the vacant Frandsen Bank on the south side) could also be closed depending on the final redevelopment plans for that property. The closure of the existing driveways will reduce traffic conflicts, increase vehicular mobility, and improve safety within the project corridor.

PROJECT DESIGN

The proposed improvements include reconstructing the street with curb and gutter on both sides and concrete pavement. The roadway will be designed and constructed to meet Municipal State-Aid standards. Based on the most recent traffic counts taken in 2019, the Average Daily Traffic (ADT) for this segment of Belgrade Avenue is 8,100 vehicles per day. The proposed 50-foot-wide street will provide for two travel lanes, a center turn lane, and parallel parking on the south side. The existing sidewalks are narrow and in poor condition. Due to the narrow width and the elevation constraints of the existing curb and building thresholds, the existing sidewalks do not meet Americans with Disabilities (ADA) standards. The narrower street would allow the existing sidewalks to be reconstructed at a width and slope that meet ADA standards. The existing street lighting system and event power system, which are also in poor condition, would be replaced and enhanced as part of the project. The project would also include the construction of storm sewer and possibly improvements to the existing sanitary sewer and watermain systems. The event power system and any sanitary sewer or watermain improvements would not be eligible for federal or state aid funding. The proposed

geometric layout fits with MnDOT's proposed TH 169/Belgrade Avenue intersection improvements. The City intends to use a combination of Municipal State Aid Funds, general funds, and possibly special assessments to finance the local share of the project.

OTHER

The City of North Mankato currently has one project funded with STP-Small Urban funds on the Statewide Transportation Improvement Program (STIP): The Lor Ray Drive/Howard Drive Roundabout Project will be funded with STP-Small Urban funds in FY 2023. MnDOT is planning improvements to the TH 169/ Belgrade Avenue interchange in 2025, and the improvements in that project will tie directly into the proposed Belgrade Avenue improvement project. The City of North Mankato's share 's of The TH 169/ Belgrade Avenue interchange project is included in this funding request. If this funding request is successful, it is the City's intent to advance construct the Belgrade Avenue improvements to coincide with the construction schedule for the TH 169/ Belgrade Avenue interchange project. The attached resolution adopted by the City Council authorizes the submission of the funding application and provides a commitment to implement the project if it is selected for funding.

The following factors have been identified as having or potentially having regional significance/impact.

Economic Factors include agriculture-related, business, tourism, and special facilities.

- Agriculture-related: Dairy routes, elevators, livestock buying stations, sugar beet dumps, fertilizer distribution centers, anhydrous distribution centers, farm implement dealers, large livestock/poultry operations
- Business: Retail business > \$1 mill, wholesale business > \$1 million, employee payroll > \$500,000, employers of > 30, manufacturing > \$1 million, service industries > \$1 million, regional centers, casinos, shipping/distribution centers.
- Tourism: National, state, regional parks; historic sites, natural preservation routes, scenic by-ways, resorts/camping
- Special facilities: Fuel pipeline, mining (kaolin, sand, gravel)

Health, Social, Environmental Factors: Hospitals, pharmacies, clinics, DACs, senior center/meal sites, waste hauling routes

Access Factors: Interstate, water crossing, bikeways, airports, rail, inter-/intrastate bus routs, alternative route of application, intermodal, freight routes, school bus routes/sites

Project Design: Impact, local match, efficient use of funds, other sources of funds

Other: Prior commitments to STIP, mandated projects, political commitments, multiple partners in the projects, staged construction, etc.

Refer to the following when completing “Recent or Prior Project” in Part 1 of application.
Projects are shown in the year they receive the federal funds.

STIP Year 1 (2023)

Cities

- North Mankato: Lor Ray Dr
- New Ulm: Highland Ave and N Broadway
- Worthington: CSAH 35
- St. Peter: Old MN Ave and St. Julien St

Counties

- Cottonwood: CSAH 2
- Waseca: CSAH 15

STIP Year 2 (2024)

Cities

- New Ulm: 20th South St
- Mankato: August Dr

Counties

- Le Sueur: CSAH 18
- Jackson: CSAH 29

STIP Year 3 (2025)

Cities

- Waseca: 2nd St NW
- Mankato AC payback: Riverfront Dr
- St. Peter: Old MN Ave and St. Julien St

Counties

- Sibley: CSAH 8
- Faribault: CSAH 17

STIP Year 4 (2026)

Cities

- Mankato AC payback: Riverfront Dr
- Fairmont: Blue Earth Ave

Counties

- Martin: CSAH 53
- Watonwan: CSAH 13



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PRELIMINARY COST ESTIMATE
200 BLOCK BELGRADE 3-LANE CONVERSION & RELATED IMPROVEMENTS
CITY OF NORTH MANKATO, MINNESOTA

