

**Mankato/North Mankato Area Planning Organization  
Policy Board**

May 4, 2023 – 6:00 p.m.

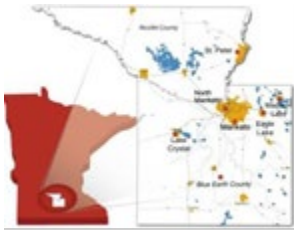
Intergovernmental Center

Mankato 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. Approval of Agenda
- III. Approval of Minutes – February 2, 2023
- IV. New Business
  - 1. Motion to approve FY23 Carbon Reduction Program rankings
  - 2. Resolution amending 2023-2026 Transportation Improvement Program (TIP) transit projects.
  - 3. Resolution supporting Mankato Transit's Asset Management (TAM) Plan.
  - 4. Motion to select Policy Board Chair and Vice Chair.
- V. Other Business, Discussion & Updates
  - 1. Informational: Carbon Reduction Program solicitation FY 2024
  - 2. Informational: Call for suggested projects for 2024 Unified Planning Work Program (UPWP)
  - 3. Presentation: MnSHIP Investment Direction
- VI. Unapproved April 20, 2023, MAPO Technical Advisory Committee meeting minutes (informational)
- VII. TAC Comments
- VIII. Adjournment



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

February 2, 2023 | 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, February 2, 2023, at 6:00 pm., in the Mankato Room of the Intergovernmental Center.

A quorum existed with the following members present: Lisa Norton – City of Eagle Lake, Terry Morrow – Nicollet County, Michael Laven (Vice Chair) – City of Mankato, Jim Whitlock – North Mankato, and Mark Piepho (Chair) – Blue Earth County.

Others Present: Mark Konz (Technical Advisory Committee Chair), Paul Vogel (Executive Director/Secretary), Shawn Schloesser (Associate Director Transportation Planning Services), and Chris Talamantez (Transportation Planner).

**I. Call to Order** - Chair Piepho called the meeting to order at 6:00 pm.

**II. Approval of Agenda** – Jim Whitlock moved to approve the agenda; Terry Morrow seconded. With all voting in favor, the motion was adopted.

**III. Approval of the Minutes for November 3, 2022** – Jim Whitlock moved to approve the minutes; Lisa Norton seconded. With all voting in favor, the motion was adopted.

## **VI. New Business**

### **4.1 Motion approving the recommended consultants for 2023 studies.**

Chair Piepho requested staff provide an update on this item. Mark Konz reported on the Technical Advisory Committee's (TAC) recommendation to approve the consultants for the three studies contained in the 2023 Unified Planning Work Program. The three ranking subcommittees recommendations are that Stonebrooke be selected for the ADA Transition Plan update, Bolton and Menk be selected for the Riverfront Drive Intersection Improvement Study, and Bolton and Menk be selected for Balcerzak Drive Pedestrian Crossing Study.

Terry Morrow moved to approve the recommended consultants. Lisa Norton seconded the motion. With all voting in favor, the motion was adopted.

### **4.2 Resolution supporting Mankato Transit's updated Public Transit Agency Safety Plan (PTASP) targets.**

Chair Piepho requested staff provide an update on this item. Mark Konz provided a summary of the PTASP targets and the Technical Advisory Committee's (TAC) recommendation to adopt Mankato Transits targets.

Terry Morrow inquired about the FTA's definition of fatalities which include suicide. Shawn Schloesser confirmed FTA includes suicide by rail and bus in the definition of fatalities.

Lisa Norton moved to adopt the resolution supporting Mankato Transit's updated Public Transit Agency Safety Plan targets. Terry Morrow seconded the motion. With all voting in favor, the resolution was adopted.

#### **4.3 Resolutions supporting MnDOT's 2023 Infrastructure Condition (PM2) and System Reliability (PM3) Performance Measures.**

Chair Piepho requested staff provide an update on this item. Mark Konz provided a summary of the performance measures for Infrastructure Condition (PM2), Reliability and Congestion Mitigation and Air Quality Improvements (CMAQ) measures (PM3).

Lisa Norton inquired on the definition of good and poor and how bridges are ranked. Mark Konz shared the pavement classifications ratings. Paul Vogel provided clarity in the performance measures for bridges are predominantly for Highway 14, county and local roads and bridges are not included only the national highway system.

Terry Morrow inquired if it was reasonable for a 5% rating for bridges in poor condition. Chris Talamantez shared that it's a target and MAPO is well positioned except for traffic control systems which needs improvement and is included in the transportation improvement program (TIP) such as the August Drive and Highway 22 roundabout.

Terry Morrow moved to adopt the resolution supporting MnDOT's 2023 Infrastructure Condition (PM2) and System Reliability (PM3) performance measures. Mike Laven seconded the motion. With all voting in favor, the resolution was adopted.

#### **4.4 Motion approving Surface Transportation Program (STP) Rankings.**

Chair Piepho requested staff provide an update on this item. Mark Konz provided a summary of the Surface Transportation Program and the two projects submitted within the MAPO planning boundary. Both the Veteran's Memorial Bridge Rehabilitation and the Belgrade Avenue Improvements Projects used MAPO studies as part of the process and recommends both for a decision by MnDOT District 7.

Jim Whitlock recommended bridge rehabilitation is sequenced with the Belgrade project to reduce disruption.

Jim Whitlock moved to approve the Surface Transportation Program Rankings. Terry Morrow seconded. With all voting in favor, the motion was approved.

#### **4.5 Motion approving the process for awarding Carbon Reduction Program available funding.**

Chair Piepho requested staff provide an update on this item. Mark Konz invited Chris Talamantez to provide a summary of the new program under the Infrastructure Investment and Jobs Act and how MAPO developed a process for administering the funds which amount to \$170,000 for year 2023 and the same for 2024.

Mike Laven asked if the funding amounts could be adjusted by actions of the Governor. Paul Vogel responded that federal law dictates the distribution to Metropolitan Planning Organization who are to develop their own plan for disbursement.

Terry Morrow asked if the timeline was achievable. Paul Vogel agreed the timeline is aggressive however, the projects have already been identified by local partners in previous studies.

Lisa Norton suggested a study to reduce emissions and improve safety at the Highway 14 interchange outside of Eagle Lake.

Terry Morrow moved to approve the process for awarding Carbon Reduction Program available funding, Lisa Norton seconded the motion. With all voting in favor, the motion was approved.

## **V. Other Business, Discussions & Updates –**

- MnDOT Office of Transit and Active Transportation informed Mankato Transit of price increases for several projects within the urbanized area in addition to a surface transportation project price increase informed by District 7.
  - Mike Laven expressed interest in encouraging Mankato Transit to pursue alternatives to carbon fuel buses and shared recent experience in North Rhine-Westphalia with Region Nine Development Commission. Lisa Norton and Terry Morrow also expressed interest in low or no emission buses.
  - Paul Vogel shared current bus models and capacities are under review as part of the strategic (5-year) Transit Development Plan (TDP) due for completion this fall. The Transportation Improvement Program (TIP) process will allow for a more thorough discussion and staff will provide a report on the topic.
- Mark Konz discussed the changes to the Urbanized Area as depicted by the 2022 Census which exclude Eagle Lake from the urbanized area resulting in no transit service beginning in 2024. Federal Highway Administration has not yet finalized the borders and MAPO will provide data supporting the inclusion of Eagle Lake while continuing to include it as part of MAPO planning area.
  - Lisa Norton asked about the criteria. Paul Vogel shared both distance and residential density are the determining factors. Lisa shared the rise in multi-unit housing and senior population as issues in Eagle Lake for the near future.
- Chris Talamantez provided a final presentation of the Second Street Corridor study.
  - Lisa Norton asked if the reduction in parking spots was highlighted for the survey participants.
  - Paul Vogel shared that outreach is a portion of the study and that during the design phase, the public will have an additional opportunity to provide feedback.

