



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

September 7, 2023 – 6:00 p.m.

Intergovernmental Center

Mankato Room (Council Chamber)

10 Civic Center Plaza, Mankato, MN 56001

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

- I. Call to Order
- II. Introductions
- III. Approval of Agenda
- IV. Approval of Minutes – June 1, 2023
- V. New Business
 - 1. Resolution adopting 2024-2027 Transportation Improvement Program
 - 2. Resolution adopting 2024 Unified Planning Work Program
 - 3. Resolution adopting Safety Performance Measure One (PM1) Targets
- VI. Other Business, Discussion & Updates
 - 1. Informational: Administrative modifications to 2023-2026 Transportation Improvement Program.
 - 2. Informational: MAPO ATP-7 representative
 - 3. Informational: Urbanized Area Adjustments
- VII. Unapproved August 17 TAC meeting minutes (informational)
- VIII. Policy Board Comments
- IX. Adjournment



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

June 1, 2023 | 6:00PM | Mankato Room | Intergovernmental Center | Mankato, MN | 56001

A regular meeting of the Mankato/North Mankato Area Planning Organization Policy Board was held on Thursday, June 1, 2023, at 6:00 pm., in the Mankato Room of the Intergovernmental Center.

A quorum existed with the following members present: Lisa Norton – City of Eagle Lake, Jack Kolars – Nicollet County, Mark Piepho – Blue Earth County, Daniel Rotchadl – MAPO Townships, James Whitlock – City of North Mankato, and Michael Laven (Chair) – City of Mankato,

Others Present: Paul Vogel (Executive Director), Mark Konz (Technical Advisory Committee Chair), Shawn Schloesser (Associate Director Transportation Planning Services), and Chris Talamantez (Transportation Planner). Guests David Cowan, Minnesota State University Mankato, and Presenter Charles Androsky, SRF Consulting. Presenting from the telephone was Jeffrey Meek from ICF on behalf of MnDOT.

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

II. Approval of Agenda – Jack Kolars moved to approve the agenda; James Whitlock seconded. With all voting in favor, the motion was adopted.

III. Approval of the Minutes for May 4, 2023 – Jack Kolars moved to approve the minutes; Dan Rotchadl seconded. With all voting in favor, the motion was adopted.

VI. New Business

4.1 Motion to approving FY 2024 Carbon Reduction Program rankings.

Chair Laven requested staff provide an update on this item. Mark Konz provided a summary of the Carbon Reduction Program for Fiscal Year 2024 and the application for the City of Mankato Street Light Upgrade project.

Mark Piepho moved to approve the FY24 Carbon Reduction Program rankings. Jack Kolars seconded the motion. With all voting in favor, the motion was adopted.

4.2 Resolution amending the 2023-2026 Transportation Improvement Program

Chair Laven requested staff provide an update on this item. Mark Konz provided a summary of the two projects carried forward from the previous year, the 5-year Transit Development Plan and transit operating assistance for calendar year 2022.

Dan Rotchadl moved to approve the resolution. Jack Kolars seconded the motion. With all voting in favor, the resolution was adopted.

4.3 Motion to release the draft 2024-2027 Transportation Improvement Program (TIP) for 30-day public comment period.

Chair Laven requested staff provide an update on this item. Mark Konz asked Chris Talamantez who provided a summary of the new projects included in the 2024-2027 draft TIP and information on the 30-day public comment period and planned engagement efforts.

Jack Kolars asked if past community feedback was sufficient for the projects. Talamantez shared the projects generally begin as MAPO studies with robust community engagement efforts. Projects again have an opportunity for community engagement which is analyzed and if necessary, the project returns to the Policy Board for an additional 30-day public comment period before recommending approval.

Mark Piepho moved to release the draft 2024-2027 TIP. Dan Rotchadl seconded the motion. With all voting in favor, the motion was adopted.

V. Other Business, Discussions & Updates –

5.1 Presentation: MnDOT Carbon Reduction Strategy

Chair Laven introduced Jeffrey Meek who provided the MnDOT presentation on the Carbon Reduction Strategy.

- Lisa Norton asked about the May engagements identified when the events had not yet happened. Meek acknowledged the error. Chair Laven added support for future events where Policy Board members are aware and engaged locally.
- Lisa Norton, asked about the outreach focus on certain organizations, the outreach end state, and the survey questions. Meek acknowledged a sampling of organizations are included in the presentation with the goal of engaging people to take the survey which is different for elected official (technical language) and the public. Norton offered to review the entire list and provide additional organizational contacts.
- Lisa Norton asked to have System Management and Operations defined. MnDOT responded with includes items such as speed control, traffic signal improvements, signal prioritizations, or traveler information system are included in system management and operations.
- Dan Rotchadl asked if the trucking industry being engaged in the process as they move freight across the nation or food manufacturing industries and agricultural commodity industries. Meek acknowledge the funding eligibility is not directed at those industries. Chair Laven and Lisa Norton supported outreach efforts for freight. Meek acknowledged the list consists of voices not represented by associations and are harder to reach.
- Paul Vogel raised the issue of not being able to use Carbon Reduction Funds to purchase electric vehicles due to Buy America procurement standards.

5.2 Presentation: 3rd Avenue (CSAH 5) Corridor Study

Chair Laven introduced Charles Androsky who provided the presentation from SRF Consulting on the 3rd Avenue Corridor Study.

Paul Vogel added that the TAC Meeting discussed the ratings and the need to include the ratings of the existing conditions in the study to fully understand the alternatives.

General discussion of the alternatives and the relationship with the railroad tracks and the freight impacts on right turns without a turn lane.

Chair Laven noted from what he is hearing, freight traffic is sustaining not reducing through the corridor.

Mark Piepho noted the railroad crossings and delays are unable to be resolved because of federal requirements and rules. Jack Kolars added the rail crossing by Vetter Stone is lit and uncontrolled.

VI. Unapproved May 18, 2023, MAPO TAC minutes – No discussion

VII. Public Comments – None

VIII. Policy Board Comments –

Mike Laven shared that MAPO Riverfront Drive Open House a constituent contacted him regarding residents notified by social media only. Chris Talamantez noted 400 door hangars were delivered to a radius to inform the residents Tuesday May 23

IX. Adjournment – Mike Piepho moved to adjourn. Dan Rotchadl seconded. With all voting in favor, the motion was adopted.

The meeting was adjourned at 7:27 p.m.

Chair Mike Laven



AGENDA RECOMMENDATION
Agenda Heading: Resolution adopting draft
2024-2027 Transportation Improvement
Program (TIP)
No: 4.1

Agenda Item: Resolution adopting draft 2024-2027 Transportation Improvement Program (TIP)

Recommendation Action(s): At their August 17, 2023 meeting the MAPO Technical Advisory Committee recommended adoption of the attached resolution adopting the draft 2024-2027 TIP

Summary: At their June 1, 2023 meeting the MAPO Policy Board voted to release the draft 2024-2027 MAPO Transportation Improvement Program (TIP) for a 30-day public comment period. During that time MAPO staff coordinated with local agencies and stakeholders to advertise the draft TIP. In person events included an open house on June 21, and pop ups at events in the cities of Mankato, North Mankato, and Eagle Lake. MAPO staff responded to comments received in-person and online and forwarded them to the local agencies. Comments are included in Appendix C of the final document.

A request from MnDOT adjusted funding levels for the Highway 22 project payback in 2026 (0714-35AC1) raising the project cost to \$3,200,000. The Kern Bridge project (137-090-005) that was scheduled for 2024 in the draft TIP has been moved to 2025 by request of the local agency. The public comment period was extended to August 14, 2023 to allow stakeholders time to review and comment.

Staff recommends adoption of the draft 2024-2027 TIP

Attachments:

1. [Draft 2024-2027 MAPO Transportation Improvement Program](#)
2. Resolution adopting 2024-2027 TIP

**RESOLUTION OF THE MANKATO /NORTH MANKATO AREA PLANNING
ORGANIZATION ADOPTING THE 2024-2027 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 2024-2027; 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 Clean Air Act as Amended (42 U.S.C 7504, 7506 (c) and (d)) and 40 CFR part 93;
- Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- Sections 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 2024-2027 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 seventh (7th) day of September, 2023 as shown by the minutes of said meeting in my possession.

Chair

Date

Executive Director

Date



AGENDA RECOMMENDATION
Agenda Heading: Resolution adopting 2024
Unified Planning Work Program (UPWP)
No: 4.2

Agenda Item: Resolution adopting 2024 Unified Planning Work Program (UPWP)

Recommendation Action(s): At their August 17, 2023 meeting the MAPO Technical Advisory Committee recommended adoption of the attached resolution adopting the 2024 UPWP

Summary: The 2024 Unified Planning Work Program (UPWP) outlines work activities and budget information for the calendar year 2024 and illustrative budget for the 2025 calendar year.

Work activities include Program Support and Administration, Short-Range Planning, Long-Range Planning, Program development, and other services and commodities.

