



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

January 25, 2024 – 1:30 p.m.
Intergovernmental Center
Minnesota River Room
10 Civic Center Plaza, Mankato, MN 56001

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

- I. Call to Order
- II. Introductions
- III. Approval of Agenda
- IV. Approval of Minutes – October 19, 2023
- V. New Business
 1. Motion to recommend consultants for studies contained in the 2024 Unified Planning Work Program
 2. Motion to recommend resolution supporting Mankato Transit's updated Public Transit Agency Safety Plan 2023 targets.
 3. Motion to recommend resolution supporting Mankato Transit's Asset Management Plan 2024 Targets
 4. Motion to recommend approval of Surface Transportation Program (STP) Rankings.
 5. Motion to recommend resolution adopting amendments to the MAPO 2024-2027 Transportation Improvement Program (TIP)
- VI. Other Business, Discussion & Updates
 1. Presentation: Toward Zero Deaths
 2. Informational: Modifications to the MAPO 2024-2027 TIP
 3. Informational: Adjusted Urbanized Area update
 4. Informational: Carbon Reduction Program FY 2024 and FY 2025 solicitation
 5. Presentation: Carbon Reduction Strategy Toolkit
- VII. Unapproved November 2, 2023 MAPO Policy Board meeting minutes (informational)
- VIII. TAC Comments
- IX. Adjournment



October 19, 2023 | 1:30 p.m. | Intergovernmental Center, MN River Room, 10 Civic Center Plaza, Mankato, MN

TAC members present: Chair Mark Konz – Mankato Associate Director of Community Development, Vice Chair Karl Friedrichs - Lime Township, John Considine III – Blue Earth County Planning Staff, Joel Hawbaker – Nicollet County, Jeff Johnson, Mankato Director of Public Works, Michael Fischer - North Mankato Community Development Director, Jennifer Bromeland – Eagle Lake City Administrator, Shawn Schloesser – Mankato Transit System, Scott Hogan – Mankato Area Public Schools, Sam Parker – MnDOT District 7, David Cowan – Minnesota State University Mankato,

Others Present: Paul Vogel - Executive Director, Chris Talamantez – MAPO Transportation Planner, Kelsey Larsen – Bolten & Menk, Raymond Eliot – Bolten & Menk, Britt Berner – Stonebrooke Engineering, Attending Virtually, Ryan Thilges - Blue Earth County Engineer.

I. Call to Order

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

II. Introductions

Introductions were made.

III. Approval of Agenda

Jennifer Bromeland made a motion to approve the agenda. Karl Friedrichs seconded the motion. With all voting in favor the agenda was approved.

IV. Approval of Minutes – May 18, 2023

Karl Friedrichs moved to approve the minutes. Ryan Thilges seconded the motion. With all voting in favor, minutes were approved.

V. New Business

5.1 Recommendation to approve Requests for Proposals (RFPs) for studies contained in the 2024 Unified Planning Work Program.

Chair asked staff to provide a summary of the item. Chris Talamantez provided a brief overview of the three RFPs.

Metropolitan Transportation Plan (MTP) Update – Every 5 years, MAPO is required to update the plan with acceptance anticipated November 2025. This two-year study will provide updated strategies for the short and long term, as well as a dedicated focus towards planning, developing, and operating equitable streets and networks that prioritize safety, comfort, and connectivity to destinations for all users (Federal Highway's Complete Streets Program).

Highway 14 Corridor Study will evaluate the Highway 14 corridor from CSAH 12 to MN 60 and identify issues and develop multi-modal corridor improvement concepts. Attention will be paid to transit needs in the area, stakeholder engagements, and safety for all modes of transportation.

Riverfront Drive and Stoltzman Rd (CSAH 16) Intersection Control Evaluation will analyze improving multimodal traffic safety, connectivity, and operations, improve crossing opportunities, and assess lane configurations. This study will build upon the 2017 Riverfront Drive Corridor Study.

Michael Fischer moved to recommend the Policy Board release the RFPs for the 2024 studies. Jeff Johnson seconded the motion. With all present voting in favor, the motion was approved.

Chair Konz requested a committee of volunteers to review and score the proposals:

Metropolitan Transportation Plan: Jeff Johnson, Shawn Schloesser, and Dave Cowan.

Highway 14 Corridor Study: Ryan Thilges

Riverfront Drive & Stoltzman Road: Scott Hogan, Michael Fischer, Jeff Johnson, and Mark Konz.