## **VI. Unapproved January 26, 2023, MAPO TAC minutes – No discussion**

## **VII. Public Comments – None**

## **VIII. Policy Board Comments –**

Mike Laven met recently with higher education student leadership and paying for transit as part of student fees was a pressing topic.

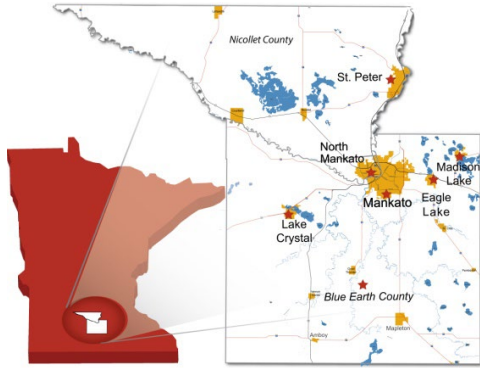
State statute 348.13 *Bounties Paid by Towns* (Gophers, and Woodchucks) was a topic of discussion at recent meetings.

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

The meeting adjourned at 7:30 p.m.

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Chair Mark Piepho



## AGENDA RECOMMENDATION

### Agenda Heading: Motion to approve FY23 Carbon Reduction Program (CRP) rankings No: 4.1

**Agenda Item:** Motion to approve Fiscal Year 2023 (FY23) Carbon Reduction Program (CRP) rankings

**Recommendation Action(s):** At their April 20, 2023 meeting the Technical Advisory Committee recommended a motion to approve FY23 Carbon Reduction Program (CRP) rankings.

**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. Projects are funded at 80% with the local jurisdictions providing the remaining 20% of project costs. 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 distributed over the next three years.

MAPO solicited for projects to support using the available FY 23 and FY 24 funds. MAPO received one application for Carbon Reduction Program funding for procurement of an electric shuttle for MSU, Mankato to replace a gas-powered unit.

**Project 1:** Minnesota State University, Mankato: Replace University Transit's 2014 gas-powered passenger shuttle with an electric shuttle. Requested amount \$82,276

Staff recommendation is a motion to approve the attached CRP project rankings.

**Attachments:**

FY 23 CRP Ranking

Project Rankings

Application: Electric Vehicle Lease

Project Rankings

FY23 projects		
Rank	Project name	Score
1	MSU, Mankato Electric vehicle	79.2

Minnesota State University, Mankato Electric Vehicle

Criteria	Points
Project eligibility (10)	9
Cost-benefit analysis (10)	9.4
Consistent with goals and objectives of the Long-Range Transportation Plan (30)	22.2
Consistent with goals and objectives of Minnesota State carbon reduction priorities (30)	25
Justice40 impacts (10)	4
Project timeline (10)	9
Total	79.2

**Mankato/North Mankato Area Planning Organization  
Carbon Reduction Program (CRP)  
Project Application**

**General Information**

Contact Information

**Contact Person:** Paul Corcoran

**Mailing Address:** Wiecking Center, Minnesota State

**City:** Mankato **State:** Minnesota

**Zip:** 56001

**Phone:** 507-389-2267 **Fax:** \_\_\_\_\_

**Email:** paul.corcoran@mnsu.edu

**Sponsoring agency (if different than applicant):** \_\_\_\_\_

**Contact person (from sponsoring agency, if different than applicant):**  
Sponsoring Agency - City of Mankato, Minnesota

Project information

**Name of Project:** Transition Gas-Powered Shuttle Services to Electric Shuttle Transit

**Location of Project (Include maps):** \_\_\_\_\_

**Description of project (what will be constructed or planned):**

Eliminate 2014 gas-powered 14-passenger Shuttle from University's fleet replacing it with an all-electric 2022 Ford E-Transit 350 12 passenger vehicle. It would operate daily from 3:30 PM until midnight during the Academic Year with a predicted ridership of 10,000 students, faculty and staff members. 60 month leasing option with buyout.

**Approximate carbon reduction the project will have (CMAQ Emissions Calculator Tool):**  
900 gallons of gas against 6,300 miles compared against an older 14 passenger

#### Project Budget

**Total Project Cost:** \$102,845 (5 year leasing option)

**Total CRP Funds Requested (Max 80% of project total):** Up to \$82,276 or 80% of cost

**Total amount and source of local funds committed to the project:**

\$20,569 would be provided from the self-sustaining University Parking fund.

**Total amount and source of additional federal funds obligated to the project (if applicable):**

\_\_\_\_\_

#### Project Timeline

**Identify the timeline for project to be let:** April, 2023

**Identify project anticipated completion date:** August, 2023 Fall Semester Start

**Preferred project year:** 2023

#### Project Impact

**Identify How the project meets regional priorities related to carbon reduction (Long Range Transportation Plan):**

Of the on-campus University transit shuttle fleet of three vehicles, all are now gas-powered. With the success of employing an electric vehicle shuttle the University would over time replace the remaining two gas-powered units with all-electric-powered shuttles.

**Identify if and to what degree the project impacts disadvantaged communities per Justice40 (Climate and Economic Justice Screening Tool):**

Existing on-campus transit services pick-up and drop-off customers to 600 parking stalls in large parking lots that do not require the purchase of parking permits, areas referred to as the Free Lot (a.k.a. Lot 23 and Lot 22 South). Of 2,700 residence hall students roughly half do not own vehicles and rely on campus shuttles and Mankato

**Identify how the project meets Minnesota Carbon Reduction Priorities(2022 Statewide Multimodal Transportation Plan (SMTP); Minnesota Climate Action Framework; Pathways to Decarbonizing Transportation report):**

Having an all-electric shuttle program reduces the need for more vehicles on campus for those with cross-campus transit needs - it is a 15 walk from the residence halls to the all Sports Dome. And promotes further reduction in uses of gas-powered units for running errands across campus.



## Resource Links

[Carbon Reduction Program fact sheet](#)

[MnDOT Carbon Reduction Program webpage](#)

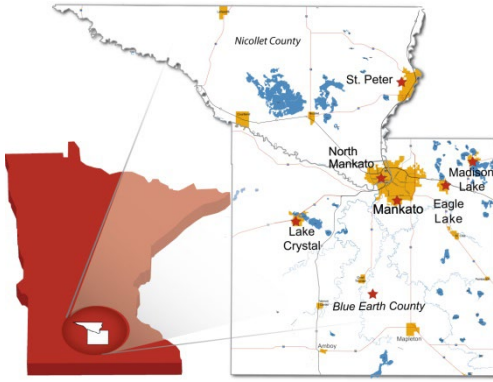
Return completed applications to:

Chris Talamantez

507-387-8389

Hard copies: Attn Chris Talamantez 10 Civic Center Plaza, Mankato, MN 56001

Digital copies: [CTalamantez@mankatomn.gov](mailto:CTalamantez@mankatomn.gov)



## AGENDA RECOMMENDATION

### Agenda Heading: Resolution amending the 2023-2026 Transportation Improvement Program (TIP) No: 4.2

**Agenda Item:** Resolution amending the 2023-2026 Transportation Improvement Program (TIP)

**Recommendation Action(s):** At their April 20, 2023 meeting the Technical Advisory Committee recommended a resolution amending the 2023-2026 Transportation Improvement Program.

**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.

MAPO solicited for projects to recommend for programming of FY23 and FY 24 funds. In order to program projects with Carbon Reduction Program funds they must be included in the TIP. A formal TIP amendment is required when a project not listed in the current, approved TIP is added to the current year.