MAPO solicited for projects to include in the 2024 UPWP. A subcommittee of TAC members from Blue Earth and Nicollet counties, and the cities of Mankato, North Mankato, and Eagle Lake was formed to review and score the received applications. Project applications recommended for full funding in the UPWP are an Intersection Control Evaluation at Riverfront and Stoltzman, and a Highway 14 corridor study from CSAH 12 to MN 60. A portion of the Highway 14 corridor study is outside of the MAPO planning area. MAPO can only fund projects within the planning area boundary. MnDOT has agreed to fund this portion of the study.

Major 2024 planning activities and budget items (list is not exhaustive of staff activities and administrative costs):

Activity/work product	2024 budget
Riverfront Drive ICE	\$20,000
Highway 14 Corridor - CSAH 12 to eastern Planning Boundary	\$150,000 (\$90,000 in 2025, \$240,000 total)
Metropolitan Transportation Plan Update	\$150,000 (\$150,000 in 2025, \$300,000 total)
Annual subscriptions (AMPO and StreetLight)	\$7,500

The total anticipated budget for MAPO 2024 activities is \$536,577.

Local share dues for 2023 and anticipated for 2024:

2023 LOCAL SHARE AMOUNT	
TOTAL 2023 Local Share	\$ 57,933
Subtract legacy Local Share carryover funds	\$ -
Remaining local dues	\$ 57,933
UNIT OF GOVERNMENT	LOCAL SHARE
Blue Earth County	\$ 22,014
City of Mankato	\$ 21,435
Nicollet County	\$ 6,952
City of North Mankato	\$ 7,531
TOTAL 2023 Local Payments	\$ 57,933

2024 LOCAL SHARE AMOUNT	
TOTAL 2024 Local Share	\$ 58,836
UNIT OF GOVERNMENT	LOCAL SHARE
Blue Earth County	\$ 16,658
City of Mankato	\$ 16,219
Nicollet County	\$ 5,260
City of North Mankato	\$ 5,699
District 7 MnDOT	\$ 15,000
TOTAL 2024 Local Payments	\$ 58,836

MnDOT has been added to the local share to support the Highway 14 corridor study.

Staff recommends adoption of the 2024 UPWP.

Attachments:

1. [Draft 2024 Unified Planning Work Program \(UPWP\)](#)
2. Resolution adopting 2024 UPWP
3. [Complete Streets Funding Program - MAPO](#)

**RESOLUTION OF THE POLICY BOARD FOR THE MANKATO/NORTH MANKATO
AREA PLANNING ORGANIZATION ADOPTING THE 2024 UNIFIED PLANNING
WORK PROGRAM**

WHEREAS, the Mankato/North Mankato Area Planning Organization (MAPO) was created as the Metropolitan Planning Organization 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, MAPO is recognized by the Governor of Minnesota as the transportation planning policy body for the Mankato/North Mankato urbanized area; and

WHEREAS, MAPO commits to providing the twenty (20) percent local match for the federal and state funds.

NOW, THEREFORE, BE IT RESOLVED: that the Policy Board of the MAPO adopts the 2024 Unified Planning Work Program with potential minor modifications or amendments pending MnDOT and FHWA comments; and

NOW, THEREFORE, BE IT FURTHER RESOLVED: that the Chair of the Policy Board and Executive Director are authorized to execute all State and Federal Grant agreements, contracts and any associated amendments relating to the funding and implementation of the Unified Planning Work 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 seventh (7th) day of September 2023 as shown by the minutes of said meeting in my possession.

Chair

Date

Executive Director

Date



AGENDA RECOMMENDATION
Agenda Heading: Resolution adopting Safety
Performance Measure One (PM1) targets
No: 4.3

Agenda Item: Resolution adopting Safety Performance Measure One (PM1) targets

Recommended Action(s): At their August 17, 2023 meeting the MAPO Technical Advisory Committee recommended adoption of the attached resolution adopting Safety Performance Measure One (PM1) targets.

Summary: The U.S. Department of Transportation (DOT) established performance measures for safety (PM1) on the National Highway System as detailed in 23 CFR 490. Federal guidance requires that state DOTs and MPOs must establish performance targets in accordance with these measures. Historically MAPO has resolved to support MnDOT's statewide targets.

MnDOT's 2024 targets became effective on June 23, 2022, providing a deadline to MPOs of February 28, 2024 to either support the submitted 2024 statewide targets or set targets for the MPO area.

The Strategic Highway Safety Plan has goals of no more than 225 fatalities and 980 serious injuries statewide, by 2025. Recent trends have seen the numbers for fatalities and serious injuries increase statewide.

The state of Minnesota does not support setting targets higher than the previous year, and therefore has set the 2024 targets equal to the 2023 targets, stating "a large sustained reduction would be needed in all measures to maintain the prior methodology of progress toward the Strategic Highway Safety Plan goals."

The updated safety targets are outlined in the below table (note the 2024 Targets are the same as the 2023 targets):

Safety Performance Measure	2023 Target	2024 Target	MAPO Target Share	MAPO 2017-2021 Average (MNCMAT2)	MAPO 2018-2022 Average (Preliminary data from MnDOT)
Fatalities	352.4	352.4	3.3	2.4	2.6
Fatality rate (per 100M VMT)	0.582	0.582	0.582	0.475	0.482
Serious injuries	1,463.4	1,463.4	13.72	17.2	19.6
Serious injury rate (per 100M VMT)	2.470	2.470	2.470	3.406	3.64
Non-motorist fatalities and serious injuries	258.4	258.4	2.42	3	3.8

MAPO target share was calculated using the MAPO portion of the statewide Vehicle Miles Traveled (VMT). MAPO's annual VMT (538,710,126) was multiplied by the performance target to yield the target number of fatalities, serious injuries, and non-motorist fatalities and serious injuries specific to the MAPO area toward achieving the target set by the state. Non-motorist fatalities and serious injuries target share was calculated using the MAPO percentage of the total statewide VMT (0.94%).

Staff recommends that MAPO continues to support the updated statewide PM1 targets.

Staff recommendation is approval of the attached resolution adopting PM1 targets.

Attachments:

1. Performance Measures informational correspondence
2. Crash maps
3. Resolution adopting PM1 targets

**Resolution Adopting 2024 HSIP Performance Targets
for the Mankato/North Mankato Area Planning Organization**

Whereas, the U.S. Department of Transportation established five performance measures for the Highway Safety Improvement Program (HSIP) as detailed in 23 CFR 490, Subpart B, National Performance Measures for the Highway Safety Improvement Program;

Whereas, the Minnesota Department of Transportation (MnDOT) established performance targets for each of the five HSIP performance measures in accordance with 23 CFR 490.209; and

Whereas, metropolitan planning organizations (MPOs) must establish performance targets for each of the HSIP performance measures; and

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

Now, therefore, be it resolved; that the Mankato/North Mankato Area Planning Organization agrees to plan and program projects so that the projects contribute to the accomplishment of MnDOT's calendar year 2023 HSIP targets for the following performance measures:

Number of fatalities: 352.4;

Rate of fatalities: 0.582 per 100 million Vehicle Miles Traveled;

Number of serious injuries: 1,463.4;

Rate of serious injuries: 2.470 per 100 million Vehicle Miles Traveled; and

Number of non-motorized fatalities and non-motorized serious injuries: 258.4;

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 7th day of September, 2023 as shown by the minutes of said meeting in my possession.

Chair

Date

Executive Director

Date

06/23/2023

Minnesota Safety Performance Measures

Pursuant to the regulations promulgated by the Federal Highway Administration (FHWA), MnDOT has established statewide targets for the federal performance measures intended to assess performance of the National Performance Management Measures: Highway Safety Improvement Program (HSIP); 23 CFR Part 490.

Performance for each measure is based on five-year rolling averages to address year-to-year variations and anomalies. Targets for the number of fatalities, fatality rate, and number of serious injuries shall be identical to the Highway Safety Plan targets set annually by Department of Public Safety (DPS).

2024 Targets

Minnesota supports setting aspirational targets but these must be achievable. Given the outcomes of 2020 and 2021, a large, sustained reduction would be needed in all measures to maintain the prior methodology of progress toward the Strategic Highway Safety Plan (SHSP) goals of no more than 225 fatalities and 980 serious injuries by 2025. While using a data-driven approach, Minnesota does not support setting targets greater than the prior year.

The 2024 targets are equal to the 2023 targets. To meet these targets, traffic fatalities and serious injuries must be reduced by 10 to 15 percent annually in 2023 and 2024. This will require innovative thinking and sustained support to achieve these goals given recent trends in traffic safety.

