

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

April 20, 2023 – 1:30 p.m.

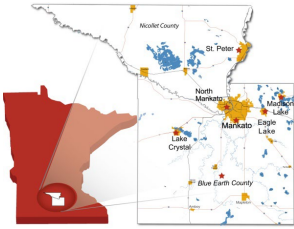
Intergovernmental Center

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 – January 26, 2023
- V. New Business
 1. Recommendation to approve Carbon Reduction Program rankings
 2. Recommendation to approve the resolution amending 2023-2026 Transportation Improvement Program (TIP)
 3. Recommendation to approve the resolution adopting Mankato Transit's Asset Management (TAM) Plan.
 4. Draft TIP Tables for 2024-2027
 5. Call for suggested projects for 2024 Unified Planning Work Program (UPWP)
- VI. Other Business, Discussion & Updates
 1. Informational: Carbon Reduction Program solicitation FY 2024
 2. Informational: TAC is informed that Policy Board will select Chair and Vice Chair at their May 4th meeting.
 3. Presentation: MnSHIP Investment Direction
- VII. Unapproved February 2, 2023, MAPO Policy Board meeting minutes (informational)
- VIII. TAC Comments
- IX. Adjournment



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

January 26, 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, Ryan Thilges - Blue Earth County Engineer, John Considine III - Blue Earth County Planning, Seth Greenwood – Nicollet County Engineer, Michael Fischer - North Mankato Community Development Director, Shane Nelson – Belgrade Township, Scott Morgan – Mankato Township, June Lonnquist – South Bend Township, Scott Hogen – Mankato Area Public Schools, Sam Parker – MnDOT District 7, Paul Corcoran – Minnesota State University Mankato, Joel Hanif – Region Nine Development Commission, Shawn Schloesser – Mankato Transit System.

Others Present: Chris Talamantez – MAPO Transportation Planner, David Cowan – MSU Mankato, Scott Bolke - South Bend Township,

Attending Virtually: Paul Vogel - Executive Director, Anna Pierce - MnDOT Central Office, Joseph Klein – 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

Mike Fischer made a motion to approve the agenda as presented. Karl Friedrichs seconded the motion. With all voting in favor the agenda was approved.

IV. Approval of Minutes – October 20, 2022

Ryan Thilges made a motion to approve the minutes as presented. Scott Hogen seconded the motion. With all voting in favor, minutes were approved.

V. New Business

5.1 Recommendation to proceed with recommended consultants for 2023 studies.

Chair Mark Konz asked staff to provide a summary of the recommendation. Chris Talamantez reported that proposals received for the three studies contained in the 2023 Unified Planning Work Program had separate ranking subcommittees whose recommendation is that Stonebrooke be selected for the update to the ADA Transition Plan, Bolton and Menk be selected for the Riverfront Drive Intersection Improvement Study, and Bolton and Menk be selected for Balcerzak Drive Pedestrian Crossing Study.

Karl Friedrichs made a motion to recommend to the MAPO Policy Board selection of each recommended consultant for each respective study. Seth Greenwood seconded the motion. With all voting in favor, the motion was approved.

5.2 Recommendation to adopt resolution supporting Mankato Transit's updated Public Transit Agency Safety Plan (PTASP) targets.

Chair Mark Konz requested staff provide a summary of the request. Chris Talamantez summarized how the MPOs are required to establish Public Transit Agency Safety Plan (PTASP) targets within 180 days from establishment or revision 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.

Karl Friedrichs asked if the targets reported are based upon actual accidents or numerical targets. Shawn Schloesser reported they are numerical targets.

Ryan Thilges made a motion to recommend to the MAPO Policy Board adoption of the resolution supporting Mankato Transit's updated PTASP Targets. Sam Parker seconded the motion. With all voting in favor, the motion was adopted.

5.3 Recommendation to adopt resolution supporting MnDOT Infrastructure Performance Measure Targets.

Chair Mark Konz requested staff provide a summary of the recommendation. Chris Talamantez summarized how MPOs have 180 days from the establishment date to adopt the statewide targets or set their own. Minnesota Department of Transportation (MnDOT) established performance measures for Infrastructure condition (PM2), reliability, and Congestion Mitigation and Air Quality Improvement (CMAQ) measures (PM3) to meet the October 3, 2022, establishment date. Historically MAPO has resolved to support MnDOT's statewide targets. PM2 measures pavement and bridge conditions on the Interstate and National Highway Systems. PM3 measures system reliability for Interstate and non-interstate NHS, truck travel time, and CMAQ targets. PM3 targets for Interstate Reliability and Truck Travel Time reliability and CMAQ measures are not required adoption because MAPO does not have any Interstate lane miles and CMAQ applies to the Twin Cities metropolitan area.

Ryan Thilges asked if the pavement accounts for county highways and local roads. Chris Talamantez stated it was for National Highway System only.

Paul Corcoran asked if the State sets targets for themselves. Sam Parker stated yes, the State metrics are to demonstrate good stewardship of funds.

Scott Hogan made a motion to recommend that the MAPO Policy Board adopt the resolutions supporting MnDOT 2023 Infrastructure Performance Measure (PM2) and reliability (PM3) Targets. Michael Fischer seconded the motion. With all voting in favor, the motion was adopted.

5.4 Recommendation to approve Surface Transportation Program rankings.

Chair Mark Konz requested staff provide a summary of the recommendation. Chris Talamantez summarized that 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 were submitted, Veteran's Memorial Bridge Rehabilitation and Belgrade Avenue Improvements Project. MAPOs ranking supports both projects equally.

Karl Friedrichs asked if the Belgrade Ave project included bus stops. Michael Fischer responded it did not. Shawn Schloesser noted the area proposed does not have an existing stop. Seth Greenwood noted the MnDOT subcommittee selects the projects.

Karl Friedrichs made a motion to recommend to the MAPO Policy Board approval of the 2024-2027

Surface Transportation Program rankings. Seth Greenwood seconded the motion. With all voting in favor, the motion was adopted.

5.5 Recommendation to adopt the process for awarding the Carbon Reduction Program available funding.

Chair Mark Konz requested staff provide a summary of the recommendation. Chris Talamantez summarized the new program created by the Infrastructure Investment and Jobs Ave to reduce carbon dioxide emissions from on-road highway sources which provides dedicated funding to MPOs. TAC Members were provided read-ahead documents in preparation for the meeting. For MAPO \$170,000 for fiscal year 2023 and again in 2024. Funding must be obligated by June 7, 2023, and 2024 respectively. Funds not used are carried by MAPO to the next years until exhausted or the program terminates.

Karl Friedrichs asked if funding could be applied to the Highway 22 Project. Paul Vogel noted the project is located mostly outside the urbanized area. Anna Pierce noted project specific line items are possible so the area within the urbanized area could be possible.

Karl Friedrichs also asked about a roundabout at 526 and County Road 12. Ryan Thilges noted the lack of an Intersection Control Study to support the application. However, Eagle Lake's Pedestrian Connectivity Study of 2022 would have the data to support and be a great project.

Chair Konz requested volunteers for the scoring committee; Ryan Thilges, Seth Greenwood, Michael Fischer, Chris Talamantez, Jon Nelson volunteered as did Scott Hogan as an At Large member.