VI. Other Business, Discussion & Updates

6.1. Recommendation to adopt the Adjusted Urbanized Area.

Chair asked staff to provide a summary of the item. Chris Talamantez provided an overview of the MnDOT guidance and committee recommended adjustments to the 2020 HEPGIS urban area boundaries.

Paul Vogel asked if there were changes to the planning area; Talamantez reported no changes.

John Considine III asked if the boundaries included right of way to the roadways; Talamantez confirmed use of the parcel boundary which would include full right of way.

Jennifer Bromeland moved to recommend the Policy Board adopt the Adjusted Urbanized Areas. John Considine III seconded the motion. With all present voting in favor, the motion was approved.

6.2. MAPO Agency Review.

Chair Konz summarized the policy board bylaw requirement and feedback received regarding positive meeting structure, effective use of technology, and suggestions for future studies.

6.3. Review TAC Bylaws.

The August TAC Meeting identified the need to review the TAC Bylaws and bring discussion items to the October meeting. Chair Konz requested items for discussion. No issues or comments on the TAC Bylaws purpose and function were raised by members, the TAC Bylaws stand as written.

6.4. Presentation: Balcerzak Drive Pedestrian Crossing Study.

Raymond Eliot (Bolten & Menk) presented an informational briefing of the ongoing study.

Karl Friedrichs asked if the consultant performed a pedestrian study. Bolten & Menk conducted a pedestrian study at Pohl Road but not Balcerzak Drive.

6.5. Presentation: Riverfront Drive Intersection Improvement Study.

Kelsey Larsen (Bolten & Menk) presented an informational briefing of the ongoing study.

Jeff Johnson commented that a study of Riverfront Drive and Good Council Drive is being considered but not in the next 5-years.

Karl Friedrichs suggested changing from one-way pairs to two-way streets in the nearby area. Jeff Johnson advised there was no interest in roadway changes at the May 31st Open House and Business Meeting.

6.6. Presentation: ADA Transition Plan Update.

Britt Berner (Stonebrooke Engineering) presented an informational briefing of the ongoing study.

Paul Vogel inquired as to the next steps for plan completion. Stonebrooke Engineering is reviewing comments, preparing for council meetings and anticipating study completion in November.

VIII. TAC Comments

Chris Talamantez requested input for the January 2024 meeting given the engineering association meetings. It was suggested to schedule the next meeting for January 25, 2024.

Dave Cowan expressed his appreciation to MAPO Staff for their efforts with the University Electric Shuttle funded through the 2023 Carbon Reduction Program.

Sam Parker noted the Area Transportation Partnership Meeting scheduled for November 17 would solicit guidance for the administration of PROTECT and Transportation Alternatives funding.

IX. Adjournment

Jeff Johnson moved to adjourn the meeting. Scott Hogan seconded the motion. With all voting in favor, the meeting was adjourned at 2:34 p.m.

Chair Mark Konz



AGENDA RECOMMENDATION
Agenda Heading: Recommendation to
proceed with recommended consultants for
2024 studies
No: 5.1

Agenda Item: Recommendation to proceed with recommended consultants for 2024 studies

Recommendation Action(s): Motion to recommend to MAPO Policy Board to proceed with recommended consultants for 2024 studies

Summary: MAPO's approved 2024 Unified Planning Work Program (UPWP) includes consultant partnership for initiation of three separate studies:

1. Metropolitan Transportation Plan Update (formerly the Long-Range Transportation Plan)
2. Highway 14 Corridor Study (CSAH 12 to MN 60)
3. Stoltzman Rd (CSAH 16) and Riverfront Drive ICE

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

Each study had a separate proposal ranking subcommittee. Each subcommittee included representatives from MAPO and partner agencies. Proposals were scored individually and compiled by MAPO staff. Scoring teams met to discuss the proposals and finalize their recommendation.

Metropolitan Transportation Plan (MTP) Update (\$300,000 budgeted \$150,000 in 2024 and \$150,000 in 2025)

Subcommittee included representatives from Blue Earth County, Nicollet County, the City of Mankato, Mankato Transit, Minnesota State University, and MAPO. It is the subcommittee's recommendation that **TC2** be selected for contract for the MTP Update. The proposed project budget is \$289,983. Project will include \$75,000 of complete streets waiver eligible activities in 2024 with the potential for more in 2025. Factors contributing to this recommendation included consultant's understanding of the work plan, public engagement focus, and experience with MTP projects.