Table 1: 2024 Statewide Safety Performance Measure Targets

Performance Measure	Baseline (2018-2022 average)	2024 Target
Number of fatalities	414.2	352.4
Fatality rate (per 100M vehicle miles traveled)	0.725	0.582
Number of serious injuries	1,676.2	1,463.4
Serious injury rate (per 100M vehicle miles traveled)	2.930	2.470
Number of non-motorist fatalities & serious injuries	282.4	258.4

Performance Measure Assessment

FHWA will assess state safety performance target achievement; guidance FHWA-SA-16-045. At least four of the five targets must be met or the actual outcome must be better than baseline performance (i.e., 2018-2022 average) to make significant progress. State that have not achieved this benchmark must:

1. Use obligation authority equal to HSIP apportionment for the year prior to target only for HSIP projects
2. Submit an implementation plan describing actions the State will be taking to meet the target

Minnesota submitted an HSIP Implementation Plan on 06/30/2022 for failing to meet 2020 safety performance targets. See MnDOT Office of Traffic Engineering website (www.mndot.gov/trafficeng/safety/hsip.html) for publication. An updated Implementation Plan is anticipated 06/30/2023 for failing to meet 2021 targets.

In 2021, Minnesota triggered the High-risk Rural Roads Special Rule (https://safety.fhwa.dot.gov/hsip/rulemaking/docs/Section148_SpecialRule_Guidance.pdf). This rule is triggered if the fatality rate on rural roads in the state increases over the most recent two-year period of available data. Per 23 U.S.C. 148(g)(1), the state must obligate at least 200 percent of fiscal year 2009 high-risk rural roads set-aside (i.e., \$3,620,111) in FY 2024.

Table 2: 2024 Statewide Safety Performance Measure Targets

Performance Metric	2018	2019	2020	2021
Number of fatalities	Better than baseline	Better than baseline	Better than baseline	Not met
Fatality rate (per 100M vehicle miles traveled)	Better than baseline	Better than baseline	Not met	Not met
Number of serious injuries	Target met	Target met	Not met	Not met
Serious injury rate (per 100M vehicle miles traveled)	Target met	Target met	Not met	Not met
Number of non-motorist fatalities & serious injuries	Target met	Not met	Target met	Target met

Due to trends in fatal and serious injury crashes since 2020, Minnesota has continued to work toward performance targets established for calendar year 2021.