Scott Hogan made a motion to recommend that the MAPO Policy Board adopt the process for awarding the Carbon Reduction Program available funding. John Considine III seconded the motion. With all voting in favor, the motion was adopted.

VI. Other Business, Discussion & Updates

6.1. Informational: Administrative Modification to 2023-2026 Transportation Improvement Program.

Chris Talamantez summarized the cost adjustments for the transit projects and roundabout at Lor Ray and Howard Drives.

There were no comments from the TAC.

6.2. Update: Census Information, Urban Area Status.

Chris Talamantez summarized the current and future urban area. Final mapping of the urbanized area will be available later this year and will require MAPO action at that time to formalize the updated map.

There were no comments from the TAC.

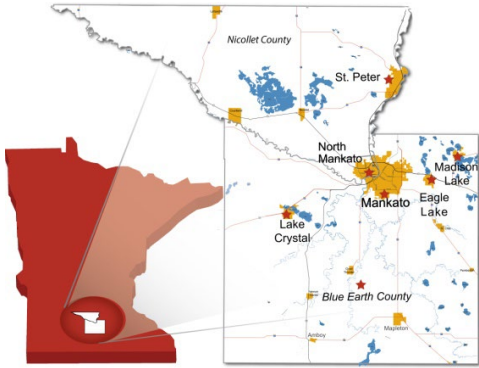
VII. TAC Comments

There were no TAC comments.

VIII. Adjournment

Ryan Thilges moved to adjourn the meeting. John Considine III seconded the motion. With all voting in favor, the meeting was adjourned at 2:17 p.m.

Mark Konz, Chair



AGENDA RECOMMENDATION

Agenda Heading: Recommendation to approve Carbon Reduction Program (CRP) rankings No: 5.1

Agenda Item: Approval of Carbon Reduction Program (CRP) rankings

Recommendation Action(s): Motion to recommend to MAPO Policy Board approval of attached FY 2023 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 recommend to the MAPO Policy Board approval of the attached CRP project ranking sheet.

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](#)

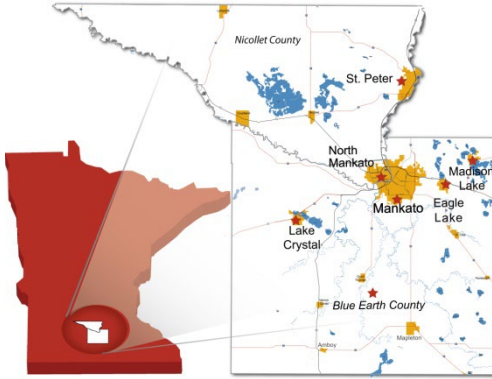
Return completed applications to:

Chris Talamantez

507-387-8389

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

Digital copies: CTalamantez@mankatomn.gov



AGENDA RECOMMENDATION

Agenda Heading: Recommendation to approve the resolution amending the 2023-2026 Transportation Improvement Program (TIP) No: 5.2

Agenda Item: Amendment to the 2023-2026 Transportation Improvement Program (TIP)

Recommendation Action(s): Motion to recommend that the MAPO Policy Board approve the Resolution to Amend 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 that the MAPO Policy Board approve the Resolution to Amend the 2023-2026 TIP.

Attachments:

Project line items

Resolution Supporting Amendment to 2023-2026 Transportation Improvement Program

Meeting Date: April 20, 2023

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

**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 shall be described as ****CRP**
LEASE OF EV SHUTTLE VEHICLE**; 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

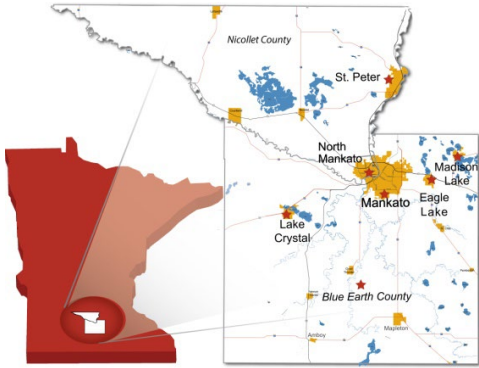
I hereby certify that the foregoing Resolution is a true and correct copy of the resolution presented to and adopted by the Mankato/North Mankato Area Planning Organization at a duly authorized meeting thereof, held on the 4th day of May 2023 as shown by the minutes of said meeting in my possession.

Chair

Date

Executive Director

Date



AGENDA RECOMMENDATION

Agenda Heading: Recommendation to approve the resolution adopting the Transit Asset Management (TAM) Plan No: 5.3

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

Recommendation Action(s): Motion to recommend the MAPO Policy Board approve the Resolution adopting 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.

Attachments:

Resolution

[Transit Asset Management Plan 2022](#)

Resolution Adopting 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.

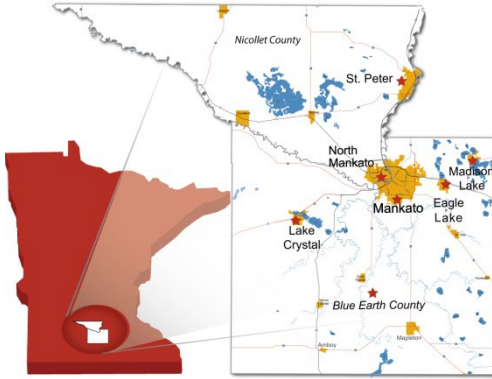
Now, therefore, be it resolved, that the Mankato/North Mankato Area Planning Organization agrees to support the Mankato Transit System's Transit Asset Management plan, as well as to plan and program projects so they contribute to the accomplishment of the Mankato Transit System's state of good repair 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.

Mark Piepho, Chair

Paul Vogel, Executive Director



AGENDA RECOMMENDATION

Agenda Heading: Draft TIP Tables for 2024-2027 No: 5.4

Agenda Item: Draft TIP Tables for 2024-2027

Recommendation Action(s): TAC member review and comment

Summary: MAPO staff is assembling the 2024-2027 Transportation Improvement Program (TIP). The Draft 2024-2027 TIP will be presented at the May TAC meeting, and is scheduled for release following the June 1st Policy Board meeting.

Notable projects in the draft TIP include; construction of a bridge crossing over the Blue Earth River between Land of Memories and Sibley Park, and reconstruction of Riverfront Drive in 2024; roundabouts and reconstructing Highway 22 from CSAH 26 north to Minnesota River Bridge in St. Peter in 2025; Veteran's Memorial Bridge rehabilitation, reconstruction of Belgrade Ave, and construction of a trail along CSAH 27 in 2026; reconstruction of US 169 from Riverfront Drive to

The draft TIP tables are attached for review and comment by the TAC members.