ITEM	UNIT	ESTIMATED UNIT PRICE	TOTAL		STREET/STORM SEWER		SIDEWALK		STREET LIGHTING		EVENT POWER	
			ESTIMATED QUANTITY	ESTIMATED AMOUNT	ESTIMATED QUANTITY	ESTIMATED AMOUNT	ESTIMATED QUANTITY	ESTIMATED AMOUNT	ESTIMATED QUANTITY	ESTIMATED AMOUNT	ESTIMATED QUANTITY	ESTIMATED AMOUNT
MOBILIZATION	LUMP SUM	\$36,000.00	1	\$36,000.00	0.57	\$20,520.00	0.19	\$6,840.00	0.19	\$6,840.00	0.05	\$1,800.00
REMOVE CURB & GUTTER	LIN FT	\$3.50	1200	\$4,200.00	1200	\$4,200.00		\$0.00		\$0.00		\$0.00
REMOVE EXISTING CABLES AND CONDUCTORS	LUMP SUM	\$3,000.00	1	\$3,000.00		\$0.00		\$0.00	0.9	\$2,700.00	0.1	\$300.00
REMOVE 3" GALVANIZED STEEL CONDUIT	LIN FT	\$8.00	400	\$3,200.00		\$0.00		\$0.00	400	\$3,200.00		\$0.00
REMOVE CONCRETE SIDEWALK AND DRIVEWAY PAVEMENT	SQ YD	\$19.00	1100	\$20,900.00		\$0.00	1100	\$20,900.00		\$0.00		\$0.00
REMOVE CONCRETE PAVEMENT	SQ YD	\$24.00	3300	\$79,200.00	3300	\$79,200.00		\$0.00		\$0.00		\$0.00
REMOVE BITUMINOUS PAVEMENT	SQ YD	\$18.00	350	\$6,300.00	350	\$6,300.00		\$0.00		\$0.00		\$0.00
REMOVE CONCRETE STEP	EACH	\$500.00	1	\$500.00	1	\$500.00		\$0.00		\$0.00		\$0.00
REMOVE LIGHTING UNIT	EACH	\$650.00	14	\$9,100.00		\$0.00		\$0.00	14	\$9,100.00		\$0.00
REMOVE LIGHT FOUNDATION	EACH	\$500.00	13	\$6,500.00		\$0.00		\$0.00	13	\$6,500.00		\$0.00
REMOVE CONCRETE STEP	EACH	\$500.00	1	\$500.00	1	\$500.00		\$0.00		\$0.00		\$0.00
REMOVE PRECAST CONCRETE HANDHOLES AND CASTINGS	EACH	\$700.00	1	\$700.00	1	\$700.00		\$0.00		\$0.00		\$0.00
SALVAGE AND REINSTALL RAILING	LIN FT	\$30.00	70	\$2,100.00	70	\$2,100.00		\$0.00		\$0.00		\$0.00
SALVAGE AND REINSTALL CLEANOUT CASTINGS	EACH	\$200.00	2	\$400.00	2	\$400.00		\$0.00		\$0.00		\$0.00
EXCAVATION - COMMON (P)	CU YD	\$22.00	2000	\$44,000.00	2000	\$44,000.00		\$0.00		\$0.00		\$0.00
AGGREGATE BASE (CV) CLASS 5 (P)	CU YD	\$36.00	1500	\$54,000.00	1500	\$54,000.00		\$0.00		\$0.00		\$0.00
8" CONCRETE PAVEMENT	SQ YD	\$94.00	2800	\$263,200.00	2800	\$263,200.00		\$0.00		\$0.00		\$0.00
BITUMINOUS PAVEMENT PATCH	SQ YD	\$60.00	325	\$19,500.00		\$0.00	325	\$19,500.00		\$0.00		\$0.00
STORM SEWER	LUMP SUM	\$120,000.00	1	\$120,000.00	1	\$120,000.00		\$0.00		\$0.00		\$0.00
CONCRETE CURB & GUTTER DESIGN B624	LIN FT	\$36.00	1200	\$43,200.00	1200	\$43,200.00		\$0.00		\$0.00		\$0.00
CONCRETE CURB DESIGN V	LIN FT	\$42.00	350	\$14,700.00	350	\$14,700.00		\$0.00		\$0.00		\$0.00
CONCRETE STEP	LIN FT	\$120.00	10	\$1,200.00		\$0.00	10	\$1,200.00		\$0.00		\$0.00
7" CONCRETE DRIVEWAY PAVEMENT	SQ YD	\$90.00	80	\$7,200.00	80	\$7,200.00		\$0.00		\$0.00		\$0.00
6" CONCRETE SIDEWALK	SQ FT	\$12.00	1100	\$13,200.00		\$0.00	1100	\$13,200.00		\$0.00		\$0.00
5" CONCRETE SIDEWALK	SQ FT	\$10.00	11400	\$114,000.00		\$0.00	11400	\$114,000.00		\$0.00		\$0.00
TRUNCATED DOMES	SQ FT	\$72.00	250	\$18,000.00		\$0.00	250	\$18,000.00		\$0.00		\$0.00
ADJUST CURB STOP BOX	EACH	\$150.00	12	\$1,800.00		\$0.00	12	\$1,800.00		\$0.00		\$0.00
TEMPORARY EROSION CONTROL	LUMP SUM	\$3,000.00	1	\$3,000.00	1	\$3,000.00		\$0.00		\$0.00		\$0.00
STRIPING	LUMP SUM	\$6,000.00	1	\$6,000.00	1	\$6,000.00		\$0.00		\$0.00		\$0.00
TRAFFIC CONTROL	LUMP SUM	\$12,000.00	1	\$12,000.00	0.57	\$6,840.00	0.19	\$2,280.00	0.19	\$2,280.00	0.05	\$600.00
FURNISH AND INSTALL LIGHTING UNIT TYPE SPECIAL 1	EACH	\$8,000.00	9	\$72,000.00		\$0.00		\$0.00	9	\$72,000.00		\$0.00
FURNIGH AND INSTALL LIGHTING UNIT TYPE SPECIAL 2	EACH	\$7,000.00	4	\$28,000.00		\$0.00		\$0.00	4	\$28,000.00		\$0.00
CONCRETE LIGHT FOUNDATION DESIGN E (MODIFIED)	EACH	\$2,000.00	4	\$8,000.00		\$0.00		\$0.00	4	\$8,000.00		\$0.00
CONCRETE LIGHT FOUNDATION DESIGN P (MODIFIED)	EACH	\$2,000.00	12	\$24,000.00		\$0.00		\$0.00	12	\$24,000.00		\$0.00
FURNISH AND INSTALL INSTALL SERVICE CABINET WITH FOUNDATION	EACH	\$12,000.00	1	\$12,000.00		\$0.00		\$0.00	0.5	\$6,000.00	0.5	\$6,000.00
1.5" NON-METALLIC CONDUIT	LIN FT	\$15.00	1200	\$18,000.00		\$0.00		\$0.00		\$0.00	1200	\$18,000.00
2" NON-METALLIC CONDUIT	LIN FT	\$17.00	1300	\$22,100.00		\$0.00		\$0.00	1300	\$22,100.00		\$0.00
UNDERGROUND WIRE 1 COND. NO. 1/0	LIN FT	\$12.00	300	\$3,600.00		\$0.00		\$0.00	300	\$3,600.00		\$0.00
UNDERGROUND WIRE 1 COND. NO. 4	LIN FT	\$7.50	4200	\$31,500.00		\$0.00		\$0.00		\$0.00	4200	\$31,500.00
UNDERGROUND WIRE 1 COND. NO. 6	LIN FT	\$6.00	4200	\$25,200.00		\$0.00		\$0.00	4200	\$25,200.00		\$0.00
ESTIMATED CONSTRUCTION COST				\$1,152,000.00		\$676,560.00		\$197,720.00		\$219,520.00		\$58,200.00
ENGINEERING				\$207,000.00		\$121,440.00		\$35,280.00		\$39,480.00		\$10,800.00
ESTIMATED PROJECT COST - 3 LANE CONVERSION				\$1,359,000.00		\$798,000.00		\$233,000.00		\$259,000.00		\$69,000.00
ESTIMATED TH169/BELGRADE AVENUE CITY SHARE				\$437,000.00								
ESTIMATED TOTAL PROJECT COST				\$1,796,000.00								
ESTIMATED FEDERAL ELIGIBLE COST - 3-LANE IMPROVEMENTS				\$1,093,800.00		\$676,560.00		\$197,720.00		\$219,520.00		
ESTIMATED FEDERAL ELIGIBLE COST - TH169/BELGRADE AVENUE CITY SHARE				\$437,000.00								
TOTAL ESTIMATED FEDERAL ELIGIBLE COST				\$1,530,800.00								
ESTIMATED FEDERAL FUNDING (80% OF TOTAL ESTIMATED FEDERAL ELIGIBLE COST)				\$1,224,640.00								
ESTIMATED STATE AID FUNDING				\$502,360.00								
ESTIMATED LOCAL FUNDS				\$69,000.00								

STATE OF MINNESOTA)

COUNTY OF NICOLLET) ss.