Figure 1: Minnesota Safety Performance Targets 2018 to 2024, Fatalities

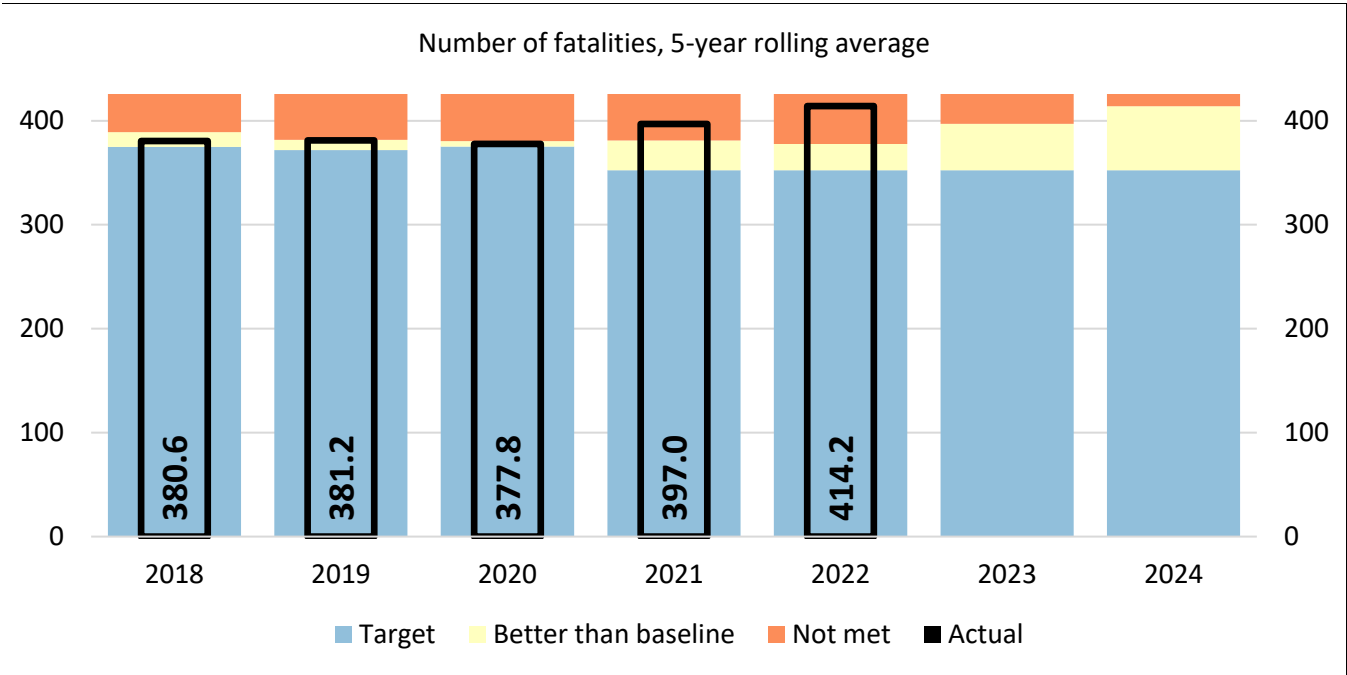


Figure 2: Minnesota Safety Performance Targets 2018 to 2024, Fatality Rate

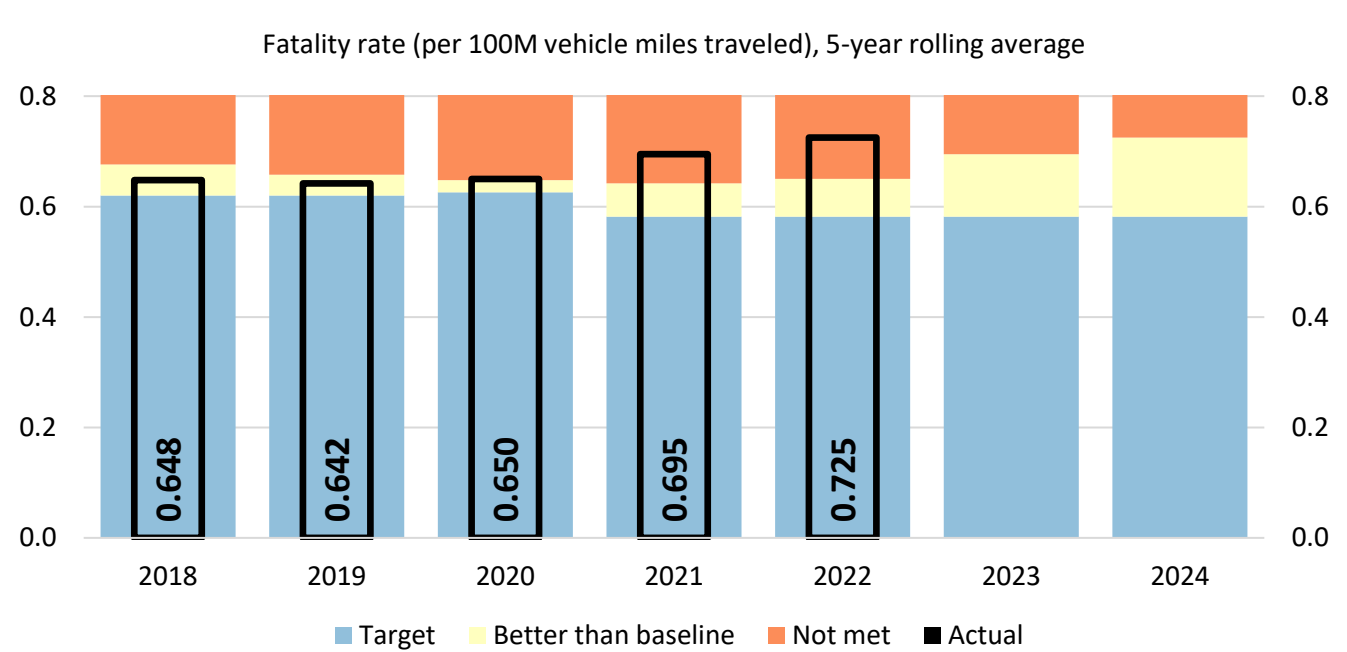


Figure 3: Minnesota Safety Performance Targets 2018 to 2024, Serious Injuries

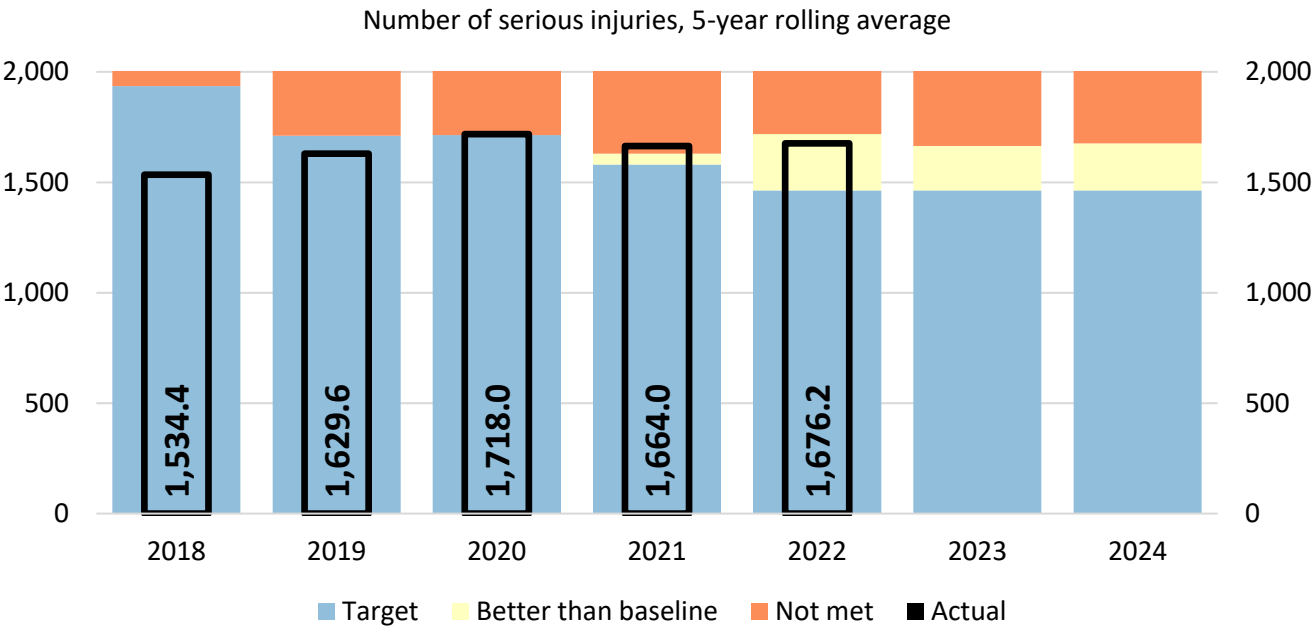


Figure 4: Minnesota Safety Performance Targets 2018 to 2024, Serious Injury Rate

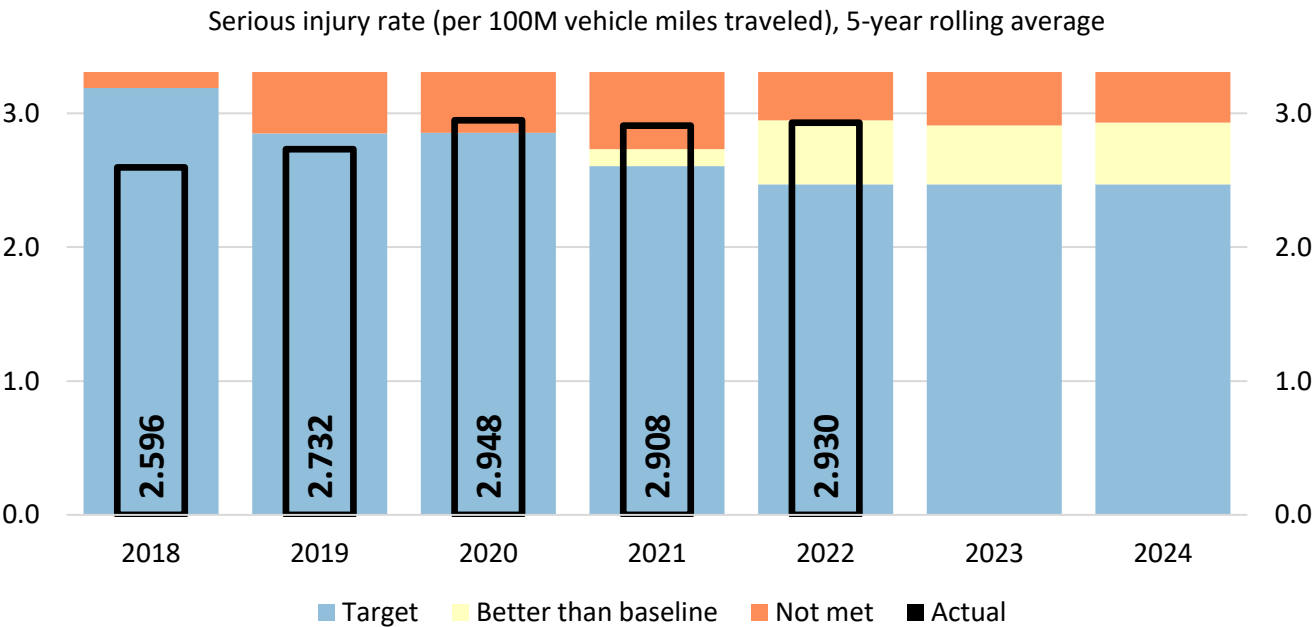
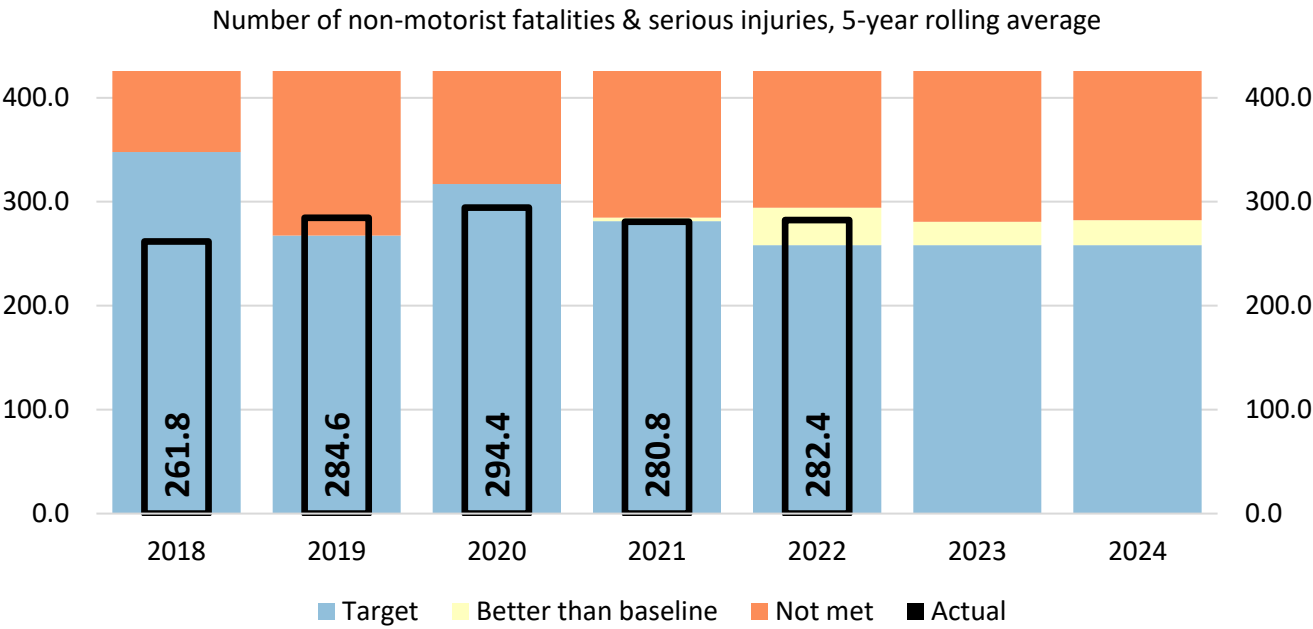