Attachments:

Draft 2024-2027 TIP Tables

2024

ROUTE SYSTEM	PROJECT NUMBER	YEAR	AGENCY	DESCRIPTION	MILES	PROGRAM	WORK TYPE	FUND TYPE	STIP TOTAL	FHWA	AC LOCAL	AC PAYBACK	FTA	TH	STATE	LOCAL SHARE
TRANSIT	TRF-0028-24A	2024	MANKATO	SECT 5307: CITY OF MANKATO RR TRANSIT OPERATING ASSISTANCE		URBANIZED AREA FORMULA - SECT 5307	TRANSIT OPERATIONS	FTA	3,936,220	0	0	0	574,788	0	2,574,188	787,244
TRANSIT	TRF-0028-24B	2024	MANKATO	SECT 5307: CITY OF MANKATO RR TRANSIT PREVENTATIVE MAINTENANCE		URBANIZED AREA FORMULA - SECT 5307	TRANSIT OPERATIONS	FTA	113,300	0	0	0	63,865	0	26,775	22,660
TRANSIT	TRF-0028-24C	2024	MANKATO	CITY OF MANKATO PARATRANSIT OPERATING ASSISTANCE		TRANSIT (TR)	TRANSIT OPERATIONS	LOCAL NON-PAR	1,350,353	0	0	0	0	0	1,147,800	202,553
TRANSIT	TRF-0028-24D	2024	MANKATO	SECT 5307: CITY OF MANKATO PUBLIC WORKS CENTER FUEL ISLAND RELOCATION ENVIRONMENTAL STUDY (USAGE COST SHARE TOTAL PROJECT COST \$200,000)		URBANIZED AREA FORMULA - SECT 5307	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA5307(B9)	100,000	0	0	0	80,000	0	0	20,000
TRANSIT	TRF-0028-24E	2024	MANKATO	SECT 5307: CITY OF MANKATO BUS STOP IMPROVEMENTS		URBANIZED AREA FORMULA - SECT 5307	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA5307(B9)	133,425	0	0	0	106,740	0	0	26,685
TRANSIT	TRF-0028-24F	2024	MANKATO	SECT 5307: CITY OF MANKATO; SYSTEM TECHNOLOGY UPGRADES		TRANSIT (TR)	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA5307(B9)	400,000	0	0	0	320,000	0	0	80,000
TRANSIT	TRF-0028-24G	2024	MANKATO	SECT 5307: CITY OF MANKATO; TRANSIT AUTOMATED VEHICLE ANNOUNCEMENT SYSTEM		URBANIZED AREA FORMULA - SECT 5307	TRANSIT OPERATIONS	FTA	350,000	0	0	0	280,000	0	0	70,000
HIGHWAY US 14	0702-133	2024	MNDOT	US14, 0.4 MIE OF TH 169, REHAB BRIDGE 07011 OVER MN RIVER AND UP RAILROAD	0.5	BRIDGE IMPROVEMENT AND REPAIR	BRIDGE DECK OVERLAY	NHPP	2,200,000	1,791,240	0	0	0	408,760	0	0
N/A	137-090-006	2024	MANKATO	**AC**CONSTRUCT TRAIL CONNECTION FOR LAND OF MEMORIES PARK - SIBLEY PARK(AC PAYBACK IN 2026)	0	EN-ENHANCEMENT	NEW TRAIL	STBGTA P 5K-200K	215,385	153,065	96,215	0	0	0	0	62,320
HIGHWAY MSAS 101	137-101-011	2024	MANKATO	**AC**MSAS 101 (RIVERFRONT DRIVE) FROM MAIN ST TO LAFAYETTE ST, RECONSTRUCT, UTILITIES AND ADA (AC PAYBACK IN 2025 & 2026)	0.7	RC-RECONSTRUCTION	NEW PAVEMENT	STBGP 5K-200K	4,789,835	423,000	2,382,965	0	0	0	0	4,366,835
N/A	137-090-005	2024	MANKATO	**AC**CONSTRUCT BRIDGE CROSSING OVER THE BLUE EARTH RIVER BETWEEN LAND OF MEMORIES AND SIBLEY PARK USING THE HISTORIC KERN BRIDGE(L5669), HISTORICAL WORK AND CONSTRUCTION ENGINEERING (AC PAYBACK IN 2025)	0	EN-ENHANCEMENT	BRIDGE NEW	STBGTA P 5K-200K	3,284,960	2,300,000	1,639,840	0	0	0	0	984,960
HIGHWAY MN 22, MSAS 157	137-157-001	2024	MNDOT	MN 22, AT THE INTERSECTION OF AUGUSTA DRIVE IN MANKATO, CONSTRUCT ROUNDABOUT (ASSOC. 0714-40)	0	SH-SAFETY IMPROVEMENTS	ROUNDABOUT	STBGP 5K-200K	820,000	656,000	0	0	0	0	0	164,000
HIGHWAY MN 22, MSAS 157	0714-40	2024	MNDOT	MN 22, AT THE INTERSECTION OF AUGUSTA DRIVE IN MANKATO, CONSTRUCT ROUNDABOUT (ASSOC. 137-157-001)	0	SH - SAFETY IMPROVEMENTS	ROUNDABOUT	HSIP	2,590,000	2,331,000	0	0	0	259,000	0	0
HIGHWAY US 14	5203-110	2024	MNDOT	**ITS**US 14, FROM CR 17/77 TO NORTH MANKATO, INSTALL FIBER OPTIC LINE AND VAULTS	0	EN-ENHANCEMENT	TRAFFIC MANAGEMENT SYSTEM	NHPP	625,000	508,875	0	0	0	116,125	0	0
N/A	150-090-004	2024	NORTH MANKATO	IN NORTH MANKATO, SURROUNDING HOOVER ELEMENTARY SCHOOL, PED/BIKE TRAIL, SIDEWALK, ADA AND STRIPING	0	EN-ENHANCEMENT	SIDEWALKS	STBGTA P 5K-200K	451,000	360,800	0	0	0	0	0	90,200
N/A	8807-CRPM-24	2024	MANKATO	**CRP**MAPO SETASIDES - REDUCE CARBON EMISSIONS - 2024	0	EN-ENHANCEMENT	GREEN INFRASTRUCTURE IMPROVEMENTS	CRP	248,750	199,000	0	0	0	0	0	49,750
Total									21,608,228	8,722,980	4,119,020	0	1,425,393	783,885	3,748,763	6,927,207