Authenticating Certificate

CITY OF NORTH MANKATO)

I, the undersigned, being the duly qualified City Clerk of the City of North Mankato, Minnesota, hereby certify that I have carefully compared the following attached Resolution No. 4-23, adopted at a Regular Meeting of the City Council of the City of North Mankato held on January 3, 2023, entitled:

RESOLUTION AUTHORIZING FUNDING APPLICATION FOR THE BELGRADE AVENUE IMPROVEMENT PROJECT AND THE TRUNK HIGHWAY 169/BELGRADE AVENUE INTERCHANGE IMPROVEMENT PROJECT

with the original thereof on file and of record in my office, and that the same is a full, true and complete copy of said original.

I further certify that a majority of the members of the City Council were present throughout the meeting, and that the Resolution was passed by a majority vote of all members of the Council.

Witness my hand and the official seal of said City of North Mankato this 4th day of January 2023.



April Van Genderen

City Clerk

City of North Mankato, Minnesota

RESOLUTION NO. 4-23

RESOLUTION AUTHORIZING FUNDING APPLICATION FOR THE BELGRADE AVENUE IMPROVEMENT PROJECT AND THE TRUNK HIGHWAY 169/BELGRADE AVENUE INTERCHANGE IMPROVEMENT PROJECT

WHEREAS, approximately \$2.6 million in federal funds are available in fiscal year 2027 for the improvement of streets and bridges in cities with population over 5,000 in MnDOT District 7 through the Surface Transportation Program (STP – Small Urban) funding program, and

WHEREAS, Belgrade Avenue is an important transportation corridor within the City of North Mankato, providing vehicular and pedestrian/bicycle access to the lower North Mankato area and to the adjacent commercial and retail businesses, and

WHEREAS, the block of Belgrade Avenue from Range Street to Nicollet Avenue (200 block) serves as one of the primary gateways into the City of North Mankato, and

WHEREAS, the Belgrade Avenue Corridor Study and the Belgrade Avenue Master Plan prepared in 2017 identified traffic speed and pedestrian safety as issues within the 200 block of Belgrade Avenue, and

WHEREAS, the existing sidewalks, street lighting system, and event power system in the 200 block of Belgrade Avenue are in poor condition and are in need of replacement, and

WHEREAS, the Minnesota Department of Transportation (MnDOT) is planning improvements to the Trunk Highway (TH) 169/Belgrade Avenue interchange and such improvements will create an opportunity to consider improvements to the 200 block of Belgrade Avenue, and

WHEREAS, the MnDOT TH169/Belgrade Avenue interchange project will require cost participation from the City of North Mankato, and

WHEREAS, the City of North Mankato has determined that the reconstruction of the 200 block of Belgrade Avenue from a four-lane configuration to a three-lane configuration will address the issues and deficiencies identified, and

WHEREAS, the reconstruction of the 200 block of Belgrade Avenue and the cost participation in the MnDOT TH169/Belgrade Avenue interchange project are necessary and meet the eligibility requirements of the STP-Small Urban funding program.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF NORTH MANKATO, MINNESOTA that the City Council hereby supports the reconstruction of Belgrade Avenue from Range Street to Nicollet Avenue (City Project) and the MnDOT TH169/Belgrade Avenue interchange project (MnDOT Project).

BE IT FURTHER RESOLVED that the City of North Mankato agrees to act as sponsoring agency for the STP – Small Urban federal funding for the City Project and has reviewed and approved the project as proposed.

BE IT FURTHER RESOLVED that the City of North Mankato, if awarded the federal funds for the City Project and the MnDOT Project, agrees to secure and guarantee the local share of costs associated with the referenced projects.

BE IT FURTHER RESOLVED that the City of North Mankato, if awarded the federal funds for the City Project, agrees to design and construct the project and see the project through to its completion, with compliance of all applicable laws, rules, and regulations.

BE IT FURTHER RESOLVED that the City of North Mankato, if awarded the federal funds for the City Project, agrees to operate and maintain the facilities constructed with federal transportation funds for the useful life of the improvement.

BE IT FURTHER RESOLVED that the City of North Mankato, if awarded the federal funds for the MnDOT Project, agrees enter into a cooperative agreement with MnDOT that will outline both party's responsibilities and respective costs for the MnDOT project.

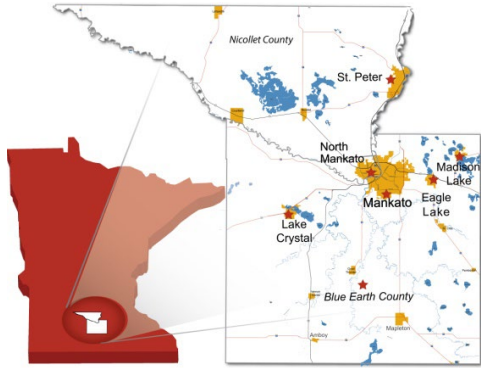
Adopted by the City Council this 3rd day of January 2023.



Mayor

Attest: 

City Clerk



AGENDA RECOMMENDATION

Agenda Heading: Recommendation to adopt the process for awarding the Carbon Reduction Program available funding No: 5.5

Agenda Item: Recommendation to adopt the process for awarding the Carbon Reduction Program available funding

Recommendation Action(s): Motion to recommend to MAPO Policy Board the process for awarding the Carbon Reduction Program available funding.

Summary: The Carbon Reduction Program (CRP) is a new program created by the Infrastructure Investment and Jobs Act. The purpose of the program is to reduce carbon dioxide emissions from on-road highway sources. Funding for the program is split into two main categories; Statewide (35%) and Areas based on population (65%).

