

Mankato/North Mankato Area Planning Organization (MAPO)



2023 - 2026

Transportation Improvement Program (TIP)



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August 18, 2022

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September 1, 2022

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Disclaimer

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RESOLUTION OF THE MANKATO /NORTH MANKATO AREA PLANNING ORGANIZATION ADOPTING THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM & SELF-CERTIFICATION FINDING

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

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

WHEREAS, the U. S. Department of Transportation requires the development of a Transportation Improvement Program by a Metropolitan Planning Organization; and

WHEREAS, staff and the Technical Advisory Committee has developed and recommended for approval the Transportation Improvement Program for State Fiscal Years 2023-2026; and

WHEREAS, the representation on the Technical Advisory Committee consists of those agencies initiating the recommended projects and have the authority to execute them; and

WHEREAS, the projects are adopted from and consistent with the Minnesota Department of Transportation State Transportation Improvement Program; and

WHEREAS, the projects are consistent with the MAPO's 2045 Long-Range Transportation Plan; and

WHEREAS, in accordance with 23 CFR 450.336(a) MAPO hereby certifies that the metropolitan transportation planning process addresses major issues facing the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- 23 U.S.C 134 and 49 U.S.C. 5303, and this subpart;
- In non-attainment and maintenance areas, Section 174 and 176 (c) and (d) of the Clear Air Act as Amended (42 U.S.C 7504, 7506 (c) and (d)) and 40 CFR part 93;
- Title VI of the Civic Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- Sections of the Infrastructure Investment and Jobs Act (IIJA regarding the involvement of disadvantaged business enterprises in the US DOT funded projects;
- 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- The provisions of the American with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR Parts 27, 37 and 38;

- The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- Section 324 of title 23, U.S.C regarding the prohibition of discrimination based on gender, and
- Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR 27 regarding discrimination against individuals with disabilities.

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

CERTIFICATION

State of Minnesota

I hereby certify that the foregoing Resolution is a true and correct copy of the resolution presented to and adopted by the Mankato/North Mankato Area Planning Organization at a duly authorized meeting thereof, held on the first (1st) day of September, 2022 as shown by the minutes of said meeting in my possession.

	
Chair	Date
	
Executive Director	Date

2023-2026 MAPO Transportation Improvement Program

iv

Table of Contents

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

RESOLUTION OF THE MANKATO /NORTH MANKATO AREA PLANNING ADOPTING THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM & SELF-CERTIFICATION FINDING	iii
---	-----

Table of Contents	v
--------------------------------	----------

Glossary.....	x
---------------	---

Acronyms	xiv
----------------	-----

Funding Sources	xv
-----------------------	----

Chapter 1: Introduction	1
--------------------------------------	----------

About Mankato/North Mankato Area Planning Organization	1
--	---

Governance and Organizational Structure	2
---	---

Chart 1: MAPO Organizational Chart	2
--	---

MAPO's Role in Planning Process	3
---------------------------------------	---

Map 1: Mankato/North Mankato Metropolitan Planning Area	4
---	---

Planning Factors.....	5
-----------------------	---

Transportation Improvement Program (TIP)	5
--	---

Regionally Significant Projects	6
---------------------------------------	---

Illustrative Projects	6
-----------------------------	---

Advance Construction Projects.....	7
------------------------------------	---

The TIP and its Connection to the Transportation Planning Process	7
---	---

Consistency with Other Plans	7
------------------------------------	---

LRTP.....	7
-----------	---

UPWP	8
------------	---

PPP	8
-----------	---

Programming the TIP	8
---------------------------	---

Regional Significance	9
Funding Sources.....	9
Bond Funds (BF)	10
Bridge Replacement Off-System (BROS).....	10
DEMO	10
Early Let Late Encumbrance (ELLE)	10
Federal Transit Administration (FTA).....	11
Highway Safety Improvement Program (HSIP)	11
Highway Rail Grade Crossing & Rail Safety (RRS)	11
Local Funds (LF).....	11
National Highway Freight Program (NHFP)	11
National Highway Performance Program (NHPP)	11
State Funds (SF)	12
Surface Transportation Block Grant Program (STBGTP)	12
Transportation Alternatives (TA)	12
Other	12
Project Solicitation, Prioritization, and Selection	12
Fiscal Constraint.....	13
Environmental Justice	13
Public Involvement	13
Self Certification.....	13
Chapter 2: Project Selection	15
MnDOT District 7 Area Transportation Partnership (ATP-7)	15
Figure 1: Membership Counties of the MnDOT District 7 ATP	16
Figure 2: TIP, ATIP, STIP organization	17
Eligibility for Roadway and Transit Projects	17
Project Selection Process.....	17
Project Evaluation and Prioritization	18

TIP Project Scoring Criteria	18
Projects funded through the Surface Transportation Block Grant Program / Transportation Alternatives Program	19
Chapter 3: Performance Measures & Targets	20
Performance Measure 1: Safety	20
Figure 4: MAPO PM1 incidences and rates	21
Map 3: NHS routes within MAPO planning boundary	23
Performance Measure 2: Bridge and Pavement Condition	23
Bridge Condition	23
Figure 6: Performance Measure 2 – bridge condition measures and targets	24
Pavement Condition	24
Figure 7: Performance Measure 2 – Pavement condition measures and targets	26
Performance Measure 3: System Reliability	26
Figure 8: Performance Measure 3 – System Reliability measures and targets	27
Transit Asset Management (TAM)	27
Figure 9: State of Good Repair performance measures	28
Figure 10: TAM TERM scale performance measures	29
Public Transportation Agency Safety Plan (PTASP)	29
Figure 11: PTASP performance measures	30
Anticipated Effect	30
MPO Investment Priorities	31
Chapter 4: FY 2023-2026 TIP Projects	32
FY 2023 Federal Funded Transportation Projects	33
Map 3: 2023 projects	35
FY 2024 Federal Funded Transportation Projects	36
FY 2024 Federal Funded Transportation Projects (continued)	Error! Bookmark not defined.
Map 4: 2024 projects	38

FY 2025 Federal Funded Transportation Projects	39
FY 2025 Federal Funded Transportation Projects (continued).....	40
Map 5: 2025 projects	41
FY 2026 Federal Funded Transportation Projects	42
Regionally Significant Projects	43
Map 6: 2026 projects	44
Map 7: 2023-2026 projects.....	45
Chapter 5: Community Impact Assessment	46
Map 8: Project Locations and Concentrations of Minority Populations	48
Map 9: Project Locations and Low-Income Populations	49
Chapter 6: Financial Plan & Fiscal Constraint.....	50
Federal Funding Levels.....	50
Figure 3: Historical TIP Funding in MAPO Planning Area.....	50
Financial Plan	51
Highway Investments.....	52
Assessment of Fiscal Constraint.....	52
Table 7: Total Highway & Local Project Costs by Lead Agency: 2023-2026 MAPO TIP .	52
Transit Investments	53
Table 9: Total Transit Costs by Project Type.....	53
Table 10: Estimated Transit Funding Revenue	54
Assessment of Fiscal Constraint.....	54
Year of Expenditure	54
Operations and Maintenance (O&M)	54
Revenue trends by agency	55
Chapter 7: Public Engagement	57
2023-2026 TIP Public Participation Summary	57

Chapter 8: Monitoring Progress	58
2022 Project Status	59
Appendix A: Reading the TIP	61
Appendix B: Public Notice	62
Appendix C: Public Comments Received	63
Appendix D: MnDOT Checklist	73
Appendix E: MAPO 2017 – 2021 Crash Map.....	82
Appendix F: MAPO Regional Significance Scoresheet	83
Appendix G: TIP Amendment/Modification Policy	84
TIP Amendment Process	84
FORMAL STIP AMENDMENTS	84
STIP ADMINISTRATIVE MODIFICATIONS.....	85

Glossary

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

Advanced Construction (AC): The total estimated amount of future federal funds (AC) being committed to a project, front- ended by local/state funds.

Allocation: A specific amount of funding that has been set aside by the state for a jurisdiction to use for transportation improvements.

Amendment: A significant change or addition of a TIP project which requires opportunity for public input and consideration by the MAPO Policy Board prior to becoming part of the TIP. The TIP document provides guidance on what changes require an amendment, pursuant to CFR and MAPO's adopted Public Participation Plan (PPP).

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

Area Transportation Improvement Program (ATIP): The ATIP is a compilation of significant surface transportation improvements scheduled for implementation within a district of a state during the next four years. Minnesota has an ATIP for each District. MAPO's TIP projects in Minnesota fall under the ATIP for MnDOT District 7. All projects listed in the TIP are required to be listed in the ATIP.

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

Classification: This section provides the functional classification of the roadway or route as defined by MAPO and approved by State DOTs and FHWA.

Code of Federal Regulations (CFR): The codification of the general and permanent rules published in the Federal Register by the departments and agencies of the Federal Government.

Collector: service roads and principal or minor arterial roadways.

Environmental Justice: Identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.

Estimated Cost and Funding: The total estimated cost of the described project. Sources are defined by the following categories: federal, state, and other.

F.A.S.T Act: Fixing America's Surface Transportation Act was introduced on October 15, 2016 as the transportation bill to replace MAP-21. The Fixing America's Surface Transportation (FAST) Act is bipartisan, bicameral, five-year legislation to improve the Nation's surface transportation infrastructure, including our roads, bridges, transit systems, and passenger rail network. In addition to authorizing programs to strengthen this vital infrastructure, the FAST Act also

enhances federal safety programs for highways, public transportation, motor carrier, hazardous materials, and passenger rail.

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

Federal Highway Administration (FHWA): A division of the United States Department of Transportation that specializes in highway transportation. The agency's major activities are grouped into two programs, the Federal-aid Highway Program and the Federal Lands Highway Program.

Federal Transit Administration (FTA): An agency within the United States Department of Transportation that provides financial and technical assistance to local public transportation systems.

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

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

Illustrative Project: A project which does not have funding but is an important project for the jurisdiction to identify within the TIP to show the need for the project.

Infrastructure Investment and Jobs Act (IIJA): The Infrastructure Investment and Jobs Act (IIJA), aka Bipartisan Infrastructure Law (BIL), was signed into law on November 15, 2021 and replaced the FAST Act. This surface transportation bill authorized \$1.2 trillion for transportation and infrastructure spending with \$550 billion of that figure going toward “new” investments and programs.

Interstate: A highway that provides for expeditious movement of relatively large volumes of traffic between arterials with no provision for direct access to abutting property. An interstate, by design, is a multi-lane road with grade separations at all crossroads with full control of access.

Jurisdictions: Also referred to as “partners.” The member units of government which are within MAPO’s planning area. The member jurisdictions include the following: The counties of Blue Earth and Nicollet; the cities of Eagle Lake, Mankato, North Mankato, and Skyline; and the townships of Belgrade, Le Ray, Lime, Mankato, and South Bend.

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

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

Local Roads: A road or street whose primary function is to provide direct access to abutting property.

Local Source: The amount of funding that will be provided for the project from local jurisdictions. Generally local funding comes from state aid, sales taxes, assessments, general funds, or special funding sources.

Long Range Transportation Plan (LRTP): A comprehensive document providing a blueprint for regional transportation priorities. The LRTP is developed with extensive stakeholder input including members of the public and partner agencies.

Mankato/North Mankato Area Planning Organization (MAPO): the region’s federally designated Metropolitan Planning Organization (MPO).

MAP-21: Moving Ahead for Progress in the 21st Century, the previous surface transportation act that was signed into effect in July 6, 2012 and expired September 30, 2014.

Minor Arterials: A road or street that provides for through traffic movements between collectors with other arterials. There is direct access to abutting property, subject to control of intersection and curb cuts. The minor arterial, by design, usually has two lanes in rural areas and four or more in urban areas.

MnDOT: State of Minnesota Department of Transportation.

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

Principal Arterials: A road or street that provides for expeditious movement of relatively large volumes of traffic between other arterials. A principal arterial should, by design, provide controlled access to abutting land and is usually a multi-lane divided road with no provision for parking within the roadway.

Project Description: This section further identifies the project to be carried out on the previously stated “facility” by describing the limits and types of improvements.

Project Location: The physical location of a project. Projects may be located within multiple jurisdictions.

Project Number: This is a means of labeling each project with a unique identifier for reference and for tracking the project across multiple years. This number is not related to any project number that may be assigned to a project by any other agency, and it does not reflect the order of priority in which the responsible agency has placed the project or the order of construction.

Project Prioritization: This is an exercise in which the MPO and member jurisdictions evaluate candidate projects submitted for federal aid against other candidate projects within the same

federal aid funding categories. The MPO then submits the prioritized candidate projects to the state to further assist in project selection.

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

Project Year: This is the year in which the project is funded, or the year in which funding is identified and programmed for the project. The project year is not necessarily the construction year however, it is typical that first year TIP projects are bid or let before the next annual TIP is developed.

Public Participation Plan (PPP): An adopted MAPO plan which identifies the public input process which will be used for all types of projects including introducing a new TIP and making amendments and modifications to the existing TIP.

Regionally Significant Project: A transportation project (existing or proposed) that is designated by MAPO to have regional significance. MAPO assesses these projects on a case-by-case basis.

Safe Accountable Flexible Efficient Transportation Act, A Legacy for Users (SAFETEA-LU): A previous surface transportation act that expired July 5, 2012 and was replaced with MAP-21.

State Transportation Improvement Program (STIP): The STIP is a compilation of significant surface transportation improvements scheduled for implementation within Minnesota over the next four years. All projects listed in the TIP are required to be listed in the STIP.

Transit Operator: The designated transit service operator providing public transit for the area. The transit operator for the MAPO urbanized area is the Mankato Transit System.

Transportation Improvement Program (TIP): The TIP is a compilation of significant surface transportation improvements scheduled for implementation in the MAPO area during the next four years.

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

Acronyms

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

Funding Sources

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

Chapter 1: Introduction

The Transportation Improvement Program (TIP) is a multi-year program of transportation improvements for the Mankato/North Mankato Metropolitan Planning Area (MPA). Decisions about transportation investments require collaboration and cooperation between different levels of government and neighboring jurisdictions. As a document, the TIP reports how the various jurisdictions within the Mankato/North Mankato Area Planning Organization (MAPO) area have prioritized the use of limited federal highway and transit funding. This TIP is part of an annual effort to specify a coordinated, multimodal transportation program that includes the full range of transportation improvements to be considered for implementation during the next four-year period.

The TIP process serves to implement projects and advance goals identified in the Mankato/North Mankato area Long Range Transportation Plan (LRTP). The TIP also programs project funding for the metropolitan area.

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

About Mankato/North Mankato Area Planning Organization

The Mankato/North Mankato Area Planning Organization (MAPO) was established in 2012 in response to the 2010 U.S. Census, which designated the Mankato/North Mankato region as an urbanized area, requiring the formation of a metropolitan planning organization.

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

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

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

or area of influence respective to the metropolitan transportation planning program (see Map 1). These areas are significant not only as potential future population centers, but also due to their proximity to existing and future transportation assets of regional significance. The MPO is approved by MnDOT.

As roads and other transportation systems do not start and stop at jurisdictional lines, MAPO meets and maintains a “3-C” (comprehensive, cooperative, and continuing) metropolitan transportation planning process to provide maximum service to citizens. Simply, the federal government wants to see federal transportation funds spent in a way that will positively impact the metropolitan region-wide and developed through intergovernmental collaboration, rational and performance-based analysis, and consensus-based decision making.

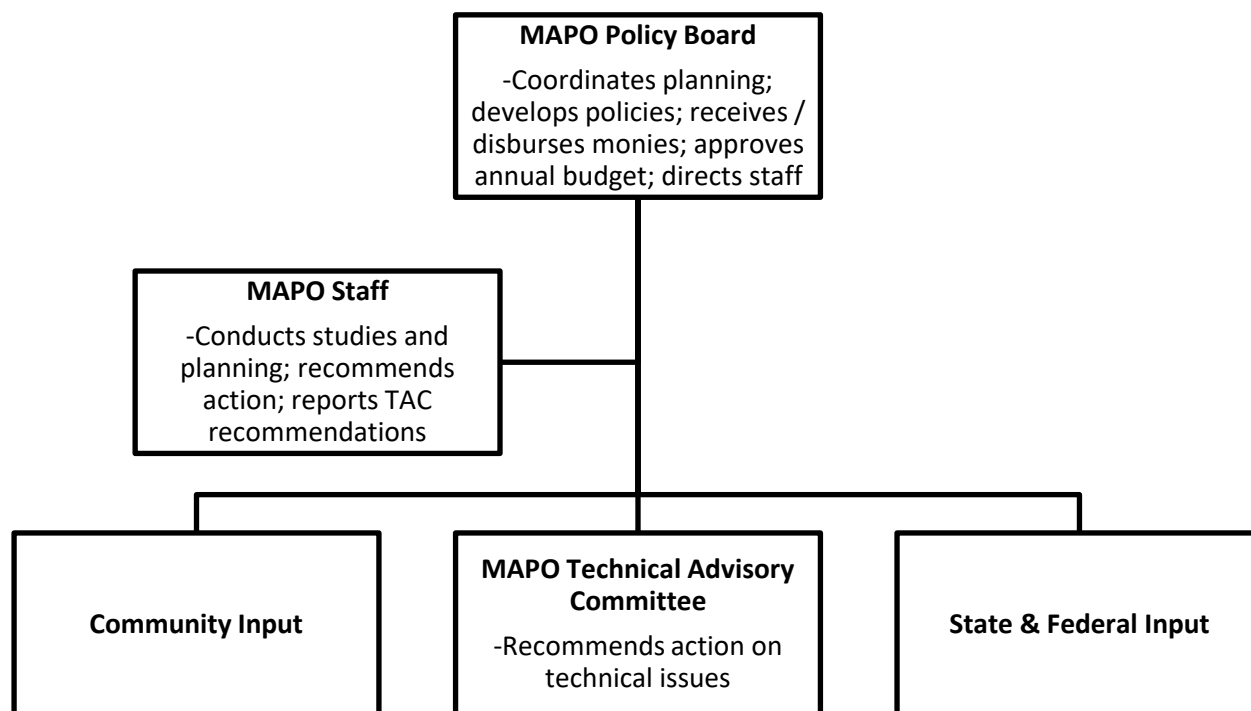
MAPO provides regional coordination and approves the use of federal transportation funds within the MPA. Responsibility for the implementation of specific transportation projects lies with MnDOT and the local units of government as transportation providers.

MAPO offices are located at 10 Civic Center Plaza in Mankato, Minnesota.

MAPO’s official website is www.mnmapo.org and MAPO can be followed on Twitter at the handle [@MinnesotaMAPO](https://twitter.com/MinnesotaMAPO).