Meeting Date: April 20, 2023

2025

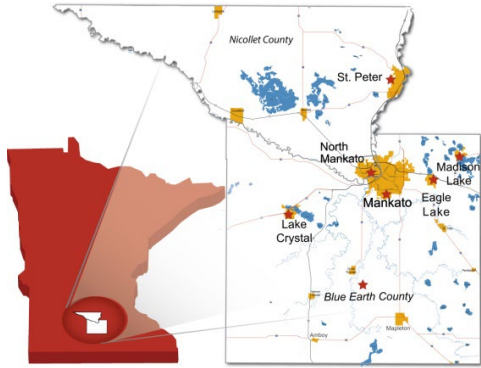
ROUTE SYSTEM	PROJECT NUMBER	YEAR	AGENCY	DESCRIPTION	MILES	PROGRAM	WORK TYPE	FUND TYPE	STIP TOTAL	FHWA	AC LOCAL	AC PAYBACK	FTA	TH	STATE	LOCAL SHARE
TRANSIT	TRF-0028-25A	2025	MANKATO	SECT 5307: CITY OF MANKATO RR TRANSIT OPERATING ASSISTANCE		URBANIZED AREA FORMULA - SECT 5307	TRANSIT OPERATIONS	FTA	4,054,307	0	0	0	592,032	0	2,651,414	810,861
TRANSIT	TRF-0028-25B	2025	MANKATO	SECT 5307: CITY OF MANKATO RR TRANSIT PREVENTATIVE MAINTENANCE		URBANIZED AREA FORMULA - SECT 5307	TRANSIT OPERATIONS	FTA	116,699	0	0	0	65,781	0	27,578	23,340
TRANSIT	TRF-0028-25E	2025	MANKATO	CITY OF MANKATO PARATRANSIT OPERATING ASSISTANCE		TRANSIT (TR)	TRANSIT OPERATIONS	LOCAL NON-PAR	1,390,863	0	0	0	0	0	1,182,234	208,629
TRANSIT	TRF-0028-25D	2025	MANKATO	SECT 5339: CITY OF MANKATO; UPGRADE BUS STOPS		BUS AND BUS FACILITIES (BB)	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	375,000	0	0	0	300,000	0	0	75,000
N/A	137-090-005AC	2025	MANKATO	**AC**CONSTRUCT BRIDGE CROSSING OVER THE BLUE EARTH RIVER BETWEEN LAND OF MEMORIES AND SIBLEY PARK USING THE HISTORIC KERN BRIDGE(L5669), HISTORICAL WORK AND CONSTRUCTION ENGINEERING (AC PAYBACK 1 OF 1)	0	EN-ENHANCEMENT	BRIDGE NEW	STBGTA P 5K-200K	1,639,840	0	0	1,639,840	0	0	0	0
HIGHWAY CSAH 21, MN 22	0714-35	2025	MNDOT	**AC**FLEX24**SEC164**MN22, FROM 500' NORTH OF CSAH 26 TO APPROXIMATELY 1600' SOUTH OF CSAH 57, FULL DEPTH RECLAIM AND OVERLAY; FROM APPROXIMATELY 1600' SOUTH OF CSAH 57 TO MN RIVER BRIDGE IN ST PETER, RECONSTRUCT, LIGHTING, REPLACE BR 8436 AND REHAB BR 07036, 40003 (ASSOC. 040-070-007 & 4012-44S) (AC PAYBACK IN 2026 and 2027)	7.8	RD-RECONDITIONING	NEW PAVEMENT - BIT	NHPP	23,381,505	16,263,665	14,286,273	0	0	7,117,840	0	0
HIGHWAY CSAH 21, MN 22	040-070-007	2025	MNDOT	**FLEX24**SEC164**MN22, INTERSECTION OF CSAH 21 & TH 22 RECONSTRUCT/ROUNDABOUT (ASSOC. 0714-35 & 4012-44S)	0.2	RD-RECONDITIONING	NEW PAVEMENT - BIT	HSIP	833,333	750,000	0	0	0	0	0	83,333
HIGHWAY CSAH 21, MN 22	4012-44S	2025	MNDOT	**FLEX24**SEC164**MN22, INTERSECTION OF AND CSAH 21 & TH 22 RECONSTRUCT/ROUNDABOUT (ASSOC. 0714-35 & 040-070-007)	0.2	RD-RECONDITIONING	NEW PAVEMENT - BIT	HSIP	1,388,889	1,250,000	0	0	0	138,889	0	0
HIGHWAY MSAS 101	137-101-011AC1	2025	MANKATO	**AC**MSAS 101 (RIVERFRONT DRIVE) FROM MAIN ST TO LAFAYETTE ST, RECONSTRUCT, UTILITIES AND ADA (AC PAYBACK 1 OF 2)	0.7	RC-RECONSTRUCTION	NEW PAVEMENT	STBGP 5K-200K	492,703	0	0	492,703	0	0	0	0
N/A	8807-CRPM-25	2025	MANKATO	**CRP**MAPO SETASIDES - REDUCE CARBON EMISSIONS - 2025	0	EN-ENHANCEMENT	GREEN INFRASTRUCTURE IMPROVEMENTS	CRP	275,000	220,000	0	0	0	0	0	55,000
Total									33,948,139	18,483,665	14,286,273	2,132,543	957,813	7,256,729	3,861,225	1,256,164