The State of Minnesota will receive \$20.5 million for Federal Fiscal Year (FFY) 2022 and \$20.9 million for FFY 2023 in CRP funds. The Mankato North Mankato Area Planning Organization will receive \$170,000 in CRP funds for State Fiscal Year (FY) 2023 and \$170,000 for FY2024. Funding from FY 2023 must be obligated by June 7, 2023, and FY 2024 funding must be obligated by June 7, 2024. Funds not obligated by the deadline will be returned to the statewide pool.

MAPO is seeking projects for obligation in State Fiscal Year 2023 and 2024. Eligible projects are listed in the attached documentation. Project that reduces carbon dioxide emissions can be considered for funding, eligible projects of note include; replacing street light bulbs with energy efficient bulbs, adjusting signal timing to reduce idling at intersections, design of multimodal facilities, transit projects, and trails. Projects are required to be part of the TIP because the CRP uses federal funds, therefore if the project is not already listed on the TIP, an amendment to the TIP will be required. For projects that are already listed on the TIP, a component of the project that is not currently funded, or is 100% locally funded could be eligible for CRP funding.

The solicitation and selection process State Fiscal Year 2023 is not indicative of future CRP solicitations. Over the next year, MnDOT will work with their transportation planners and a consultant to develop a Carbon Reduction Strategy, which will define carbon reduction priorities and process in Minnesota for future years.

MAPO staff is proposing the following process for solicitation of projects for FY2023 and FY2024 funds.

- February 24, 2023: Deadline for interested agencies to submit applications.
- March 9, 2023: Internal TAC subcommittee finalizes ranking and scoring of applications
- March 16, 2023: MAPO TAC recommends projects for funding to TAC
- April 6, 2023: MAPO Policy Board accepts recommended projects and amends TIP.

Ranking and scoring of all applications for FY 2023 and FY 2024 will use the following criteria:

1. Project eligibility to receive CRP funds
2. Cost-benefit analysis using a ratio of reduction of carbon dioxide emissions to total CRP funds requested.
3. Project consistency with the goal and objectives of the Metropolitan Transportation Plan and/or the Regional Active Transportation Plan
4. Project consistency with Minnesota carbon reduction priorities.
5. How the project impacts Justice40 defined disadvantaged communities using the [Climate and Economic Justice Screening Tool](#).
6. Project initiation and completion timeline

Proposed projects will be ranked in priority order. Starting with the #1 ranked project, the requested CRP funds will be deducted from the available funding pool of \$170,000 then funds from the #2 ranked project will be deducted, etc., until all the funds have been accounted for.

MAPO staff will then submit their preliminary project ranking to the TAC for its review, consideration and recommendation, and amendment to the TIP if necessary. The TAC will then make a recommendation to the MAPO Policy Board for approval.

At this time, MAPO is seeking input on or support for the proposed process and volunteers to participate in the ranking and scoring. Scoring team shall consist of one representative of MAPO, the City of Mankato, the City of North Mankato, Blue Earth County, and Nicollet County, plus one at large member.

Attachments:

1. MAPO CRP letter
2. CRP Program funding and process
3. CRP Application



Minnesota Department of Transportation
Office of Sustainability and Public Health
395 John Ireland Boulevard, MS 120
Saint Paul, Minnesota 55155

December 9, 2022

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

Good afternoon Paul,

Through the Infrastructure Investment and Jobs Act (IIJA) a number of new funding programs were developed. One is the Carbon Reduction Program (CRP) fund. The purpose of the program is to reduce carbon dioxide (CO₂) emissions from on-road highway sources.

Funding for the program is suballocated into 2 main categories:

- Areas based on population (65%)
- Statewide (35%)

Minnesota will receive approximately \$20.5 to \$20.9 million annually in CRP funds. To use CRP funds, Minnesota must solicit, select and obligate eligible CRP projects in the TIP (if applicable) and STIP.

The Mankato-North Mankato Area Planning Organization planning area will receive \$170,000 to be spent in the metropolitan planning area in State Fiscal Year (FY)2023 and \$170,000 to be spent in FY2024.

This requires teamwork, coordination and cooperation at all levels of government. Therefore, MnDOT in coordination and consultation with metropolitan planning organizations (MPOs) and Area Transportation Partnerships (ATPs) is soliciting projects for FY2023 and FY2024 use of CRP funds.

Attached is a template to use for your regional or metropolitan planning area solicitation process. MPOs and ATPs should coordinate with each other on the timeline and process for their solicitation for FY2023 and FY2024 CRP funded projects.

Note that this solicitation process for FY2023 and FY2024 is not indicative of future CRP solicitations.

Over the next year, MnDOT will work with our transportation partners and a consultant to develop a Carbon Reduction Strategy, which will define the carbon reduction priorities and process in Minnesota for future years of CRP funds.

In the next two weeks, I will be following up with each ATP and MPO to discuss the CRP solicitation individually and answer any questions. In the meantime, please reach out with any questions.

Sincerely,

Anna Pierce
Carbon Reduction Program Coordinator

CC:

Tim Sexton, SPPM

Amber Dallman, OSPH

Siri Simons, OSPH

Brian Gage, OTSM

Patrick Weidemann, OTSM

Greg Ous, District 7 Engineer

Sam Parker, District 7 Planner

Equal Opportunity Employer

Attachments:

Carbon Reduction Program FY2023 and FY2024 Solicitation Template

Carbon Reduction Program Funding

The Carbon Reduction Program (CRP) is a new program created by the Infrastructure Investment and Jobs Act (IIJA)¹. The purpose of the program is to reduce carbon dioxide (CO₂) emissions from on-road highway sources.

Funding for the program is suballocated into 2 main categories:

- Areas based on population (65%)
 - Urbanized areas with an urbanized population greater than 200,000 (obligated in MPA)
 - Urbanized areas with an urbanized area population between 50,000 and 199,999 (obligated in MPA)
 - Urban areas with population between 5,000 and 49,999
 - Areas with populations of less than 5,000
- Statewide (35%)

Minnesota will receive approximately \$20.5 million for Federal Fiscal Year (FFY) 2022 and \$20.9 million for FFY2023 in CRP funds. It's expected that Minnesota should continue to receive approximately \$20.9 million annually. As such, Minnesota must solicit and select eligible projects for CRP funding.

The goal is to spend the \$20.5-20.9 million annually. This requires teamwork, coordination and cooperation at all levels of government. Therefore, MnDOT is soliciting projects for State Fiscal Year (FY) 2023 and FY 2024 use of CRP funds. These will use the oldest FFY funds first to avoid a lapse in funding.