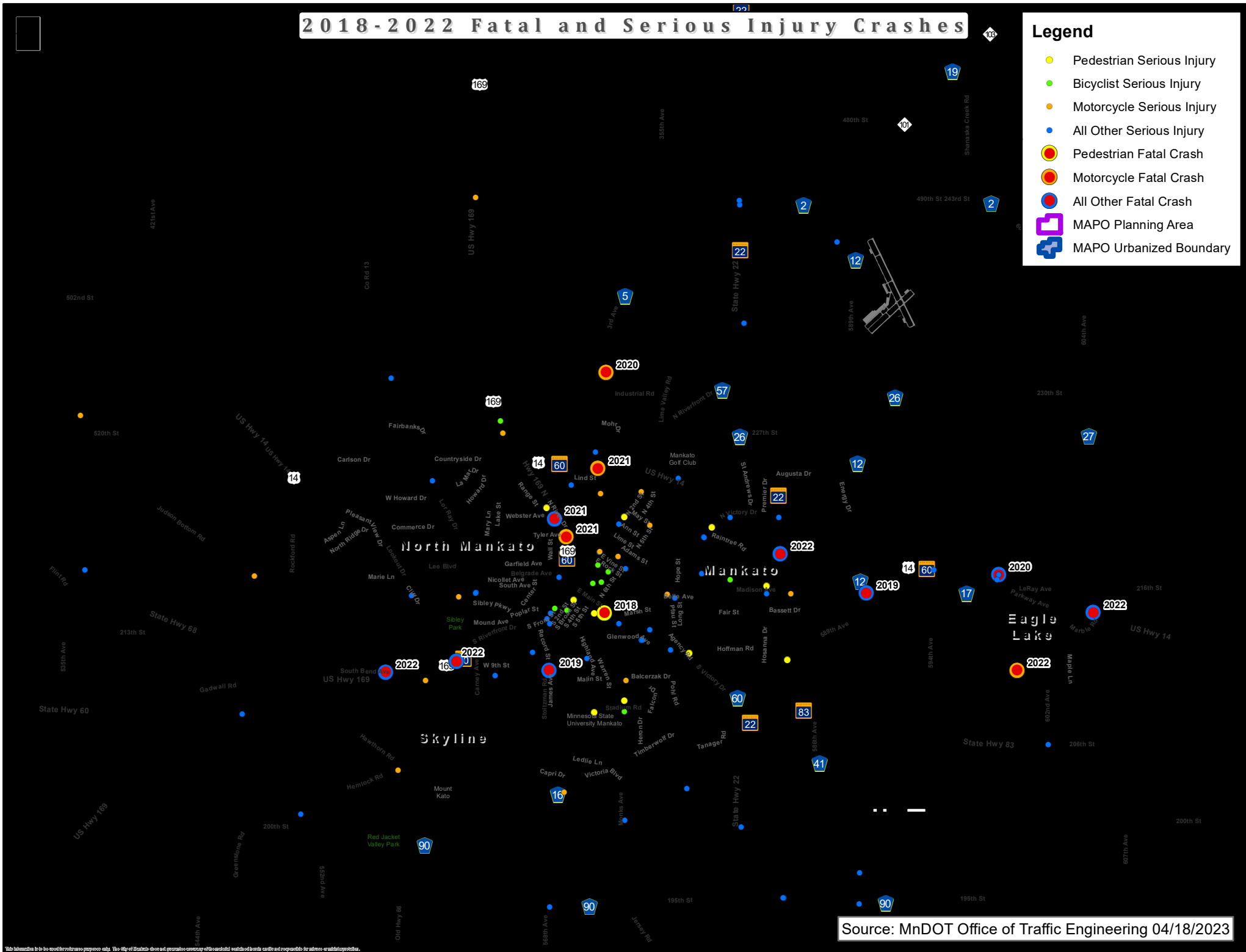
Figure 5: Minnesota Safety Performance Targets 2018 to 2024, Non-motorist Fatalities & Serious Injuries



2018-2022 Fatal and Serious Injury Crashes

Legend

- Pedestrian Serious Injury
- Bicyclist Serious Injury
- Motorcycle Serious Injury
- All Other Serious Injury
- Pedestrian Fatal Crash
- Motorcycle Fatal Crash
- All Other Fatal Crash
- MAPO Planning Area
- MAPO Urbanized Boundary



Source: MnDOT Office of Traffic Engineering 04/18/2023



AGENDA RECOMMENDATION
Agenda Heading: Informational:
Administrative Modification to 2023-2026
Transportation Improvement Program (TIP):
No: 5.1

Agenda Item: Informational: Administrative Modification to 2023-2026 Transportation Improvement Program (TIP).

Recommendation Action(s): Informational

Summary: MnDOT District 7 office has notified MAPO of several updates to the State Transportation Improvement Program (STIP) within the MAPO urbanized area. To facilitate the updates, the changes must be reflected in the MAPO 2023-2026 Transportation Improvement Program (TIP). Updates are identified below:

137-157-001

Cost adjustments, roundabout 22 and Augusta Drive. New estimate decreased the total project cost of this project and the associated project (0714-40) by \$590,000. Although the estimate for total project cost has decreased, but this project's cost is increasing to preserve the availability to acquire federal funds.

0714-40

Cost adjustments, roundabout 22 and Augusta Drive. New estimate decreased cost of the project by \$590,000.

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

Attachments:

Project line items listed on following pages

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 & 0714-35S)	0	RD-RECONDITIO NING	TRAFFIC CONTROL DEVICES/SA FETY	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	RD-RECONDITIO NING	TRAFFIC CONTROL DEVICES/SA FETY	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

Meeting Date: September 7, 2023



AGENDA RECOMMENDATION
Agenda Heading: Informational MAPO ATP-7
representative:
No: 5.2

Agenda Item: Informational MAPO ATP-7 representative

Recommendation Action(s): Informational

Summary: MnDOT District 7's Area Transportation Partnership (ATP-7) is comprised of members from counties, cities, elected officials, regional development commission Metropolitan Planning Organization, MnDOT, and Transit providers that fall within MnDOT's South Central region.

At their most recent ATP-7 meeting, on June 9, 2023 ATP-7 partners were asked to reaffirm their membership.

At their August 17, 2023 meeting the MAPO TAC reaffirmed that Seth Greenwood would continue to represent MAPO at the ATP-7 meetings.



AGENDA RECOMMENDATION
Agenda Heading: Informational Urbanized
Area Adjustment:
No: 5.3

Agenda Item: Informational Urbanized Area Adjustment

Recommendation Action(s): Informational

Summary: MnDOT is coordinating with urbanized areas throughout the state of Minnesota on Adjusted Urbanized Areas. After every decennial census the US Census Bureau identifies Urbanized Areas throughout the United States based on their set of criteria. After the Census Urbanized Area is defined, the MPO has the opportunity to provide an Adjusted Urbanized Area. MAPO is coordinating with MnDOT on determining the Adjusted Urbanized Area.

MAPO is not able to change the Census Urban area, but is able to provide its own Adjusted Urbanized Area for the purposes of MAPO programs. Being inside or outside of the Adjusted Urbanized Area has two primary impacts. First, inside the Adjusted Urbanized Area streets that have a functional classification of Minor Collector and above are eligible for federal funding. Outside of the Adjusted Urbanized Area streets that have a functional classification of Major Collector or above are eligible. Second Carbon Reduction Program funds are solicited through MAPO for projects inside of the Adjusted Urbanized Area, and through MnDOT District 7's Area Transportation Partnership (ATP-7) outside of the Adjusted Urbanized Area.

At their August 17, 2023 meeting the MAPO Technical Advisory Committee formed a subcommittee to guide creation of the adjusted urbanized area. Subcommittee membership includes MAPO staff along with representatives from Mankato, North Mankato, Eagle Lake, Lime Township, South Bend Township and Region Nine Development Commission. The Adjusted Urbanized area will be presented to the TAC at their meeting on October 19, 2023, and the Policy Board at their meeting on November 2, 2023.

Attachments:

1. [Federal Adjusted Urban Area Boundary Update Process](#)
2. 2020 Census Urban Area
3. Current MAPO Adjusted Urbanized Area

2020 Federal Adjusted Urban Area Boundary Update Process

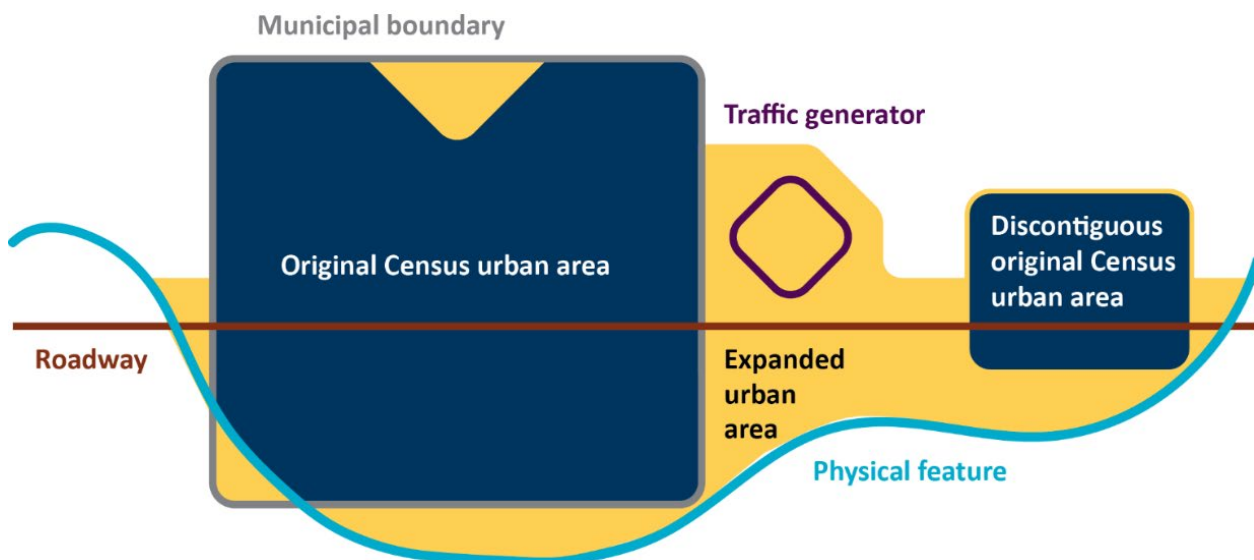
Each time the US Census Bureau conducts the decennial census, [urban area boundaries need to be adjusted](#) to reflect population changes. This document summarizes the process that MnDOT is using following the release of 2020 Census population data to update the federal adjusted urban area (FAUA) boundaries in Minnesota. The population threshold for an urban area is 5,000, as defined by FHWA and [23 U.S.C. 101\(a\)\(35\)](#). According to 2020 Census data, there are 64 urban areas in Minnesota.