Highway 14 Corridor Study (CSAH 12 to MN60) (\$300,000 total \$240,000 MAPO cost \$150,000 in 2024 and \$90,000 in 2025)

Subcommittee included representatives from the City of Eagle Lake, MnDOT, Blue Earth County, and MAPO. It is the subcommittee's recommendation that **Bolton and Menk** be selected for contract for the Highway 14 Corridor Study from CSAH 12 to MN 60. The proposed project budget is \$289,947.71. Factors contributing to this recommendation included the consultants understanding of the project experience performing this type of study and focus on public engagement.

Stoltzman Road (CSAH 16) ICE (\$20,000 budgeted)

Subcommittee included representatives from the City of Mankato, City of North Mankato, Blue Earth County, Mankato School District, and MAPO. It is the subcommittee's recommendation that **Alliant** be selected for contract for the Stoltzman Rd (CSAH 16) ICE. The proposed project budget is \$19,999. Factors contributing to this recommendation included consultants focus on public engagement.

Staff recommends a motion to recommend that the MAPO Policy Board select the recommended consultant for each respective study.

Attachments:

[MTP - TC2 Proposal](#)

[Highway 14 Corridor Study – Bolton and Menk Proposal](#)

[Stoltzman Rd \(CSAH 16\) ICE – Alliant Proposal](#)



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

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

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

Summary: Per 23 CFR 450.306(d)(3), MPOs are required to establish Public Transit Agency Safety Plan (PTASP) targets after targets are established or revised by their local transit provider. The Mankato Transit System (MTS) revised annual Safety Plan update was adopted by the Mankato City Council at their July 24, 2023 meeting. Historically MAPO has elected to support Mankato Transit System's targets.

The revised MTS targets are outlined in the below table. Safety Performance Targets are updated with 2022 vehicle revenue miles (VRM).

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

Mode of Transit Service	Fatalities (total)	Fatalities (per 100 thousand VRM)	Injuries (total)	Injuries (per 100 thousand VRM)	Safety Events (total)	Safety Events (per 100 thousand VRM)	System Reliability (VRM/failures)
Fixed Route Bus	0	0	5	1.581	7	2.125	9,500
Demand Response	0	0	1	1.752	1	1.752	68,500
ADA/Paratransit	0	0	1	0.715	1	0.715	68,500

The reporting thresholds includes the following:

- Fatalities confirmed within 30 days of the event, includes suicides

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

Safety Performance for 2022 reported to the National Transit Database

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	0	0	2	0.607	9,984
Demand Response	0	0	1	1.752	1	1..752	28,535
ADA/Paratransit	0	0	1	0.715	1	0.715	13,977

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

Staff recommends a motion to recommend to the Policy Board adoption of the resolution.

Attachments:

1. [Transit Agency Safety Plan](#)
2. [Errata Sheet](#)
3. Resolution

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

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

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

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

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

Whereas, the Mankato Transit System adopted the Safety Plan on July 27, 2020, and revised the Safety Plan on July 24, 2023;

Now, therefore, be it resolved, that the Mankato/North Mankato Area Planning Organization agrees to plan and program projects so that the projects contribute to the accomplishment of Mankato Transit System's PTASP targets for the following performance measures at its regular meeting February 1, 2024:

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	1.581	7	2.125	9,500
Demand Response	0	0	1	1.752	1	1.752	68,500
ADA/Paratransit	0	0	1	0.715	1	0.715	68,500

CERTIFICATION

I hereby certify that the foregoing Resolution is a true and correct copy of the resolution presented to and adopted by the Mankato/North Mankato Area Planning Organization at a duly authorized meeting thereof, held on the 1st day of February 2024 as shown by the minutes of said meeting in my possession.

Mike Laven, Chair

Paul Vogel, Executive Director



AGENDA RECOMMENDATION
Agenda Heading: Recommendation to
approve resolution adopting Mankato
Transit's updated Transit Asset Management
(TAM) Plan
No: 5.3

Agenda Item: Recommendation to adopt resolution adopting the Transit Asset Management (TAM) Plan

Recommendation Action(s): Motion to recommend the MAPO Policy Board approve the Resolution adopting Mankato Transit System's Transit Asset Management (TAM) Plan.

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

49 CFR § Part 625 require Transit Asset Management plan updates at least once every four years. Agencies are also required to set performance targets for the state of good repair and submit a report to the National Transit Database (NTD) by April for the previous agency fiscal year. The NTD report describes conditions in the prior year that led to target attainment status, as well as decision tools and prioritization methods to assist in setting and attaining future performance measures. The accountable executive (City Manager) must approve each annual performance target. There is no penalty for missing a target and there is no reward for attaining a target.

Mankato's plan originally approved by the Council in 2018 was last updated and adopted in January 2024. The plan integrates elements of the Annual Budget, Community Investment Plan, and Mankato/North Mankato Area Planning Organization's (MAPO) Transportation Improvement Program into one document. The staff's goal is to update this plan annually to ensure agreement with all inputs and outputs.