Key aspects of the FY2023 and FY2024 Carbon Reduction Program solicitation include:

- | | |
|--|------------------------|
| • Consultation, cooperation & coordination | • Obligation of funds |
| • Eligible projects | • Project suggestions |
| • Applications | • Future solicitations |
| • Evaluation & prioritization | • Questions |

Note that this solicitation process for FY2023 and FY2024 is not indicative of future CRP solicitations.

Over the next year, MnDOT will work with our transportation partners and a consultant to develop a Carbon Reduction Strategy, which will define the carbon reduction priorities and process in Minnesota for future years of CRP funds.

¹ Pub. L. 117-58 (Nov. 15, 2021)

Consultation, cooperation & coordination

Establishing the definitions of consultation, cooperation, coordination and designated recipient help set the stage for how and why there are various solicitation processes for the CRP funds.

- [Consultation](#) occurs when one or more parties confer with other identified parties in accordance with an established process and, prior to taking action, considers the views of the other parties and periodically informs them about action taken.
- [Cooperation](#) occurs when the parties involved work together to achieve a common goal or objective
- [Coordination](#) occurs when parties involved work together to develop and adjust plans, programs, and schedules to achieve general consistency as appropriate.
- [Designated recipient](#) is an entity selected to receive and allocate an amount of funds that are attributable to urbanized areas of 200,000 or more in population, or a State or regional authority if the authority is responsible under the laws of a State for a capital project and for financing and directly providing public transportation.

Urbanized areas that are TMAs (>200,000)

Per [23 CFR 450.332\(c\)](#), in areas designated as TMAs, the MPO shall select all 23 U.S.C. and 49 U.S.C. Chapter 53 funded projects in **consultation** with the State and public transportation operator(s). In order for funds to be obligated to a project, the project must be included in the approved TIP and in accordance with the priorities in the approved TIP. The State shall select projects on the NHS in **cooperation** with the MPO, from the approved TIP. TMAs are considered **designated recipients** of federal funds. It's presumed that TMAs will also be **designated recipients** of CRP funds.

Urbanized areas that are not TMAs (50,000-199,999)

Per [23 USC 175 \(e\)\(4\)](#), a State shall **coordinate** with any metropolitan planning organization (MPO) that represents the urbanized area prior to determining which activities should be carried out under the project. This is a new process for the selection of projects funded through the Carbon Reduction Program in areas of 50,000-199,999 people. [23 CFR 450.332\(b\)](#) states that in metropolitan areas not designated as TMAs, the State and/or the public transportation operator(s), in **cooperation** with the MPO shall select projects to be implemented using title 23 U.S.C. funds (other than Tribal Transportation Program, Federal Lands Transportation Program, and Federal Lands Access Program projects) or funds under title 49 U.S.C. Chapter 53, from the approved metropolitan TIP.

Rural Areas (<50,000)

Per [23 USC 175 \(e\)\(5\)](#), a State shall **consult** with any regional transportation planning organization (RTPO) or metropolitan planning organization (MPO) that represents the rural area prior to determining which activities should be carried out under the project.

Eligible projects

Projects that support the reduction of transportation emissions, including, but not limited to:

- a project described in [23 U.S.C. 149\(b\)\(4\)](#) to establish or operate a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems
- a public transportation project eligible under [23 U.S.C. 142](#)
- a transportation alternative (as defined under the Moving Ahead for Progress under the 21st Century Act [[23 U.S.C. 101\(a\)\(29\)](#)], as in effect on July 5, 2012)), including, but not limited to, the construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation
- a project described in [23 U.S.C. 503\(c\)\(4\)\(E\)](#) for advanced transportation and congestion management technologies, these include:
 - advanced traveler information systems;
 - advanced transportation management technologies;
 - advanced transportation technologies to improve emergency evacuation and response by Federal, State, and local authorities;
 - infrastructure maintenance, monitoring, and condition assessment;
 - advanced public transportation systems;
 - transportation system performance data collection, analysis, and dissemination systems;
 - advanced safety systems, including vehicle-to-vehicle and vehicle-to-infrastructure communications, technologies associated with autonomous vehicles, and other collision avoidance technologies, including systems using cellular technology;
 - integration of intelligent transportation systems with the Smart Grid and other energy distribution and charging systems;
 - integrated corridor management systems;
 - advanced parking reservation or variable pricing systems;
 - electronic pricing, toll collection, and payment systems;
 - technology that enhances high occupancy vehicle toll lanes, cordon pricing, or congestion pricing;
 - integration of transportation service payment systems;
 - advanced mobility, access, and on-demand transportation service technologies, such as dynamic ridesharing and other shared-use mobility applications and information systems to support human services for elderly and disabled individuals;
 - retrofitting dedicated short-range communications (DSRC) technology deployed as part of an existing pilot program to cellular vehicle-to-everything (C-V2X) technology, subject to the condition that the retrofitted technology operates only within the existing spectrum allocations for connected vehicle systems; or
 - advanced transportation technologies, in accordance with the research areas described in section 6503 of title 49.
- deployment of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle-to-infrastructure communications equipment;

- a project to replace street lighting and traffic control devices with energy-efficient alternatives
- development of a carbon reduction strategy developed by a State per requirements in [23 U.S.C. 175\(d\)](#);
- a project or strategy designed to support congestion pricing, shifting transportation demand to nonpeak hours or other transportation modes, increasing vehicle occupancy rates, or otherwise reducing demand for roads, including electronic toll collection, and travel demand management strategies and programs
- efforts to reduce the environmental and community impacts of freight movement
- a project that supports deployment of alternative fuel vehicles, including—
 - acquisition, installation, or operation of publicly accessible electric vehicle charging infrastructure or hydrogen, natural gas, or propane vehicle fueling infrastructure; and
 - purchase or lease of zero-emission construction equipment and vehicles, including the acquisition, construction, or leasing of required supporting facilities
- a project described in [23 U.S.C. 149\(b\)\(8\)](#) for a diesel engine retrofit
- certain types of projects to improve traffic flow that are eligible under the CMAQ program, and that do not involve construction of new capacity [[§ 11403](#); [23 U.S.C. 149\(b\)\(5\)](#); and [175\(c\)\(1\)\(L\)](#)]
- a project that reduces transportation emissions at port facilities, including through the advancement of port electrification
- any other STBG-eligible project, if the Secretary certifies that the State has demonstrated a reduction in transportation emissions, as estimated on a per capita and per unit of economic output basis. [[§ 11403](#); [23 U.S.C. 133\(b\)](#) and [175\(c\)\(2\)](#)]
 - Note: FHWA will issue guidance on how the Secretary will make such certifications.
 - Per [23 U.S.C. 175\(c\)\(2\)](#) Flexibility, in addition to the eligible projects under paragraph (1), a State may use funds apportioned under section 104(b)(7) for a project eligible under section 133(b) if the Secretary certifies that the State has demonstrated a reduction in transportation emissions—(A) as estimated on a per capita basis; and (B) as estimated on a per unit of economic output basis.