In response to the solicitation MAPO received a project for leasing of an electric shuttle bus to add to Minnesota State University, Mankato's shuttle fleet. After review of the proposals, the ranking team recommended this project for obligation of FY 23 CRP funds. An amendment is required to add the project to the current year of the TIP and is being proposed in order to program FY 23 CRP funds.

Staff recommends a motion to approve the resolution amending the 2023-2026 TIP.

### **Attachments:**

Resolution Supporting Amendment to 2023-2026 Transportation Improvement Program

**RESOLUTION OF THE MANKATO/NORTH MANKATO AREA PLANNING  
ORGANIZATION AMENDING THE 2023-2026 TRANSPORTATION  
IMPROVEMENT PROGRAM (TIP)**

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

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

**WHEREAS**, staff and the MAPO Technical Advisory Committee has recommended an Amendment to the 2023-2026 Transportation Improvement Program (TIP); and

**WHEREAS**, the Amendment to the 2023-2026 TIP is described in Exhibit A; and

**WHEREAS**, the current 2023-2026 Transportation Improvement Program and future Transportation Improvement Programs will be updated to reflect the changes.

**NOW, THEREFORE BE IT RESOLVED**; that the Mankato / North Mankato Area Planning Organization Policy Board approves the Amendment as presented to the 2023-2026 Transportation Improvement Program.

**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 4th day of May 2023 as shown by the minutes of said meeting in my possession.

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Chair

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Date

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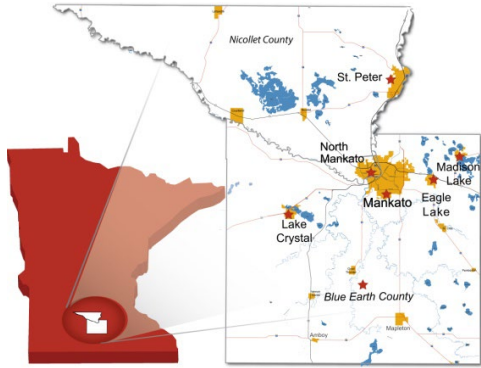
Executive Director

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Date

**Exhibit A**

Route System	Project Number	Year	Agency	Technical Description	Miles	Program	Type of Work	Proposed Funds	STIP Total	FHWA	AC	FTA	TH	Other	Project Total
NA	137-080-004	2023	MANKATO	**CRP**CITY OF MANKATO: ELECTRIC VEHICLE LEASE FOR MINNESOTA STATE UNIVERSITY, MANKATO	0	TR	ELECTRIC VEHICLE AND CHARGING INFRASTRUCTURE	CRP	102,845	82,276	0	0	0	20,569	102,845



## AGENDA RECOMMENDATION

### Agenda Heading: Resolution supporting the Transit Asset Management (TAM) Plan No: 4.3

**Agenda Item:** Resolution supporting the Transit Asset Management (TAM) Plan

**Recommendation Action(s):** At their April 20, 2023 meeting the Technical Advisory Committee recommended a resolution supporting Mankato Transit System's Transit Asset Management (TAM) Plan.

**Summary:** The Federal Transit Administration's (FTA) Transit Asset Management (TAM) Program is a strategic approach to monitoring, maintaining, and replacing transit assets. The goal is to reduce the state of good repair backlog, improving the safety, reliability, and effectiveness of public transportation for America's communities.

Transit Asset Management (TAM) is a business model that uses the condition of assets to guide the optimal prioritization of funding to keep capital assets in a State of Good Repair. Asset management planning is also a strategic and systematic process of operating, maintaining, and improving the transportation capital assets effectively throughout their entire life cycle.

The transit asset management plan was originally supported by the Policy Board in 2018 as part of the initial Transit Development Plan. 49 CFR § Part 625 requires entire plan updates at least once every four years and the plan be made available to Metropolitan Planning Organizations providing funding to aid in the planning process.

The updated plan was reviewed and adopted by the Mankato City Council at their December 12, 2022 meeting. The plan addresses asset inventory, asset condition, acquisition, and proposed investments for the transit system including facilities, revenue vehicles, and non-revenue vehicles. The plan integrates elements of the Annual Budget, Community Investment Plan, and MAPO's Transportation Improvement Program into one document for effective management.

As the budget and community investment plan are updated annually, it is staff's goal to update this plan annually as well to ensure the contemplated investments conform to the City's budgetary process.

Staff recommends a motion to approve the resolution supporting the TAM Plan.

#### **Attachments:**

Resolution

[Transit Asset Management Plan 2022](#)

**RESOLUTION SUPPORTING MANKATO TRANSIT SYSTEM  
TRANSIT ASSET MANAGEMENT (TAM) PLAN FOR THE  
MANKATO/NORTH MANKATO AREA PLANNING ORGANIZATION**

**WHEREAS**, the Federal Transit Administration, which provides funding assistance under the Urbanized Area Formula Grant (49 U.S.C. 5307) for public transportation in the Mankato Urbanized Area, requires public transportation operators to update their entire Transit Asset Management Plan at least once every four years; and

**WHEREAS**, 49 CFR 625.53 requires transportation agencies to make the Transit Asset Management Plan, supporting records, and performance targets to aid in the planning process; and

**WHEREAS**, the City of Mankato has completed the update of the 2018 plan and the December 2022 version of the Transit Asset Management Plan is relevant and appropriate for the City of Mankato's public transit system state of good repair objectives; and

**WHEREAS**, the City of Mankato adopted the 2022 version of the Transit Asset Management Plan on December 12, 2022; and

**WHEREAS**, metropolitan planning organizations (MPOs) must either support their respective transit operator's targets or adopt their own;

**NOW, THEREFORE BE IT RESOLVED**, that the Mankato/North Mankato Area Planning Organization (MAPO) agrees to support the Mankato Transit System's Transit Asset Management plan, as well as to plan and program projects so they contribute to the accomplishment of the Mankato Transit System's state of good repair objectives.

**CERTIFICATION**

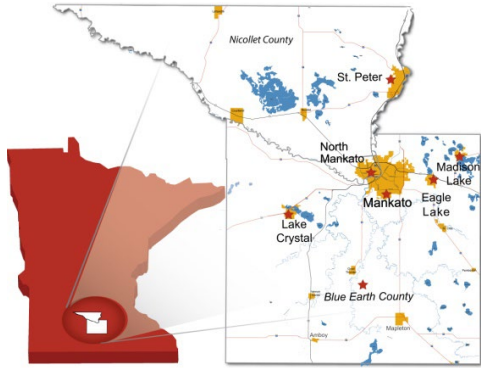
I hereby certify that the foregoing Resolution is a true and correct copy of the resolution presented to and adopted by the Mankato/North Mankato Area Planning Organization at a duly authorized meeting thereof, held on the 4th day of May 2023 as shown by the minutes of said meeting in my possession.

\_\_\_\_\_  
Chair

\_\_\_\_\_  
Date

\_\_\_\_\_  
Executive Director

\_\_\_\_\_  
Date



## AGENDA RECOMMENDATION

### Agenda Heading: Motion to select MAPO Policy Board Chair and Vice Chair. No: 4.4

**Agenda Item:** Motion to select MAPO Policy Board Chair and Vice Chair

**Recommendation Action(s):** Motion to select MAPO Policy Board Chair and Vice Chair

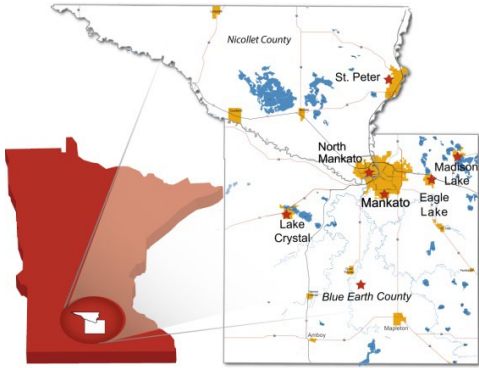
**Summary:** The MAPO Policy Board bylaws state: “The officers of MAPO shall be a Chair and Vice Chair. The officers, who shall be elected by the General Membership, shall take office upon election on a biennial basis...” (Article VI. Sec. 1)

The MAPO Policy Board’s current Chair is Mr. Mark Piepho and the Vice Chair is Mr. Mike Laven. The Policy Board’s last election was held May 2, 2019.