Criteria

The adjusted urban area must include all of the 2020 Census-identified urban area. MnDOT has specified that this adjustment can include distances up to half a mile beyond the original 2020 decennial census urban area boundary to include important features. Since areas cannot be discontinuous, the half mile boundary may be exceeded to provide a connection to these features. Further, the boundaries will be adjusted to achieve the following objectives, which are not necessarily listed in order of importance (illustrated in Figure 1):

- The urban area should be expanded to match municipal boundaries where appropriate.
- The urban area must include the entire roadway right-of-way (e.g., roadway, major intersection) in between and through discontinuous urban areas.
- A roadway in an urban area must be entirely in the urban area until there is another logical feature for the urban boundary to end (i.e., a road should not weave in and out of the urban area boundary).
- Within reason, the urban area's boundaries should be drawn along physical features (e.g., lakes, rivers, earth formations).
- The urban area should include significant traffic generators (e.g., universities, airports, government buildings, other public institutions).

Figure 1 Illustration of Applied Criteria, MnDOT



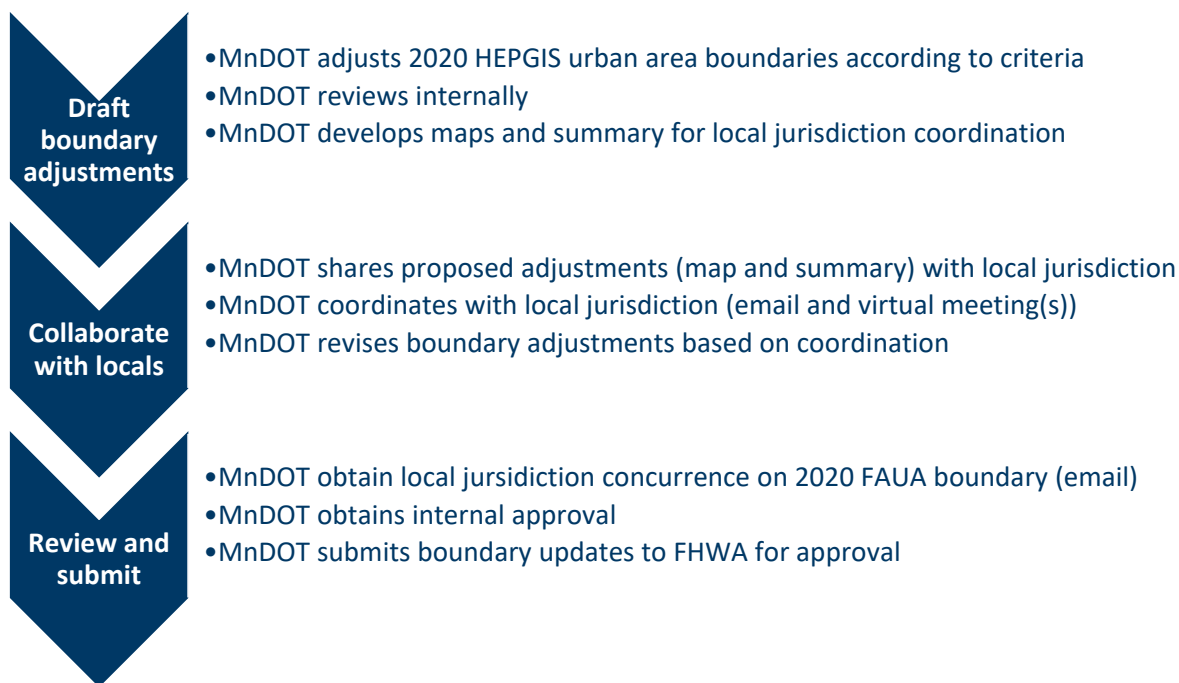
Boundary adjustment process & coordination

The adjustment processes for urban areas throughout Minnesota will differ depending on population. For urban areas with a population under 50,000, MnDOT will initiate the adjustment process and coordinate with local areas (Figure 2). For urban areas with a population over 50,000, MPOs will take the lead on boundary adjustments (Figure 3).

Urban Areas with populations under 50,000

MnDOT will begin the boundary update process for urban areas under 50,000 to reduce the burden on local staff. The urban boundary updates will align with the criteria established by MnDOT and outlined in this document. Local staff will be able to provide feedback on the boundary adjustments. MnDOT will first reach out to the Regional Development Organizations (RDOs) to ensure that the contacts listed for each local jurisdiction are accurate. MnDOT will rely on RDOs for coordination support as necessary, but MnDOT will take the lead on preparing the documentation for local jurisdictions' review.

Figure 2 Process for urban areas with a population of less than 50,000

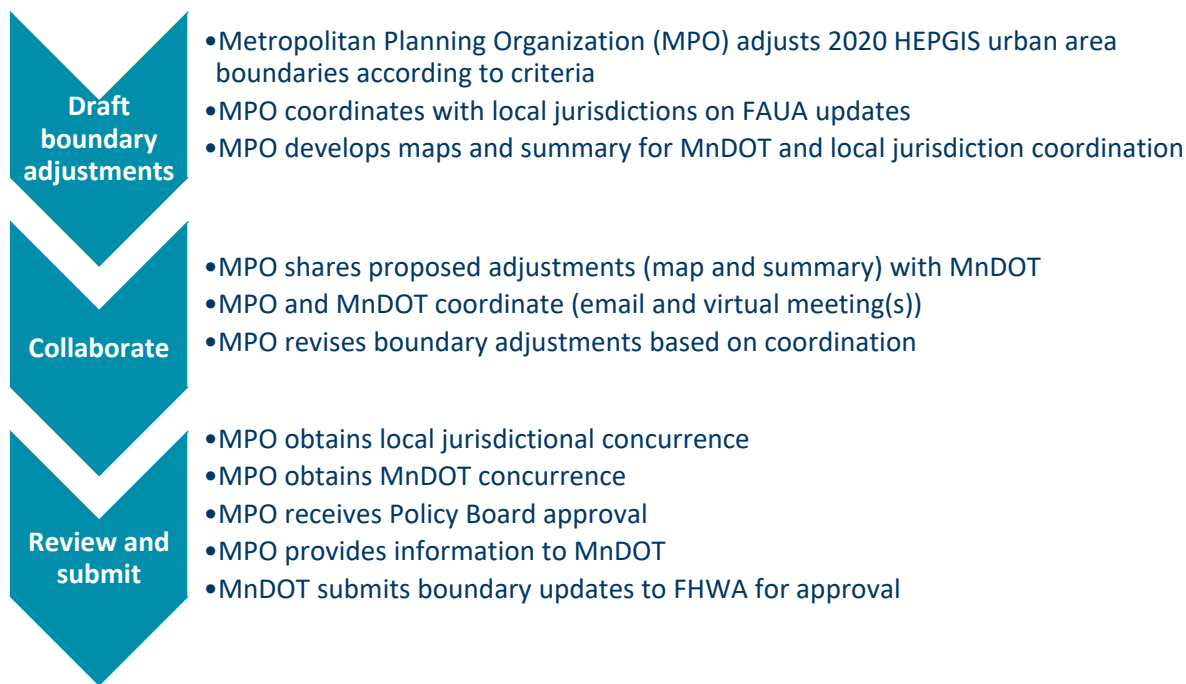


Urban Areas with populations over 50,000

MPOs typically take the lead on updating the boundaries of urban areas with populations of 50,000 or more. This process requires coordination with the local jurisdictions, MnDOT and any other applicable state DOT. The urban boundary updates should align with the criteria established by MnDOT and any other applicable state DOT. If a conflict between DOT criteria occurs, there should be a coordination meeting with the MPO and the applicable state DOTs.

Each MPO is responsible for updates to only the core urban area boundary within the MPO's metropolitan planning area. MPOs are not responsible for updates of other urban areas within the MPO's metropolitan planning area. For example, while the Metropolitan Council will lead the boundary update process for the Minneapolis-St. Paul urban area, the Metropolitan Council is not responsible for updating Stillwater's urban area boundary.