Governance and Organizational Structure

Chart 1: MAPO Organizational Chart

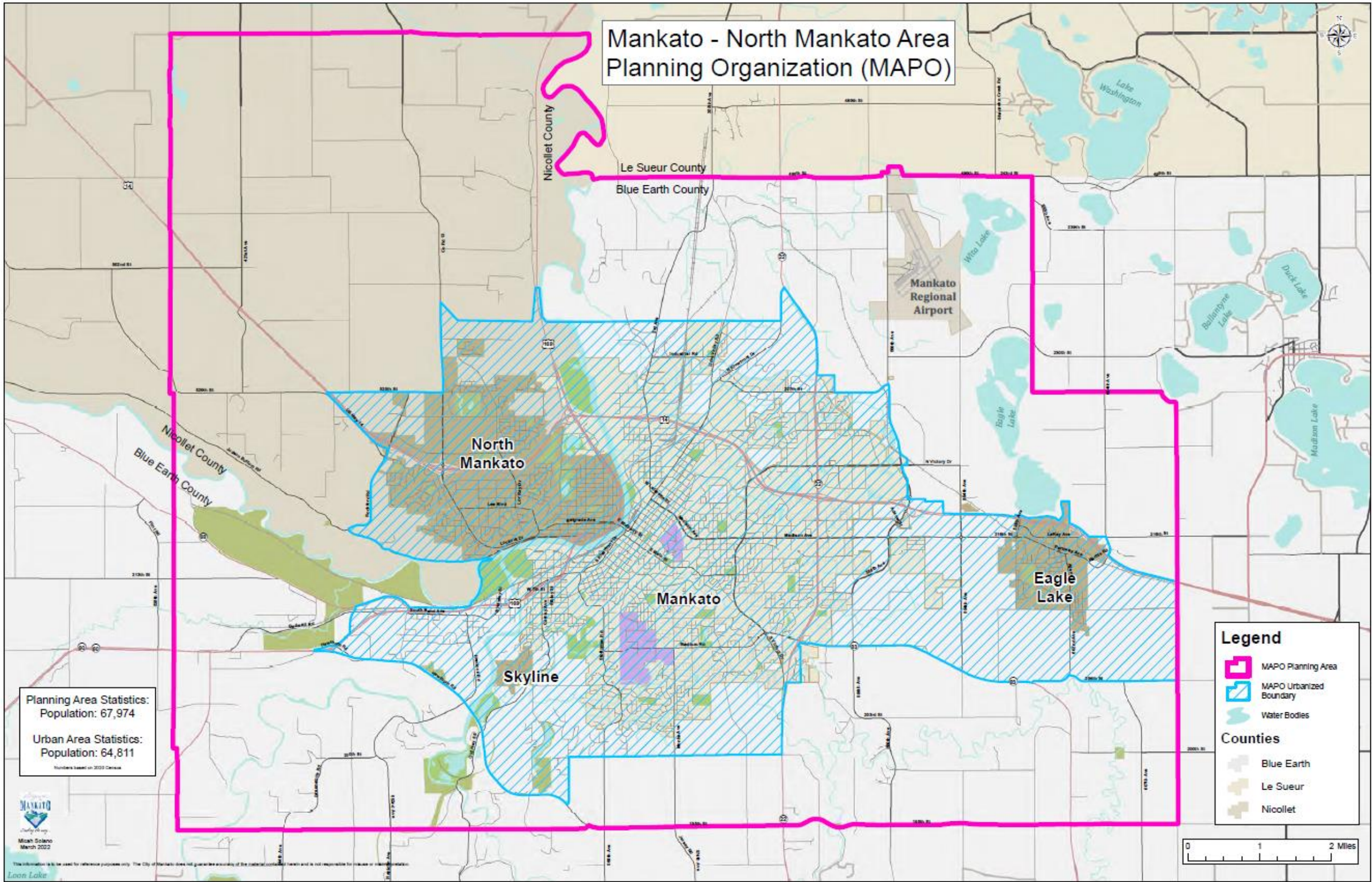


MAPO's Role in Planning Process

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

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

Map 1: Mankato/North Mankato Metropolitan Planning Area



Planning Factors

The federal transportation bill, the Infrastructure Investment and Jobs Act (IIJA) identifies ten planning factors that must be considered in the transportation planning process. The process used to select projects to be programmed through the Mankato/North Mankato TIP is based on these factors:

- 1) Support economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.
- 2) Increase safety of the transportation system for motorized and non-motorized users.
- 3) Increase security of the transportation system for motorized and non-motorized users.
- 4) Increase accessibility and mobility of people and freight.
- 5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
- 6) Enhance integration and connectivity of the transportation system across and between modes, people and freight.
- 7) Promote efficient system management and operation.
- 8) Emphasize preservation of the existing transportation system.
- 9) Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.
- 10) Enhance travel and tourism.

Transportation Improvement Program (TIP)

The TIP is an annual federally-mandated document that contains pedestrian, bicycle, transit, highway, and other transportation projects that are recommended for federal funding during the next four years in the metropolitan area.

The projects included in each year's TIP are derived from the area's [Long Range Transportation Plan \(LRTP\)](#) and are aimed at meeting the long-range needs of the transportation system.

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

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

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

Projects can be amended at any time during the program year by action of the MAPO Policy Board. Administrative modifications to the TIP do not require Policy Board action. Over the

course of the year, changes may be necessary to project categories including cost, specific funding sources, project timing, etc.

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

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

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

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

Regionally Significant Projects

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

Federal regulations go on to state:

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

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

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

Illustrative Projects

Illustrative Projects are those projects that were not included in the fiscally constrained project list due to limited funds. These projects are first to be considered if funds become available and may have a total estimated cost associated with them. Illustrative projects must also conform to the goals and priorities outlined in the LRTP. Moving a project from the illustrative list into the fiscally constrained TIP requires a TIP amendment.

Advance Construction Projects

A practice referred to as “Advanced Construction” (AC) may be used in order to maximize the area’s ability to expend federal funds. This practice provides project sponsors the ability to have a project occur in one fiscal year (FY) and be reimbursed with federal funds in one or more later FY(s). When AC is used, project sponsors may front the entire cost, or a portion of the project cost in the programmed FY with local or state funds. The project may then be included in subsequent FY(s) when federal funds become available to reflect a reimbursement of eligible project costs.

The TIP and its Connection to the Transportation Planning Process

As previously stated, the projects in the fiscal year (FY) 2023-2026 TIP originate from the MAPO Long Range Transportation Plan (LRTP). The LRTP contains a list of short, mid, and long-range transportation projects, goals, and focus areas that are planned for the metropolitan area over a 20-year time frame.

The regional transportation goals and objectives identified in the LRTP set the broad policy framework for planning transportation improvements. The projects inventoried in the TIP are intended to come from the LRTP or support the long-range goals and objectives established in that framework. The MAPO LRTP identifies how each project or program in the TIP will support the MAPO key performance Goal Areas:

- Access and Reliability
- Economic Vitality
- Safety
- Preservation
- Multimodal Transportation
- Coordination and Collaboration
- Education
- Environmental Conservation and Sustainability
- Funding and Implementation
- Land Use
- Security
- System Management

Consistency with Other Plans

LRTP

MAPO’s Long Range Transportation Plan (LRTP) documents the ongoing multimodal short-and long-term transportation planning process in the MAPO area. The LRTP sets a regional

transportation vision for MAPO partner agencies and identifies major long-range transportation investments. Projects contained in the TIP must first either be identified in the LRTP, and/or serve the goals outlined within the LRTP. Whereas the LRTP provides a long-term overview of transportation needs, the TIP is focused on the near term and is the means to program federal transportation funds for projects to meet those needs. In addition, the TIP is consistent, to the maximum extent feasible, with other plans developed by MAPO.

UPWP

MAPO's Unified Planning Work Program (UPWP) describes the transportation planning activities MAPO and other agencies propose to undertake during the next two calendar years. The UPWP promotes a unified regional approach to transportation planning in order to achieve regional goals and objectives. It serves to document the proposed expenditures of federal, state, and local transportation planning funds, and provides a management tool for MAPO and funding agencies in scheduling major transportation planning activities, milestones, and products.

PPP

MAPO's adopted Public Participation Plan (PPP) serves as a framework of guidelines for MAPO's public engagement processes. Public involvement procedures are also required by federal regulations to be in place and periodically reviewed regarding the effectiveness of the process to ensure open access is provided to all. The PPP provides guidance for how the TIP is to be developed and made available for public review and comment.

Programming the TIP

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

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

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

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

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

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

- Economic Factors
- Health and Safety

- Access
- Project Design

Regional Significance

Due to the multijurisdictional nature of transportation, some projects located outside the MAPO planning area may have significant effect on and within the MAPO planning area. For example, a substantial expansion or improvement of an interregional corridor passing through or nearby the MAPO planning boundary may have transformative effect on traffic patterns to and from the MAPO area, and thus qualify as regionally significant. It is the intent of MAPO to show support for projects it classifies as regionally significant. MAPO will assess whether projects qualify as regionally significant on a case-by-case basis. In some cases, these projects are in conceptual stages and thus definitive cost projections are unavailable. Cost estimates included in the “Regionally Significant” Table 5 are illustrative and may be adjusted.

The following is a list of regionally significant projects as determined by MAPO:

Trunk Highway 14 Corridor Expansion— Administered by MnDOT, the project is a sum of phased separate projects with the overall goal of uniform 4-lane service of approximately 112 miles of TH 14 from New Ulm to Rochester. Component projects are in various stages of completion. The West Nicollet to North Mankato project was completed in 2016. The component project Owatonna to Dodge Center received funding through Corridors of Commerce legislation and is being delivered via design-build contracting with construction expected through summer 2022. Construction of this project completes a 12.5 mile, 4-lane corridor gap. The component project MN 15 to West Nicollet is estimated to cost approximately \$73,000,000 and is currently programmed in the ATIP for construction over 2022 and 2023. The TH 14 Corridor Expansion project is a significant expansion of an interregional corridor and has substantial potential impact on freight and commuter traffic routed through the heart of the MAPO area. In recognition of this impact, MAPO has designated this project as regionally significant. TH 14 is also listed on the National Highway system (NHS) and will thus support MAPO’s PM3 performance targets.

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

Funding Sources

Projects included in this TIP will be funded by one or more of the following funding categories:

- FHWA: those funds disbursed through the Federal Highway Administration
- Advanced Construction (AC): The total estimated amount of future federal funds (AC) being committed to a project, front- ended by local/state funds.
- FTA: those funds disbursed through the Federal Transit Administration (FTA)
- Trunk Highway (TH): Funds disbursed through the State of Minnesota
- Other: Funds derived from other sources, commonly Local Funds.

Legislation allows MnDOT to reserve the ability to determine which of these funding sources (and how much of each) will ultimately be used to fund any given project in the TIP. As such, the amounts and types of funding shown in the project tables may be subject to modification.

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

The primary governing federal transportation bill, the Infrastructure Investment and Jobs Act (IIJA), aka Bipartisan Infrastructure Law (BIL) for the most part continues the structure of the various funding programs of the previous federal transportation bill, the Fixing America's Surface Transportation (FAST) Act. Local jurisdictions that are eligible for federal transportation funds including the Surface Transportation Block Grant (STBG/TAP) program, which emphasize flexibility in the types of projects and activities that those funds can be applied.

Bond Funds (BF)

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

Bridge Replacement Off-System (BROS)

A federally funded bridge replacement program intended to reduce the number of deficient off-system bridges within the state. This program applies to bridges under the jurisdiction of a public authority, located on a non-federal aid roadway and open to the public

DEMO

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

Early Let Late Encumbrance (ELLE)

MnDOT's ELLE process is a tool used to manage project delivery and fluctuations in funding. This process is used on MnDOT projects only and affects both the federal and state funding targets and the State Road Construction Budget in the year of funding availability. ELLE projects are let in one state fiscal year (July 1 to June 30) and awarded (i.e., funds actually encumbered) in the following fiscal year. The advantage of ELLEs are that it allows the project to be let and awarded in advance of funding availability so that work can begin as soon as the next State Fiscal Year begins.

Federal Transit Administration (FTA)

Transit funding authorized by the IIJA is managed in several ways. The largest amount is distributed to the states by formula; other program funds are discretionary.

FTA transit allocations may be administered by the state or be granted directly to the transit agency. Projects identified as FTA-funded in the MAPO TIP generally represent one of several subcategories that represent different funding programs administered by the FTA to provide either capital or operating assistance to public transit providers.

Highway Safety Improvement Program (HSIP)

The Highway Safety Improvement Program is aimed at achieving a significant reduction in traffic fatalities and serious injuries on all public roads and is related to addressing conditions identified in a state's Strategic Highway Safety Plan (SHSP). Funds may be used for a variety of safety improvements on any public road, publicly owned bicycle and pedestrian pathways, or trails. The federal share is 90% (for certain projects it can be 100%), and up to 10% of a state's HSIP funds can be used to help fund other activities including education, enforcement and emergency medical services.

Highway Rail Grade Crossing & Rail Safety (RRS)

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

Local Funds (LF)

Funding identified as "LF" indicates projects that are being funded almost exclusively with local funds but are identified as "regionally significant" and are therefore included.

National Highway Freight Program (NHFP)

The purpose, among other goals, of the National Highway Freight Program (NHFP) is to improve efficient movement of freight on the National Highway Freight Network (NHFN). NHFN replaces the National Freight Network and Primary Freight Network established under the Moving Ahead for Progress in the 21st Century Act (MAP-21). Section 1116 requires the re-designation of the NHFN every five years, and repeals Section 1116 of MAP-21, which allowed for an increased Federal share for certain freight projects. The intent of repeal was to re-designate the National Freight Network operational domain and replace it with the National Highway Freight Network. NHFP funds may be obligated for projects that contribute to the efficient movement of freight on the National Highway Freight Network (NHFN) and are consistent with the planning requirements of sections 134 and 135 of title 23, United States Code.

National Highway Performance Program (NHPP)

The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of

Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.

State Funds (SF)

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

Surface Transportation Block Grant Program (STBGTP)

Formally known as the Surface Transportation Program (STP), the Surface Transportation Block Grant (STBGTP) program delivers funds designed to be flexible in their application. They may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. States and localities are responsible for a 20% share of project costs funded through this program.

Transportation Alternatives (TA)

The Transportation Alternatives (TA) formally known as the Transportation Alternatives Program (TAP), is a revision of the former Transportation Enhancements program under the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU; 2005) and now funds projects that were previously funded under the Recreational Trails and Safe Routes to School programs. Eligible projects include, but are not limited to, the creation of facilities for pedestrians and bikes, environmental mitigation or habitat protection as related to highway construction or operations, as well as infrastructure and non-infrastructure related Safe Routes to School activities. States and localities are responsible for 20% of TA funds applied to projects. States may also transfer up to 50% of TA funds to NHPP, STP, HSIP, CMAQ, and/or Metro Planning.

Other

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

Project Solicitation, Prioritization, and Selection

MAPO, in cooperation with MnDOT and the Mankato Transit System cooperatively implement a process for solicitation, prioritization, and selection of transportation improvements which are eligible for federal aid.

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

See Chapter 2 | Project Selection for additional information.

Fiscal Constraint

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

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

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

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

Environmental Justice

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

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

Public Involvement

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

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

Chapter 7 provides a more comprehensive look at public involvement used in TIP development.

Public comments can be found in Appendix B.

Self Certification

Annually as part of the Transportation Improvement Program, MAPO self-certifies along with MnDOT that the metropolitan planning process is being carried out in accordance with all applicable requirements. Requirements relevant to MAPO processes include:

- Compliance with the metropolitan planning requirements;
- Title VI of the Civil Rights Act of 1964, as amended;
- Prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- Involvement of disadvantaged business enterprises in USDOT-funded projects;

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

A copy of the MAPO Policy Board statement of Self Certification is located in the front of this document.

Chapter 2: Project Selection

As the designated MPO for the Mankato/North Mankato area, MAPO is responsible for developing a list of priority transportation projects for the Mankato metropolitan area for the purpose of programming funding through the Infrastructure Investment and Jobs Act. It is required to work in cooperation with local units of government, the Minnesota Department of Transportation, and the Mankato Transit System to identify area transportation priorities and produce the annual TIP. The drafting of this document is done in conjunction with the development of a larger regional program carried out with regional partners of the Minnesota Department of Transportation District 7 Area Transportation Partnership (ATP).

As with the previous federal transportation bills the Fixing America's Surface Transportation (FAST) Act, MAPO-21 (2012), and Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU, 2005), the IJA continues to call for the prioritization of projects on a statewide basis, which leads to the development of a Statewide Transportation Improvement Program (STIP). The statewide program is informed by those projects developed at the local level. Therefore, the state and local projects programmed in the STIP must be reflective of the local TIPs.

MnDOT District 7 Area Transportation Partnership (ATP-7)

The State of Minnesota uses a mechanism called the Area Transportation Partnership (ATP) for distributing federal transportation funds throughout the state. The Mankato/North Mankato Metropolitan Area is served by the MnDOT's District 7 ATP (ATP-7), which is made up of local elected officials, planners, engineers, modal representatives, and other agencies from MnDOT District 7 that serve the thirteen counties of Blue Earth, Brown, Cottonwood, Faribault, Jackson, Le Sueur, Martin, Nicollet, Nobles, Rock, Sibley, Waseca, and Watonwan counties (Figure 1).

Similar to MAPO, the purpose of the ATP is to prioritize projects in the larger region for receiving federal funding. This priority list is called the Area Transportation Improvement Program (ATIP) is combined with the other ATIPs from other ATPs around the state that ultimately make up the STIP.

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

Under the ATP-7, there are ATP subcommittees that represent each of the funding areas that the ATP helps program: TA, STP-Small Urban, and STP-Rural. Entities represented on the subcommittees include counties, cities, transit, MnDOT, MnDNR, Region Nine Regional Development Commission (RDC), Southwest RDC, and MAPO.

Figure 1: Membership Counties of the MnDOT District 7 ATP



Although projects from the thirteen counties and the MAPO area are in a sense competing for the limited federal funding that comes to District 7, the process used by the ATP provides a degree of merit-based equity.

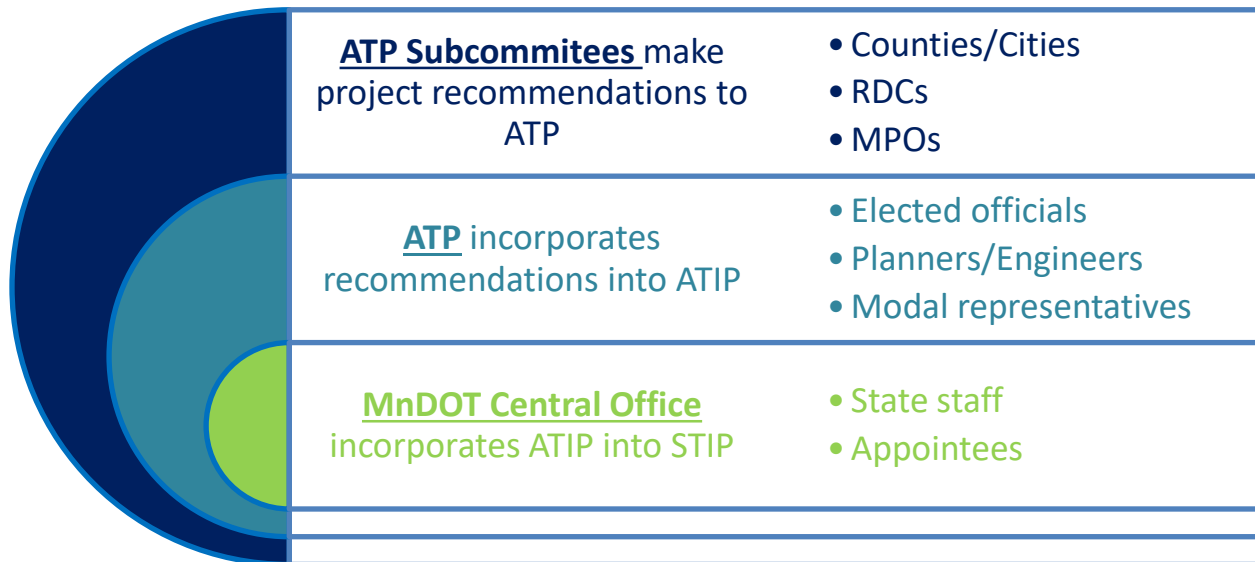
Step 1: Proposed local projects are rated for regional significance by MAPO and the respective Regional Development Commission (RDC) as input to the ATP subcommittees. The subcommittees develop and recommend to the full ATP their ranked list of projects based on funding targets, local priorities, and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

Step 2: District 7 compiles all local and MnDOT projects into a Draft ATIP based on MnDOT investment guidelines and after ATP review and approval, sends the Draft ATIP to MnDOT Central Office for review and compilation with the Draft STIP.

Step 3: The Draft STIP is again reviewed and potentially revised by the District and reviewed by the ATP. During this review period, the general public has the opportunity to comment on the ATIP.

Step 4: After all reviews and revisions are complete, the ATIP is submitted to MnDOT Central Office for inclusion in the final STIP.

Figure 2: TIP, ATIP, STIP organization



Eligibility for Roadway and Transit Projects

Federal funds can be spent on any road functionally classified as a Major Collector and above for rural roadways and Minor Collector and above for urban roadways. The IJA provides funding for roadway projects through Federal Highway Administration (FHWA) funding programs and transit projects through Federal Transit Administration (FTA) funding programs. FHWA-funded projects can be related to maintenance, expansion, safety, or operations, as well as enhancements (bike & pedestrian improvements, scenic byways, etc.). Planning, technology and various other intermodal projects may also eligible for FHWA funds.

A portion of Surface Transportation Block Grant (STBG/TAP) funding can also be “flexed” for transit improvements, which the ATP 7 has agreed to do in recent years, in order to assist transit operators in the region to maintain their vehicle fleets.

Project Selection Process

The TIP process should result in projects that reflect the goals, objectives, and priorities of the Mankato/North Mankato area. As such, MAPO staff work with area jurisdictions and stakeholders to ensure that the projects included in the TIP are consistent with those goals, objectives, and priorities.

In selecting projects for inclusion in the TIP, MAPO utilizes the subcommittees of the ATP to ensure consistency with regional and interjurisdictional transportation goals. Applicant agencies seeking funding through the Transportation Alternatives (TA) program meet with MAPO staff prior to applying for project funding to review their Letters of Intent (LOIs) to ensure the proposed projects are congruent with MAPO goals. MAPO staff review the proposed project and eligibility requirements with the applicant and then makes a determination whether or not to recommend project funding to the ATP ranking subcommittee. A MAPO representative also serves on the ATP subcommittee.