Remainder of page intentionally left blank.

Applications

To apply for funding, please submit a project application to [insert MPO or ATP contact] no later than Thursday, January 5, 2023.

The project application should include:

1. A description of the proposed project in detail including project location and what will be constructed or planned (maps are helpful). See [CRP Eligible Projects](#) for what's eligible.
2. Approximate carbon reduction the project will have. Use [CMAQ Emissions Calculator Tools](#) to calculate the estimated carbon reduction for the project.
3. Total project cost
4. Total amount of CRP funds requested (maximum of 80% of the project total)
5. Total amount and source of local funds committed to the project (minimum of 20% of project total)
6. Total amount and source of additional federal funds obligated to the project already, if applicable.
7. Identify the jurisdiction responsible for completing the project and receiving the CRP funds as partial reimbursement.
8. Identify the timeline for the project to be let and anticipated completion date.
9. Identify if and to what degree the project impacts disadvantage communities per Justice40 using the [Climate and Economic Justice Screening Tool](#).
10. Identify how the project meets the regional priorities related to carbon reduction
 - Regional priority document
11. Identify how the project meets Minnesota carbon reduction priorities
 - [2022 Statewide Multimodal Transportation Plan \(SMTP\)](#)
 - [Minnesota Climate Action Framework](#)
 - [Pathways to Decarbonizing Transportation report](#)

Remainder of page intentionally left blank.

Evaluation & prioritization

[insert MPO or ATP] staff will conduct a preliminary evaluation to rank all applications for FY 2023 and FY 2024 solicitation using the following criteria:

1. Project eligibility to receive CRP funds
2. Cost-benefit analysis using a ratio of reduction of carbon dioxide emissions to total CRP funds requested.
3. Project consistency with the goal and objectives of the Metropolitan Transportation Plan² and/or the Regional Active Transportation Plan³
4. Project consistency with Minnesota carbon reduction priorities (see Applications point 10 above)
5. How the project impacts Justice40 defined disadvantaged communities using the [Climate and Economic Justice Screening Tool](#).
6. Project initiation and completion timeline

Proposed projects will be ranked in priority order. Starting with the #1 ranked project, the requested CRP funds will be deducted from the available funding pool of \$XXX,XXX, then funds from the #2 ranked project will be deducted, etc., until all the funds have been accounted for.

[Insert MPO or ATP name] staff will then submit their preliminary project ranking to the [insert approval process committees] for its review, consideration and recommendation.

Obligation of funds

The selected project(s) will be amended into the applicable Transportation Improvement Program (TIP) and subsequently into the Minnesota Statewide Transportation Improvement Program (STIP) for obligation of funding. FY 2023 funds must be obligated in the applicable 2023-2026 TIP and 2023-2026 STIP no later than June 7, 2023. FY 2024 funds must be obligated in the applicable TIP and STIP no later than June 7, 2024.

Project suggestions

Projects need to be obligated using the CRP funds in FY2023 and FY2024 for this solicitation. That means that projects must be included in the applicable TIP and STIP no later than June 7, 2024. In order to do this, projects for this solicitation may be add-on carbon reducing components to an existing project in the applicable TIP and STIP. These add-on components cannot be already federally funded if already locally funded, the add-on components of the project can apply for the CRP funds.

² Insert applicable MPO MTP

³ Insert applicable RDO long-range transportation plan

The purpose of these funds is not to remove existing federal funds and replace with CRP funds on projects already programmed in the TIP and STIP, so that the existing federal funds are used on another project. Instead the purpose is to add or create new opportunities to further reduce carbon dioxide (CO₂) emissions from on-road highway sources. Specific questions can be directed to Anna Pierce (see contact information in the questions section below).

Example 1: Project A is a FY2023 federally funded STBGP pavement project. This project originally included a shared-use path within the right-of-way to increase connectivity within a community and promote alternative travel modes. Due to inflation or other cost increases, the shared-use path component was removed from the project, but the STBGP funded portion of pavement project is still included in FY2023 of the TIP and STIP. Project A could apply for CRP funds to supplement this gap in funding to fund the shared-use path component of the project.

Example 2: Project B is a FY2023 federally funded STBGP pavement project. This project includes a shared-use path within the right-of-way to increase connectivity within a community and promote alternative travel modes. The shared-use path component is currently funded 100% with local funds and the pavement portion of the project is currently funded 80% with STBGP funds in FY2023 of the TIP and STIP. Project B could apply for CRP funds to supplement the local funded portion of the project for the shared-use path component to reduce the total local match of the project.

[Insert project type suggestions/restrictions if MPO or ATP would like to focus the solicitation on certain eligible project typologies as listed above under the eligible projects section.]

Future Solicitations

In calendar year 2023, MnDOT with a consultant will develop a Carbon Reduction Strategy (CRS). The CRS will document the programming priorities and processes for CRP funds in Minnesota. It will also develop a review and update cycle for the CRS. The CRS is due to USDOT by November 15, 2023.

Engagement with transportation partners and stakeholders will occur throughout 2023 on the priorities and processes for programming CRP funds. The CRS will guide the CRP solicitation process for FY 2025 and beyond.

Note that the FY 2023 and FY 2024 solicitation process is not indicative of future CRP solicitations. Lessons learned from the FY 2023 and FY 2024 solicitation will be taken into consideration as the CRS is developed.

Questions

If you have any questions about the Carbon Reduction Program and/or the solicitation, please contact MnDOT Carbon Reduction Program Coordinator Anna Pierce at 651-366-3793 or anna.m.pierce@state.mn.us. Specific local questions can be directed to [insert contact for MPO or ATP].

Carbon Reduction Program (CRP) Project Application FY2023 and FY2024

General Information

Contact Information

Contact Person: Click here to enter text.

Mailing Address: Click here to enter text.

City: Click here to enter text. **State:** Click here to enter text. **Zip:** Click here to enter text.

Phone: Click here to enter text. **Fax:** Click here to enter text. **Email:** Click here to enter text.

Sponsoring agency (if different than applicant): Click here to enter text.

Contact person (from sponsoring agency, if different than applicant): Click here to enter text.

Project information

Name of Project: Click here to enter text.

Location of Project (Include maps): Click here to enter text.

Description of project (what will be constructed or planned): Click here to enter text.