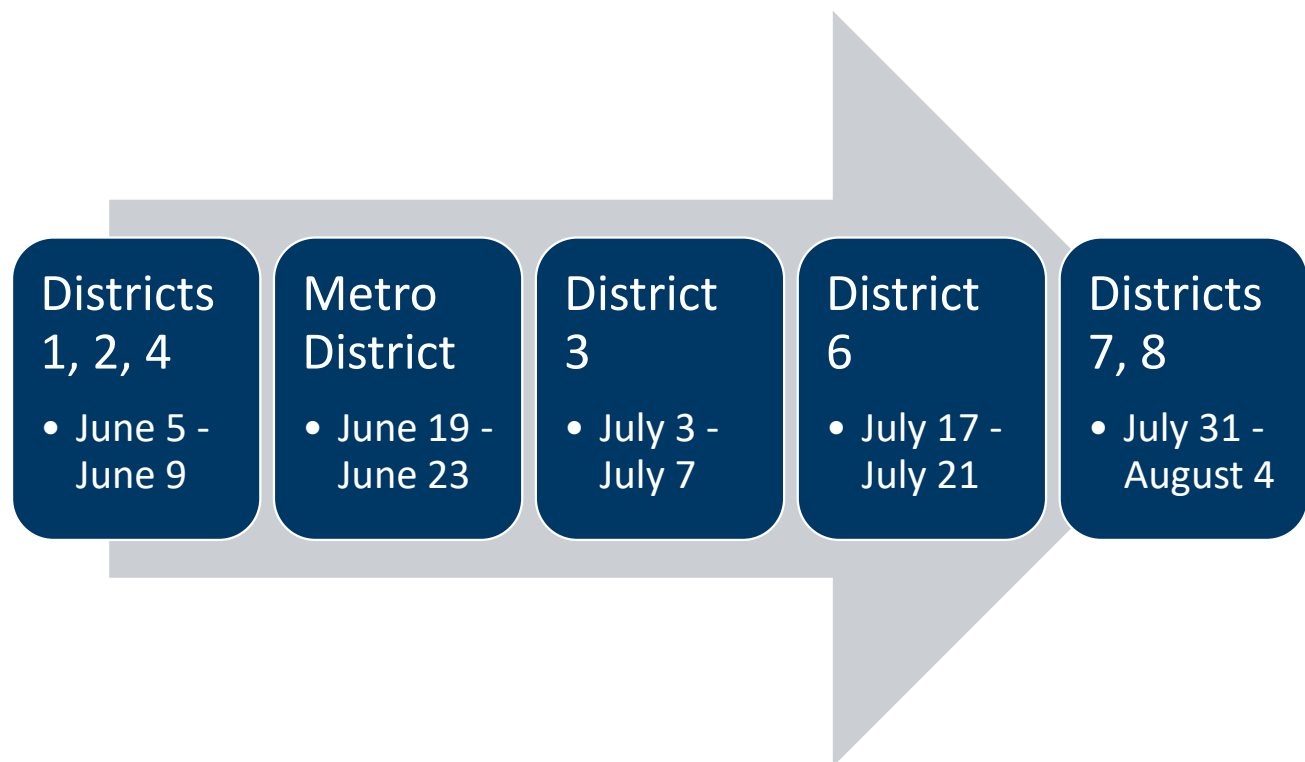
Figure 3 Process for urban areas with a population of 50,000 or more



Order of communication

MnDOT plans on communicating with the 64 urban areas based on geographical location and the number of updates in each District. MnDOT plans to contact urban areas in the order below beginning in early June (Figure 4). The initial outreach will be completed on a two-week rolling basis to ensure that MnDOT staff are able to communicate with urban areas and schedule meetings as appropriate. This timeline is subject to change.

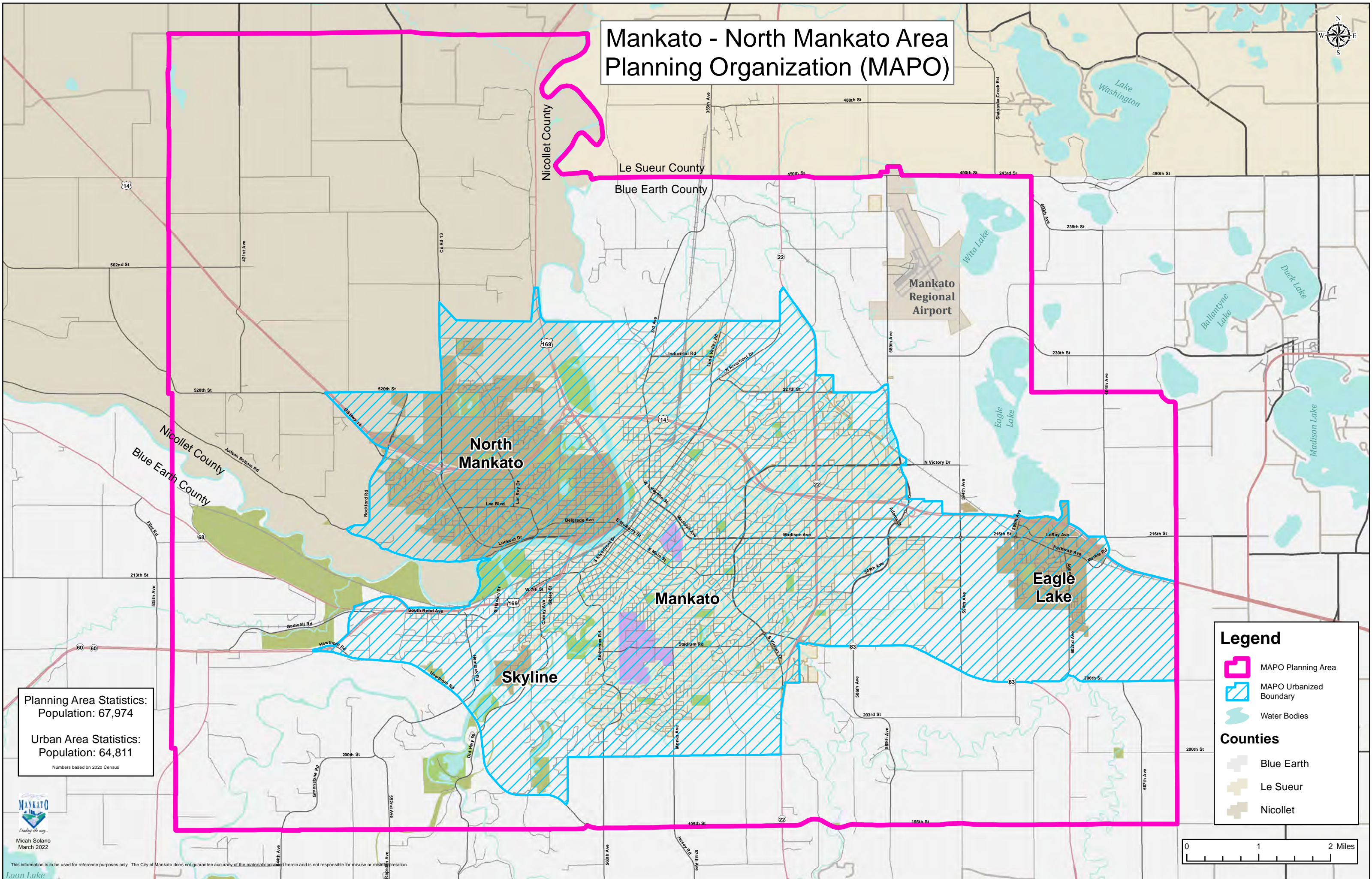
Figure 4 Timeline for MnDOT's initial outreach to local jurisdictions with draft adjusted boundary maps



Submittal Process

MnDOT will submit urban area boundaries that have received local and MnDOT concurrence to FHWA on a rolling basis. Once MnDOT receives concurrence or approval from approximately 10 urban areas, MnDOT will submit the approvals as a package to the FHWA-MN Community Planner. This will continue until all 64 areas are submitted to FHWA for approval.

Mankato - North Mankato Area Planning Organization (MAPO)