Project Evaluation and Prioritization

MAPO's project evaluation process establishes a framework for decision-makers to guide them in prioritizing project submittals. The process was designed to help ensure that projects are consistent with the goals and objectives of the MPA and that limited financial resources are used in the most effective manner possible.

The MAPO Policy Board reviews, ranks, and approves Surface Transportation Program (STP) applications within the MAPO planning boundary. Projects seeking STP funding are scored with the below criteria:

TIP Project Scoring Criteria

Criteria	Points	Evaluation Question
a. Regional Benefit	30	What are the project's merits/benefits and intended effect upon the regional transportation network?
b. Mobility	30	How will the project improve the mobility of people and goods?
c. Planning Support	15	Is the project identified in the MAPO's Long Range Transportation Plan or other transportation study/document?
d. Multimodalism	10	How does the project encompass multiple modes of travel?
e. Environmental Impacts	10	How will the project respond to environmental impacts and mitigation measures?
f. Public Participation	5	What public participation has been undertaken or will take place with this project?

Projects funded through the Surface Transportation Block Grant Program / Transportation Alternatives Program

Funding eligibility for the Transportation Alternatives program (TA) includes the former Transportation Enhancements eligible projects, Recreational Trails, and Safe Routes to School programs. Construction, planning, and design for these types of projects are all eligible activities under TA, as well as projects related to environmental mitigation, or the maintenance and preservation of historic transportation facilities. STBG/TAP funds are allocated to the State DOT and then sub-allocated to the local level. MnDOT District 7 ATP has developed an application process and STBG/TA subcommittee made up of elected officials and transportation professionals that is facilitated by MnDOT District 7 staff. The selected STBG/TA projects are subject to the approval of the MnDOT District 7 ATP, but any funded TA projects that are located within the MAPO area are included in the TIP.

Chapter 3: Performance Measures & Targets

The Moving Ahead for Progress in the 21st Century (MAP-21) Act instituted transportation Performance Measurement (PM) for state DOTs and MPOs. MAP-21 directed the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to develop performance measures to assess a range of factors. State DOTs and MPOs are required to establish targets for each performance measure.

In 2015, the FAST Act was signed into law and expanded upon MAP-21 performance-based outcomes and provided a foundation for surface transportation infrastructure planning and investment. Performance measures were built into the FAST Act to emphasize planning and programming philosophies that are based upon continuously collected transportation data.

Additionally, the FAST Act included requirements for state DOTs and MPOs to establish targets for various performance measures. These targets set measurable benchmarks for FHWA, state DOTs, and MPOs to easily track their progress on safety, pavement condition, and system reliability goals. There are funding implications that are associated with the accomplishment or progress toward each target to incentivize planning efforts be tied to performance targets and goals.

The current surface transportation legislation, the Infrastructure Investment and Jobs Act (IIJA) aka Bipartisan Infrastructure Law (BIL), was signed into law November 15, 2021. The IIJA continued previous surface transportation authorization requirements for regarding performance measurement.

The performance measures focus on several major areas; PM1 (transportation safety), PM2 (pavement and bridge condition), and PM3 (system reliability), as well as transit safety and Transit Asset Management (TAM). TAM targets emphasize improvement of the regional transit system, and MAPO must program projects accordingly. MAPO maintains current and compliant resolutions for PM1, PM2, PM3, TAM, and Public Transit Agency Safety Plan (PTASP).

Performance Measure 1: Safety

The Safety Performance Measure (PM1) incorporates five key targets:

- Number of Fatalities
- Rate of Fatalities per 100 million VMT (vehicle miles travelled)
- Number of Serious Injuries
- Rate of Serious Injuries per 100 million VMT
- Number of Non-motorized Fatalities and Serious Injuries

Each of MnDOT's individual targets is based on a five-year rolling average. Thus, 2021 targets were based on the total for 2016, 2017, 2018, 2019, and 2020 then divided by five (5). Subsequently, 2022 targets are based on the total of 2017, 2018, 2019, 2020, and 2021 then divided by five (5). Hence the average will change each year based on new data.

Typically, MPOs receive VMT data for their respective boundaries from MnDOT. As MnDOT is only able to supply VMT data to MAPO for the MAPO boundary for years 2017, 2018, and 2019, MAPO is currently unable to calculate a five-year rolling average. This means a direct comparison of metrics is not yet possible until complete continuous five-year VMT data for the MAPO area is available. Additionally, the precipitous drop in traffic volumes associated with the COVID-19 pandemic in 2020 prevented MnDOT from providing VMT data for calendar year 2020. To account for the pandemic and associated impacts on 2020 traffic data, MAPO estimated a VMT of 470,123,185 for year 2020. This estimate was arrived at by averaging the proportion of VMT decrease in Blue Earth and Nicollet counties over 2019 – 2020 and applying the same proportionate decrease to the MAPO area.

Figure 4: MAPO PM1 incidences and rates

Year	MAPO Area Annual VMT	MAPO Area Fatalities	MAPO Fatality Rate [Fatalities/(VMT/100M)]	MAPO Area Serious Injuries	MAPO Area Serious Injury Rate (Injuries/VMT/100M)
2015		5		6	
2016	No data	3	-	22	-
2017	525,444,721	4	0.761	13	2.474
2018	535,177,975	1	0.187	21	3.924
2019	545,260,015	2	0.367	19	3.485
2020	470,123,185	2	0.425	12	2.553
2021					

Source: MnDOT Office of Transportation System Management

Crash Incidents

MnDOT's Crash Mapping Analysis Tool (MnCMAT) provides a dataset of crash incidents which occurred within the MAPO boundary over 2017 – 2021 (Appendix E). Crashes in the MAPO area were distributed across various transportation infrastructure and municipal jurisdictions, indicating there is not any one overriding transportation improvement which can resolve the majority of crashes. However, trends are evident. Across 2017 – 2021 there was some clustering of crashes within the Trunk Highway 169 Corridor through Mankato/North Mankato, including two fatalities in 2021. This corridor was the subject of MAPO's 2021 Highway 169 Corridor Study, which recommended a range of infrastructure improvements anticipated to increase multimodal safety. Similarly, in 2020 there was a multi-vehicle crash resulting in one fatality on CSAH 5 (Third Avenue) just north of Industrial Road. This corridor is currently being examined as part of MAPO's ongoing CSAH 5 (Third Ave) Corridor Study. The CSAH 5 (Third Ave) study is anticipated to produce recommendations to enhance the safety of the corridor. MAPO will continue to prioritize safety for all modes in work products and continue to partner with local jurisdictions to make the MAPO area a safer place to walk, bicycle, and drive.

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

Target	MnDOT Target 2022	MAPO (Actual 2020)	MAPO Target 2022*
<i>Number of Fatalities</i>	352.4	2	352.4
<i>Rate of Fatalities per 100 million VMT</i>	0.582	0.367	0.582
<i>Number of Serious Injuries</i>	1,463.4	19	1,463.4
<i>Rate of Serious Injuries per 100 million VMT</i>	2.470	3.485	2.470
<i>Number of Non-Motorized Fatalities and Serious Injuries</i>	258.4	3	258.4

*MAPO supports MnDOT's statewide targets

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

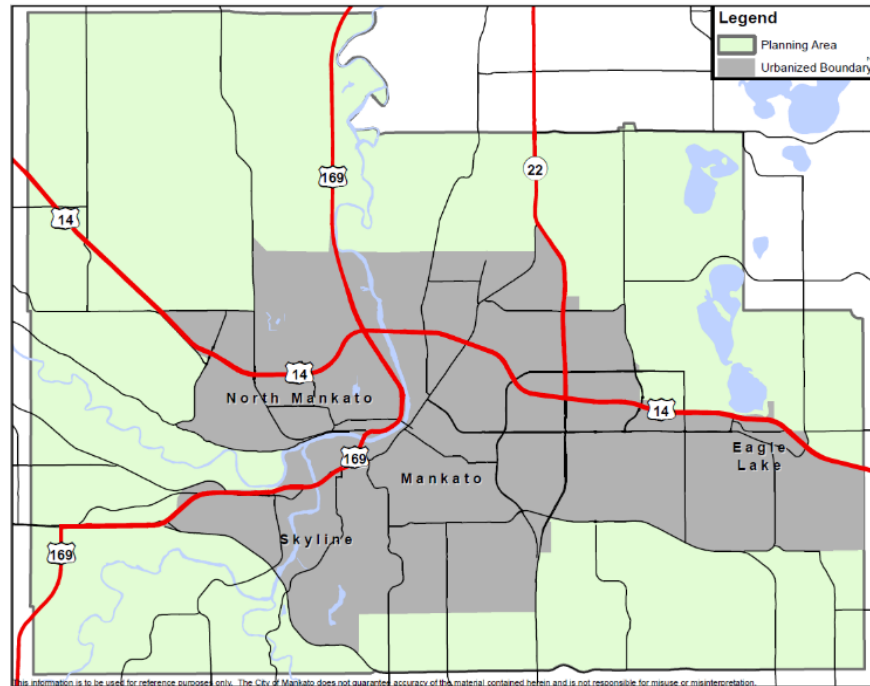
For Performance Measures 1 through 3, MPOs including MAPO may decide to adopt its own targets or choose to adopt the MnDOT set statewide targets. Support of these measures must be documented annually in the TIP document.

In 2021 MAPO resolved to support MnDOT's calendar year 2022 PM1 (Safety) targets. This was done because MnDOT's targets were in line with MAPO's goals. MPOs must adopt PM1 targets on an annual basis.

The goals of MAPO's 2045 Long Range Transportation Plan (LRTP) support these performance measure areas by prioritizing projects which: increase the safety of all users of the MAPO's transportation system, preserve and maintain the existing transportation infrastructure, and increase access and reliability options for users. The LRTP also outlines compliance the FAST Act as a goal of the plan.

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

Performance Measures 2 and 3 (PM2 and PM3) pertain to those roadways on the National Highway System (NHS). There are three such segments of the NHS located within the MAPO planning boundary: US 169, US 14, and TH 22 north of US 14 (see map 3). Because these targets are limited to the NHS, it is understood there will be years when the MAPO TIP will not have any projects programmed which contribute to PM2 and PM3.



Map 3: NHS routes within MAPO planning boundary

Performance Measure 2: Bridge and Pavement Condition

The Pavement Condition Performance Measure (PM2) incorporates six key targets:

- Percentage of NHS Bridges in Good Condition
- Percentage of NHS Bridges in Poor Condition
- Percentage of Interstate Pavement in Good Condition
- Percentage of Interstate Pavement in Poor Condition
- Percentage of Non-Interstate NHS Pavement in Good Condition
- Percentage of Non-Interstate NHS Pavement in Poor Condition

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

Bridge Condition

For the bridge condition targets, each bridge on the NHS system is assessed annually and the score is entered into the National Bridge Inventory (NBI). The score is based on the inspection rating of the bridge's deck, superstructure, and substructure. Each bridge is given an overall rating based on the lowest score of the three elements. The scores are based on the following ranges:

- Good 7-9

- Fair 5-6
- Poor 0-4

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

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

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

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

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

For Performance Measures 1 through 3, MPOs including MAPO may decide to adopt their own targets or choose to adopt the MnDOT set statewide targets. Support of these measures must be documented annually in the TIP document.

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

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

Pavement Condition

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

- Excellent 86-100
- Good 71-85

- Fair 56-70
- Poor 0-55

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

The goals of MAPO's 2045 Long Range Transportation Plan (LRTP) support these performance measure areas by prioritizing projects which: increase the safety of all users of the MAPO's transportation system, preserve and maintain the existing transportation infrastructure, and increase access and reliability options for users. The LRTP also outlines compliance with MAP-21 and the FAST Act as a goal of the plan.

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

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

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

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

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

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

Performance Measure 3: System Reliability

The System Reliability Performance Measure (PM3) incorporates three key targets:

- Percentage of Person Miles Traveled on the Interstate that are reliable
- Percentage of Person Miles Traveled on the Non-Interstate NHS that are reliable
- Truck Travel Time Reliability Index (limited to the Interstate System)

State DOTs are required to establish 2- and 4-year targets. State DOTs report on the targets biannually. These three performance measures can be broken into two categories: travel time reliability and freight movement reliability. Reliability is defined by the consistency or dependability of travel times from day to day or across different times of the day.

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

For the travel time reliability targets, FHWA requires the use of the National Performance Management Research Data Set (NPMRDS) or an equivalent data source to calculate the travel reliability for each roadway segment. NPMRDS uses passive travel data (probe data) to anonymously track how people travel and at what speed the vehicle travels. The NPMRDS provides a monthly archive of probe data that includes average travel times that are reported every five minutes when data is available on the NHS.

Using the NPMRDS, the Level of Travel Time Reliability (LOTTR) can be calculated for five analysis periods using the following ratio:

Longer travel times (95th percentile of travel times)

to

Normal Travel Times (50th percentile of travel times)

The analysis periods are:

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

Reliable segments of roadway are considered to have a ratio of 1.50 or less, whereas segments of roadway with a ratio above 1.50 are considered unreliable.

MnDOT provides data to MPOs regarding Non-Interstate NHS Reliability data. The overall level of reliability for the Mankato/North Mankato metro area increased from 98.4% to 99.6% between 2018 and 2019.

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

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

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

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

For Performance Measures 1 through 3, MPOs including MAPO may decide to adopt their own targets or choose to adopt the MnDOT set statewide targets. Support of these measures must be documented annually in the TIP document.

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

The goals of MAPO's 2045 Long Range Transportation Plan (LRTP) support these performance measure areas by prioritizing projects which: increase the safety of all users of the MAPO's transportation system, preserve and maintain the existing transportation infrastructure, and increase access and reliability options for users. The LRTP also outlines compliance with MAP-21 and the FAST Act as a goal of the plan.

Transit Asset Management (TAM)

In addition, a separate set of performance measures is required to be developed and maintained by transit agencies receiving Federal funding assistance. Known as Transit Asset Management (TAM), transit agencies must establish a system to monitor and manage public transportation assets to improve safety and increase reliability and performance. As part of the

TAM plan, transit agencies must also establish performance measures which will help the respective transit agency maintain a state of good repair (SGR) which aligns with the Useful Life Benchmark (ULB) for each asset. ULB is defined as the expected lifecycle of a capital asset or the acceptable period of use in service. SGR must be documented for the following assets:

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

TAM plan requirements fall into two categories

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

Within the MPO's planning area, Mankato Transit System (MTS) is required to develop a TAM plan falling under the Tier II requirements. Figure 9 outlines the MnDOT SGR targets for each measurement, the MTS's baseline measurement, and the MTS adopted targets. The targets that were adopted in 2018 remain valid in the 2023-2026 TIP.

<i>Target</i>	MnDOT's Targets 2020 & 2022	MTS Baseline (2019)	MTS 2020 Past ULB
<i>Equipment (Non-revenue service vehicles)</i>	10%	20%	42%
<i>Rolling Stock (revenue vehicles)</i>	10%	20%	20%
<i>Infrastructure (rail, fixed guideway, track signals, and systems)</i>	n/a	n/a	n/a

Source: MTS 2022

FIGURE 9: STATE OF GOOD REPAIR PERFORMANCE MEASURES

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

<i>Target</i>	MnDOT's Targets 2020 & 2022	MTS Baseline (2019)	MTS 2020 Past ULB
<i>[Facilities]</i>	No more than 10% rated less than 3 on TERM Scale	50%	0%

Source: MTS 2022

FIGURE 10: TAM TERM SCALE PERFORMANCE MEASURES

In 2018, MAPO resolved to support the Mankato Transit System (MTS) Transit Asset Management (TAM) plan. The TAM plan targets adopted in 2018 remain valid and will be used for this TIP. This involved coordination with the MTS, MnDOT, and the FTA. MTS programs a significant number of projects in the MAPO TIP. The transit projects consist primarily of operating and maintenance funds for fixed-route and paratransit services, as well as bus replacement.

The goals of MAPO's 2045 Long Range Transportation Plan (LRTP) support these performance measure areas by prioritizing projects which: increase the safety of all users of the MAPO's transportation system, preserve and maintain the existing transportation infrastructure, and increase access and reliability options for users. The LRTP also outlines compliance with MAP-21 and the FAST Act as a goal of the plan.

MAPO plans and programs projects so that the projects contribute to the accomplishment of the MTS's transit asset management targets. For example, the MTS TAM targets include "Rolling Stock: 20 percent of revenue vehicles meet or exceed useful life." This target is supported in the TIP by project TRF-0028-25B (Transit Preventative Maintenance). Similarly, the TAM targets include "At least 80 percent of all regular fleet available for operations, and "50 percent of facilities (including passenger amenities) adequate or better." These targets are supported by the TIP by the projects TRS-0028-25B (Purchase of three buses) and TRS-0028-25TA (Purchase of replacement bus).

Public Transportation Agency Safety Plan (PTASP)

The Public Transportation Agency Safety Plan (PTASP) regulation requires covered public transportation providers and state DOTs to establish safety performance targets to address the safety performance measures identified in the National Public Transportation Safety Plan which can be found at the following webpage: www.transit.dot.gov/regulations-and-guidance/safety/national-public-transportation-safety-plan

In January 2022, MAPO resolved to support the PTASP targets set by the Mankato Transit System.

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

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

Demand Response	0	0	1	2.005	1	2.005	68,500
ADA/Paratransit	0	0	1	2.005	1	2.005	68,500

FIGURE 11: PTASP PERFORMANCE MEASURES

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

Anticipated Effect

Per 23 CFR 450.326 (d), TIPs are required to include an explanation of how the TIP helps support achieving performance measures. This TIP is anticipated to have a positive effect on the MAPO's adopted PM1, PM2, PM3, and TAM targets. The projects selected were weighed with a scoring criteria that overlaps and supports PM1, PM2, and PM3 goals. For example, the below table illustrates how selected programmed projects within the TIP support PM and TAM targets.

Target	Project Number / Description	Target Support
PM1	007-090-005AC / Construct ped/bike trail adjacent to Stadium Road	Anticipated to separate motorized and nonmotorized users and increase safety of users of the roadway
PM1	137-140-001AC / Construct roundabout at intersection of Pohl Road and Stadium Road	Roundabout construction anticipated to lead to decrease in intersection crash severity
PM2	0714-35 / MN22, from south of CR 57 to River Bridge in St. Peter. Medium mill and overlay, replace bridge.	Bridge replacement
TAM	TRF-0028-25A	Supports upkeep of transit equipment
TAM	TRF-0028-25B	Supports upkeep of transit equipment

At this time, MAPO is anticipated to continue to support MnDOT's state Performance Measure targets without modification. As of TIP adoption, combined projected funding levels from federal, state, and local sources are adequate to meet current scheduled projects. Performance Target achievement could potentially be hindered by a variety of factors, such as the availability of state and federal data. Additionally, target achievement could be delayed by MAPO's level of influence when taken into consideration with other local, State, and Federal priorities as they arise.

MPO Investment Priorities

MAPO has long supported the spirit of the federal PMs in its project selection process. The underlying values of safety, efficiency, and fiscal responsibility have historically been foundational elements of MAPO decision making. Since receiving guidance from MnDOT and FHWA on PM reporting requirements in 2018, MAPO has re-emphasized the significance of these target areas. PMs are integrated into the MAPO's project selection process and play a significant role in staff decision-making, priorities, and recommendations. For example, the MAPO's LRTP utilizes MAP-21's national goals as guidance for its development. MAPO's continued Intersection Control Evaluation (ICE) studies, as well as the ongoing Lookout Drive-CSAH 13 Corridor Study, Second Street Corridor Study, and recently-completed 169 Corridor Study abide by and support PM1 target area of user safety. The ongoing corridor studies also contribute to the PM2 goals of preserving the pavement system, and PM3 goals of providing reliable transportation of people and goods.

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

Chapter 4: FY 2023-2026 TIP Projects

The tables that follow list all the transportation projects scheduled for federal and/or state funding in the MAPO area, as well as projects categorized as “regionally significant” by the MAPO. The corresponding maps depict the location of each project. Appendix A provides an example of how to read the TIP tables. The structure of the tables is as follows:

LRTP Reference: Page reference to where the project can be found in the MAPO Long Range Transportation Plan.

Route/System: Local jurisdiction responsible for the project and the route number where the project is occurring.

Project Number: Project identifier. Most trunk highway projects state with the control section numbers. Local projects state with either a county number or the city number.

Year: Year the project is programmed.

Agency: The jurisdiction responsible for implementing project or for opening bids.

Project Description: Scope of project, location, length, etc.

Miles: The length of project.