The 2024 Transit Asset Management Plan Update includes the following:

- Updated 2020 Census Data for population, square miles, and cities. Updated numbers of revenue vehicles to account for the 2023 receipt of orders purchased in 2020, 2021, and 2022.
- Table 1: Update summaries of assets and performance measure targets.
- Updated the Facility Asset Inventory titles to conform with the National Transit Database categories e.g. The Transit Center changed to a General Purpose

Maintenance Facility.

- Updated the calendar year estimated vehicle replacement target for MnDOT.
- Added the section on Performance Measure Targets to aid in the understanding and accuracy of the target selection for National Transit Database Reporting.
- Facility Asset Inventory and Condition - Updated and added Unit Replacement Cost/Value figures.
- Revenue Vehicle Asset Inventory and Condition - Updated, deleted sold vehicles, and added new vehicles.
- Non-Revenue or Service Automobiles - Updated. Moved SUV's asset class from Non-Revenue/Service Vehicles to Other Rubber Tire Vehicles class per the National Transit Database asset class definitions.
- Acquisition (Fleet Replacement) - Updated.
- Proposed Investment (Community Investment Plan) - Updated.
- Minor grammatical and one spelling correction throughout.

The updated plan was reviewed and adopted by the Mankato City Council at their January 8, 2024 meeting. The plan addresses asset inventory, asset condition, acquisition, and proposed investments for the transit system including facilities, revenue vehicles, and non-revenue vehicles. The plan integrates elements of the Annual Budget, Community Investment Plan, and MAPO's Transportation Improvement Program into one document for effective management.

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

Attachments:

1. [Transit Asset Management Plan 2024](#)
2. Resolution

Resolution Adopting Mankato Transit System Transit Asset Management (TAM) Plan for the Mankato/North Mankato Area Planning Organization

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

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

Whereas, the City of Mankato has completed the update of the 2018 plan and the January 2024 version of the Transit Asset Management Plan is relevant and appropriate for the City of Mankato's public transit system state of good repair objectives; and

Whereas, the City of Mankato adopted the January 2024 version of the Transit Asset Management Plan on January 8, 2024.

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

CERTIFICATION

I hereby certify that the foregoing Resolution is a true and correct copy of the resolution presented to and adopted by the Mankato/North Mankato Area Planning Organization at a duly authorized meeting thereof, held on the 1st day of February 2024 as shown by the minutes of said meeting in my possession.

Mike Laven, Chair

Paul Vogel, Executive Director



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

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

Recommendation Action(s): Motion to recommend to MAPO Policy Board approval of attached 2025-2028 Surface Transportation Program (STP) ranking sheet

Summary: MAPO staff have begun the process of developing the 2025-2028 Transportation Improvement Program (TIP). This includes coordination with MnDOT District 7 to provide a MAPO ranking for Surface Transportation Program (STP) projects submitted within the MAPO planning boundary.

One project submitted within the MAPO boundary advances goals outlined within the MAPO Long Range Transportation Plan (LRTP).

Project 1: City of Mankato: Veteran's Memorial Bridge Rehabilitation. Project consists of repairs to bridge decking, superstructure, and substructure as well as approach grading. Requested amount \$7,322,037 of federal funding and total project cost of \$10,340,000.

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

Attachments:

1. 2025-2028 Surface Transportation Program ranking sheet
2. Application: Veterans Memorial Bridge Rehabilitation

2025-2028 Surface Transportation Program - Small Urban (STP - SU) applications within MAPO boundary			City of Mankato - Veterans Memorial Bridge Rehabilitation
Criteria	Points	Evaluation Question	Score
a. Regional Benefit	30	What are the project's merits/benefits and intended effect upon the regional transportation network?	30
b. Mobility	30	How will the project improve the mobility of people and goods?	30
c. Planning Support	15	Is the project identified in MAPO's Long Range Transportation Plan or other transportation study/document?	15
d. Multi-modalism	10	How does the project encompass multiple modes of travel?	10
e. Environmental Impacts	10	How will the project respond to environmental impacts and mitigation measures?	10
f. Public Participation	5	What public participation has been undertaken or will take place with this project?	5
		Total	100
Comment:			