Staff recommends a motion to select a MAPO Policy Board Chair and Vice Chair.

**Attachments:**

[MAPO Policy Board bylaws](#)



## AGENDA RECOMMENDATION

### Agenda Heading: Carbon Reduction Program project solicitation for Fiscal Year 2024. 5.1

**Agenda Item:** Carbon Reduction Program (CRP) project solicitation for Fiscal Year (FY) 2024

**Recommendation Action(s):** Informational

**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%).

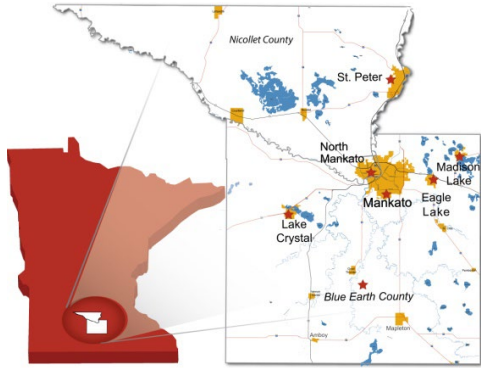
The State of Minnesota will receive \$20.5 million for Federal Fiscal Year (FFY) 2022 and \$20.9 million for FFY 2023 in CRP funds. The Mankato North Mankato Area Planning Organization will receive \$170,000 in CRP funds for State Fiscal Year (FY) 2023 and \$170,000 for FY2024. Funding from FY 2023 must be obligated by June 7, 2023, and FY 2024 funding must be obligated by June 7, 2024. Based on the amount of remaining funds from FY 2023, a total of \$197,000 is anticipated for FY2024.

MAPO will be releasing another solicitation for projects for programming in FY 2024. Deadline for submitting applications is April 28, 2023, so projects can be included in the draft 2024-2027 TIP to be released later this year.

Ranking and scoring of all applications for FY 2024 will use the following criteria; project eligibility to receive CRP funds, cost-benefit analysis using a ratio of reduction of carbon dioxide emissions to total CRP funds requested, project consistency with the goal and objectives of the Metropolitan Transportation Plan and/or the Regional Active Transportation Plan, project consistency with Minnesota carbon reduction priorities, how the project impacts Justice40 defined disadvantaged communities using the [Climate and Economic Justice Screening Tool](#), project initiation and completion timeline

The same members of the scoring team from the previous solicitation for CRP programming will be used for this round of applications.





## AGENDA RECOMMENDATION

### Agenda Heading: Informational: Call for Suggested Projects for 2024 Unified Planning Work Program (UPWP) No: 5.2

**Agenda Item:** Informational: Call for Suggested Projects for 2024 Unified Planning Work Program (UPWP)

**Recommendation Action(s):** Informational

**Summary:** MAPO staff are in the process of developing the 2024-2025 UPWP. An update to the Long-Range Transportation Plan (LRTP) is due in November of 2025, and is currently scheduled for both 2024 and 2025 UPWP.

Staff is now soliciting project suggestions for programming within the 2024-2025 UPWP. Due to the 2050 LRTP update, approximately \$115,000 in funds will be available for additional projects in 2024.

Projects programmed in the UPWP must advance the goals of the MAPO's [Long Range Transportation Plan \(LRTP\)](#).

The MAPO TAC has formed a subcommittee to review and rank submitted project applications. The subcommittee will score submissions and select projects for inclusion in the 2024 UPWP. A draft UPWP will be presented to the MAPO Policy Board at their September 7, 2023 meeting.

Staff recommends Policy Board members disburse the [2024 UPWP Project Application](#) throughout their respective MAPO partner networks. Applications will be accepted through June 16, 2023.

Anticipated schedule for the 2024-2025 UPWP project solicitation:

4-27-2023: Release application.

6-16-2023: Application deadline

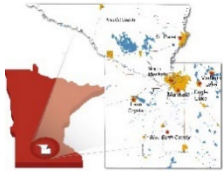
7-13-2023: Finalize review and scoring by TAC committee

8-17-2023: TAC recommendation on UPWP

9-7-2023: Policy Board resolution adopting UPWP

**Attachments:**

2024 UPWP Project Application



# MANKATO/NORTH MANKATO AREA PLANNING ORGANIZATION (MAPO)

## 2024 Unified Planning Work Program (UPWP) Project Application

### Purpose

- The intent of this form is to provide the MAPO suggested projects for inclusion in the 2024 Unified Planning Work Program (UPWP).
- Projects programmed in the UPWP must advance the goals of the MAPO's Long Range Transportation Plan, with an emphasis toward translating multimodal needs into specific actionable projects. Applicants are encouraged to review the current LRTP, located at [www.mnmapo.org](http://www.mnmapo.org).
- The LRTP prioritizes improvements to coordinate preservation needs (to maintain the future transportation system in a state of good repair) with mobility, safety, freight, and congestion needs to accommodate planned growth in the area.
- Funds for the 2024 UPWP are limited.
- Submit completed applications by **June 16, 2023** to Chris Talamantez via email at [CTalamantez@mankatomn.gov](mailto:CTalamantez@mankatomn.gov) or in person/U.S. mail at 10 Civic Center Plaza in Mankato.

### Applicant Information

Name:

Title/Position:

Organization:

Phone:

Email:

### Project Information

Project Title:

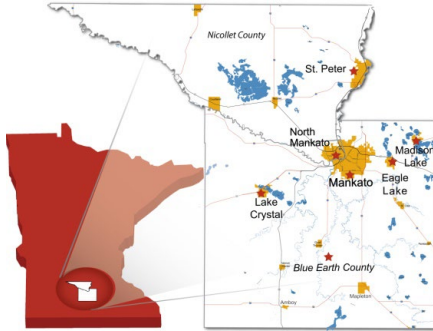
Project Location/Boundaries (as detailed as possible):

Estimated Project Cost: \$

Estimated length of time to complete:

**Project Description** (project need, contributing factors, why/how the proposed project will advance the goals of the MAPO's Long Range Transportation Plan):

Contact MAPO Transportation Planner Chris Talamantez with questions or comments (507) 387-8389 or [CTalamantez@mankatomn.gov](mailto:CTalamantez@mankatomn.gov).



## AGENDA RECOMMENDATION

### Agenda Heading: Presentation: MNSHIP Investment Direction No: 5.3

**Agenda Item:** Presentation: MNSHIP Investment Direction

**Recommendation Action(s):** Informational

**Summary:** MnDOT has held several engagements related to the future investments of the MNSHIP based on public and stakeholder comments. MnDOT is starting their second round of public engagement later this month. The presentation will provide information on the draft investment direction and future outreach opportunities.

**Attachments:**

1. Presentation slides

# 20-Year State Highway Investment Plan

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MINNESOTA **GO**

## MAPO Policy Board

May 4<sup>th</sup>, 2023

# What are we planning for? What is MnSHIP?

SEPTEMBER 2022

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## 20-YEAR STATE HIGHWAY INVESTMENT PLAN



Identifying priorities for investing in state highways to maintain and improve the system over the next 20 years.