Type: Identifies if project is primarily road, pedestrian/bike, transit-related, etc.

Type of Work: Identifies if project is maintenance, reconstruction, safety improvements, etc.

Proposed Funds: Identifies the federal funding programs intended to be the primary funding sources for the project.

Project Total: Total anticipated cost of the project.

FHWA: The total estimated federal aid highway funding to be used for the project. This includes advance construction conversion funding.

AC: “Advanced Construction,” the total estimated amount of future federal funds (AC) being committed to a project, front- ended by local/state funds.

FTA: The total estimated federal aid transit funding to be used for the project

TH: “Trunk Highway,” the total estimated state trunk highway funding to be used for the project.

Bond: The total estimated state bond to be used for the project.

Other: Funding coming from other sources, (local city, county, transit agency).

FY 2023 Federal Funded Transportation Projects

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

Route System	Project Number	Year	Agency	Technical Description	Miles	Program	Type of Work	Proposed Funds	STIP Total	FHWA	AC	FTA	TH	Other	Project Total
MSAS 139	137-139-001AC	2023	MANKATO	**AC**MSAS 139, (TIMBERWOLF DR) FROM THE INTERSECTION OF HERON DR TO 0.2 MI E, CONSTRUCT PEDESTRIAN CROSSING AND HAWK SYSTEM (AC PAYBACK 1 OF 1)	0.2	EN-ENHANCEMENT	BIKE/PED	TAP 5K-200K	167,746	0	167,746	0	0	0	0
HIGHWAY CSAH 16	007-090-005AC	2023	BLUE EARTH COUNTY	**AC**ALONG CSAH 16 (STOLTZMAN RD) FROM EXISTING TRAIL, 0.1 MI N OF CSAH 60 (STADIUM RD) TO W PLEASANT STREET, CONSTRUCT PED/BIKE TRAIL (AC PAYBACK 1 OF 1)	0.9	EN-ENHANCEMENT	BIKE/PED	STBG TAP 5K-200K	50,828	0	50,828	0	0	0	0
TRANSIT N/A	TRF-0028-23A	2023	MANKATO	SECT 5307: CITY OF MANKATO; RR TRANSIT OPERATING ASSISTANCE	0	URBANIZED AREA FORMULA (B9)	TRANSIT	FTA	3,539,853	0	0	851,097	0	2,688,756	3,539,853
TRANSIT N/A	TRF-0028-23B	2023	MANKATO	SECT 5307: CITY OF MANKATO; RR TRANSIT PREVENTATIVE MAINTENANCE	0	URBANIZED AREA FORMULA (B9)	TRANSIT	FTA	250,000	0	0	44,000	0	206,000	250,000
TRANSIT N/A		2023	MANKATO	SECT 5307; CITY OF MANKATO; PARATRANSIT OPERATING ASSISTANCE	0	URBANIZED AREA FORMULA (B9)	TRANSIT	LF	1,258,653	0	0	0	0	1,258,653	1,258,653

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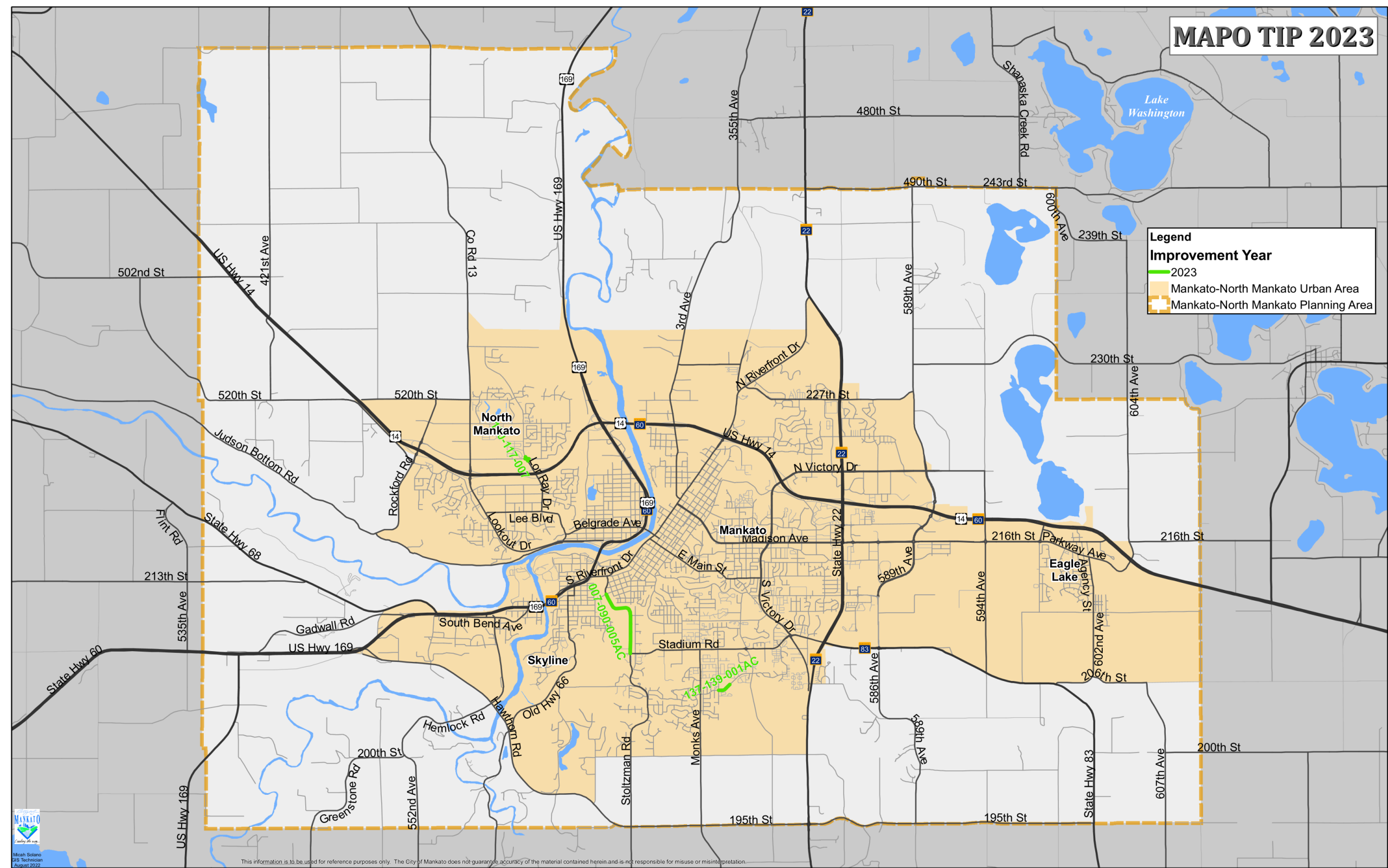
FY 2023 Federal Funded Transportation Projects (continued)

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Route System	Project Number	Year	Agency	Technical Description	Miles	Program	Type of Work	Proposed Funds	STIP Total	FHWA	AC	FTA	TH	Other	Project Total
TRANSIT N/A	TRF-0028-23C	2023	MANKATO	SECT 5307; CITY OF MANKATO; AUTOMATED VEHICLE PA SYSTEM	0	URBANIZED AREA FORMULA (B9)	TRANSIT	FTA	300,000 350,000	0	0	240,000 280,000	0	60,000 70,000	300,000 350,000
TRANSIT N/A	TRF-0028-23D	2023	MANKATO	SECT 5339: CITY OF MANKATO; BUS STOP IMPROVEMENTS	0	URBANIZED AREA FORMULA (B9)	TRANSIT	FTA	129,536	0	0	103,629	0	25,907	129,536
TRANSIT N/A	TRF-0028-23TA	2023	MANKATO	SECT 5339: CITY OF MANKATO; PURCHASE ONE (1) CLASS 700 DIESEL REPLACEMENT BUS	0	BUS AND BUS FACILITIES (BB)	TRANSIT	FTA	574,000 688,800	0	0	459,200 585,480	0	114,800 103,320	574,000 688,800
TRANSIT	TRF-0028-23E	2023	MANKATO	SECT 5307: CITY OF MANKATO; 5-YEAR TRANSIT DEVELOPMENT PLAN		TRANSIT GRANT CAPITAL IMPROVEMENT (NONVEHICLE)	TRANSIT	FTA	232,000	0	0	185,600	0	46,400	232,000
TRANSIT	TRF-0028-22A	2023	MANKATO	SECT 5307: CITY OF MANKATO RR OPERATING ASSISTANCE CARRYOVER 2022 FEDERAL FUNDS ONLY TO 2023		URBANIZED AREA FORMULA - SECT 5307	TRANSIT	FTA	712,876	0	0	356,438	0	356,438	712,876
HIGHWAY MSAS 117, MSAS 255	150-117-007	2023	NORTH MANKATO	MSAS 117 (LOR RAY DR) & MSAS 255 (HOWARD DR), AT THE INTERSECTION OF LOR RAY DR AND HOWARD DR, CONSTRUCT A ROUNDABOUT	0.0	MC-MAJOR CONSTRUCTION	TRAFFIC CONTROL DEVICES/SAFETY	STBGP 5K-200K	1,500,000 2,139,234	1,200,000 1,671,387	0	0	0	300,000 467,847	1,500,000 2,139,234

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
TOTAL									7,652,870 9,622,371	1,200,000 1,753,663	218,574	1,737,926 2,406,244	0	4,664,116 5,243,890	7,602,042 9,403,797

Map 3: 2023 projects



FY 2024 Federal Funded Transportation Projects

MPO: MANKATO/NORTH MANKATO AREA PLANNING ORGANIZATION															
Route System	Project Number	Year	Agency	Description	Miles	Program	Proposed Funds	Proposed Funds	STIP Total	Target FHWA	AC	FTA	TH	Other	Project Total
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	BIKE/PED	STBG TAP 5K-200K	24,054	0	96,215	0	0	24,054	120,269
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	GRSU - GRADE AND SURFACE	STBGP 5K-200K	5,414,102	0	1,758,703	0	0	5,414,102	7,172,805
TRANSIT N/A	TRF-0028-24A	2024	MANKATO	SECT 5307: CITY OF MANKATO RR TRANSIT OPERATING ASSISTANCE	0	URBANIZED AREA FORMULA (B9)	TRANSIT	FTA	3,646,049	0	0	876,630	0	2,769,419	3,646,049
TRANSIT N/A	TRF-0028-24B	2024	MANKATO	SECT 5307: CITY OF MANKATO RR TRANSIT PREVENTATIVE MAINTENANCE	0	URBANIZED AREA FORMULA (B9)	TRANSIT	FTA	257,500	0	0	45,320	0	212,180	257,500
TRANSIT N/A		2024	MANKATO	SECT 5307: CITY OF MANKATO; PARATRANSIT OPERATING ASSISTANCE	0	URBANIZED AREA FORMULA (B9)	TRANSIT	LF	1,296,413	0	0	0	0	1,296,413	1,296,413
TRANSIT N/A		2024	MANKATO	SECT 5307: CITY OF MANKATO; PUBLIC WORKS CENTER FUEL ISLAND RELOCATION (USAGE COST SHARE) (ENVIRONMENTAL STUDY)	0	(BB) BUS AND BUS FACILITIES	TRANSIT GRANT CAPITAL IMPROVEMENT	FTA	200,000	0	0	80,000	0	120,000	200,000
TRANSIT N/A	TRS-0028-24CA	2024	MANKATO	CITY OF MANKATO; PURCHASE THREE (3) CLASS 400 LF GAS REPLACEMENT BUSES	0	TRANSIT (TR)	TRANSIT	STBGP 5K-200K	546,000	436,800	0	0	0	109,200	546,000
TRANSIT N/A	TRS-0028-24TA	2024	MANKATO	CITY OF MANKATO; PURCHASE ONE (1) CLASS 700 DIESEL REPLACEMENT BUS	0	TRANSIT (TR)	TRANSIT	STBGP 5K-200K	591,000	472,800	0	0	0	118,200	591,000

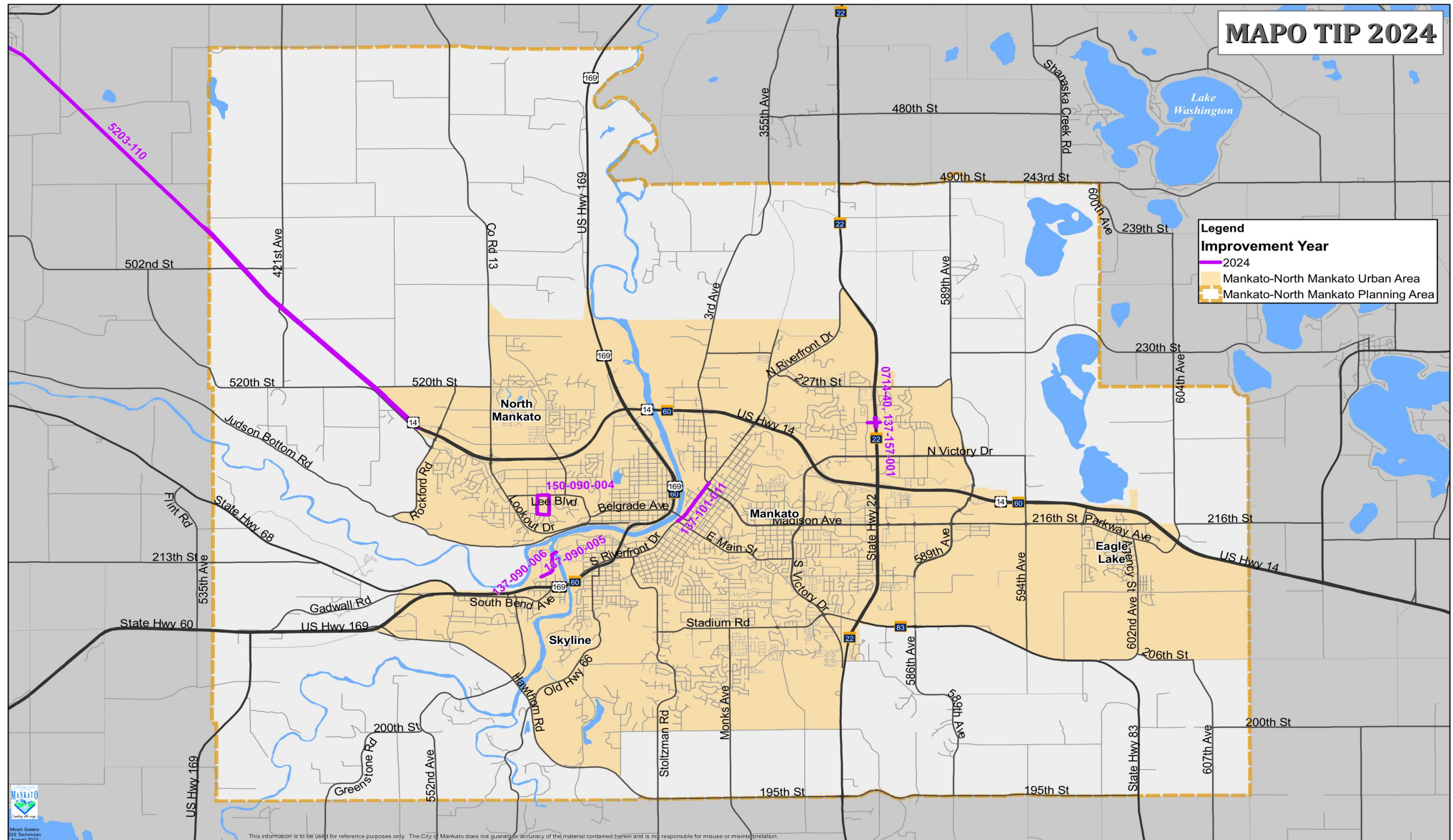
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FY 2024 Federal Funded Transportation Projects (continued)

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MPO: MANKATO/NORTH MANKATO AREA PLANNING ORGANIZATION															
Route System	Project Number	Year	Agency	Description	Miles	Program	Proposed Funds	Proposed Funds	STIP Total	Target FHWA	AC	FTA	TH	Other	Project Total
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	BRPC - BRIDGE REPLACEMENT OR CONSTRUCTION	STBG TAP 5K-200K	3,212,000	2,300,000	1,348,000	0	0	912,000	4,560,000
HIGHWAY MN 22, MSAS 157	137-157-001	2024	MANKATO	MN 22, AT THE INTERSECTION OF AUGUSTA DRIVE IN MANKATO, CONSTRUCT ROUNDABOUT (ASSOC. 0714-40)	0	RD-RECONDITIONING	TRAFFIC CONTROL DEVICES/SAFETY	STBGP 5K-200K	693,000 820,000	554,400 656,000	0	0	0	138,600 164,000	693,000 820,000
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 HSIP	TRAFFIC CONTROL DEVICES/SAFETY	HSIP	2,590,000 2,000,000	2,331,000 1,800,000	0	0	259,000 200,000	0	2,590,000 2,000,000
HIGHWAY US 14	5203-110	2024	MNDOT	**ITS**US 14, FROM CR 17/77 TO NORTH MANKATO, INSTALL FIBER OPTIC LINE AND VAULTS		EN-ENHANCEMENT	INTELLIGENT TRANSPORTATION SYSTEMS	NHPP	625,000	508,875	0	0	116,125	0	625,000
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	BIKE/PED	STBG TAP 5K-200K	451,000	345,416	0	0	0	105,584	451,000
TOTAL									19,546,118	6,949,291	3,202,918	1,001,950	375,125	11,219,752	22,749,036

Map 4: 2024 projects



FY 2025 Federal Funded Transportation Projects

MPO: MANKATO/NORTH MANKATO AREA PLANNING ORGANIZATION															
Route System	Project Number	Year	Agency	Description	Miles	Program	Proposed Funds	Proposed Funds	STIP Total	FHWA	AC	FTA	TH	Other	Project Total
TRANSIT N/A	TRF-0028-25A	2025	MANKATO	SECT 5307: CITY OF MANKATO RR TRANSIT OPERATING ASSISTANCE	0	URBANIZED AREA FORMULA (B9)	TRANSIT	FTA	3,755,431	0	0	902,929	0	2,852,502	3,755,431
TRANSIT N/A	TRF-0028-25B	2025	MANKATO	SECT 5307: CITY OF MANKATO RR TRANSIT PREVENTATIVE MAINTENANCE	0	URBANIZED AREA FORMULA (B9)	TRANSIT	FTA	265,225	0	0	46,680	0	218,545	265,225
TRANSIT N/A		2025	MANKATO	SECT 5307: CITY OF MANKATO; RR TRANSIT PREVENTATIVE MAINTENANCE	0	URBANIZED AREA FORMULA (B9)	TRANSIT	LF	1,335,305	0	0	0	0	1,335,305	1,335,305
TRANSIT N/A	TRF-0028-25C	2025	MANKATO	SECT 5339: CITY OF MANKATO; REPLACE LIGHTING IN THE SHOP AND GARAGE	0	BUS AND BUS FACILITIES (BB)	TRANSIT	FTA	150,000	0	0	120,000	0	30,000	150,000
TRANSIT N/A	TRF-0028-25D	2025	MANKATO	SECT 5339: CITY OF MANKATO; UPGRADE BUS STOPS	0	BUS AND BUS FACILITIES (BB)	TRANSIT	FTA	375,000	0	0	300,000	0	75,000	375,000
TRANSIT N/A	TRS-0028-25A	2025	MANKATO	CITY OF MANKATO; PURCHASE FIVE (5) CLASS 400 LF GAS REPLACEMENT BUSES	0	TRANSIT (TR)	TRANSIT	STBGP 5K-200K	935,000	748,000	0	0	0	187,000	935,000
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	BRPC - BRIDGE REPLACEMENT OR CONSTRUCTION	STBG TAP 5K-200K	1,348,000	0	1,348,000	0	0	0	0