Planning Area Statistics:
Population: 67,974


Urban Area Statistics:
Population: 64,811

Numbers based on 2020 Census


Legend


 MAPO Planning Area


 MAPO Urbanized Boundary

 Water Bodies

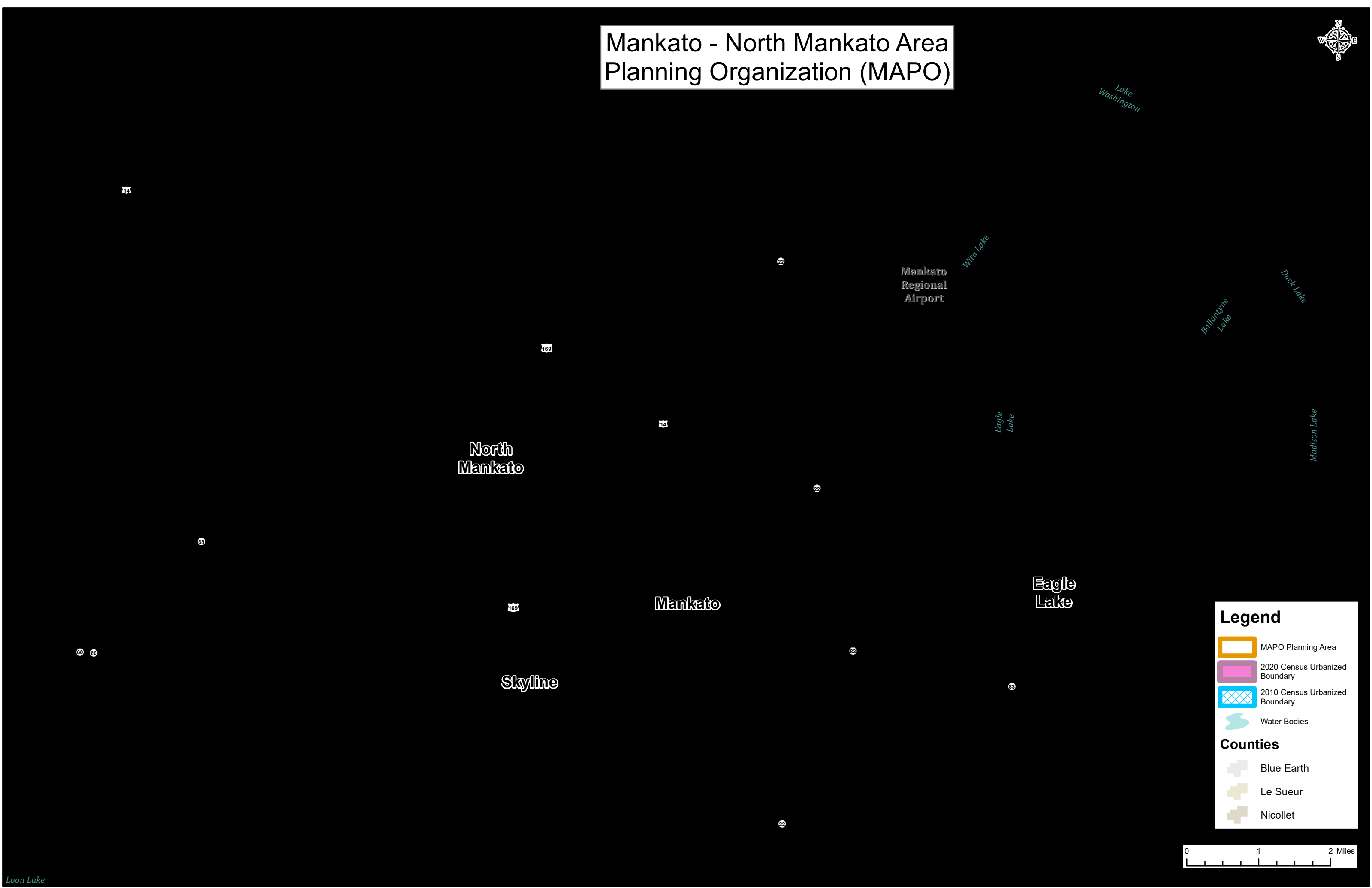
Counties

 Blue Earth

 Le Sueur

 Nicollet

Mankato - North Mankato Area Planning Organization (MAPO)

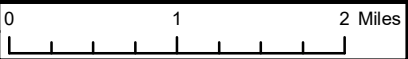


Legend

- MAPO Planning Area
- 2020 Census Urbanized Boundary
- 2010 Census Urbanized Boundary
- Water Bodies

Counties

- Blue Earth
- Le Sueur
- Nicollet





August 17, 2023 | 1:30 p.m. | Intergovernmental Center, MN River Room, 10 Civic Center Plaza, Mankato, MN

TAC members present: Vice Chair Karl Friedrichs - Lime Township, Ryan Thilges - Blue Earth County Engineer, John Considine III – Blue Earth County Planning Staff, Seth Greenwood – Nicollet County Engineer, Jeff Johnson, Mankato Director of Public Works, Sydney DePrenger – Mankato Planning and Zoning, Michael Fischer - North Mankato Community Development Director, Dan Sarff – North Mankato City Engineer, Jennifer Bromeland – Eagle Lake City Administrator, June Lonquist – South Bend Township, Shawn Schloesser – Mankato Transit System, Scott Kaminski – Mankato Area Public Schools, Sam Parker – MnDOT District 7, Joel Hanif – Region Nine Development Commission

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

I. Call to Order

Chair Karl Friedrichs called the meeting to order at 1:30 p.m.

II. Introductions

Introductions were made.

III. Approval of Agenda

Ryan Thilges made a motion to approve the agenda. Jeff Johnson seconded the motion. With all voting in favor the agenda was approved.

IV. Approval of Minutes – May 18, 2023

Karl Friedrichs identified grammatical errors in Item 6.1. Presentation. Michael Fischer moved to approve the minutes as corrected; John Considine seconded the motion. With all voting in favor, minutes were approved.

V. New Business

5.1 Recommendation to adopt draft 2024-2027 Transportation Improvement Program (TIP).

Chair asked staff to provide a summary of the item. Chris Talamantez provided a summary, details surrounding the engagement, and information regarding the extension to the public comment period.

Dan Sarff moved to recommend to the Policy Board adoption of the draft 2024-2027 TIP. Sam Parker seconded the motion. With all present voting in favor, the motion was approved.

5.2 Recommendation to adopt 2024 Unified Planning Work Program (UPWP).

Chair asked staff to provide a summary of the item. Paul Vogel summarized the UPWP and changes to the local shares. Program details on the Highway 14 Corridor Study and MnDOT District 7's

support in stabilizing the jurisdictions local share were shared as was the new requirement for a 2.5% Complete Streets set-aside for 2024 and 2025.

Michael Fischer asked if members used StreetLight Data. MAPO uses it in some plans, Blue Earth County uses it as an alternative to other counting methods.

Ryan Thilges asked for additional information on AMPO membership fees. Association of Metropolitan Planning Organizations (AMPO) strengthens Metropolitan Planning Organizations by providing knowledge, advocacy with federal policy makers, and collaboration amongst the members.

Jeff Johnson made a motion to recommend to the Policy Board adoption of the 2024-2027 UPWP pending MnDOT Central Office approval. Jennifer Bromeland seconded the motion. With all present voting in favor, the motion was approved.

5.3 Recommendation to adopt resolution supporting MnDOT Safety Performance Measures (PM1).

Chair requested that staff provide a summary. Chris Talamantez provided details on the PM1 Targets and the results of a meeting with MnDOT to keep targets the same to close the gap in the Highway Safety Plan of 225 fatalities and 980 serious injuries by 2025.

Chair Friedrichs asked if there is a relationship between the targets and funding. Vogel explained PM1 provides location specific components, but no additional funding is based upon the safety targets.

Ryan Thilges made a motion to recommend to the Policy Board adoption of the resolution supporting MnDOT Safety Performance Measure (PM1) Targets. Joel Hanif seconded the motion. With all present voting in favor, the motion was approved.

VI. Other Business, Discussion & Updates

6.1. Administrative modifications to 2023-2026 Transportation Improvement Program.

Chris Talamantez discussed the TIP project cost adjustments announced by MnDOT which do not meet the threshold for an amendment.

6.2. Reaffirm ATP-7 Membership.

Paul Vogel discussed the MnDOT District 7 Area Transportation Partnership's request to reaffirm membership and representative. Currently, Seth Greenwood represents MAPO and expressed interest in continuing to serve in that capacity.

Jeff Johnson moved to reaffirm MAPO membership in the Area Transportation Partnership with Seth Greenwood as the representative. Ryan Thilges seconded the motion. With all present voting in favor, the motion was approved.

6.3. Review TAC Bylaws.

Paul Vogel discussed the TAC Bylaw requirement to review its purpose and function every two years (V.b). The last update to the Bylaws was adopted by the Policy Board May 7, 2020. Members are to review the TAC Bylaws and bring issues and/or comments to the next TAC Meeting.

Chair Friedrichs discussed the Quorum (IV.e) and explained how they were established.

No issues or comments on the TAC Bylaws purpose and function were raised by the members.

6.4. Urbanized Area Adjustment.

Paul Vogel discussed the 2020 Census Bureau rule change regarding Hops and Jumps reducing the maximum jump distance from 2.5 miles in 2010 to 1.5 miles in 2020 resulting in the loss of Eagle Lake from the Mankato Urbanized Area. Vogel recommended continuing to include Eagle Lake in the functional urbanized area and not expanding the Planning Area which would result in adding jurisdictions to MAPO.

A committee was formed to adjust the 2020 HEPGIS urban area boundaries according to criteria from the 2020 Federal Adjusted Urban Area Boundary Update Process published by MnDOT and present the results prior to the next TAC Meeting for pre-review by MnDOT.

Committee Members – Karl Friedrichs, Jennifer Bromeland, Michael Fischer, June Lonnquist, Joel Hanif, and Mark Konz.

VIII. TAC Comments

There were no TAC comments.

IX. Adjournment

Jeff Johnson moved to adjourn the meeting. Karl Friedrichs seconded the motion. With all voting in favor, the meeting was adjourned at 2:07 p.m.

Karl Friedrichs (acting)