MINNESOTA **GO**

# What is MnSHIP?



Directs capital funding on the 11,703 miles of state highways



Budgets for estimated funding over 20 years



Identifies investments by categories but is not project specific



Part of the Minnesota GO Family of Plans



MINNESOTA GO

# Why does MnSHIP matter?

MnSHIP investment direction guides the planning of projects and improvements on the state highway system

## MINNESOTA GO 50-YEAR VISION

Statewide Multimodal  
Transportation Plan



20-Year State  
Highway Investment Plan



**10-YEAR CAPITAL HIGHWAY  
INVESTMENT PLAN (CHIP)**

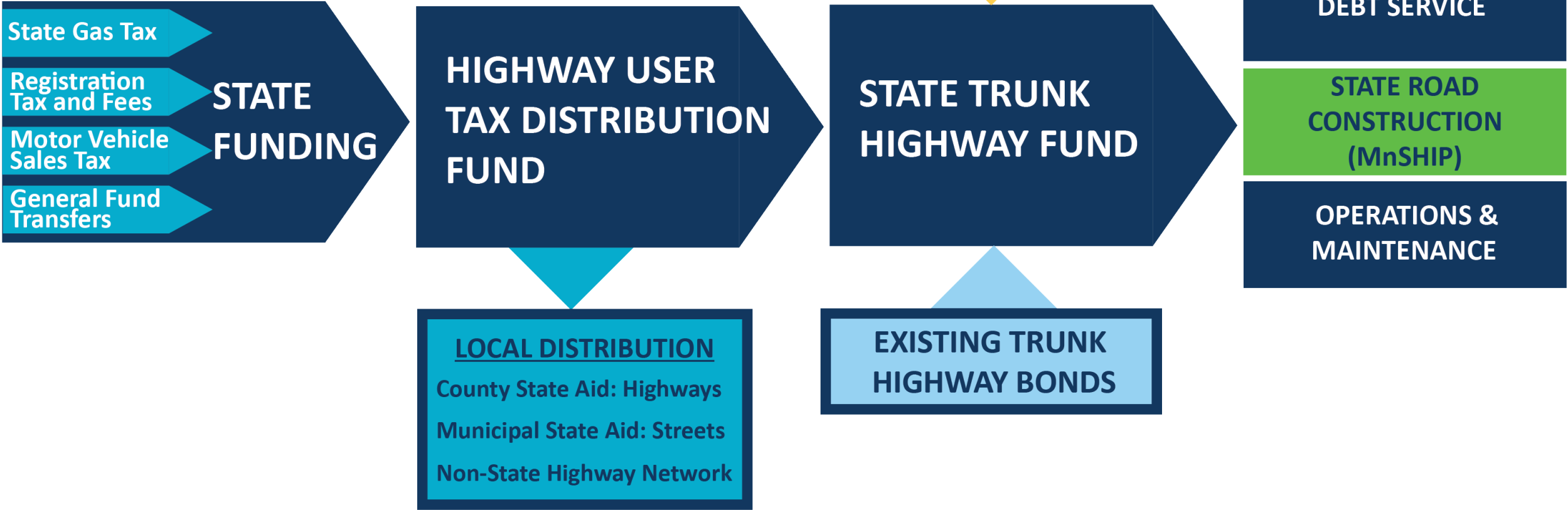
Project planning and development  
Updated annually

**4-YEAR STATE  
TRANSPORTATION  
IMPROVEMENT PROGRAM  
(STIP)**

Project design and its program

CONSTRUCTION

# MnSHIP Revenues







**How much revenue  
is estimated?**

**\$30-33 Billion**  
(2023-2042)

# MnSHIP Investment Categories

## SYSTEM STEWARDSHIP

Pavement Condition  
Bridge Condition  
Roadside Infrastructure  
Rest Areas

## CRITICAL CONNECTIONS

Highway Mobility  
Freight  
Pedestrian and Bicycle

## CLIMATE ACTION

Climate Resilience

## TRANSPORTATION SAFETY

Transportation Safety  
Advancing Technology

## HEALTHY EQUITABLE COMMUNITIES

Local Partnerships  
Main Streets/Urban Pavements

# 1<sup>st</sup> Public Engagement Period

- Ran from mid-July through early October
- Provided an overview on the available funding for the state highway system and context for investment trade-off discussion
- Two main questions
  - What would be your approach to investing in state highways?
    - Preferred approach – Short survey
    - Set a budget – Online highway budget tool
  - What types of improvements are most important?