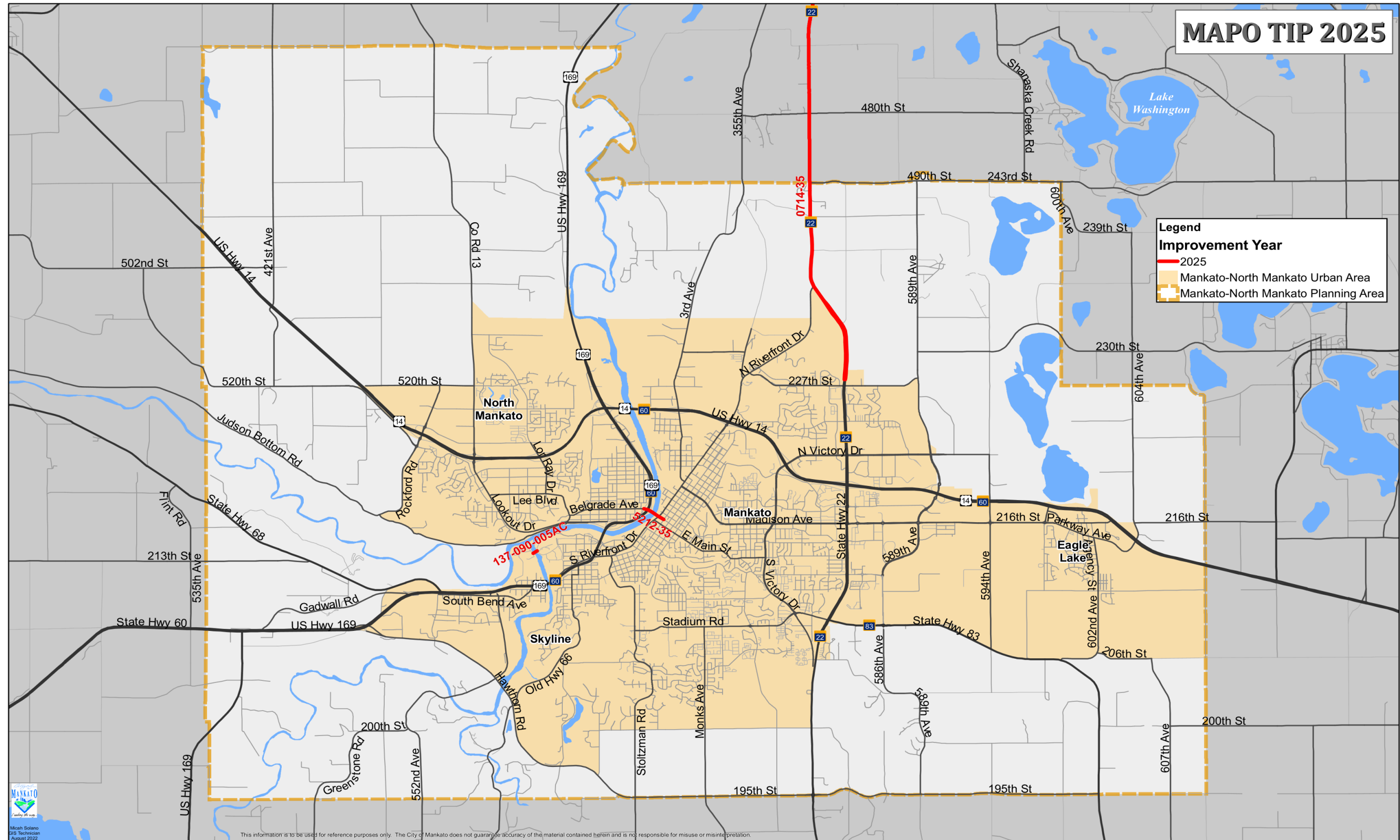
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FY 2025 Federal Funded Transportation Projects (continued)

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MPO: MANKATO/NORTH MANKATO AREA PLANNING ORGANIZATION															
Route System	Project Number	Year	Agency	Description	Miles	Program	Proposed Funds	Proposed Funds	STIP Total	FHWA	AC	FTA	TH	Other	Project Total
HIGHWAY US 169	5212-35	2025	MNDOT	860D, OVER MN RIVER, UP RR, AND RIVERFRONT DRIVE, REHAB BR 07042; AND 960D, OVER US169, REHAB BR 52009	0	BI-BRIDGE IMPROVEMENT AND REPAIR	BRRH - BRIDGE REHABILITATION	NHPP	20,900,000	10,427,760			2,378,240	8,100,000	20,900,000
HIGHWAY MN 22	0714-35	2025	MNDOT	FLEX 24. **AC**MN22, INTERSECTION OF CSAH 21 & TH 22 RECONSTRUCT/ROUNDABOUTS, 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) (AC PAYBACK IN 2026 and 2027)	7.8	RD-RECONDITIONING	GRSU - GRADE AND SURFACE	NHPP	14,460,599	6,478,661	21,299,401	0	6,338,938	1,643,000	35,760,000
TOTAL									37,723,961	13,984,521	16,948,000	1,369,609	6,580,479	14,441,352	51,975,961

Map 5: 2025 projects



FY 2026 Federal Funded Transportation Projects

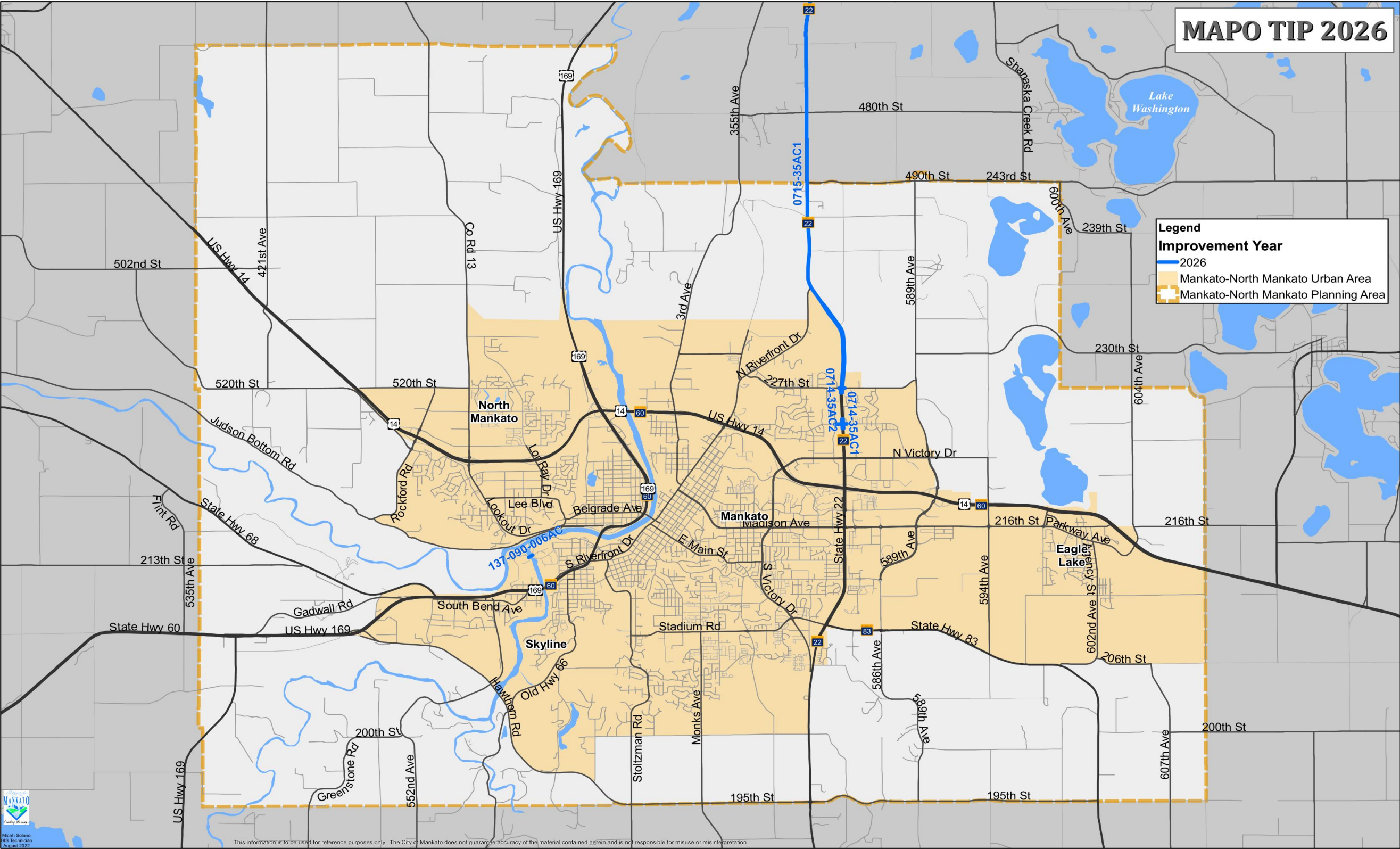
MPO: MANKATO/NORTH MANKATO AREA PLANNING ORGANIZATION															
Route System	Project Number	Year	Agency	Description	Miles	Program	Type of Work	Proposed Funds	STIP Total	FHWA	AC	FTA	TH	Other	Project Total
N/A	137-090-006AC	2026	MANKATO	**AC**CONSTRUCT TRAIL CONNECTION FOR LAND OF MEMORIES PARK - SIBLEY PARK(AC PAYBACK 1 OF 1)	0	EN-ENHANCEMENT	BIKE/PED	STBG TAP 5K-200K	96,215	0	96,215	0	0	0	0
TRANSIT N/A	TRF-0028-26A	2026	MANKATO	SECT 5307: CITY OF MANKATO RR TRANSIT OPERATING ASSISTANCE	0	URBANIZED AREA FORMULA (B9)	TRANSIT	FTA	3,868,094	0	0	930,017	0	2,938,077	3,868,094
TRANSIT N/A	TRF-0028-26B	2026	MANKATO	SECT 5307: CITY OF MANKATO RR TRANSIT PREVENTATIVE MAINTENANCE	0	URBANIZED AREA FORMULA (B9)	TRANSIT	FTA	273,182	0	0	48,080	0	225,102	273,182
TRANSIT N/A		2026	MANKATO	SECT 5307: CITY OF MANKATO RR TRANSIT PREVENTATIVE MAINTENANCE	0	URBANIZED AREA FORMULA (B9)	TRANSIT	LF	1,375,364	0	0	0	0	1,375,364	1,375,364
TRANSIT N/A		2026	MANKATO	SECT 5307: CITY OF MANKATO; PUBIC WORKS CENTER FUEL ISLAND RELOCATION (USAGE COST SHARE)	0	(BB) BUS AND BUS FACILITIES	TRANSIT GRANT CAPITAL IMPROVEMENT	FTA	1,100,000	0	440,000	0	0	660,000	1,100,000
TRANSIT N/A		2026	MANKATO	SECT 5307: CITY OF MANKATO; TRANSIT ELECTRIC VEHICLE CHARGING STATION	0	(BB) BUS AND BUS FACILITIES	TRANSIT GRANT CAPITAL IMPROVEMENT	FTA	550,000	0	440,000	0	0	110,000	550,000
HIGHWAY MN 22,	0714-35AC1	2026	MNDOT	**FLEX24**AC**MN22, INTERSECTION OF CSAH 21 & TH 22 RECONSTRUCT/ROUNDABOUTS, 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) (AC PAYBACK 1 OF 2)	7.8	RD-RECONDITIONING	GRSU - GRADE AND SURFACE	NHPP	9,400,000	0	9,400,000	0	0	0	0
TOTALS									16,662,855	0	10,376,215	978,097	0	5,308,543	7,166,640

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

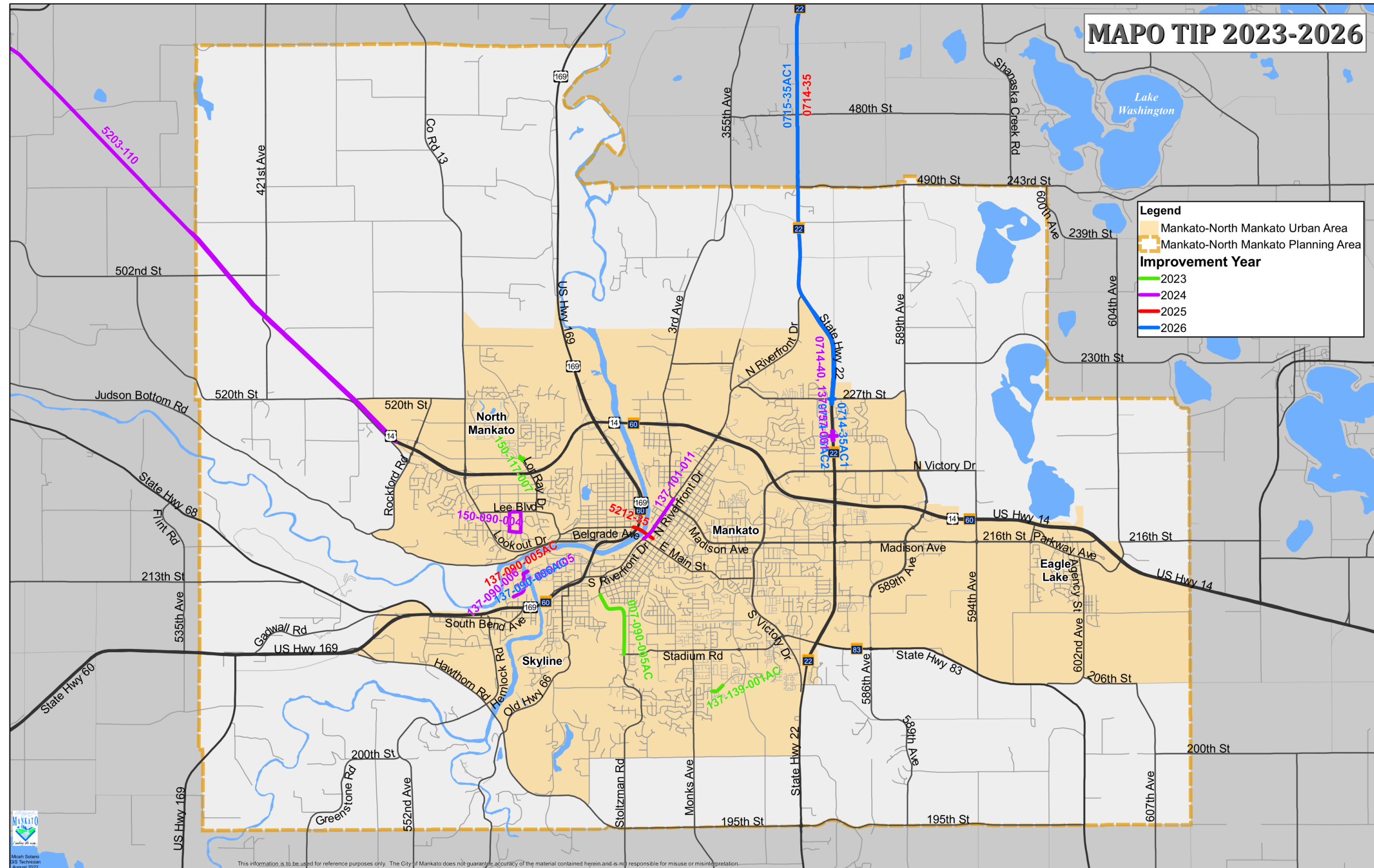
Regionally Significant Projects

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

Map 6: 2026 projects



Map 7: 2023-2026 projects



Chapter 5: Community Impact Assessment

In 1994, Presidential Executive Order 12898 mandated that every federal agency incorporate environmental justice in its mission by analyzing and addressing the effects of all programs, policies, and activities on minority and low income populations. The term “minority” may refer to persons of lineage including American Indian, Alaskan Native, Black (not of Hispanic origin), Hispanic (including persons of Mexican, Puerto Rican, Cuban, and Central or South American origin), Pacific Islander or other ethnic group. For metropolitan areas, the term “low-income” refers to a person whose income (adjusted for family size) does not exceed 80 percent of the area median income.

Drawing from the framework established by Title VI of the Civil Rights Act of 1964, as well as the 1969 National Environmental Policy Act (NEPA), the U.S. Department of Transportation (USDOT) set forth the following three principles to ensure non-discrimination in its federally funded activities:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low income populations.

Therefore, Environmental Justice/Community Impact Assessment is a public policy goal of ensuring that negative impacts resulting from government activities do not fall disproportionately on minority or low income populations. While it is difficult to make significant improvements to transportation systems without causing impacts of one form or another, the concern is whether proposed projects negatively affect the health or environments of minority or low income populations.

A community impact assessment highlights those transportation projects that could potentially have a negative impact on minority/low income neighborhoods. Maps 4 and 5 on the following pages identifies the high-concentration areas of minority and low-income populations in the Mankato/North Mankato planning area and shows their location relative to the projects that are listed in this TIP.

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

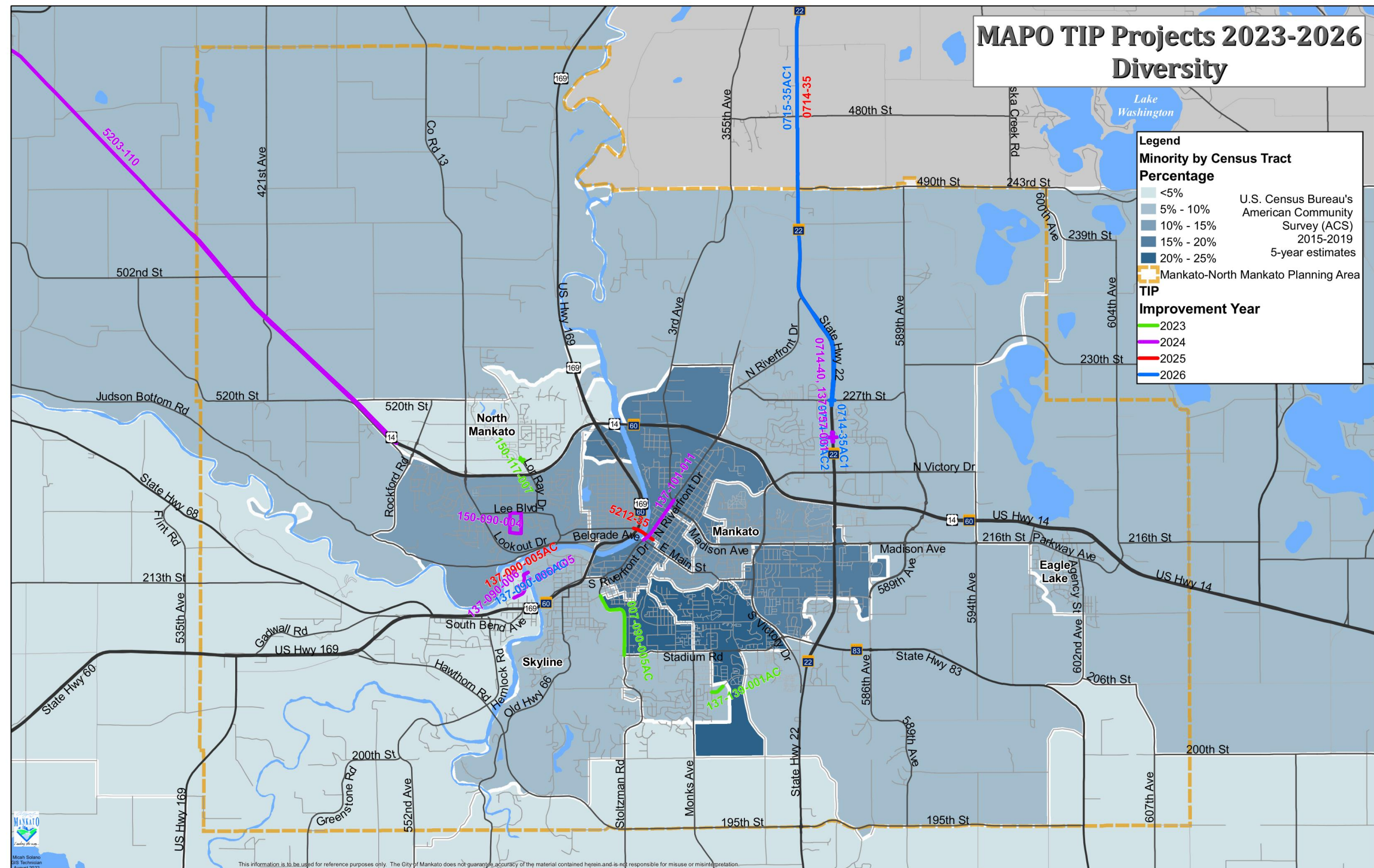
- 1) Advanced Construction payback of a 2021 bicycle/pedestrian trail along CSAH 16 (Stoltzman Road) from existing trail at 0.1 miles north of CSAH 60 (Stadium Road) to

West Pleasant Street in Mankato (007-090-005AC);