ATP-7 | Project Identification/Reporting Form | 2025-2028

TYPE OF PROJECT

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

APPLICANT INFORMATION

County or city name (applicant): City of Mankato

Applicant Contact Information

Name: Michael McCarty

Title: Assistant City Engineer

Phone: 507-387-8643

Street address: 10 Civic Center Plaza

City: Mankato

State: MN

Zip: 56001

FUNDING INFORMATION

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

- ☐ 2025
- ☒ 2026
- ☒ 2027
- ☒ 2028
- ☒ Preferred year: 2026

Funding

Federal eligible:

\$10,340,000

Federal non-eligible:

\$0

Total construction cost:

\$10,340,000

80% of federal eligible:

\$8,272,000

20% local match:

\$2,068,000

Other funding amount:

\$0

Source of other funding:

\$STBGP \$600,000, STBGP-TA \$349,963

Federal amount requested:

\$7,322,037

PROJECT INFORMATION

Route number: MNTH 169/Mulberry St

Functional class: URB/Minor Arterial

From: US HWY 169

To: North 2nd St

Length: 932.7 feet

From reference post:

To reference post:

Old bridge number: 07042

Bridge location: lat/long: 44.17/-94.00

Section-Township-Range: 07-108N-26W

Legislative district: 18A

Congressional district: 1st

Project map attached: ☒

Brief Project Description

The Veteran’s Bridge Rehabilitation project is a project categorized by the Minnesota DOT for completion in FY 2026. Minnesota DOT is currently leading this project on initial design and project scoping. This project is to consist of repairs to bridge decking, superstructure, and substructure as well as approach grading.

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

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

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

Signature of City Engineer: _____

Date of submittal: _____

ATP-7 | STP Small Urban Funds: Ranking of Roadways | 2025-2028

INSTRUCTIONS

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

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

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

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

This file contains the STP-Small Urban application for the FY28 solicitation. Interested applicants should complete the STP-Small Urban-Part 1 and STP-Small Urban-Part 2 worksheets.

STP-Small Urban-Part 1 Instructions

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

STP-Small Urban-Part 2 Instructions

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

ATP-7 | STP Small Urban Funds: Application | 2025-2028

APPLICANT NAME: City of Mankato

PROJECT DESCRIPTION: Veteran’s Bridge Rehabilitation

Unit Feature	Submitters Pts. Assigned	Examples	Ranking Committee Points	Max Pts. Available	Comments
Safety and Hazard Elimination		11-20: Improvement addresses fatal/serious injury crashes or other crashes with documented crash history (provide MnCMAT crash report) 7-10: Proactive safety with no accident history (including new or non-existing roadway) 3-6: Reconstruction – no safety improvement 0-2: Reconditioning – no safety improvement		20	5 injury or possible injury crashes
Traffic Volume (current ADT or estimated current ADT if actual counts are not available)	10	10: >10,000 projected ADT 5: <10,000 projected ADT If new route, provide documentation to support the traffic problem.		10	ADT 20273
Pavement Condition Index (PCI) See guidance document for examples of roadway conditions.		15: Failed (0-10) 13: Serious (11-25) 10: Very Poor (26-40) 7: Poor (41-55) 5: Fair (56-70) 3: Satisfactory (71-85) 1: Good (86-100) 0: Non-existing pavement		15	
Bridge (If the project is a stand-alone bridge project, this score is used instead of Safety and PCI) Local Planning Index (LPI) indicates relative priority; however, if LPI is not less than 60, and if NBI rating for waterway adequacy, deck geometry, or approach alignment is 3 or less, it could substitute for LPI higher than 60. Any NBI rating of 4 or less could factor in with added points.	14	30-35: LPI (30 or less) 20-29: LPI (40-50) 10-19: LPI (50-60)		35	LPI 56
Economic Development	5	10: Leads to new business opportunities 5: Creates opportunities for existing businesses 1: Maintains status quo		10	
Recent or Prior Project Refer to the instructions on page 6 for the list of current projects in the STIP.	3	15: No project in the current STIP 12: Has 1 project in the current STIP 9: Has 2 projects in the current STIP 6: Has 3 projects in the current STIP 3: Has 4 projects in the current STIP		15	Projects in 2024, 2025, 2026, 2027
Multi-jurisdictional	10	10: 3 or more entities, each contributing financially toward the required match 7: 2 entities, both contributing financially toward the required match 5: Stand-alone project		10	MnDOT, City of Mankato, City of North Mankato
Multi-modal / Complete Streets	10	6-10: Promotes safe and convenient access to travel to all available modes 2-5: Provides limited access to available modes 1: Addresses motor vehicle traffic only		10	Maintains or expands multimodal
Identified in a local, regional, or state plan	5	5: Project is included in an approved Capital Improvement Plan, regional, or state plan that involved public input 2-4: Project is included in an approved Capital Improvement Plan, regional, or state plan 0-1: Project has not been identified in a plan		5	MnDOT. City of Mankato
RDO / MPO Regional Significance rating	5	0-5: Insert value from RDO or MAPO evaluation		5	
TOTAL POINTS	62			(100)	