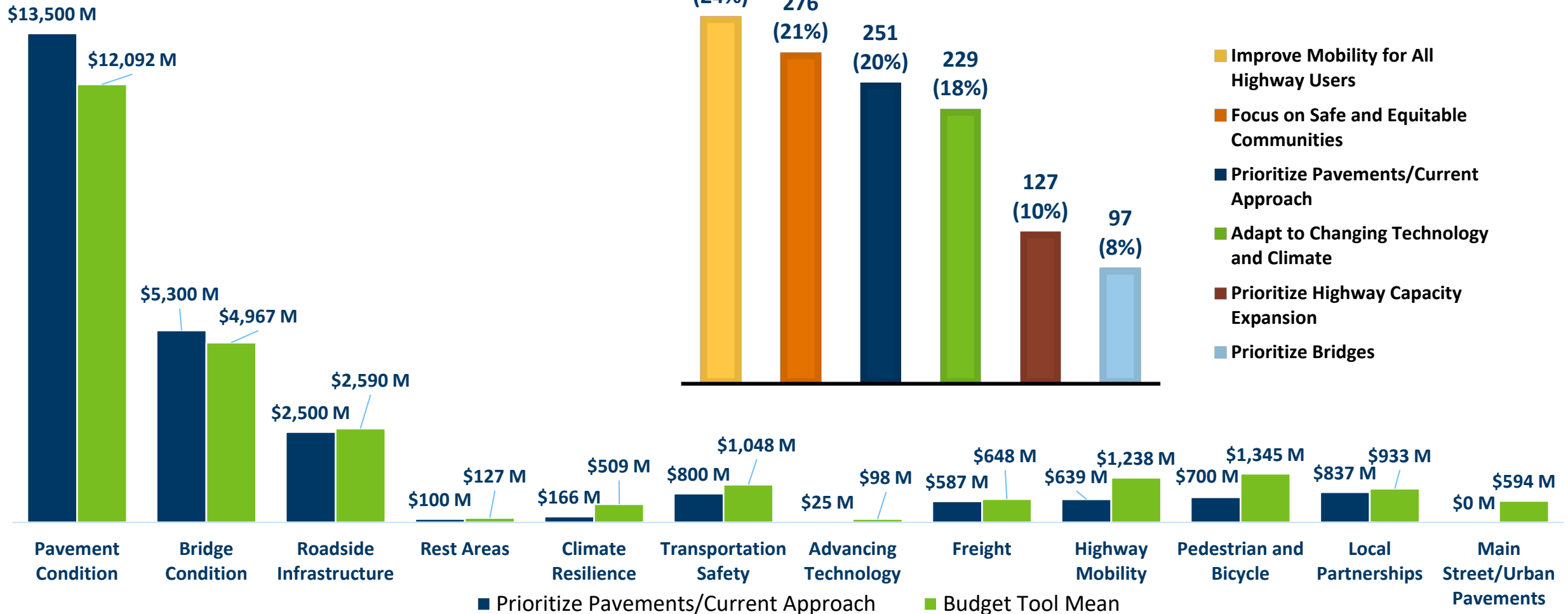
# Public and Stakeholder Engagement

## OVER 2,600 TOTAL RESPONSES!!!

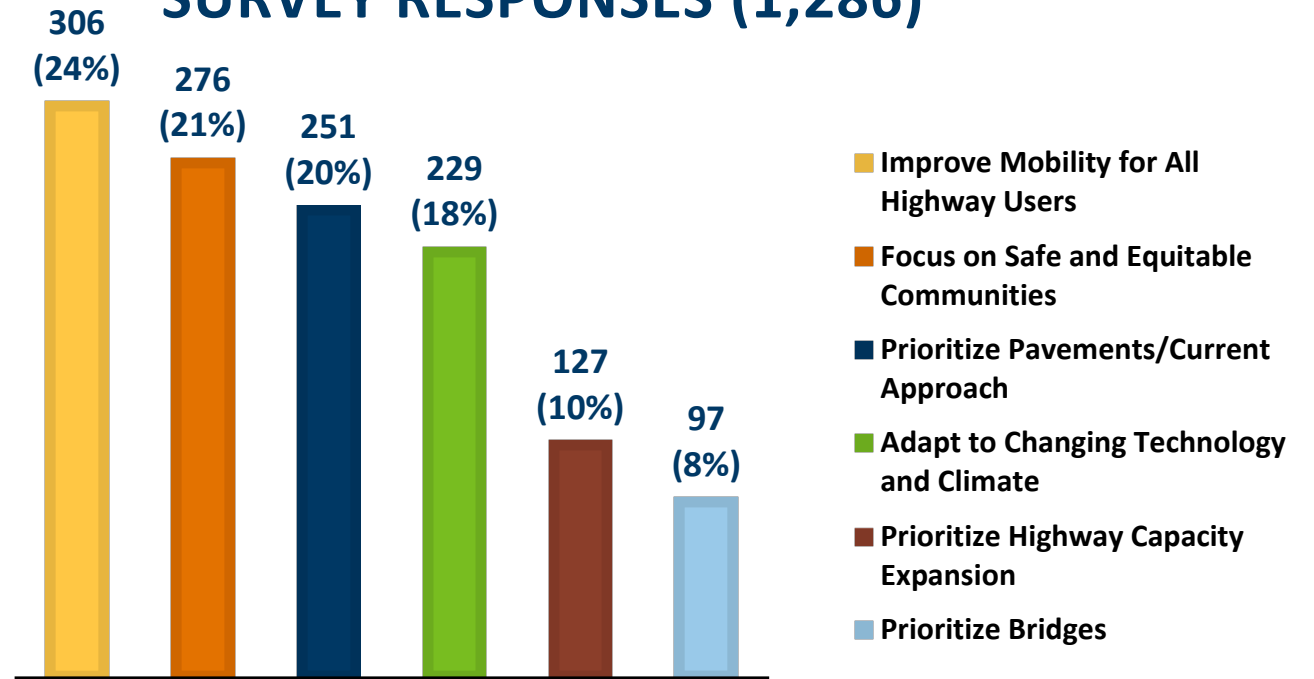
- **Online engagement(1,110 responses)**
  - Highway budget tool ([www.minnesotago.org/investment/](http://www.minnesotago.org/investment/))
  - Spread the word through presentations/briefings, community-based media ad buys and social media posts/boosts
- **Stakeholder engagement (353 responses)**
  - Email updates and presentations/briefings with MPOs, RDOs, ATPs, AMC, MPCA, and others
  - Collected responses through Menti survey during presentations
- **Community engagement (985 responses)**
  - Attended 17 community events (targeting culturally diverse events) and materials at 2 additional county fairs
  - Partnering with 4 community-based organizations in boosting responses and participation
- **Internal engagement (177 responses)**
  - Distributed short survey to internal MnDOT staff to gather feedback and priorities to compare against public and external stakeholder engagement

# Engagement Results

## ONLINE TOOL RESPONSES (1,110)



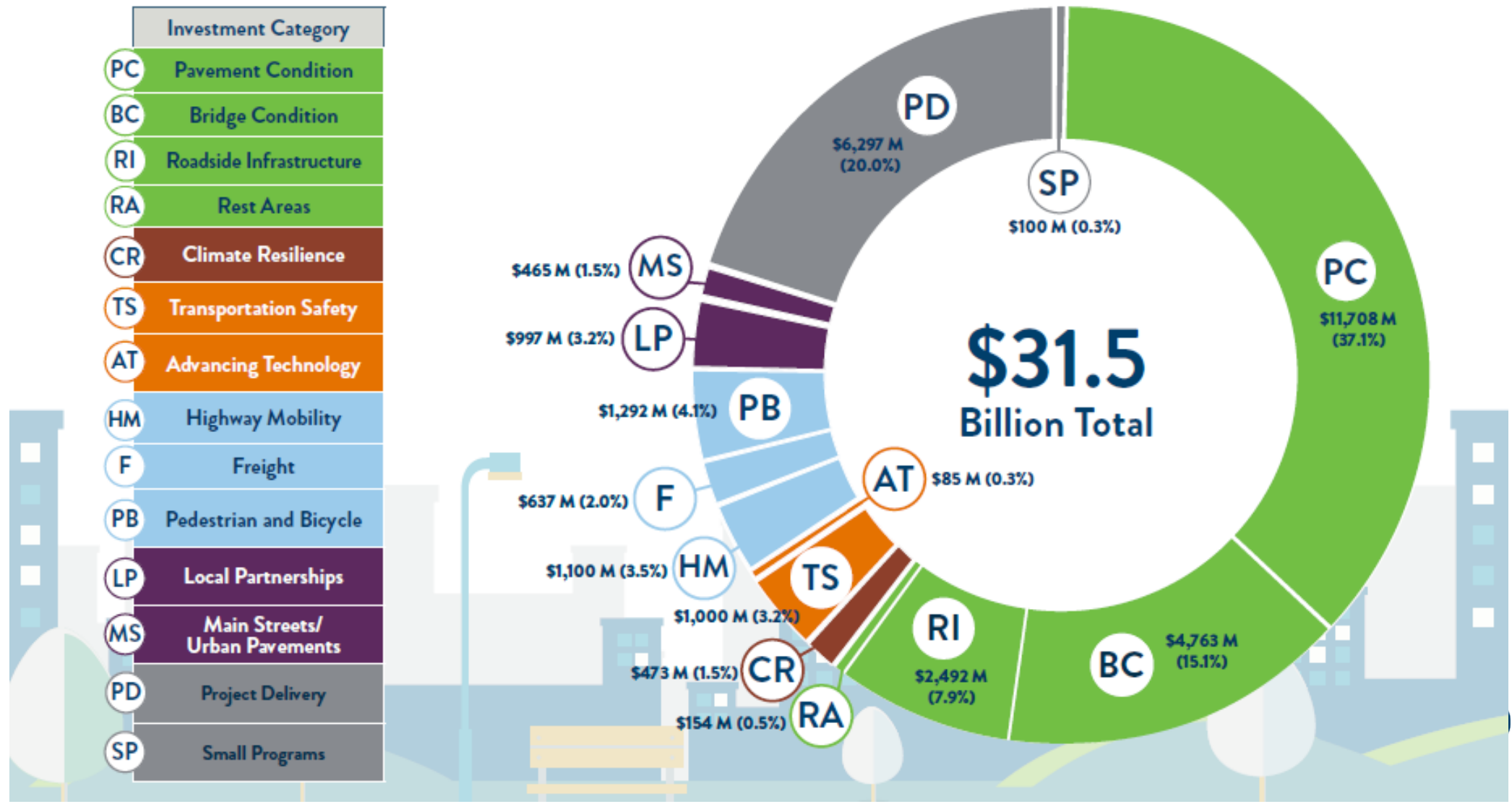
## SURVEY RESPONSES (1,286)