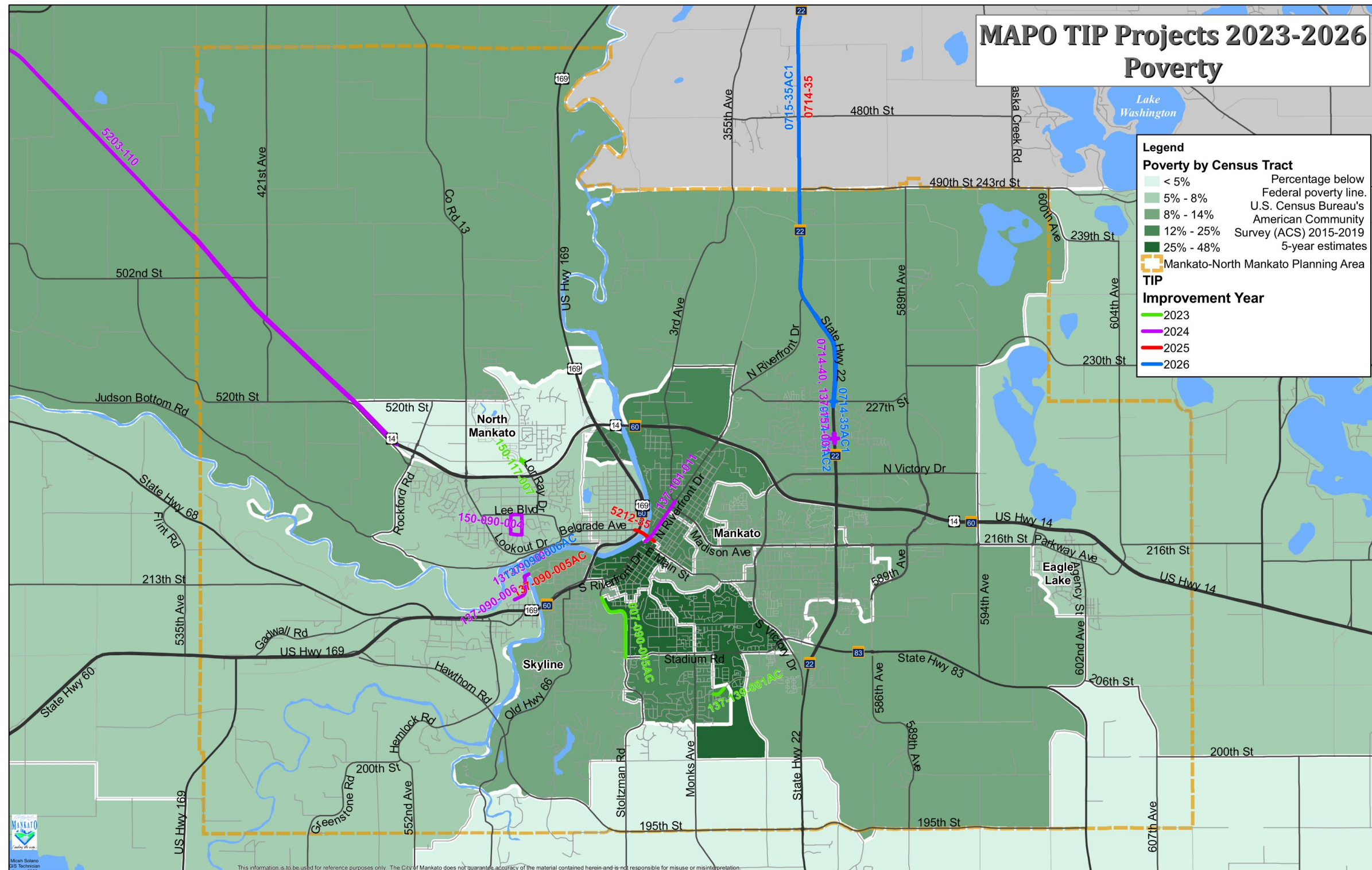
- 2) Advanced Construction payback of a roundabout constructed in 2021 at the intersection of Pohl Road and Stadium Road (137-140-001AC)
- 3) Rehabilitation of bridge 07042 over US 169 (5212-35) in 2025

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

Map 8: Project Locations and Concentrations of Minority Populations



Map 9: Project Locations and Low-Income Populations



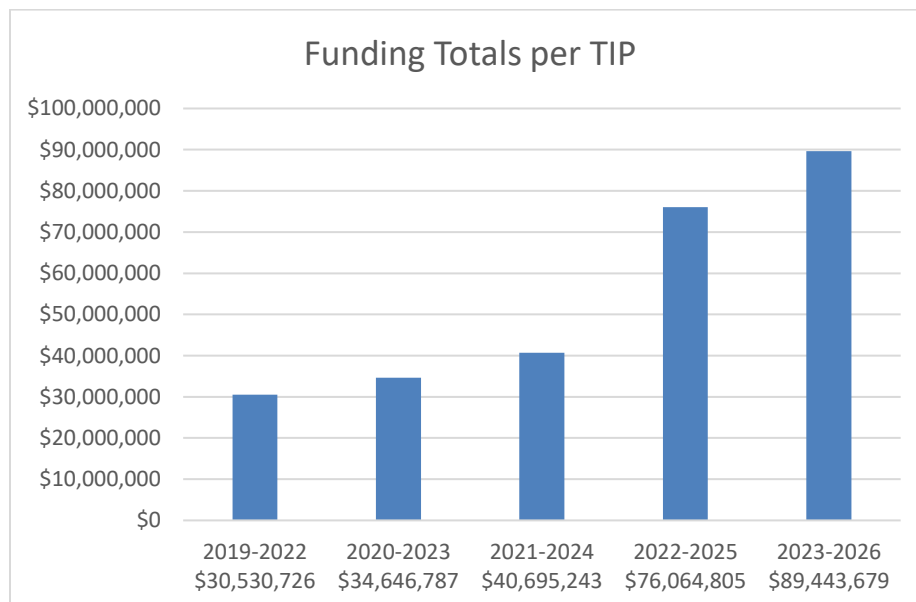
Chapter 6: Financial Plan & Fiscal Constraint

As the MPO for the Mankato/North Mankato area, MAPO must demonstrate fiscal constraint when programming funding for projects in the TIP. Under 23 CFR 450.326(j), MAPO is required to include a financial plan for the projects being programmed in the TIP, as well as demonstrate the ability of its jurisdictions to fund these projects while continuing to also fund the necessary operations and maintenance (O&M) of the existing transportation system. To comply with these requirements, MAPO has examined past trends regarding federal, state, and local revenue sources for transportation projects in the area in order to determine what levels of revenue can be reasonably expected over the TIP cycle. The resulting revenue estimates were then compared with the cost of the projects in the TIP, which are adjusted for inflation to represent year-of-expenditure.

Federal Funding Levels

Federally-funded transportation projects within the MAPO area are programmed regionally through MnDOT District 7 ATP process (see Chapter 2 for more information). The District 7 ATP receives a targeted amount of federal funding for the District 7 MnDOT region which is further directed using state-established formulas and funding targets. Although subject to flexibility, these targets are used during development of the TIP, the MnDOT District 7 ATIP, and the state STIP to help establish the priority list of projects. Table 6 on the following page identifies the funding targets that have been established for the MnDOT ATP 7 Region in the 2023-2026 TIP cycle.

Figure 3: Historical TIP Funding in MAPO Planning Area



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

only \$9,918,000. This causes the MAPO TIP project list to include an extra \$16,982,000 in project funding that, while associated with a project within the MAPO boundary, will not be spent on work within the boundary. MAPO has been informed that project 0714-35 cannot be broken down further than its current iteration.

Table 6: MnDOT D7 Annual Funding Targets for the ATIP (FHWA & FTA formula funds)		Percent
Rail Crossings	\$0	NA
Transit (Urban, non-federal funds)	\$0	NA
Transit (Rural, non-federal funds)	\$0	NA
Transp. Alternatives/Enhancements	\$700,000	1.8%
Safety (Local HSIP)	\$1,375,000	3.6%
STP - Small Urban	\$2,526,250	6.6%
STP - Rural	\$3,348,750	8.8%
MnDOT (SPP Pavement, SPP Bridge, DRMP-STP, HSIP)	\$30,152,500	79.1%
Total	\$38,102,500	100.0%

Totals do not include rail crossing funding, which is handled centrally through MnDOT for entire state. Source: MnDOT District 7 (2022)

Financial Plan

The MPO accepts the responsibility to act in the public interest to program and fund transportation projects to be accomplished in the Metropolitan area. The 2023-2026 TIP is fiscally constrained to those funding categories in which the MPO has direct responsibility. It is assumed that MnDOT projects programmed with federal funds are fiscally constrained at the state level through the STIP. Local funds for federal match, operations and maintenance (O&M), and Regionally Significant (RS) projects are assumed fiscally constrained at the local level, based on each state or local jurisdiction's ability to acquire revenues and associated budgets to cover costs including accurate cost estimates as developed through the most recent Capital Improvement Programs (CIPs).

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

Highway Investments

Table 7 represents the MAPO area's financial plan for funding the highway projects being programmed in the TIP. Table 8 identifies individual funding sources as specified by each of the jurisdictions to be expected and available during the next four years based on revenue forecast with the Long Range Transportation Plan (Table 8-1: "MAPO Highway Revenue Forecasts by Jurisdiction" Mid-Term 1 projection).

Assessment of Fiscal Constraint

MAPO has assessed the ability of the area's highway jurisdictions to meet their financial commitments with regard to the projects being programmed in the TIP while also continuing to fund their ongoing operations and maintenance (O&M). To demonstrate fiscal constraint, project costs were compared with budget data from previous years. Project costs have been adjusted to reflect an inflation rate of 4% per year (as they are also presented in the project tables on pages 9-12) to account for the effects of inflation at the year of expenditure. The 4% rate of inflation is based on industry standards as well as Engineering News Record (ENR). Revenue estimates were held flat over this same period, as budget increases cannot be reasonably assumed at this time.

Table 7: Total Highway & Local Project Costs by Lead Agency: 2023-2026 MAPO TIP

Lead Agency	Total project cost by year (may include multiple funding agencies per project)				Expenses
	2023	2024	2025	2026	2023-2026 TIP (4-year total)
MnDOT District 7	-	3,215,000	45,160,000	-	48,375,000
Blue Earth County	-	-	-	-	-
Nicollet County	-	-	-	-	-
Mankato	6,052,042	19,083,036	6,815,961	7,166,640	39,117,679
North Mankato	1,500,000	451,000	-	-	1,951,000
Total	7,552,042	22,749,036	51,975,961	7,166,640	89,443,679

Source: Draft 2023 – 2026 STIP

Table 8: Estimated Funding Revenue for TIP period

REVENUES	2023-2026
MNDOT DISTRICT 7	*\$269,620,000
BLUE EARTH COUNTY	** NO PROJECTS IN 2023-2026 PERIOD
NICOLLET COUNTY	***NO PROJECTS IN 2023-2026 PERIOD
MANKATO	****\$37,195,656
NORTH MANKATO	*****\$1,951,000

Source: *MnDOT D7 2022 District targets, **Blue Earth County 5-year investment plan, ***Nicollet County****City of Mankato Capital Investment Plan 2022-2026, *****City of North Mankato 2022.

Table 8 provides estimated funding levels by lead agency for the four-year TIP period. The sources of revenue vary by project and agency and may include local, state, and federal sources.

Transit Investments

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

Table 9: Total Transit Costs by Project Type

Source	2023	2024	2025	2026	2023-2026 TIP (4-year total)
Operations & Maintenance	5,478,042	5,399,962	5,880,961	7,166,640	23,925,605
Bus Purchases	574,000	1,137,000	935,000	0	2,646,000
TOTAL	6,052,042	6,536,962	6,815,961	7,166,640	26,571,605

* Source: Draft 2023-2026 ATIP

Table 10: Estimated Transit Funding Revenue

Funding Source	2023-2026
Federal Revenue: Operating	\$4,404,302
State Revenue - Operating	\$17,595,396
State Capital Revenue	\$1,391,027
Federal Capital Revenue	\$643,280
Farebox & Contract Revenue	\$3,408,669
Total	\$27,442,674

Source: Mankato Transit System, 2022

Assessment of Fiscal Constraint

MAPO has assessed the ability of the MTS to meet their financial commitments with regards to the transit investments being programmed in the TIP while also continuing to fund their ongoing Operations & Maintenance (O&M). The costs of these investments have been adjusted to reflect an inflation rate of 3% per year. The 3% inflation rate is based on industry standard as well as the price per index (PPI). In general, revenue estimates were not adjusted for inflation, as significant budget increases cannot be reasonably assumed at this time.

Table 9 shows the MTS cost and project type for the current TIP. When compared with the estimated revenue listed in Table 10, it can be seen that there are sufficient anticipated revenues to fund anticipated costs.

Year of Expenditure

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

Operations and Maintenance (O&M)

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

Federal regulations require that “the (TIP) financial plan shall contain system-level estimates of costs and revenue sources that are reasonable expected to be available to adequately operate and maintain Federal-aid highways...and public transportation.” 23 CFR 450.326(j).

MAPO has determined that local agencies have sufficient capacity to maintain and operate their associated transportation infrastructure. The below Revenue Trends indicate MAPO partner agencies have historically established a variety of revenue sources.

Revenue trends by agency

Revenue Trends by Agency		
Agency	2020 budget	2021 budget
Blue Earth County		
Property Taxes	\$38,601,865	\$39,186,458
Tax Increments	\$0	\$0
All Other Taxes	\$6,351,000	\$5,704,500
Special Assessments	\$2,413,052	\$2,589,712
Licenses and Permits	\$321,160	\$320,360
Federal Grants	\$11,613,525	\$9,520,717
State General Purpose Aid	\$4,087,795	\$4,255,888
State Categorical Aid	\$20,150,587	\$33,034,509
Other Revenue Sources	\$16,367,939	\$16,530,647
Total Revenues	\$99,906,923	\$111,142,791

Source: Minnesota State Auditor Local Government Finances Report – Counties

Revenue Trends by Agency		
Agency	2020 budget	2021 budget
Mankato		
Property Taxes	\$19,845,000	\$20,268,000
Tax Increments	\$300,000	\$300,000
All Other Taxes	\$2,345,000	\$3,740,000
Special Assessments	\$2,940,000	\$1,437,100
Licenses and Permits	\$1,606,326	\$1,437,100
Federal Grants	\$273,459	\$341,703
State General Purpose Aid	\$7,284,487	\$6,556,038
State Categorical Aid	\$1,176,181	\$1,218,254
Other Revenue Sources	\$6,490,098	\$6,936,809
Total Revenues	\$42,260,551	\$42,235,004

Source: Minnesota State Auditor Local Government Finances Report – Cities

Revenue Trends by Agency		
Agency	2020 budget	2021 budget
Nicollet County		
Property Taxes	\$23,092,072	\$23,782,117
Tax Increments	\$0	\$0
All Other Taxes	\$2,124,700	\$224,700
Special Assessments	\$292,000	\$292,000
Licenses and Permits	\$65,000	\$65,558
Federal Grants	\$4,500,688	\$6,158,047
State General Purpose Aid	\$1,842,238	\$1,861,620
State Categorical Aid	\$7,724,295	\$7,592,179
Other Revenue Sources	\$6,054,517	\$6,318,908
Total Revenues	\$45,695,510	\$46,295,129

Source: Minnesota State Auditor Local Government Finances Report – Counties

Revenue Trends by Agency		
Agency	2020 budget	2021 budget
North Mankato		
Property Taxes	\$6,794,560	\$6,983,329
Tax Increments	\$477,761	\$456,429
All Other Taxes	\$1,119,388	\$1,310,605
Special Assessments	\$377,669	\$281,011
Licenses and Permits	\$476,970	\$494,295
Federal Grants	\$5,000	\$7,000
State General Purpose Aid	\$2,327,512	\$2,344,362
State Categorical Aid	\$1,004,105	\$185,105
Other Revenue Sources	\$4,598,657	\$4,537,050
Total Revenues	\$17,181,622	\$16,599,186

Source: Minnesota State Auditor Local Government Finances Report – Counties

Chapter 7: Public Engagement

MAPO is committed to being a responsive, inclusive, and participatory agency for regional decision-making. Every year the public is given continuous opportunity to view all TIP-related materials on the MAPO website www.mnmapo.org and is encouraged to provide comment via phone, email, online comment, in person, U.S. mail, tweet, or via a physical dropbox outside MAPO offices. Prior to project solicitation, MAPO encourages eligible jurisdictions to submit projects that have had or will have some level of public input. This information then becomes part of the criteria used to prioritize TIP project submittals.

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

To determine if significant change of the TIP occurred after the initial public comment period, MAPO uses criteria that discerns if it would activate a formal TIP amendment (see TIP amendment and modifications in Appendix). This would also determine if the document would need to be released for another public comment period. MAPO's public notice of public involvement activities and time established for public review and comment on the TIP satisfy the Program of Projects requirements of the Section 5307 Program.

2023-2026 TIP Public Participation Summary

MAPO worked with area partners and MnDOT to ensure the TIP reflects the draft Statewide Transportation Improvement Program (STIP).

The 30-day public comment period and online open house ran from June 14 to July 15, 2022. Advertisement for the public comment period included notice in the Mankato Free Press, the MAPO website, the MAPO stakeholder email list, the MAPO Twitter account, and distribution to partner agencies.

Copies were distributed to Blue Earth and Nicollet counties, the cities of Eagle Lake, Mankato, and North Mankato; the Blue Earth County Library in Mankato and the Taylor Library in North Mankato, and Minnesota State University, Mankato, among other local, state and federal partners.



TIP public engagement event, June 30, 2022

MAPO administered a public engagement event at Songs on the Lawn in Mankato on June 30, 2022, and an in-person open house at the Mankato Intergovernmental Center on June 30, 2022. Comments obtained from the open house and online can be found in Appendix C.

Chapter 8: Monitoring Progress

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

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

Updates and changes from the 2022 – 2025 TIP include:

2023

- *TRF-0028-23A: project modified*
- *TRF-0028-23B: project modified*
- *TRF-0028-23C: project modified*
- *TRF-0028-23D: project added*

2024

- *137-090-005: project folded into project 137-090-006*
- *137-010-001: project deleted*
- *TRF-0028-24A: project modified*
- *TRF-0028-24B: project modified*
- *TRS-0028-24CA: project modified*
- *TRS-0028-24TA: project added*
- *137-090-006: project added*
- *137-101-011: project added*

2025

- *TRF-0028-25A: project modified*
- *TRF-0028-25B: project modified*
- *TRF-0028-25C: project added*
- *TRF-0028-25D: project added*
- *TRS-0028-25TA: project modified*
- *0714-35AC: project deleted*

2026

- *Addition of new project year*

The status of the projects programmed in the previous TIP have been updated with this TIP. Projects programmed for FY 2022, however, are presently being constructed and are dropping out of this updated TIP. The table on the following page provides a status report on those projects.

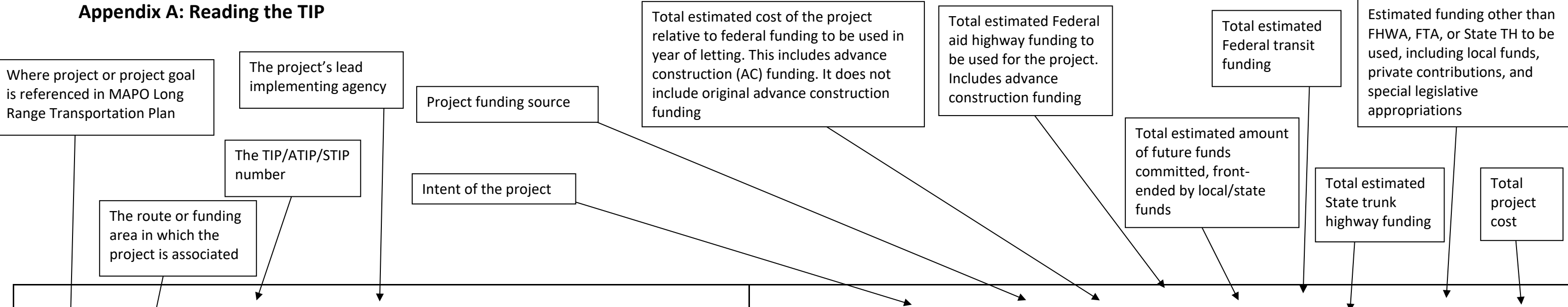
2022 Project Status

The projects listed include only programmed projects that received or will receive federal transportation funds under 23 U.S.C. or 49 U.S.C. Chapter 53. Projects funded solely with local funds are not included.