RISK SCREENING QUESTIONS (avoid project “slippage”)

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

ATP-7 | Regional Significance/Impact | 2025-2028

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

IDENTIFY PROJECT

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

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

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

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

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

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

ECONOMIC FACTORS

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

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

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

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

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

HEALTH, SOCIAL, ENVIRONMENTAL FACTORS

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

available connections that accommodates pedestrian and bike travel between the two communities. This bridge is one of the last key elements in the Mankato area flood resiliency improvements performed by the U.S. Army Corps of Engineers between the 1960's and 1980's. This bridge is required to be safely clear of the flood wall and railroad tracks in recognition of this areas increasing vulnerability to floods. There is a solar-powered USGS stream gauging station that is located along this bridge. The Veteran's bridge is the primary connection that encourages multimodal usage between the communities of Mankato and North Mankato. The bridge rehabilitation is proposed to feature two 12' multiuse trails that will accommodate pedestrian and bicycle travel. Mankato's Transit system uses this bridge as a bus route to reach various points of interest in North Mankato. This rehabilitation project is intended to keep the bridge in a state of good repair. By keeping this bridge in good repair, it mitigates risk of the bridge impacting any aquatic species present within the Minnesota River. Current conditions of the bridge lead to the potential of concrete debris falling into the Minnesota River, as well as Riverfront Drive beneath the bridge. Riverfront Drive is a minor arterial roadway with an AADT of 15,700 in 2018. The Veteran's Bridge provides a crucial connection to disadvantaged communities within Mankato. This bridge is a direct connection between U.S. Hwy 169 and an area of Mankato that is listed as an Opportunity Zone as certified by the U.S. Secretary of the Treasury and a Choice Neighborhood as listed by the Office of Policy Development and Research. The Veteran's Bridge Rehabilitation project maintains a direct connection to an area of persistent poverty in the City of Mankato. The 2020 American Community Survey, 5-year estimates show the City of Mankato having 22.5% of its population in poverty. This bridge connection directly impacts an impoverished area of the City of Mankato that is also considered to be an Opportunity Zone and a Choice Neighborhood. MnDOT and the City of Mankato engage the local community during project planning, development, and implementation. The Veteran's Bridge has involved various partnerships between the City of Mankato and alternate community stakeholders. Light post banners are posted on this bridge for area colleges within Mankato and North Mankato. Partnership with CityCenter has resulted in an art walk on both sides of the bridge as well as a beautification project on nearby silos that can be viewed from the bridge. There is also an open streets event on this bridge every 4th of July for the community to view fireworks.

ACCESS FACTOR

This project provides a vital multimodal connection between Mankato and North Mankato. There are not readily available alternate paths of travel for pedestrian traffic, with the nearest available crossing alternative being located nearly 1 mile to the south. The Veteran's Bridge also serves as a connector between the North Mankato community and the Minnesota River trail system, which connects Mankato to communities as far as Faribault located nearly 50 miles away. Minnesota DOT has a statewide Priority Area for Walking (PAWS) tool that shows the Veteran's Bridge as a top-priority location. PAWS uses census, health and safety factors within half-mile hexagons. The proposed rehabilitation project will allow for the continuation of a transit route between Mankato and points of interest within North Mankato. The Veteran's Bridge will also continue to serve as a primary multimodal corridor. There are two 12' multiuse trails that traverse this bridge to connect pedestrian and bicycle traffic. Without this connection, pedestrian travel between the downtowns of Mankato and North Mankato is extended to a nearly 2-mile connection. This connection is even longer for those with limited mobility, as avoiding stairs extends this connection distance to nearly 2.5 miles. The Veteran's Bridge services the only Transit service for public transportation between the City of Mankato and the City of North Mankato. Loss of this bridge due to lack of repair would force the Transit route to either be eliminated or rerouted. Loss of this bridge would remove potential housing and transportation possibilities and limit access between the communities of Mankato and North Mankato. The Veteran's Bridge provides 1 of 2 direct connections between U.S. Hwy 169 and the City of Mankato road network. If the Veteran's Bridge falls into a state of disrepair congestion will increase at the intersection of U.S. Hwy 169 and Riverfront Drive to the south. This intersection already experiences high congestion levels and was evaluated in the Riverfront Drive Corridor Study by the Mankato/North Mankato Area Planning Organization (MAPO). The MAPO corridor study shows capacity issues with the current traffic loading that requires improvements. Additional traffic volumes directed towards this intersection would decrease reliability and increase congestion drastically at this intersection.