# Investment Direction Development

- Based on the average of all responses
  - In-person and stakeholder survey
  - Online budget tool
- Analyzed engagement results by demographic groups (gender identity, race/ethnicity) and geographic location
- Internal MnDOT review and approval

# Draft 20-Year Investment Direction - \$31.5 billion



# Draft Investment Direction Themes

- Invest to maintain the existing system
- Improve mobility, accessibility, and safety for all
- Begin to adapt to a changing future
- Focus on communities and livability



# Invest to Maintain Existing System

## ~60% of investment towards maintaining the existing system

- Bridge Condition investment increased to manage bridge needs and risks
  - Meeting targets for bridges on National Highway System and nearly meeting targets on non-NHS
  - Blatnik bridge in Duluth is major risk
    - Currently assumed to be primarily funded outside of MnSHIP
- Pavement and other roadside infrastructure outcomes in line with 2017 plan outcomes



# Improve Mobility, Accessibility, and Safety for All



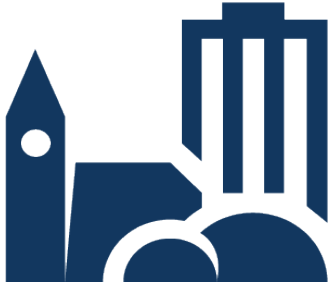
- Increased funding in ADA compliance by 2037
  - Sidewalks, curb ramps, signals
  - (NEW) Pedestrian bridges, multi-use trails, rest areas
- Address pedestrian and bicyclist network gaps and safety improvements (*new non-motorized safety program*)
- Focus on traffic management, localized mobility/safety, and adding E-Z Pass lanes
- Continue investing in freight mobility, safety, first/last mile improvements
- Invest in bus-only shoulders/ramps and improvements around transit stops on state highways

# Begin to Adapt to a Changing Future

- Restart flood mitigation program to address 10-12 locations
- Invest in proactive projects to prevent flooding, erosion, and highway weather-related disruptions
- Add or improve green infrastructure along 150-200 miles of state highways like shade trees, rain gardens, native planting and/or natural stormwater filtration systems
- Continue to invest in expanding the fiber network, new traffic cameras, dynamic message signs, and signal connectivity
- Pilot programs to invest in roadway improvements to integrate with changing vehicle technology



# Focus on Communities and Livability



- Create program to make up to 100 livability improvements such as:
  - Reuse of under bridge areas for community spaces
  - Better lighting and aesthetics
  - 1-3 smaller cap/stitches to improve connections between communities divided by state highways



- Invest in local priorities and local-led projects on state highways through the Local Partnership Program
- Support economic development opportunities through continued funding of the Transportation Economic Development Program
- Provide funding for urban reconstruction projects to provide more opportunities to address local priorities and concerns
- Set aside \$230 million to leverage funding grants and solicitations outside of MnSHIP funding such as federal RAISE grant program



# **Give us your feedback!**

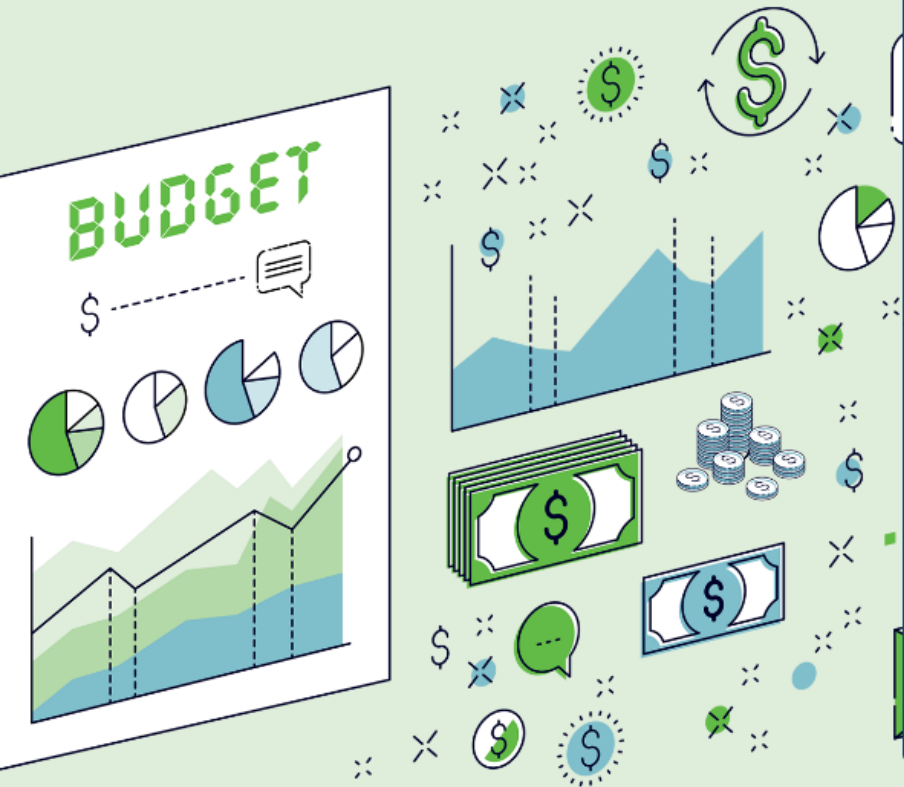
**Go to:**

**[www.minnesotago.org/investment/](http://www.minnesotago.org/investment/)**

# Highway Budget Tool

**m** MINNESOTA STATE HIGHWAY INVESTMENT PLAN

## Minnesota State Highway Investment Plan



### Give us your feedback on Minnesota's state highway system investment

#### What is Minnesota's state highway system?

Click the map to see which roads make up the state highway system.

#### How did we come up with our planned investments?

MnDOT completed the first round of public engagement for the [Minnesota State Highway Investment Plan](#) in Fall of 2022. During the first round of public engagement, Minnesota state highway users provided important feedback on how they want to prioritize spending on the state highway system over the next 20 years. MnDOT used that information to develop a draft state highway investment direction. We need your help to finalize the state highway investment direction and tell us how you would spend additional dollars!



### Tell us about yourself!

Our goal is to get input from a wide range of people. We are collecting demographic information to identify who we're hearing from. Providing data is optional, however, by answering you will be helping MnDOT understand the needs and preferences of the diverse communities that MnDOT serves. Your responses will not be associated with you, personally.

Age

Are you of Hispanic descent?

What describes your racial/ethnic background?

What best describes how you think of yourself?

# Feedback on the draft investment direction

## Draft investment direction

Explore the pie chart below to see how we plan to spend our anticipated \$31.5 billion budget on the State highway system over the next 20 years. [Learn more about each investment category.](#)



## SHARE YOUR INPUT:

## Tell us what you think about the draft investment direction

How do you feel about the draft investment direction?

- ☐ I love it
- ☐ I like it
- ☐ I am lukewarm to it
- ☐ I don't like it
- ☐ I hate it

Why do you feel this way? What would you adjust?


Anything else you want us to know?

Submit

# Tell us your priorities for additional revenue

## Increased Revenue Scenario Budget Tool

Pick and choose spending levels for different categories below. You can spend up to \$5.5-6.5 billion. This total is MnDOT's increased revenue scenario.