Approximate carbon reduction the project will have ([CMAQ Emissions Calculator Tool](#)): Click here to enter text.

Project Budget

Total Project Cost: Click here to enter text.

Total CRP Funds Requested (Max 80% of project total): Click here to enter text.

Total amount and source of local funds committed to the project: Click here to enter text.

Total amount and source of additional federal funds obligated to the project (if applicable): Click here to enter text.

Project Timeline

Identify the timeline for project to be let: Click here to enter text.

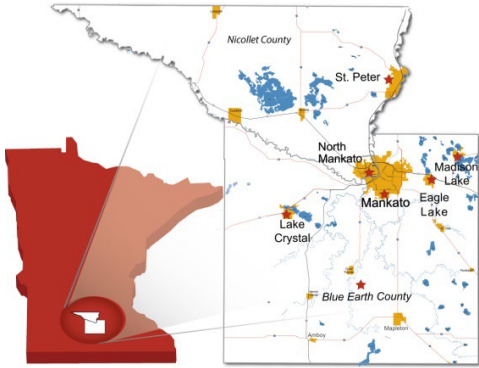
Identify project anticipated completion date: Click here to enter text.

Project Impact

Identify How the project meets regional priorities related to carbon reduction ([Long Range Transportation Plan](#)): Click here to enter text.

Identify if and to what degree the project impacts disadvantaged communities per Justice40 ([Climate and Economic Justice Screening Tool](#)): Click here to enter text.

Identify how the project meets Minnesota Carbon Reduction Priorities([2022 Statewide Multimodal Transportation Plan \(SMTP\)](#); [Minnesota Climate Action Framework](#); [Pathways to Decarbonizing Transportation report](#)): Click here to enter text.



AGENDA RECOMMENDATION

Agenda Heading: Informational: Administrative Modification to 2023-2026 Transportation Improvement Program (TIP): Transit projects and STIP modification No: 6.1

Agenda Item: Informational: Administrative Modification to 2023-2026 Transportation Improvement Program (TIP) – transit projects and STIP modification.

Recommendation Action(s): Informational

Summary: Mankato Transit System (MTS) and MnDOT Office of Transit and Active Transportation (OTAT) have notified MAPO of several updates to transit projects within the urbanized area. To facilitate the updates, the changes must be reflected in the MAPO 2023-2026 Transportation Improvement Program (TIP). Updates are identified below:

TRF-0028-23C

Cost adjustments, Automated Vehicle PA System.

TRF-0028-23TA

Cost adjustments, Class 700 Diesel Bus Replacement.

150-117-007

Cost adjustments, Round-a-bout at Lor Ray Drive and Howard Drive.

MAPO staff followed the MAPO Public Participation Plan to determine the changes consist of an Administrative Modifications to the existing TIP. This process includes staff adding the projects to the TIP and announcing at ensuing TAC and Policy Board meetings.

Attachments:

Project line items listed on following pages

TRF-0028-23C

ROUTE SYSTEM	PROJECT NUMBER	YEAR	AGENCY	DESCRIPTION	MILES	PROGRAM	TYPE OF WORK	PROPOSED FUNDS	STIP TOTAL	FHWA	AC	FTA	TH	OTHER	PROJECT TOTAL
TRANSIT	TRF-0028-23C	2023	MANKATO	SECT 5307: CITY OF MANKATO; AUTOMATED VEHICLE PA SYSTEM	0	URBANIZED AREA FORMULA (B9)	TRANSIT	FTA	300,000			240,000	0	60,000	300,000
									<u>350,000</u>			<u>280,000</u>	<u>0</u>	<u>70,000</u>	<u>350,000</u>

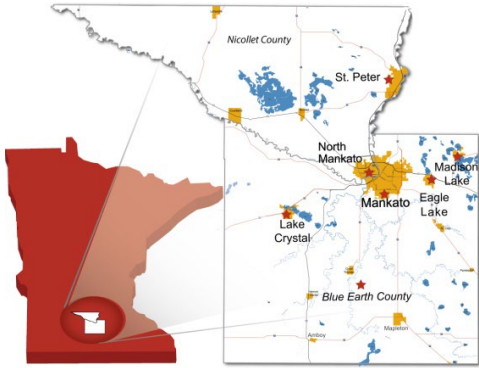
TRF-0028-23TA

ROUTE SYSTEM	PROJECT NUMBER	YEAR	AGENCY	DESCRIPTION	MILES	PROGRAM	TYPE OF WORK	PROPOSED FUNDS	STIP TOTAL	FHWA	AC	FTA	TH	OTHER	PROJECT TOTAL
TRANSIT	TRF-0028-23TA	2023	MANKATO	SECT 5339: CITY OF MANKATO; PURCHASE ONE (1) CLASS 700 DIESEL REPLACEMENT BUS	0	BUS AND BUS FACILITIES (BB)	TRANSIT	FTA	574,000			459,200		114,800	574,000
									<u>688,800</u>			<u>585,480</u>		<u>103,320</u>	<u>688,800</u>

Meeting Date: January 26, 2023

150-117-007

ROUTE SYSTEM	PROJECT NUMBER	YEAR	AGENCY	DESCRIPTION	MILES	PROGRAM	TYPE OF WORK	PROPOSED FUNDS	STIP TOTAL	FHWA	AC	FTA	TH	OTHER	PROJECT TOTAL
MSAS 117,255	150-117-007	2023	NORTH MANKATO	MSAS117 (LOR RAY DR) & MSAS 255 (HOWARD DR), AT THE INTERSECTION OF LOR RAY DR AN HOWARD DR, CONSTRUCT ROUNDAABOUT	0	MC	ROUNDAABOUT	STBGP	1,500,000 2,139,234	1,200,000 1,671,387	0	0	0	300,000 467,847	1,500,000 2,139,234



AGENDA RECOMMENDATION

Agenda Heading: Update: Census information Urban Area Status No: 6.2

Agenda Item: Update Urban Area Status

Recommendation Action(s): Informational

Summary: The Census Bureau defines urban areas for the purposes of analysis and creating data specific to urban and rural communities. Mankato is still listed as an urbanized area, with a population of 60,206, a 4.5% increase from the 2010 census (57,584). Mankato's urban area according to the 2020 Census is 25.6 square miles and has a population density of 2,351.8 people per square mile.

Criteria for determining an Urban Area includes population, population density, number of households, continuity of territory, geographic features, and more.

As an Urban Area with a population greater than 50,000 MAPO is still eligible to be a Metropolitan Planning Organization.