2026

ROUTE SYSTEM	PROJECT NUMBER	YEAR	AGENCY	DESCRIPTION	MILES	PROGRAM	WORK TYPE	FUND TYPE	STIP TOTAL	FHWA	AC LOCAL	AC PAYBACK	FTA	TH	STATE	LOCAL SHARE
TRANSIT	TRF-0028-26A	2026	MANKATO	SECT 5307: CITY OF MANKATO RR TRANSIT OPERATING ASSISTANCE		URBANIZED AREA FORMULA - SECT 5307	TRANSIT OPERATIONS	FTA	4,175,936	0	0	0	609,792	0	2,730,957	835,187
TRANSIT	TRF-0028-26B	2026	MANKATO	SECT 5307: CITY OF MANKATO RR TRANSIT PREVENTATIVE MAINTENANCE		URBANIZED AREA FORMULA - SECT 5307	TRANSIT OPERATIONS	FTA	120,200	0	0	0	67,755	0	28,405	24,040
TRANSIT	TRF-0028-26C	2026	MANKATO	CITY OF MANKATO PARATRANSIT OPERATING ASSISTANCE		TRANSIT (TR)	TRANSIT OPERATIONS	LOCAL NON_PA R	1,432,589	0	0	0	0	0	1,217,701	214,888
TRANSIT	TRF-0028-26D	2026	MANKATO	SECT 5307: CITY OF MANKATO PUBLIC WORKS CENTER FUEL ISLAND RELOCATION (USAGE COST SHARE WITH CITY TOTAL PROJECT COST \$900,000)		URBANIZED AREA FORMULA - SECT 5307	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA5307(B9)	450,000	0	0	0	360,000			90,000
TRANSIT	TRF-0028-26E	2026	MANKATO	SECT 5307: CITY OF MANKATO PURCHASE OF TRANSIT ELECTRIC VEHICLE CHARGING STATION		URBANIZED AREA FORMULA - SECT 5307	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA5307(B9)	550,000	0	0	0	440,000	0	0	110,000
TRANSIT	TRF-0028-26F	2026	MANKATO	SECT 5339: CITY OF MANKATO PURCHASE TWO (2) CLASS 400 LF GAS REPLACEMENT BUSES		BUS AND BUS FACILITIES - SECTION 5339	TRANSIT VEHICLE PURCHASE	FTA	610,000	0	0	0	518,500		30,500	61,000
TRANSIT	TRS-0028-26A	2026	MANKATO	CITY OF MANKATO; PURCHASE FIVE (5) CLASS 400 LF GAS REPLACEMENT BUSES		TRANSIT (TR)	TRANSIT VEHICLE PURCHASE	STBGP 5K-200K	1,525,000	1,220,000	0	0	0	0	152,500	152,500
N/A	137-090-006AC	2026	MANKATO	**AC**CONSTRUCT TRAIL CONNECTION FOR LAND OF MEMORIES PARK - SIBLEY PARK(AC PAYBACK 1 OF 1)	0	EN-ENHANCEMENT	BIKE/PED	STBGTA P 5K-200K	96,215	0	0	96,215	0	0	0	0
HIGHWAY CSAH 21, MN 22,	0714-35AC1	2026	MNDOT	**AC**FLEX24**SEC164**MN22, FROM 500' NORTH OF CSAH 26 TO APPROXIMATELY 1600' SOUTH OF CSAH 57, FULL DEPTH RECLAIM AND OVERLAY; FROM APPROXIMATELY 1600' SOUTH OF CSAH 57 TO MN RIVER BRIDGE IN ST PETER, RECONSTRUCT, LIGHTING, REPLACE BR 8436; REHAB BR 07036, 40003; EXTEND BRIDGE 40X02 AND CONSTRUCT NEW BRIDGE 40X08 (ASSOC. 040-070-007 & 4012-44S) (AC PAYBACK 1 OF 2)	7.8	RD-RECONDITIONING	NEW PAVEMENT - BIT	NHPP	1,000,000	0	0	1,000,000	0	0	0	0
HIGHWAY MSAS 101	137-101-011AC2	2026	MANKATO	**AC**MSAS 101 (RIVERFRONT DRIVE) FROM MAIN ST TO LAFAYETTE ST, RECONSTRUCT, UTILITIES AND ADA (AC PAYBACK 2 OF 2)	0.7	RC-RECONSTRUCTION	NEW PAVEMENT	STBGP 5K-200K	1,890,262	0	0	1,890,262	0	0	0	0
HIGHWAY US 169	5212-35	2026	MNDOT	**ADA**860D, OVER MN RIVER, UP RR, AND RIVERFRONT DRIVE, REHAB BR 07042; AND 960D, OVER US169, REHAB BR 52009 (ASSOC. 137-152-002)	0.2	BI-BRIDGE IMPROVEMENT AND REPAIR	BRIDGE REPAIR	NHPP	12,800,000	10,427,760	0	0	0	2,378,240	0	0
N/A	007-090-006	2026	EAGLE LAKE	ALONG CSAH 27 & 211TH ST. FROM BLACE AVE TO MAPLE LANE, CONSTRUCT PED/BIKE TRAIL AND ADA	0.6	BIKE TRAIL	NEW TRAIL	TAP<5K	917,978	475,982	0	0	0	0	0	441,996
HIGHWAY MSAS 152	137-152-002	2026	MANKATO	**AC**MSAS 152 (MULBERRY ST) FROM TH 169 TO NORTH 2ND ST, REHABILITATION OF VETERANS MEMORIAL BRIDGE 07042 (ASSOC. 5212-35)(AC PAYBACK IN 2027)	0.2	BRIDGE IMPROVEMENT AND REPAIR	BRIDGE REPAIR	STP5K-200K	10,340,030	500,000	100,000	0	0	0	0	9,840,030
HIGHWAY MSAS 114	150-114-006	2026	NORTH MANKATO	**AC**MSAS 114 (BELGRADE AVE) FROM RANGE ST TO NICOLLET AVE, RECONSTRUCT FROM 4 LANE TO 3 LANE, ADA, LIGHTING, STORM SEWER, SANITARY SEWER AND WATERMAIN (AC PAYBACK IN 2027)	0.1	MAJOR CONSTRUCTION	NEW PAVEMENT - CONC	STP5K-200K	571,360	0	1,224,640	0	0	0	0	571,360
N/A	8807-CRPM-26	2026	MANKATO	**CRP**MAPO SETASIDES - REDUCE CARBON EMISSIONS - 2026	0	EN-ENHANCEMENT	GREEN INFRASTRUCTURE IMPROVEMENTS	CRP	287,500	230,000	0	0	0	0	0	57,500
Total									36,767,070	12,853,742	1,324,640	2,986,477	1,996,047	2,378,240	4,160,062	12,398,502

2027

ROUTE SYSTEM	PROJECT NUMBER	YEAR	AGENCY	DESCRIPTION	MILES	PROGRAM	WORK TYPE	FUND TYPE	STIP TOTAL	FHWA	AC LOCAL	AC PAYBACK	FTA	TH	STATE	LOCAL SHARE
TRANSIT	TRF-0028-27A	2027	MANKATO	SECT 5307: CITY OF MANKATO RR TRANSIT OPERATING ASSISTANCE		URBANIZED AREA FORMULA - SECT 5307	TRANSIT OPERATIONS	FTA5307(B9)	4,301,214	0	0	0	628,085	0	2,812,886	860,243
TRANSIT	TRF-0028-27B	2027	MANKATO	SECT 5307: CITY OF MANKATO RR TRANSIT PREVENTATIVE MAINTENANCE		URBANIZED AREA FORMULA - SECT 5307	TRANSIT OPERATIONS	FTA5307(B9)	123,806	0	0	0	69,787	0	29,258	24,761
TRANSIT	TRF-0028-27C	2027	MANKATO	CITY OF MANKATO PARATRANSIT OPERATING ASSISTANCE		TRANSIT (TR)	TRANSIT OPERATIONS	LOCAL NON-PAR	1,475,567	0	0	0	0	0	1,254,232	221,335
TRANSIT	TRS-0028-27A	2027	MANKATO	CITY OF MANKATO; PURCHASE ONE (1) CLASS 700 DIESEL REPLACEMENT BUS		TRANSIT (TR)	TRANSIT VEHICLE PURCHASE	STBGP 5K-200K	763,000	610,400	0	0	0	0	76,300	76,300
HIGHWAY US 169	0713-81	2027	MNDOT	**ELLE**AC**US169, FROM RIVERFRONT DRIVE TO 400' NORTH OF LAKE STREET, MED. MILL & OVERLAY AND RECONSTRUCTION; BOTH DIRECTIONS; REHAB BR 52012; 9098; 07029 (AC PAYBACK IN 2028)	3.5	RS-RESURFACING	NEW PAVEMENT - CONC	NHPP	32,800,000	21,840,000	27,000,000	0	0	10,960,000	0	0
HIGHWAY CSAH 21, MN 22	0714-35AC2	2027	MNDOT	**AC**FLEX24**SEC164**MN22, FROM 500' NORTH OF CSAH 26 TO APPROXIMATELY 1600' SOUTH OF CSAH 57, FULL DEPTH RECLAIM AND OVERLAY; FROM APPROXIMATELY 1600' SOUTH OF CSAH 57 TO MN RIVER BRIDGE IN ST PETER, RECONSTRUCT, LIGHTING, REPLACE BR 8436; REHAB BR 07036, 40003; EXTEND BRIDGE 40X02 AND CONSTRUCT NEW BRIDGE 40X08 (ASSOC. 040-070-007 & 4012-44S) (AC PAYBACK 2 OF 2)	7.8	RD-RECONDITIONING	NEW PAVEMENT - BIT	NHPP	13,286,273	0	0	13,286,273	0	0	0	0
N/A	137-090-007	2027	MANKATO	ALONG THE MINNESOTA RIVER, FROM TH 169 TO MAIN ST, RECONSTRUCT THE MINNESOTA RIVER TRAIL	0.7	BIKE TRAIL	IMPROVE EXISTING TRAIL	TAP 5K-200K	843,554	674,843	0	0	0	0	0	168,711
HIGHWAY MSAS 152	137-152-002AC	2027	MANKATO	**AC**MSAS 152 (MULBERRY ST) FROM TH 169 TO NORTH 2ND ST, REHABILITATION OF VETERANS MEMORIAL BRIDGE 07042 (ASSOC. 5212-35)(AC PAYBACK 1 OF 1)	0.2	BRIDGE IMPROVEMENT AND REPAIR	BRIDGE REPAIR	STP5K-200K	100,000	0	0	100,000	0	0	0	0
HIGHWAY MSAS 114	150-114-006AC	2027	NORTH MANKATO	**AC**MSAS 114 (BELGRADE AVE) FROM RANGE ST TO NICOLLET AVE, RECONSTRUCT FROM 4 LANE TO 3 LANE, ADA, LIGHTING, STORM SEWER, SANITARY SEWER AND WATERMAIN (AC PAYBACK 1 OF 1)	0.1	MAJOR CONSTRUCTION	NEW PAVEMENT - CONC	STP5K-200K	1,224,640	0	0	1,224,640	0	0	0	0
N/A	8807-CRPM-27	2027	MANKATO	**CRP**MAPO SETASIDES - REDUCE CARBON EMISSIONS - 2027	0	EN-ENHANCEMENT	GREEN INFRASTRUCTURE IMPROVEMENTS	CRP	180,000	144,000	0	0	0	0	0	36,000
Total									55,098,054	23,269,243	27,000,000	14,610,913	697,872	10,960,000	4,172,676	1,387,350