Advancing Technology

[Learn more](#)

MINIMUM

✓

\$85M

\$112M

\$176M

MAXIMUM

\$219M

ITS expansion 


Level 1

Connected and automated vehicles (CAV) readiness 

Level 1

Fiber network 

Level 1



Bridge Condition

[Learn more](#)

MINIMUM

✓

\$4.8B

\$5.2B

\$5.5B

MAXIMUM

\$6.0B

On major highways 

Level 1

All other roadways 

Level 1

Bridge culverts



Climate Resilience

[Learn more](#)

MINIMUM

✓

\$473M

\$605M

\$848M

MAXIMUM

\$1.2B

Flood mitigation 

Level 1

Proactive resilient infrastructure 

Level 1

Snow fences 

Level 1

Green Infrastructure 

Level 1.5

AVAILABLE BUDGET  
\$5.5 - 6.5B

Available Budget

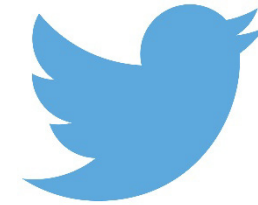
\$0B  
ADDITIONAL INVESTMENT

\$0.0B



# Help us spread the word!

- Share the link to the online investment budgeting tool [www.minnesotago.org/investment/](http://www.minnesotago.org/investment/)
- Follow MnDOT on social media and share MnSHIP posts
- Sign up for e-mail updates
- Request a presentation for your organization



# Timeline

- **Now to end of April** – 2nd public engagement period
- **Summer 2023** – Compile draft plan and seek public comment
- **Late Summer/early Fall 2023** – Adopt final plan

# Questions?

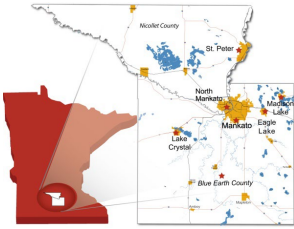
# Thank you again!

Kathryn Engelhardt

*Kathryn.Engelhardt@state.mn.us*

651-366-3867





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

April 20, 2023 | 1:30 p.m. | Intergovernmental Center, MN River Room, 10 Civic Center Plaza, Mankato, MN

TAC members present: Chair Mark Konz - Mankato Associate Director of Community Development, Vice Chair Karl Friedrichs - Lime Township, Stefan Gantert - Blue Earth County Engineer, John Considine III - Blue Earth County Planning, Seth Greenwood – Nicollet County Engineer, Loria Rebuffoni – Nicollet County Planning, Jennifer Bromeland – Eagle Lake City Administrator, Jeff Johnson, Mankato Director of Public Works, Michael Fischer - North Mankato Community Development Director, Dan Sarff – North Mankato City Engineer, Scott Hogen – Mankato Area Public Schools, Sam Parker – MnDOT District 7, David Cowan – Minnesota State University Mankato, Joel Hanif – Region Nine Development Commission, Shawn Schloesser – Mankato Transit System.

Others Present: Paul Vogel - Executive Director, Chris Talamantez – MAPO Transportation Planner Attending Virtually, Erika Shepard and Kathryn Engelhardt - MnDOT Central Office.

### **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**

Paul Vogel suggested Section V. New Business, items 1 and 2 be combined into one item. Karl Friedrichs made a motion to approve the agenda as suggested. Seth Greenwood seconded the motion. With all voting in favor the agenda was approved.

### **IV. Approval of Minutes – October 20, 2022**

Karl Friedrichs made a motion to approve the minutes with spelling and grammar corrections to item 5.5. Seth Greenwood seconded the motion. With all voting in favor, minutes were approved.

### **V. New Business**

#### **5.1 Recommendation to approve Carbon Reduction Program rankings and resolution amending the 2023-2026 Transportation Improvement Program (TIP).**

Chair Mark Konz asked staff to provide a summary of the item. Chris Talamantez provided a summary of the Carbon Reduction Program and the \$82,276 proposal by Minnesota State University Mankato to replace the University's 2014 gasoline passenger shuttle with an electric passenger shuttle. Talamantez, described the scoring committee's process, results, the Transportation Improvement Program's amendment, and resolution. Mankato as a local governmental agency, is a pass-through for the University which is not eligible for Carbon Reduction Program funding.

Seth Greenwood asked why the other application was removed. Talamantez informed the other project was for 2026 and the timing was not conducive for the 2023 funding availability.

John Considine asked and Talamantez confirmed the unused funds would roll to 2024.

Sam Parker made a motion to recommend to the MAPO Policy Board approval of the FY 2023 Carbon Reduction Program rankings and resolution to amend the 2023-2026 Transportation Improvement Program. David Cowan seconded the motion. With all present voting in favor, the motion was approved.

### **5.3 Recommendation to adopt Mankato's Transit Asset Management (TAM) Plan.**

Chair Mark Konz requested that staff provide a summary of the request. Shawn Schloesser provided a summary of the business model that prioritized funding to keep capital assets in a State of Good Repair for Transit including the facility, revenue, and non-revenue vehicles. The entire plan update is required every four years and made available to MAPO for funding and to aid the planning process.

Michael Fischer made a motion to recommend adoption of the Transit Asset Management Plan to the Policy Board. Karl Friedrichs seconded the motion. With all voting in favor, the motion was adopted.

### **5.4 Draft Transportation Improvement Program (TIP) Tables for 2024-2027.**

Chair Mark Konz requested that staff provide a summary. Paul Vogel provided the draft TIP Tables for review. A change for 2024-2027 is the removal of the "other" column in favor of separating state funding and local share to add clarity for the local jurisdictions. Confirmation with MnDOT Central Office and District 7 was conducted in the development of the draft tables. The entire TIP Document will be presented in draft for 45-day public comment at the May meeting.

Jeff Johnson noted the Veterans memorial Bridge Project 137-152-002 was moved to 2026 from 2025 without fiscal constraint for the local share of \$9,840,030. Sam Parker confirmed it moved due to the Henderson Project and its fiscal constraint. Continued conversation for the local share of Veterans Bridge needs to continue. Paul Vogel questioned how it could be fiscally constrained if the local share is not committed when other TIP amendments needed to show constraint. Parker will follow up on this project.

Karl Friedrichs asked about the inclusion of projects not in the MAPO area. Jeff Johnson responded that the projects for MN 22 and Hwy 57 have portions in the MAPO area which are the proportional amounts.

### **5.5 Call for suggested projects for 2024 Unified Planning Work Program (UPWP).**

Chair Mark Konz requested that staff provide a summary. Paul Vogel made notice of the annual solicitation for projects and included discussion of the Long-Range Transportation Plan which will leave \$115,000 for other projects; an overview of the schedule was included. Projects involving multiple jurisdictions need concurrence from all jurisdictions involved to undertake the study, such as a county road needs concurrence from the county and a highway need concurrence from MnDOT. Scoring Committee volunteers include Jeff Johnson, Mike Fischer, Seth Greenwood, and unconfirmed Ryan Thilges.

## **VI. Other Business, Discussion & Updates**

### **6.1. Informational: Carbon Reduction Program Solicitations FY 2024**

Chris Talamantez provided an overview of the FY 2024 program with the expectation of over \$200,000 included in the State Transportation Improvement Program to account for the unused portion from FY 2023. The program timeline was shared.

### **6.2. Informational: Policy Board will select Chair and Vice Chair at their May 4th meeting.**

Paul Vogel provided an overview of the upcoming election in accordance with the By-Laws of the Policy Board.

### **6.3. Presentation: MnSHIP Investment Direction**

Katheryn Engelhardt, MnDOT Central Office provided an overview of the State Highway Investment Plan and the upcoming second round of public engagement later this month.

Paul Vogel asked about the under-bridge activities and how they align as a policy or a project. Engelhardt added they are part of the broader investment direction for the state.

### **VII. TAC Comments**

There were no TAC comments.

### **VIII. Adjournment**

Jennifer Bromeland moved to adjourn the meeting. Scott Hogen seconded the motion. With all voting in favor, the meeting was adjourned at 2:17 p.m.

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Mark Konz, Chair