Final mapping of the urbanized area will be available later this year. MAPO will need to take action at that time to formalize the updated map.

Attachments:



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

November 3, 2022 | 6:00PM | Mankato Room | Intergovernmental Center | Mankato, MN | 56001

A regular meeting of the Mankato/North Mankato Area Planning Organization Policy Board was held on Thursday, November 3, 2022, at 6:00 pm., in the Mankato Room of the Intergovernmental Center.

A quorum existed with the following members present: Tim Auringer – City of Eagle Lake, Jack Kolars – Nicollet County, Michael Laven (Vice Chair) – City of Mankato, Dan Rotchadl – MAPO Townships, Jim Whitlock – North Mankato, and Mark Piepho (Chair) – Blue Earth County.

Others Present: Karl Friedrichs (Technical Advisory Committee Vice Chair), Paul Vogel (Executive Director/Secretary), Shawn Schloesser (Associate Director Transportation Planning Services), Chris Talamantez (Transportation Planner) and Ross Tillman, Principal Transportation Engineer, Bolton & Menk, and Sue Miller, Project Director, SRF.

- I. **Call to Order** - Chair Piepho called the meeting to order at 6:00 pm.
- II. **Approval of Agenda** – Dan Rotchadl moved to approve the agenda; Jack Kolars seconded. With all voting in favor, the motion was adopted.
- III. **Approval of the Minutes for September 1, 2022** – Dan Rotchadl moved to approve the minutes; Michael Laven seconded. With all voting in favor, the motion was adopted.
- IV. **New Business**
 1. Motion to approve Request for Proposals (RFPs) for studies contained in the 2023 Unified Planning Work Program (UPWP).

Chair Piepho requested staff provide an update on this item. Karl Friedrichs reported on the Technical Advisory Committee's (TCA) recommendation to approve the RFPs contained in the 2023 UPWP. Final comments from MnDOT have been received and are incorporated into the proposals.

Jack Kolars moved to approve the Request for Proposals contained in the 2023 Unified Planning Work Program. Dan Rotchadl seconded the motion. With all voting in favor, the resolution was adopted.
 2. Resolution Supporting the MnDOT 2023 Safety Performance Measure (PM1) Targets.

Chair Piepho requested staff provide an update on this item. Karl Friedrichs reported on the Technical Advisory Committee's (TCA) recommendation to approve the State of Minnesota Transportation Safety Performance Measures for 2023 rather than bear the expense of creating MAPO targets.

Jack Kolars inquired if the targets involved the Towards Zero Death program. Paul Vogel described the close relationship between the two and that staff created mapping of the

MAPO planning area accidents and injuries for evaluation projects and studies such as MN Highway 169, County Highway 3 projects, and the current study of Third Avenue in Mankato.

Jack Kolars noted the lack of fatalities at the roundabouts. Paul Vogel noted that by design, roundabouts reduce fatalities.

Jim Whitlock moved to approve the resolution supporting the MnDOT 2023 Safety Performance Measure (PM1) targets. Tim Auringer seconded the motion. With all voting in favor the resolution was adopted.

V. Other Business, Discussions & Updates –

- Principal Transportation Engineer for Bolton & Menk Inc. Ross Tillman provided a presentation for the Lookout Drive (CSAH 13) Corridor Study and alternatives based upon input received.
 - Jack Kolars inquired about the Middle Section Alternative 2's landscaped median design length and breaks, snow removal, and vegetation maintenance. Ross Tillman shared that the median vegetation is for illustration only, the jurisdiction would decide the type.
 - Jim Whitlock inquired on property access using right turns for Middle Segment Alternative 2, the state of utilities and timing of projects, and support for Alternative 2 as far as safety and traffic flow using roundabouts verses stop lights.
 - Dan Rotchadl inquired about the amount of truck traffic in the South Segment. Ross Tillman shared that as a city street, traffic does not meet the criteria for a truck lane and use of Highway 14 has reduced use by trucks.
 - Jack Kolars inquired about the driving lane width for the South Segment and if it was sufficient for multimodal use. Ross Tillman noted in South Segment setting, it was sufficient for multimodal use and is consistent with public comments.
- Principal Transportation Engineer for Bolton & Menk Inc. Ross Tillman provided a presentation for the South Bend Safe Routes to Multimodal Study and alternatives based upon input received.
 - Jack Kolars inquired about future development south of Hillcrest. Paul Vogel shared that they are aware of a potential purchaser of what is referred to as Riverbend Estates.
- Project Director for SRF Consulting, Sue Miller provided a presentation for Minnesota State University Mankato Stadium Road Pedestrian Crossing Study and alternatives based upon input received.
 - Mike Laven inquired about sidewalk loop detectors benefits. Sue Miller shared the technology is less effective for multimodal and bicycles verses camera technology which is becoming more affordable.
 - Executive Director Paul Vogel inquired if the Project Management Team (PMT) considered removal of unconnected pedestrian access points near the Ellis Avenue crossing. Sue Miller didn't recall the PMT considering pedestrian access removal and would share this with the project consultant.

- Jim Whitlock noted the historical precedence for Warren Street Alternative 2 (Exclusive Pedestrian Phase) crossing near the Brett's Department Store prior to Mankato Place at the corner of Jackson and Front Street. At the time it was utilized, it was referred to as the "scramble".
- Mike Laven and Jim Whitlock noted their support of the Two-Quadrant Underpass (Alternative A2).
- Tim Auringer commented on the future football stadium and the planning and construction efficiency of pursuing the tunnels at that time, possibly with the bonding request. Alternative A2.
- Principal Transportation Engineer for Bolton & Menk Inc. Ross Tillman provided a presentation for the Eagle Lake (CSAH 27) Pedestrian Connectivity Study and alternatives based upon input received.
 - Executive Director Paul Vogel noted Eagle Lake is submitting a Letter of Intent for Transportation Alternatives using the study as a justification for funding because of the public process of evaluating alternatives and selecting a recommendation.

VI. Unapproved October 20, 2022, MAPO TAC minutes – No discussion

VII. Public Comments – None

Executive Director Vogel provided an introduction of Chris Talamantez as the MAPO Transportation Planner hired after the open and public hiring process which yielded both internal and external candidates.

Chris Talamantez shared details of his prior employment as GIS Technician and Planner with the City of Mankato prior to accepting the position of Transportation Planner for MAPO.

VIII. Policy Board Comments - None

IX. Adjournment – Michael Laven moved to adjourn. Jack Kolars seconded. With all voting in favor, the motion was adopted.

The meeting adjourned at 7:35 p.m.

Chair Mark Piepho