AGENDA RECOMMENDATION

Agenda Heading: Call for Suggested Projects for 2024 Unified Planning Work Program (UPWP) No: 5.5

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

Recommendation Action(s): Disburse 2024 UPWP Project Application to member jurisdictions, formation of Project Application scoring and ranking subcommittee

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 \(LRTP\)](#).

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

Additionally, staff recommends formation of a MAPO TAC 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 TAC for approval at its meeting scheduled August 17, 2023.

Anticipated schedule for the 2024-2025 UPWP project solicitation:

4-27-2023: Release application.

6-16-2023: Application deadline

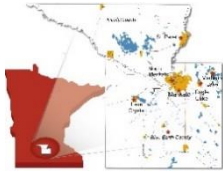
7-13-2023: Finalize review and scoring by TAC committee

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.
- 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 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:

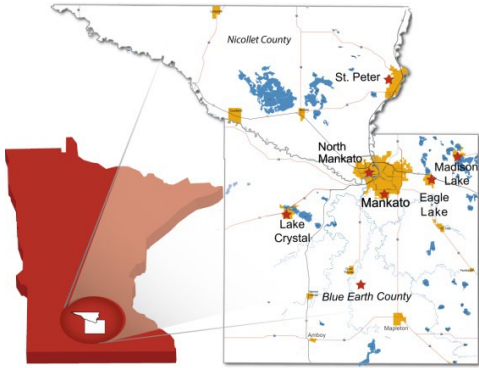
Project Location/Boundaries (as detailed as possible):

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.



AGENDA RECOMMENDATION

Agenda Heading: Carbon Reduction Program project solicitation for Fiscal Year 2024. 6.1

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

Recommendation Action(s): Informational

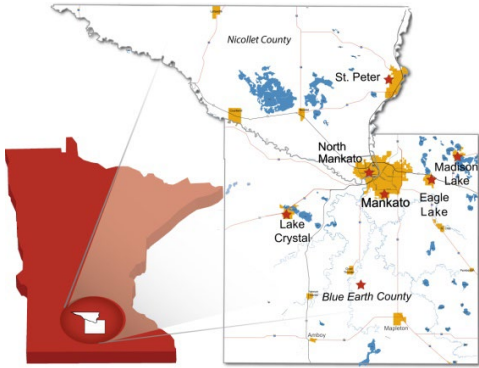
Summary: The Carbon Reduction Program (CRP) is a new program created by the Infrastructure Investment and Jobs Act. The purpose of the program is to reduce carbon dioxide emissions from on-road highway sources. Funding for the program is split into two main categories; Statewide (35%) and Areas based 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. Anticipated deadline for submitting applications will be 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: TAC is informed that the Policy Board will select Chair and Vice Chair at their May 4th meeting.
No: 6.2**

Agenda Item: TAC is informed that the Policy Board will select Chair and Vice Chair at their May 4th meeting.

Recommendation Action(s): Informational

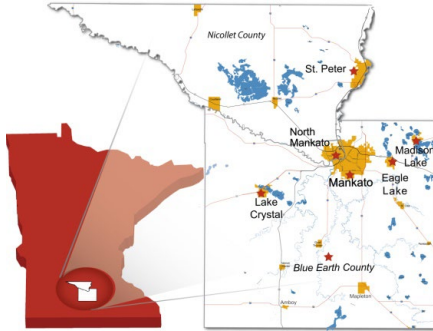
Summary: The MAPO Policy Board bylaws state: “The officers of MAPO shall be a Chair and Vice Chair. The officers, who shall be elected by the General Membership, shall take office upon election on a biennial basis...” (Article VI. Sec. 1)

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 the MAPO Policy Board hold elections for Chair and Vice Chair.

Attachments:

[MAPO Policy Board bylaws](#)



AGENDA RECOMMENDATION

Agenda Heading: Presentation: MNSHIP Investment Direction No: 6.3

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



MINNESOTA **GO**

MAPO Technical Advisory Committee

March 16th

What are we planning for? What is MnSHIP?

SEPTEMBER 2022

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)**

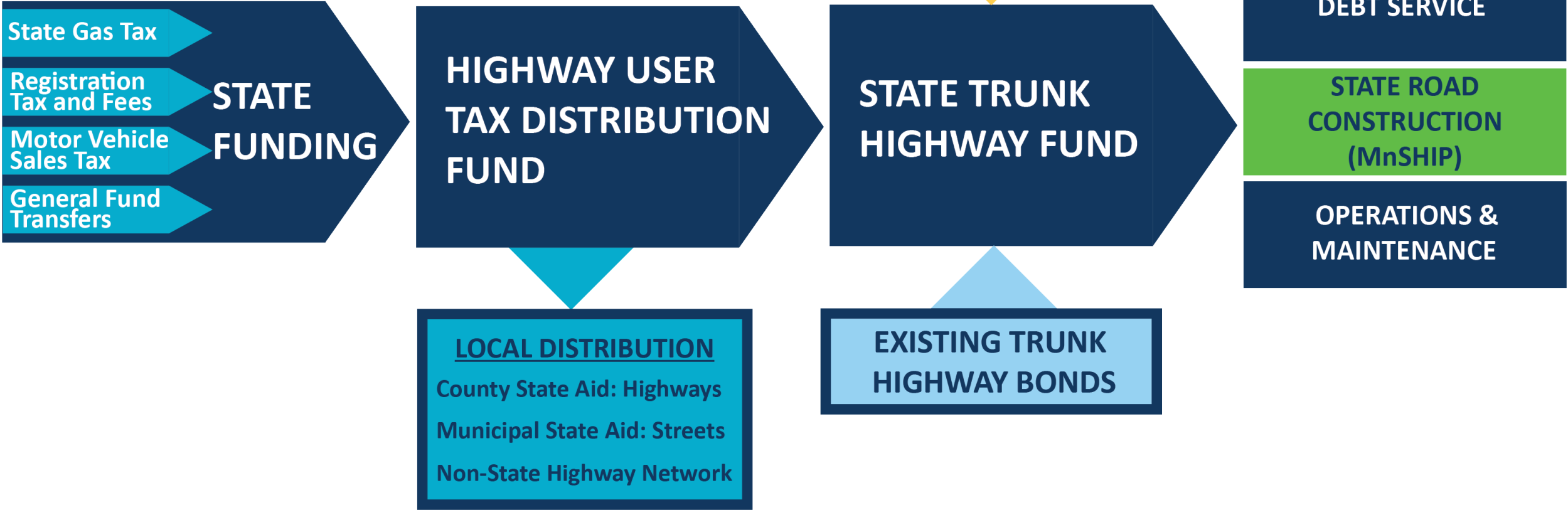
Project planning and development
Updated annually

**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

1st 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?