There is an ADT seen on this bridge ranging between 250-300 bicycle and pedestrian movements per day during summer months. In 2015, investment was made into this bridge by the Minnesota DOT to increase sidewalk width, showing improvements in bicycle and pedestrian safety, mobility, and accessibility.

PROJECT DESIGN

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

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

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

This bridge project provides a 12' wide shared use path along both sides to provide high levels of safety for nonmotorized

user travel. There is a continuous median along the bridge to provide separation and a physical barrier for motorized users. This bridge provides capacity for dedicated turn lanes.

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

OTHER

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

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

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

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

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

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

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

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

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

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

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

ATP-7 | Funded Projects | 2025-2028

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

STIP Year 1 (2024)

Cities

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

Counties

- Le Sueur: CSAH 18
- Jackson: CSAH 29

STIP Year 2 (2025)

Cities

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

Counties

- Sibley: CSAH 8
- Faribault: CSAH 17

STIP Year 3 (2026)

Cities

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

Counties

- Martin: CSAH 53
- Watonwan: CSAH 13

STIP Year 4 (2027)

Cities

- Mankato AC Payback: Mulberry St
- New Ulm: Garden St

Counties

- Blue Earth: CSAH 16
- Nobles: CSAH 35

North Mankato AC Payback: Belgrade Ave

**RESOLUTION AUTHORIZING THE CITY MANAGER TO APPLY TO THE AREA
TRANSPORTATION PARTNERSHIP FOR SURFACE TRANSPORTATION PROGRAM
(STP) SMALL URBAN FUNDING FOR VETERANS BRIDGE IMPROVEMENTS**

WHEREAS; MnDOT District 7 has announced the solicitation for federally funded Surface Transportation Program (STP) for local projects to be considered by the District 7 Area Transportation Partnership (ATP) for state fiscal year 2028; and

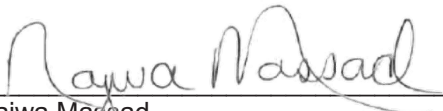
WHEREAS; to be considered, the final applications must be submitted no later than January 12, 2024; and

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

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

This resolution shall become effective upon its adoption.

Passed this 11th day of December 2023



Najwa Massad
Mayor

ATTEST: 

Renae Kopischke
City Clerk



AGENDA RECOMMENDATION
Agenda Heading: Recommendation to
approve resolution amending the 2024-2027
Transportation Improvement Program
No: 5.5

Agenda Item: Amendment to the 2024-2027 Transportation Improvement Program (TIP)

Recommendation Action(s): Motion to recommend that the MAPO Policy Board approve the Resolution to Amend the 2024-2027 Transportation Improvement Program.

Summary: MAPO has been advised of four changes to the 2024-2027 TIP. Following the guidance of the Public Participation Plan changes to projects that bring new projects into the current year, or significantly alter the scope of work of an existing project require formal amendment to the TIP.

The Mankato Transit System is requesting two projects move from 2023 forward to year 2024. The bus stop improvements were not able to be completed during the 2023 construction year due to delays with the approval process for the State Historical Preservation Office. The Class 700 replacement bus was ordered but not received in 2023 due to manufacturing delays.

MnDOT has advised of a new project using Carbon Reduction Program funds for district wide purchase of an electric truck for multiple counties in the district. Project is being added to the MAPO TIP because Blue Earth and Nicollet county are MAPO members.

MnDOT has advised of a change in the scope of the project renovating the HWY 14 bridge over US HWY 169. The project limits are now part of the project description and have increased in length from 0.5 miles to 2.3 miles to include reconstruction of crossovers.

Staff recommends a motion that the MAPO Policy Board approve the resolution to amend the 2024-2027 TIP.