Route System	Project Number	Year	Agency	Technical Description	Miles	Program	Type of Work	Proposed Funds	STIP Total	FHWA	AC	FTA	TH	Other	Project Total	Status
MSAS 139	137-139-001	2022	MANKATO	MSAS 139 (TIMBERWOLF DR) FROM THE INTERSECTION OF HERON DR TO 0.2 MI E, CONSTRUCT PEDESTRIAN CROSSING AND HAWK SYSTEM	0.2	EN-ENHANCEMENT	PEDESTRIAN RAMPS (ADA IMPROVEMENTS)	TAP 5K-200K	191,805	153,444	0	0	0	38,361	191,805	In progress
MSAS 140	137-140-001AC	2022	MANKATO	**AC**: MSAS 140, JCT POHL ROAD AND STADIUM ROAD, CONSTRUCT ROUNDABOUT AND RESURFACE POHL ROAD FROM BALCERZAK DRIVE TO STADIUM ROAD (AC PAYBACK 1 OF 1)	0.44	RD-RECONDITIONING	BITUMINOUS OVERLAY, ROUNDABOUT	STP 5K-200K	795,814	795,814	0	0	0	0	0	In progress
TRANSIT	TRF-0028-22A	2022	MANKATO	SECT 5307: CITY OF MANKATO RR TRANSIT OPERATING ASSISTANCE		URBANIZED AREA FORMULA (B9)	TRANSIT OPERATIONS	FTA	2,500,000	0	0	750,000	0	1,750,000	2,500,000	In progress
TRANSIT	TRF-0028-22B	2022	MANKATO	SECT 5307: CITY OF MANKATO RR TRANSIT PREVENTATIVE MAINTENANCE		URBANIZED AREA FORMULA (B9)	TRANSIT OPERATIONS	FTA	400,000	0	0	320,000	0	80,000	400,000	In progress
TRANSIT	TRF-0028-22C	2022	MANKATO	SECT 5307: CITY OF MANKATO: PURCHASE TWO (2) CLASS 400 GAS LF EXPANSION BUSES		URBANIZED AREA FORMULA (B9)	TRANSIT VEHICLE PURCHASE	FTA	338,000	0	0	287,300	0	50,700	338,000	Project deleted and split into 22G/H
TRANSIT	TRF-0028-22G	2022	MANKATO	SECT 5339: CITY OF MANKATO; PURCHASE ONE (1) CLASS 400 LF GAS EXPANSION BUS	-	BUS AND BUS FACILITIES (BB)	TRANSIT VEHICLE PURCHASE	FTA	188,000	-	-	159,800		28,200	188,000	In progress
TRANSIT	TRF-0028-22H	2022	MANKATO	SECT 5339: CITY OF MANKATO; PURCHASE ONE (1) CLASS 400 LF GAS EXPANSION BUS	-	BUS AND BUS FACILITIES (BB)	TRANSIT VEHICLE PURCHASE	FTA	188,000	-	-	159,800		28,200	188,000	In progress
TRANSIT	TRF-0028-22I	2022	MANKATO	SECT 5339: CITY OF MANKATO; PURCHASE ONE (1) CLASS 400 LF GAS REPLACEMENT BUS	-	BUS AND BUS FACILITIES (BB)	TRANSIT VEHICLE PURCHASE	FTA	188,000			159,800		28,200	188,000	In progress
TRANSIT	TRF-0028-22F	2022	MANKATO	SECT 5307: CITY OF MANKATO SYSTEM TECHNOLOGY UPGRADES		TRANSIT (TR)	TRANSIT GRANT CAPITAL IMPROVEMENT (NONVEHICLE (S)	FTA5307 (B9)	400,000			320,000		80,000	400,000	In progress
TRANSIT	TRF-0028-22E	2022	MANKATO	SECTION 5307: CITY OF MANKATO 5 YEAR TRANSIT DEVELOPMENT PLAN		TRANSIT (TR)	TRANSIT GRANT CAPITAL IMPROVEMENT (NONVEHICLE (S)	FTA5307 (B9)	290,000			232,000		58,000	290,000	In progress

TRANSIT	TRS-0028-22TA	2022	MANKATO	CITY OF MANKATO PURCHASE ONE (1) CLASS 700 DIESEL LF REPLACEMENT BUS		TRANSIT (TR)	TRANSIT VEHICLE PURCHASE	STBGP 5K-200K	557,000	445,600	0	0	0	111,400	557,000	In progress
US 14, US 169, MN 22	8827-319	2022	MNDOT	**ITS**: US 14, US 169 & MN 22, VARIOUS LOCATIONS IN MANKATO AND NORTH MANKATO, TRAFFIC MANAGEMENT SYSTEM		TM-TRAFFIC MANAGEMENT	OTHER	STBGP 5K-200K	2,000,000	1,600,000	0	0	400,000	0	2,000,000	In progress
US 14	0702-131	2022	MNDOT	US 14, FROM 0.4 MI W OF CSAH 56 TO 0.2 MI E OF CSAH 17, GRADING, BITUMINOUS AND CONCRETE SURFACING AND LIGHTING (REDUCE CONFLICT INTERSECTION)	1.9	SH	CHANNELIZATION	NHPP	211,111	168,889	0	0	42,222	0	211,111	In progress
US 14	0702-131S	2022	MNDOT	**SEC164**US 14, FROM 0.4 MI W OF CSAH 56 TO 0.2 MI E OF CSAH 17, GRADING, BITUMINOUS AND CONCRETE SURFACING AND LIGHTING (REDUCE CONFLICT INTERSECTION)	1.9	SC	CHANNELIZATION	HSIP	888,889	800,000	0	0	88,889	0	888,889	In progress
MSAS 119	150-119-003AC	2022	NORTH MANKATO	**AC**: MSAS 119 (COMMERCE DRIVE) FROM LOOKOUT DR TO LOR RAY DR, REMOVE AND REPLACE SURFACING, ADA AND LIGHTING (AC PAYBACK 1 OF 1)	0.98	RD-RECONDITIONING	BITUMINOUS REPLACEMENT, PEDESTRIAN RAMPS (ADA IMPROVEMENTS)	STP 5K-200K	205,314	205,314	0	0	0	0	0	In progress
US 169	5212-38	2022	MNDOT	US 169, EXIT TO LOOKOUT DRIVE, REPAIR BRIDGE 52011		BI	BRIDGE REPAIR	SF	330,000	0	0	0	330,000	0	330,000	In progress

Appendix A: Reading the TIP



LRTP REFERENCE	ROUTE SYSTEM	PROJECT NUMBER	YEAR	AGENCY	PROJECT DESCRIPTION	MILES	PROGRAM	TYPE OF WORK	PROPOSED FUNDS	STIP TOTAL	FHWA	AC	FTA	TH	OTHER	PROJECT TOTAL
9-25	CSAH 16	007-090-005	2021	BLUE EARTH COUNTY	**AC**: ALONG CSAH 16 (STOLTZMAN RD) FROM EXISTING TRAIL, 0.1 MI N OF CSAH 60 (STADIUM RD) TO	0.9	EN	NEW TRAIL	TA	551,924	379,427	50,828	-	-	-	
9-33	OTHER TRANSIT	TRF-0028-21A	2021	MANKATO	SECT 5307: CITY OF MANKATO RR TRANSIT OPERATING ASSISTANCE	0	B9	TRANSIT OPERATIONS	FTA	2,400,000	-	-	725,000	-	-	
9-33	OTHER TRANS	TRF-0028-21B	2021	MANKATO	SECT 5307: CITY OF MANKATO RR TRANSIT PREVENTATIVE MAINTENANCE	0	B9	TRANSIT OPERATIONS	FTA	375,000	-	-	300,000	-	-	

Program:

Categories included are in the following tables.

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

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

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

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

Appendix B: Public Notice

NOTICE OF 30-DAY PUBLIC COMMENT PERIOD

Publish: June 14, 2022 & June 30, 2022

NOTICE IS HEREBY GIVEN that on the 14th day of June, 2022, the Mankato/North Mankato Area Planning Organization (MAPO) has released the area's draft 2023-2026 Transportation Improvement Program (TIP) for 30-day public comment. MAPO's public notice of public involvement activities and time established for public review and comment on the TIP satisfy the Program of Projects requirements of the Federal Transit Administration Section 5307 Program.

The public is encouraged to review the draft and provide comment via email, phone, online comment to the MAPO website, hand-deliver to the dropbox in front of the Intergovernmental Center in Mankato, U.S. mail, or tweet.

Concurrent to the comment period, MAPO will hold a virtual 24-hour public open house on from June 14, 2022 to July 15, 2022. The open house will be held at www.mnmapo.org/tip.

To view or download an electronic copy or request a paper copy of the draft TIP, to ask questions, or obtain a written or translated transcript of the open house narrative, please visit www.mnmapo.org/tip, call (507) 387-8389, or mail a request to MAPO, 10 Civic Center Plaza, Mankato, MN 56001.

Paul Vogel
Executive Director
Mankato/North Mankato Area Planning Organization

Appendix C: Public Comments Received

Comment	Date Received	Medium Received	MAPO response
Hoffman Rd and S Victory Dr intersection need improvement in the next 2-5 years. This should be a priority and be on the TIP	6/14/2022	Website	Thank you for your input. Anonymized comments will be shared with the MAPO Technical Advisory Committee and MAPO Policy Board, as well as included in the final TIP document. Please feel free to submit additional input.
I am not sure if the highway 14, third Avenue exit has ever been taken into consideration or if it's not worthy enough to propose this intersection be in the budget. It is an intersection that is busy with work or traffic, semi's, traffic flow to & from Kasota as well as a significant geese population of which every year, are at risk of being hit by traffic as they cross 3rd Ave just north of the highway 14 entrance ramp. Getting onto 3rd ave from the highway can be quite time consuming, especially with so many semi's in the area. I Drive this area four times a day and it is more frequent than not to see drivers come off the highway 14 exit without stopping. I know it has been an intersection with frequent accidents. I am not sure if there is space enough to put a roundabout at that intersection because of the space that some ice would need to get out an off the highway but I thought I would bring it to your attention nevertheless as it is a trouble some road for transportation within the industrial area of Mankato. Thank you for your consideration.	6/17/2022	Email	Thank you for your input. Your comments regarding the intersection of Third Avenue and Highway 14 are timely, as MAPO recently initiated a CSAH 5 (Third Ave) Corridor Study specifically studying that access point and the outlying corridor (see map below). Outcomes of that study will include an Intersection Control Evaluation of the Third Ave/Hwy 14 intersection. Your comments will be reviewed by the study Project Management Team. Interested residents are encouraged to follow MAPO on Twitter at @MinnesotaMAPO for opportunities to participate in the study. Additionally, anonymized comments will be shared with the MAPO Technical Advisory Committee and MAPO Policy Board, as well as included in the final TIP document. Please feel free to submit additional input, thank you.

<p>I'm not sure where any opportunity for new projects could be available in public comments, but there are many needs that haven't been addressed by Mankato or Blue Earth County that should be included in construction projects and attempts made to get federal and state funding. Maybe MAPO can assist Mankato and Blue Earth County to get some grants. Here are the problem areas:</p> <p>1. Prairie Winds School - is really bad during mornings, afternoons, and during events. Traffic is backed up in all directions from Hoffman Road, Prairie Winds Drive, the roundabout, and even on Highway 83, Highway 22 and further down Hoffman Rd. Nearly every child attending Prairie Winds needs to be bussed or drop off and pick up from this school and the congestion from only one narrow road makes the situation much worse. MAPO and Mankato haven't done anything to address this problem. All of the projects lately (like the roundabout on Lor Ray) are just a minor slow down compared to the long lines and delays in dropping off and picking up kids at Prairie Winds - and the school buses are delayed every day as well. I'm really looking at MAPO to be able to take a leadership role to acknowledge the problem, help get funding and make fixing these issues a priority. Here are some things that are desperately needed.</p> <p>a. Build a pedestrian bridge to connect Prairie Winds school and the new park across highway 22 to the housing development and the trail on the west side of 22. But make this a nice pedestrian bridge like MNDOT is constructing over 169 in Shakopee. This will make it safe for children to cross highway 22 to go to school and to use the park. I'd think safe routes to school could fund a</p>	6/20/2022	Email	<p>Thank you for your input. As your comments pertain to roadways under the control of the City of Mankato and the Minnesota Department of Transportation, they have been forwarded to those agencies for consideration. Anonymized comments will be shared with the MAPO Technical Advisory Committee and MAPO Policy Board, as well as included in the final TIP document. Please feel free to submit additional input.</p>
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<p>great portion of this and other grants would be available as well. This should be a MUCH higher priority than the pedestrian bridge in North Mankato that will simply be a benefit to the bars and restaurants wanting to connect to Caswell. If North Mankato and the bars and stores on Commerce Drive think that it's critical enough to build a pedestrian bridge, then they should pay for it. (I'd guess that as long as it's free or someone else will pay for it - its needed, but if they have to pay for it, it won't be that important). But a pedestrian bridge will also mean that this whole section of Mankato, including Diamond Creek that doesn't have a city park, will finally have safe access to a park. This will also help connect trails and be as safe way for bikes, strollers and other non-motorized pedestrians to cross highway 22 safely. Things like this should be MAPO's top priority. b. More roads to and from Prairie Winds. Building a road from CSAH 12 to Prairie Winds and / or continuing Prairie Winds to connect to 83 would be helpful (if that is feasible). CSAH 12 is definitely feasible 2. Pave 200th street between CSAH 16 and CSAH 8, or ideally all the way to Highway 22. This will be a backup route for Stadium Road, it will reduce congestion on Stadium Road, and it will spawn development south of Mankato. Additionally, it will provide a southerly trail going east and west that is more accessible and protected by the elements (mainly wind) than the trail along CSAH 90 has now. This trail would have heavy use from bikers and joggers where CSAH 90 is quite a ways south. Another thing to consider is that this will help the flow of traffic south of Mankato through Mankato State and ease congestion on Stoltzman road,</p>			
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<p>through Ledlie Lane, on Monks Avenue, and provide funding and services to the most diverse and low income areas of Mankato that are indicated in your report. Completing 200th street, along with the new County Works building starting next year, would all really open up and attract developers to this area of Mankato that could be a much more desirable place to develop than east Mankato. This could attract offices, manufacturing, commercial retail and low as well as market-rate housing development. 3. Connect Adams Street to the roundabout on Madison Avenue (complete Carver Road). The roundabout near Hy-Vee is so busy and this will help reduce some congestion at several roundabouts and improve safety. It might also help jump start development to the east of the Volkswagen dealership and Holiday Inn Express. 4. Pave the road by Siesta Hills. I'm not sure why that road wasn't done before people moved in, but that will be a major inconvenience to build a new home and not be able to get to it. 5. Pave Pohl Road from Campus Town to CSAH 90. This will provide a great service to the people in that area and reduce traffic on Timberwolf Drive and Monks Avenue. It will also help reduce traffic on Stadium and Monks Avenue. If these projects could be funded and constructed, it would be transformative for Mankato. There are so many cities I've visited recently that are exploding with new jobs, new housing, and economic opportunities for families. Mankato seems to be very constrained with almost no available housing development stock, no industrial park space and constrained, congested and unsafe roads. Mankato being</p>			
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so conservative has seemingly hurt the local economy and pushed opportunity elsewhere. I hope MAPO can make these all on the list and help get funding to support at least some of this in the current TIP plan. Thanks			
We would use 200th street several times per day if it were paved rather than gravel.	6/28/2022	Website	Thank you for your input. As your comment pertains to a roadway under the control of Mankato Township, it has been forwarded for their consideration. Anonymized comments will be shared with the MAPO Technical Advisory Committee and MAPO Policy Board, as well as included in the final TIP document. Please feel free to submit additional input.
Mankato has to do something about Prairie Winds with the poor traffic conditions and safety issues for kids. Traffic is backed up both before and after school every day and it will continue to get worse. Another thing that's needed is either a pedestrian bridge over or a tunnel under highway 22. Maybe a good place is by the new park. Isn't a new grade school planned near there too? Get grants. I heard 22 is getting rebuilt and this could be part of that construction. Maybe also connect Prairie Winds drive to county 12 to ease traffic.	6/29/2022	Website	Thank you for your input. As your comments pertain to roadway infrastructure under the control of the City of Mankato and the Minnesota Department of Transportation, they have been forwarded for agency consideration. Anonymized comments will be shared with the MAPO Technical Advisory Committee and MAPO Policy Board, as well as included in the final TIP document. Please feel free to submit additional input.
I think that this is the place to submit comments about what improvements need to be done to roads in Mankato, but it seems like the plan is already done and there isn't money available in the next few years for anything new. But if there is money available, something that needs to be done is to make 200th street into a real road rather than a gravel road. I think that 200th street	6/30/2022	Website	Thank you for your input. As your comment pertains to a roadway under the control of Mankato Township, it has been forwarded for their consideration. Anonymized comments will be shared with the MAPO Technical Advisory Committee and MAPO Policy Board, as well as

will be much busier, get more traffic, create more dust, and will washboard much faster with the Blue Earth County road department moving there. But we've been waiting for this to be paved for many years now. I don't know of any road at the edge of a city that is still gravel - at least any cities the size of Mankato. Many cars and trucks would save time, gas and money if 200th street were paved and usable. It would be great to complete it from Stoltzman Road to highway 22, although maybe it could be done in sections too. This would reduce traffic on Stadium Road, Ledlei Lane and reduce crashes on 90. A trail along the road would also be used a lot and be safer than the gravel road is today.			included in the final TIP document. Please feel free to submit additional input.
The area could always use more trails.	6/30/2022	Songs on the Lawn June 30, 2022	Verbal conversation
Need to open up the Broad Street left turn off of Madison Avenue. This will alleviate traffic on Second Street and Riverfront Drive.	6/30/2022	Songs on the Lawn June 30, 2022	Verbal conversation
Perform a whistle-free corridor study for railroad crossing in downtown Mankato near CHS. Train horn noise is a problem in that area.	6/30/2022	Songs on the Lawn June 30, 2022	Verbal conversation
Connect pedestrian access across Highway 14.	6/30/2022	Songs on the Lawn June 30, 2022	Verbal conversation

It is a problem that cars are always parking in the bike lane by the Ridgley Building in Mankato.	6/30/2022	Songs on the Lawn June 30, 2022	Verbal conversation
Workers safety while working on road. Drivers behave dangerously [creating a hazardous environment for workers]	6/30/2022	Songs on the Lawn June 30, 2022	Verbal conversation
At the Highway 22 and August Drive roundabout, the east extension of Augusta is too narrow. This causes safety concerns. Roundabout improvement should extend far enough eastward to allow an adequate connection with the rest of Augusta Drive.	6/30/2022	Open House June 30, 2022	Verbal conversation
At the Highway 22 and Adams Street roundabout, the northbound right turn is difficult. The size of the roundabout makes traffic gaps smaller than usual, which creates difficulty with the northbound right turn off of Highway 22	6/30/2022	Open House June 30, 2022	Verbal conversation
On County Road 12, the lack of speed signs is confusing. Drivers do not know what the speed limit is.	6/30/2022	Open House June 30, 2022	Verbal conversation
Desire for extended transit service hours	6/30/2022	Open House June 30, 2022	Verbal conversation
200th Street needs to be paved between Monks Avenue and Stoltzman Road. It's understood that this segment is under the jurisdiction of Mankato Township. Any paving done on 200th Street should be done at City of Mankato	7/6/2022	Telephone call	Verbal conversation

paving standards, given that the City will eventually take over that road.			
<p>The city of Mankato and MNDOT really need to improve access and safety to Prairie Winds Middle School. The single road gets backed up every morning and afternoon as well as whenever there is a school event. Children can't ride a bike to school, walk to school, or even take a motorized handicap scooter or motorized wheelchair to school because it's too dangerous crossing Highway 22 at Hoffman Road - and in almost all cases the distance is too far. So two things need to be done. 1) is to improve access to and from the school by constructing a tunnel under Highway 22, or maybe two of them. One near Hoffman Road and maybe one closer to Stadium Road connecting the school to the neighborhoods on the west side of Highway 22. I know the state has been planning what to do with Highway 22, and tunnels across 22 would be great for that plan. Golf courses in the area can have tunnels, I read that one will be installed for bikes near Kasota, and this would be critically needed for this school. I also talked to some teachers who said that there may be a future elementary school near Prairie Winds so these tunnels would be very much needed, and the time to construct them would be now rather than waiting and tearing up the highway in the future. 2) construct another road between Prairie Winds and county 12. This will allow some cars and busses to use 83 rather than Hoffman Road.</p>	7/7/2022	Website	<p>Thank you for your input. As your comment pertains to roadways under the control of the Minnesota Department of Transportation and the City of Mankato, they have been forwarded for their consideration. Anonymized comments will be shared with the MAPO Technical Advisory Committee and MAPO Policy Board, as well as included in the final TIP document. Please feel free to submit additional input.</p>

<p>I would like to see much thought given to long term /bike ability and noise levels of vehicular traffic on Hwys 14 and MN 13. MN 13 North through town should be maximum 45mph all the way out to Honeysuckle Lane. Future efforts of expanding Hwy 13 should actually be pushed WEST of Rockford Road to minimize the noise and commercial trucking near residential communities. I would also like to see natural landscaping, NON commercial/industrial lighting styles and architecturally styles details in the execution on the improvements. Let's not just pour concrete and put up an ugly helical walking path over HWY14. It could be a natural walkway with greenery, something of a tourist attraction. North Mankato firehouse should be reinvented as a restaurant with covered roof top seating and outdoor seating and the firehouse should move west to the commercial area. A bike trail off the highway and main roads should encompass all of upper north along lookout/old Lor Ray Drive etc. Let's NOT continue with the dates 1970's "Commerce" theme let's add some beauty, design and thought into the product being created. Rename commerce. Add some student housing for SCC which would provide part-time employees for upper north businesses too. I would love to be involved in future city planning, please reach out to me. Also please take the industrial Rockford Road lighting out and try to trade it with other Mankato or MnDOT projects then replace with nicer residential lighting on the roundabouts. The current lighting is unattractive on the bike trail and is not in good keeping with the residential neighborhood.</p>	7/15/2022	Website	<p>Thanks for providing your input to the Transportation Improvement Plan (TIP) for the Mankato/North Mankato Area Planning Organization. I will be sharing your input directly with members from the City of North Mankato and Minnesota Department of Transportation as well, for their consideration.</p> <p>As for the Transportation Improvement Plan, your comments will be added to the final document, with your personal contact information removed, for future reference and planning consideration.</p> <p>Thank you for offering to support future planning efforts, I will add you to our stakeholder list.</p>
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Would also like to see edible greenery planted, a community orchard along MN13.			
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Appendix D: MnDOT Checklist



Minnesota MPO TIP Checklist

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

Contact name: Shawn Schloesser, (507) 387-8655, sshloesser@mankatomn.gov

TIP time period: 2023-2026

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

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
450.316(a)	Public involvement	MPO followed its public participation plan for the TIP process which includes, but is not limited to: adequate public notice, reasonable opportunity for public comment, use of visualization, available online, and explicit consideration and response to public input.	Yes / No	55
450.316(b)	Consultation	TIP process includes consultation with other planning organizations and stakeholders, including tribes and federal land management agencies.	Yes / No	Consulted with MnDOT D7, MnDOT Central Office, Mankato Transit System, FHWA, FTA, OTAT. Sent announcement to stakeholder email list which includes county/county land use, tribal interest, schools, community organizations, bike/ped advocacy group, private transportation providers, YWCA, etc. pg. 55
450.322(b)	Congestion management	TMA's TIP reflects multimodal measures / strategies from congestion management process	Yes / No / NA	NA
450.326(a)	Cooperation with State and public transit operators	TIP developed in cooperation with the State (DOT) and (any) public transit operators.	Yes / No	Numerous pages throughout document including 17, 501, 52.