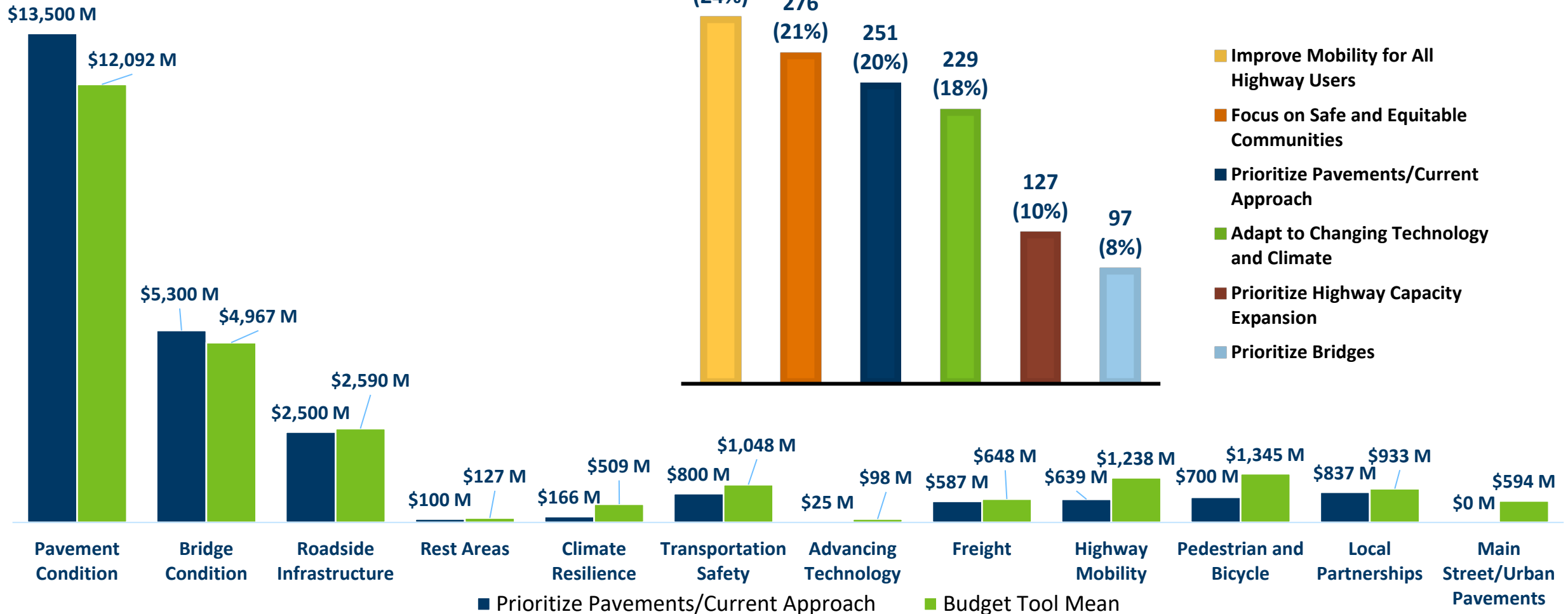
Public and Stakeholder Engagement

OVER 2,600 TOTAL RESPONSES!!!

- **Online engagement(1,110 responses)**
 - Highway budget tool (www.minnesotago.org/investment/)
 - 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

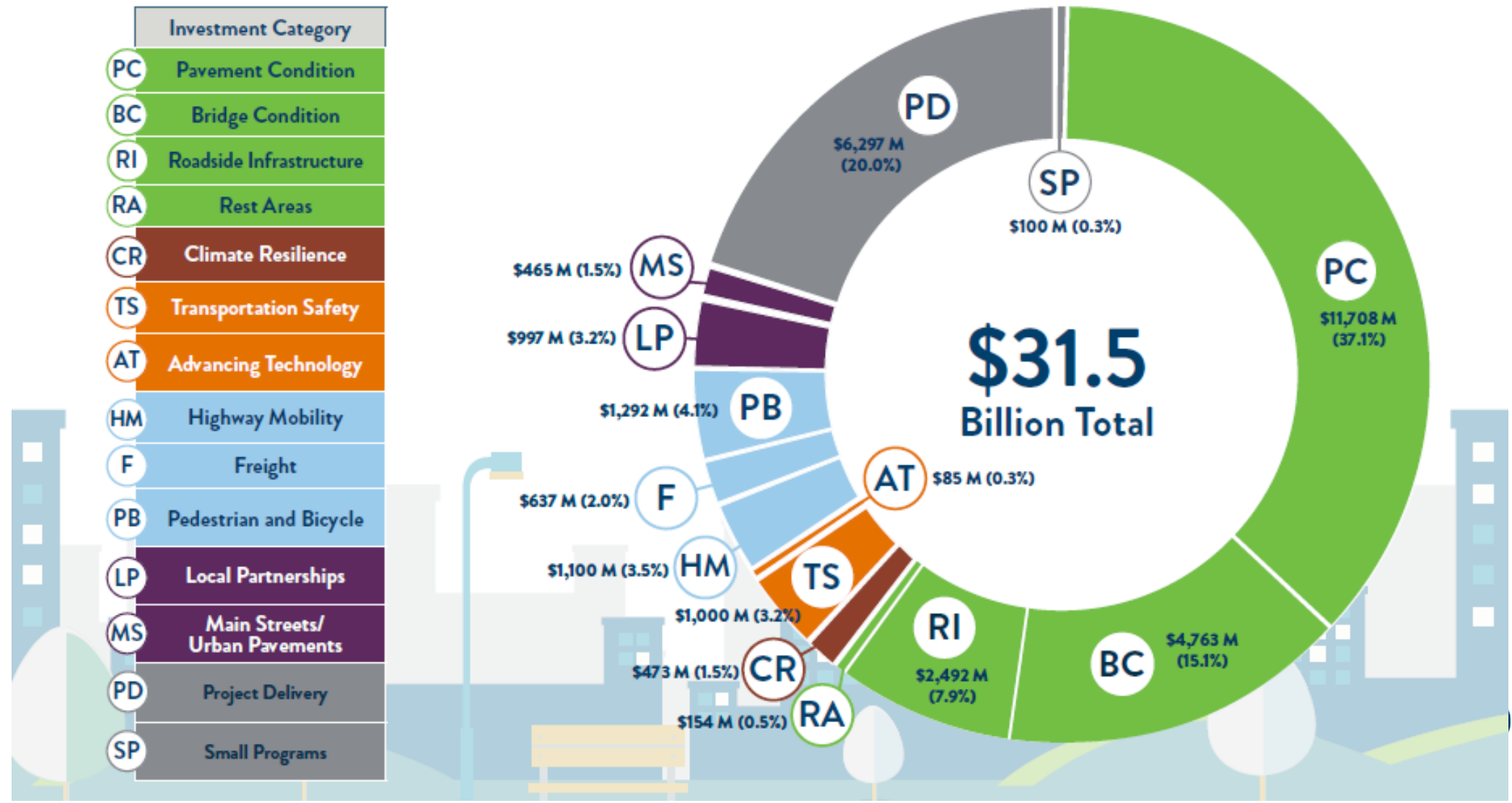
ONLINE TOOL RESPONSES (1,110)



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



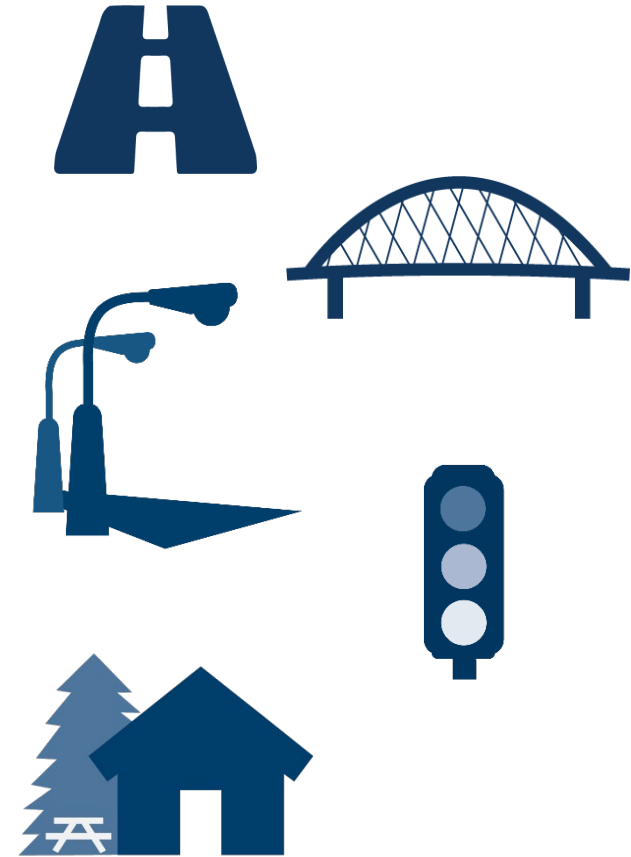
Draft Investment Direction Themes

- 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



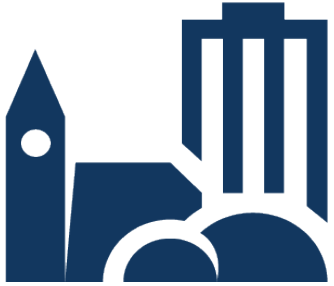
- Increased funding in ADA compliance by 2037
 - Sidewalks, curb ramps, signals
 - (NEW) Pedestrian bridges, multi-use trails, rest areas
- Address pedestrian and bicyclist network gaps and safety improvements (*new non-motorized safety program*)
- Focus on traffic management, localized mobility/safety, 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!

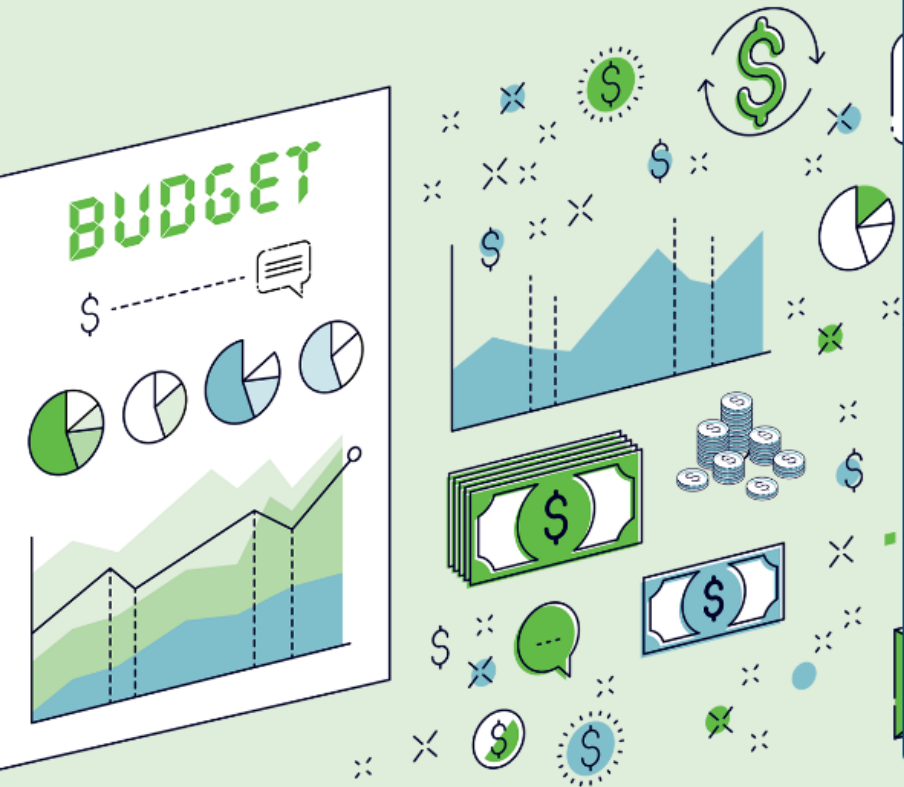
Go to:

www.minnesotago.org/investment/

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

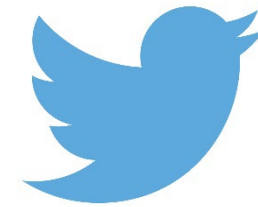
Available Budget

\$0B
ADDITIONAL
INVESTMENT

\$0.0B

Help us spread the word!

- Share the link to the online investment budgeting tool www.minnesotago.org/investment/
- 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?

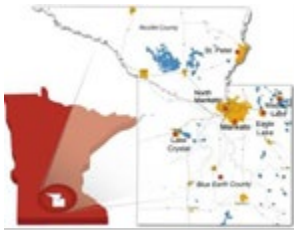
Thank you again!

Kathryn Engelhardt

Kathryn.Engelhardt@state.mn.us

651-366-3867

MINNESOTA  GO



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.
- IV. **New Business**

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.

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.

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 Nolan 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. 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.

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 Nolan 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 Nolan 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. Lori Nolan 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 Nolan 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.
 - Lori Nolan 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. Lori Nolan seconded. With all voting in favor, the motion was adopted.

The meeting adjourned at 7:30 p.m.

Chair Mark Piepho