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
450.326 (a)	TIP time period	TIP covers at least 4 years.	Yes / No	1
450.326(a)	MPO approval of TIP	Signed copy of the resolution is included.	Yes / No	4-5
450.326(a)	MPO conformity determination	If a nonattainment/maintenance area, a conformity determination was made and included in the TIP.	Yes / No / NA	NA
450.326(b)	Reasonable opportunity for public comment	TIP identifies options provided for public review / comment, documentation of meetings, notices, TIP published on-line, other document availability, accommodations, etc.	Yes / No	55
450.326(b)	TIP public meeting	TMA's process provided at least one formal public meeting.	Yes / No / NA	51
450.326(c)	Performance targets	TIP designed to make progress toward achieving established performance targets.	Yes / No	20-31

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
450.326(d)	Performance targets	TIP describes anticipated effect of the TIP toward achieving performance targets identified in the MTP, linking investment priorities to those performance targets	Yes / No	20-31
450.326(e)	Types of projects included in TIP	TIP includes capital and non-capital surface transportation projects within the metropolitan planning area proposed for funding under 23 USC or 49 USC chapter 53.	Yes / No	32-45
450.326(f)	Regionally significant projects	TIP lists all regionally significant projects requiring FHWA or FTA action, regardless of funding source.	Yes / No	39
450.326(g)(1)	Individual project information	TIP includes sufficient scope description (type, termini, length, etc.).	Yes / No	32-45
450.326(g)(2)	Individual project information	TIP includes estimated total cost (including costs that extend beyond the 4 years of the TIP).	Yes / No	46
450.326(g)(4)	Individual project information	TIP identifies recipient / responsible agency(s).	Yes / No	32-45
450.326(g)(5)	Individual project information	If a nonattainment / maintenance area, TIP identifies projects identifies as TCMs from SIP.	Yes / No / NA	NA

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

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
450.326(j)	Financial plan	Total costs are consistent with DOT estimate of available federal and state funds.	Yes / No	46-50
450.326(j)	Financial plan	Construction or operating funds are reasonably expected to be available for all listed projects.	Yes / No	46-50
450.326(j)	Financial plan	For new funding sources, strategies are identified to ensure fund availability.	Yes / No	46-50
450.326(j)	Financial plan	TIP includes all projects and strategies funded under 23 USC and Federal Transit Act and regionally significant projects.	Yes / No / NA	32-45
450.326(j)	Financial plan	TIP contains system-level estimates of costs and revenues expected to be available to operate and maintain Federal-aid highways and transit.	Yes / No	46-50
450.326(j)	Financial plan	Revenue and cost estimates are inflated to reflect year of expenditure.	Yes / No	46-50

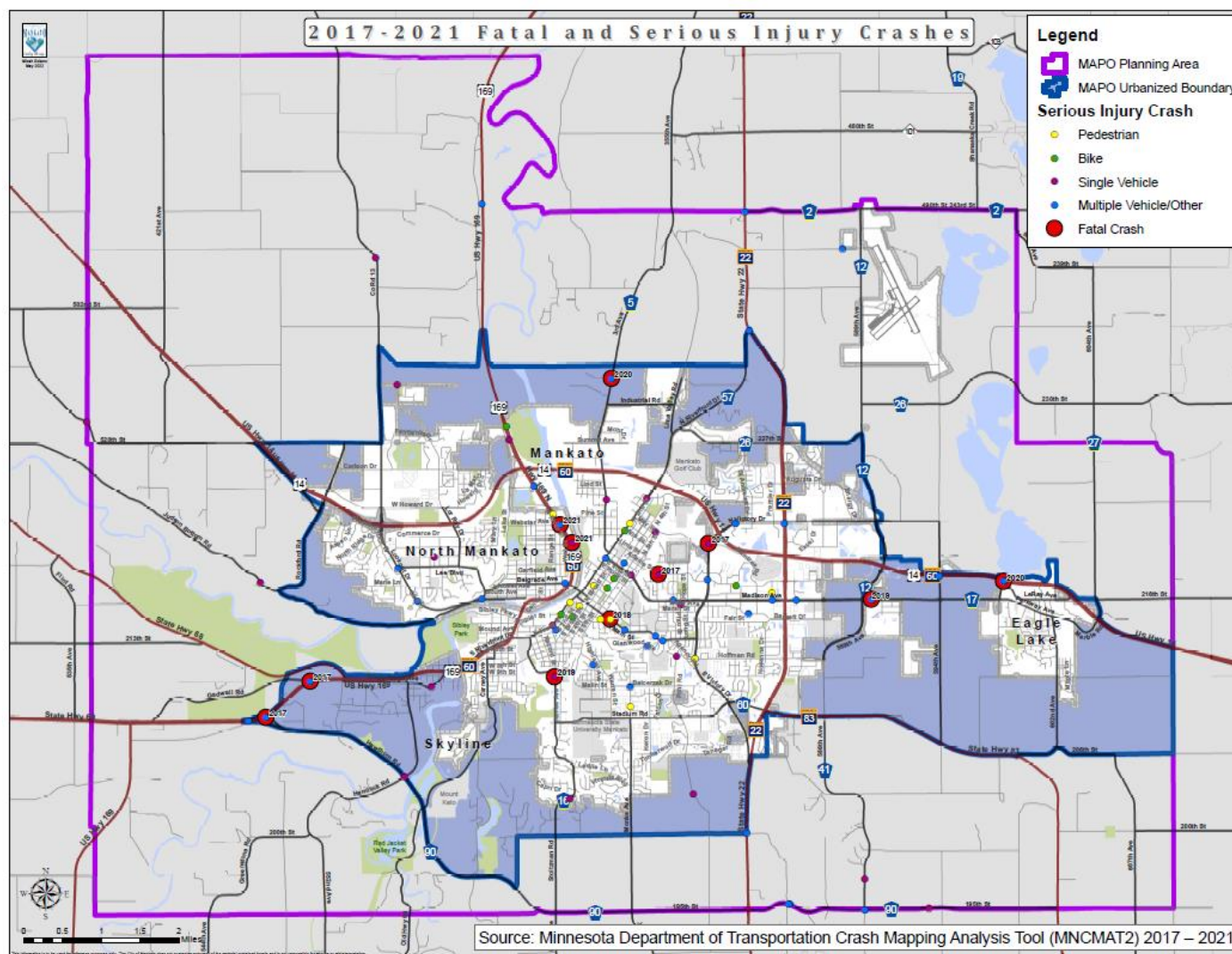
Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
450.326(k)	Financial constraint	Full funding for each project is reasonably anticipated to be available within the identified time frame.	Yes / No	46-50
450.326(k)	Financial constraint	If a nonattainment / maintenance area, the first two years' projects are only those for which funds are available or committed.	Yes / No / NA	NA
450.326(k)	Financial constraint	TIP is financially constrained by year, while providing for adequate operation and maintenance of the federal-aid system.	Yes / No	32-45
450.326(k)	Financial constraint	If a nonattainment / maintenance area, priority was given to TCMs identified in the SIP.	Yes / No / NA	NA
450.326(m)	Sub-allocated funds	Sub-allocation of STP or 49 USC 5307 funds is not allowed unless TIP demonstrates how transportation plan objectives are fully met.		

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
450.326(n)(1)	Monitoring progress	TIP identifies criteria (including multimodal tradeoffs), describes prioritization process, and notes changes in priorities from prior years.	Yes / No	31
450.326(n)(2)	Monitoring progress	TIP lists major projects (from previous TIP) that have been implemented or significantly delayed.	Yes / No	52-53
450.326(n)(3)	Monitoring progress	If a nonattainment / maintenance area, progress implementing TCS is described.	Yes / No / NA	NA
450.328	TIP / STIP relationship	Approved TIP included in STIP without change.		
450.334	Annual Listing of Obligated Projects	TIP includes annual list of obligated projects, including bike and/or pedestrian facilities.	Yes / No	32-45
450.336	Certification	TIP includes or is accompanied by resolution whereby MPO self-certifies compliance with all applicable requirements including: 1) 23 USC 134, 49 USC 5303 and 23 CFR 450 Subpart C; 2) for attainment and maintenance areas, sections 174 and 196 (c) and (d) of the Clean Air Act, as	Yes / No	3-4

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
		<p>amended, and 40 CFR 93; 3) Title VI of the Civil Rights Act as amended and 49 CFR 21; 4) 49 USC 5332 regarding discrimination; 5) section 1101(b) of the FAST Act and 49 CFR 26 regarding disadvantaged business enterprises; 6) 23 CFR 230 regarding equal employment opportunity program; 7) Americans with Disabilities Act of 1990 and 49 CFR 27, 37 and 38; 8) Older Americans Act, as amended regarding age discrimination; 9) 23 USC 324 regarding gender discrimination; and 10) Section 504 of the Rehabilitation Act of 1973 and 49 CFR 27 regarding discrimination against individuals with disabilities.</p>		

MPO comments:

Appendix E: MAPO 2017 – 2021 Crash Map



Appendix F: MAPO Regional Significance Scoresheet

2023-2026 Surface Transportation Program - Small Urban (STP - SU) applications within MAPO boundary			City of Mankato - Riverfront Drive Improvements	City of North Mankato - Garfield Avenue Improvements
Criteria	Points	Evaluation Question	Score	Score
a. Regional Benefit	30	What are the project's merits/benefits and intended effect upon the regional transportation network?	30	30
b. Mobility	30	How will the project improve the mobility of people and goods?	30	30
c. Planning Support	15	Is the project identified in MAPO's Long Range Transportation Plan or other transportation study/document?	15	15
d. Multi-modalism	10	How does the project encompass multiple modes of travel?	10	10
e. Environmental Impacts	10	How will the project respond to environmental impacts and mitigation measures?	10	10
f. Public Participation	5	What public participation has been undertaken or will take place with this project?	5	5
Total			100	100

Appendix G: TIP Amendment/Modification Policy

TIP Amendment Process

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

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

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

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

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

FHWA and MnDOT GUIDANCE FOR STIP AMENDMENTS AND ADMINISTRATIVE MODIFICATIONS

FORMAL STIP AMENDMENTS

Are needed when:

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

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

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

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

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

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

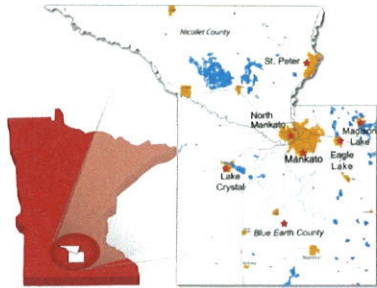
STIP ADMINISTRATIVE MODIFICATIONS

Are needed when:

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

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

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



Mankato/North Mankato Area Planning Organization

10 Civic Center Plaza, Mankato, MN 56001

Phone: (507) 387-8613

December 20, 2022

Deb Yates, MnDOT STIP Manager, District 7

RE: MAPO 2023- 2026 TIP Administrative Modifications

This memorandum serves as notification of updates made to the MAPO 2023-2026 Transportation Improvement Program (TIP). Appendix A of this document includes the full details of the projects indicated below, which received minor modifications.

- **TRF-0028-23C** – Cost adjustments
- **TRF-0028-23TA** - Cost adjustments

Updates to the TIP are guided by MAPO's Public Participation Plan, which in turn is based on requirements issued by the Federal Highway Administration. The Administrative Modifications were processed and approved December 20, 2022.

Please do not hesitate to contact Chris Talamantez at (507) 387-8389 if clarification is needed.

A handwritten signature in black ink, appearing to read 'Paul Vogel', with a stylized, flowing script.

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

Attachment: Appendix A

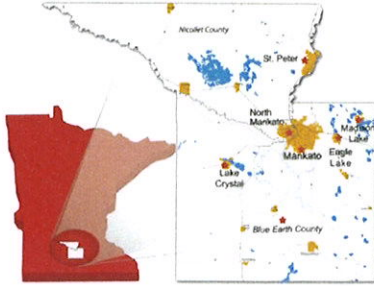
Appendix A

TRF-0028-23C

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

TRF-0028-23TA

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



Mankato/North Mankato Area Planning Organization
10 Civic Center Plaza, Mankato, MN 56001
Phone: (507) 387-8613

December 23, 2022

Deb Yates, MnDOT STIP Manager, District 7

RE: MAPO 2023- 2026 TIP Administrative Modifications

This memorandum serves as notification of updates made to the MAPO 2023-2026 Transportation Improvement Program (TIP). Appendix A of this document includes the full details of the projects indicated below, which received minor modifications.

- **150-117-007** – Cost adjustments

Updates to the TIP are guided by MAPO's Public Participation Plan, which in turn is based on requirements issued by the Federal Highway Administration. The Administrative Modifications were processed and approved December 23, 2022.

Please do not hesitate to contact Chris Talamantez at (507) 387-8389 if clarification is needed.

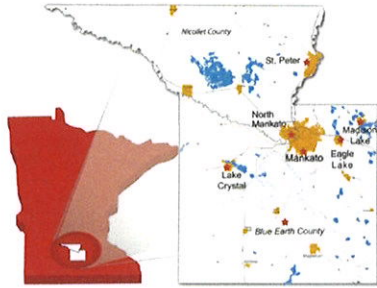
Paul Vogel
Executive Director
Mankato/North Mankato Area Planning Organization (MAPO)
10 Civic Center Plaza
Mankato, MN 56001

Attachment: Appendix A

Appendix A

150-117-007

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



Mankato/North Mankato Area Planning Organization

10 Civic Center Plaza, Mankato, MN 56001

Phone: (507) 387-8613

February 8, 2023

Deb Yates, MnDOT STIP Manager, District 7

RE: MAPO 2023- 2026 TIP Administrative Modifications

This memorandum serves as notification of updates made to the MAPO 2023-2026 Transportation Improvement Program (TIP). Appendix A of this document includes the full details of the projects indicated below, which received minor modifications.

- **5203-110** – Updated description. Project originally described from North Mankato to Nicollet. MnDOT informed that due to funding the limits need to be updated as it will not go all the way to Nicollet. Project limits now CR 17/77 to North Mankato.

Updates to the TIP are guided by MAPO's Public Participation Plan, which in turn is based on requirements issued by the Federal Highway Administration. The Administrative Modifications were processed and approved February 8, 2023.

Please do not hesitate to contact Chris Talamantez at (507) 387-8389 if clarification is needed.

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

Attachment: Appendix A

Appendix A

5203-110

ROUTE SYSTEM	PROJECT NUMBER	YEAR	AGENCY	DESCRIPT ION	MILES	PROGRAM	TYPE OF WORK	PROPOSED FUNDS	STIP TOTAL	FHWA	AC	FTA	TH	OTHER	PROJECT TOTAL
TH 14	5203-110	2023	MNDOT	**ITS**U S 14, FROM CR 17/77 TO NORTH MANKAT O, INSTALL FIBER OPTIC LINE AND VAULTS	4.32	ENHANCEMENT	ITS	NHPP	625,000	508,875			116,125		625,000

**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.


Chair

5-4-23

Date


Executive Director

5-4-23

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 M NNE SOTA 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 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 1st day of June 2023 as shown by the minutes of said meeting in my possession.

 6-1-23

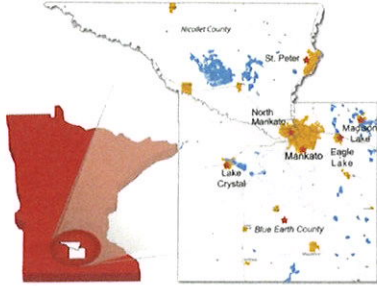
Chair Date

 6-1-23

Executive Director 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
TRANSIT	TRF-0028-23E	2023	MANKATO	SECT 5307: CITY OF MANKATO; 5-YEAR TRANSIT DEVELOPMENT PLAN		TRANSIT GRANT CAPITAL IMPROVEMENT (NONVEHICLE)	TRANSIT	FTA	232,000			185,600		46,400	232,000
TRANSIT	TRF-0028-22A	2023	MANKATO	SECT 5307: CITY OF MANKATO RR OPERATING ASSISTANCE CARRYOVER 2022 FEDERAL FUNDS ONLY TO 2023		URBANIZED AREA FORMULA - SECT 5307	TRANSIT	FTA	712,876			356,438		356,438	712,876



Mankato/North Mankato Area Planning Organization

10 Civic Center Plaza, Mankato, MN 56001

Phone: (507) 387-8613

July 17, 2023

Deb Yates, MnDOT STIP Manager, District 7

RE: MAPO 2023- 2026 TIP Administrative Modifications

This memorandum serves as notification of updates made to the MAPO 2023-2026 Transportation Improvement Program (TIP). Appendix A of this document includes the full details of the projects indicated below, which received minor modifications.

- **137-157-001** – Cost adjustment.
- **0714-40** – Cost adjustment. New estimate decreased cost of the project by \$590,000.

Updates to the TIP are guided by MAPO's Public Participation Plan, which in turn is based on requirements issued by the Federal Highway Administration. The Administrative Modifications were processed and approved July 17, 2023.

Please do not hesitate to contact Chris Talamantez at (507) 387-8389 if clarification is needed.

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

Attachment: Appendix A

Appendix A

137-157-001 and 0714-40

Route System	Project Number	Year	Agency	Description	Miles	Program	Proposed Funds	Proposed Funds	STIP Total	Target FHWA AC	FTA	TH	Other	Project Total
HIGHWAY MN 22, MSAS 157	137-157- 001	2024	MANKATO	MN 22, AT THE INTERSECTION OF AUGUSTA DRIVE IN MANKATO, CONSTRUCT ROUNDABOUT (ASSOC. 0714-35 & 0714-355)	0	RD- RECONDITIO NING	TRAFFIC CONTROL DEVICES/SA FETY	STBGP 5K- 200K	693,000 820,000	554,400 656,000	0	0	138,600 164,000	693,000 820,000
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	RD- RECONDITIO NING	TRAFFIC CONTROL DEVICES/SA FETY	HSIP	259,000 2,000,000	233,000 1,800,000	0	259,000 200,000	0	2,590,000 2,000,000