Attachments:

1. Project line items
2. Resolution Supporting Amendments to 2024-2027 Transportation Improvement Program

Meeting Date: January 25, 2024

ROUTE SYSTEM	PROJECT NUMBER	YEAR	AGENCY	DESCRIPTION	MILES	PROGRAM	WORK TYPE	FUND TYPE	STIP TOTAL	FHWA	AC LOCAL	AC PAYBACK	FTA	TH	STATE	LOCAL SHARE
TRANSIT	TRF-0028-23D	2024	MANKATO	SECT 5339: CITY OF MANKATO BUS STOP IMPROVEMENTS	0	URBANIZED AREA FORMULA – (B9)	TRANSIT	FTA	129,536	0	0	0	103,629	0	0	25,907
TRANSIT	TRF-0028-23TA	2024	MANKATO	SECT 5339: CITY OF MANKATO; PURCHASE ONE (1) CLASS 700 DIESEL REPLACEMENT BUS	0	BUS AND BUS FACILITIES (BB)	TRANSIT	FTA	688,800	0	0	0	585,480	0	34,440	68,880
LOCAL STREETS	088-596-002	2024	BLUE EARTH COUNTY	**CRP** DISTRICTWIDE, PURCHASE ELECTRIC TRUCK FOR BLUE EARTH, FARIBAULT, LE SUEUR, NICOLLET, SIBLEY, WASECA AND WATONWAN COUNTY IN THE DISTRICT	0		EV & CHARGING INFRA.	CRP	566,175	452,940					113,235	0
HIGHWAY US 14	0702-133	2024	MNDOT	**BFP**US14, 0.4 MI E OF LOOKOUT DRIVE TO 0.4 MI W OF 3RD AVE, 0.4 MI E OF TH 469, REHAB BRIDGE 07011 OVER MN RIVER AND CONSTRUCT CROSSOVERS	0.5 2.3	BRIDGE IMPROVEMENT AND REPAIR	BRIDGE DECK OVERLAY	BFP	2,200,000	1,791,240 1,790,426	0	0	0	408,760 408,574	0 1,000	0

**RESOLUTION OF THE MANKATO/NORTH MANKATO AREA PLANNING
ORGANIZATION AMENDING THE 2024-2027 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 2024-2027 Transportation Improvement Program (TIP); and

WHEREAS, the Amendment to the 2024-2027 TIP is described in EXHIBIT A; and

WHEREAS, the current 2024-2027 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 2024-2027 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 February 2024 as shown by the minutes of said meeting in my possession.

Mike Laven, Chair

Paul Vogel, Executive Director

EXHIBIT A

ROUTE SYSTEM	PROJECT NUMBER	YEAR	AGENCY	DESCRIPTION	MILES	PROGRAM	WORK TYPE	FUND TYPE	STIP TOTAL	FHWA	AC LOCAL	AC PAYBACK	FTA	TH	STATE	LOCAL SHARE
TRANSIT	TRF-0028-23D	2024	MANKATO	SECT 5339: CITY OF MANKATO BUS STOP IMPROVEMENTS	0	URBANIZED AREA FORMULA – (B9)	TRANSIT	FTA	129,536	0	0	0	103,629	0	0	25,907
TRANSIT	TRF-0028-23TA	2024	MANKATO	SECT 5339: CITY OF MANKATO; PURCHASE ONE (1) CLASS 700 DIESEL REPLACEMENT BUS	0	BUS AND BUS FACILITIES (BB)	TRANSIT	FTA	688,800	0	0	0	585,480	0	34,440	68,880
LOCAL STREETS	088-596-002	2024	BLUE EARTH COUNTY	**CRP** DISTRICTWIDE, PURCHASE ELECTRIC TRUCK FOR BLUE EARTH, FARIBAULT, LE SUEUR, NICOLLET, SIBLEY, WASECA AND WATONWAN COUNTY IN THE DISTRICT	0		EV & CHARGING INFRA.	CRP	566,175	452,940					113,235	0
HIGHWAY US 14	0702-133	2024	MNDOT	**BFP**US14, 0.4 MI E OF LOOKOUT DRIVE TO 0.4 MI W OF 3RD AVE, 0.4 MI E OF TH 169. REHAB BRIDGE 07011 OVER MN RIVER AND CONSTRUCT CROSSOVERS	0.5 2.3	BRIDGE IMPROVEMENT AND REPAIR	BRIDGE DECK OVERLAY	BFP	2,200,000	1,791,240 1,790,426	0	0	0	408,760 408,574	0 1,000	0



AGENDA RECOMMENDATION
Agenda Heading: Presentation: Toward Zero Deaths
No: 6.1

Agenda Item: Presentation: Toward Zero Deaths

Recommendation Action(s): Informational

Summary: Minnesota Toward Zero Deaths has a mission, “to create a culture for which traffic fatalities and serious injuries are no longer acceptable through the integrated application of education, engineering, enforcement, and emergency medical and trauma services. These efforts will be driven by data, best practices, and research.” Because our performance measures work toward their mission of reducing fatalities and serious injuries on the transportation network, MAPO staff reached out to the Toward Zero Death’s program to request a presentation on the program, the statistics for our area, how the program goals are incorporated into our existing studies, and areas for improvement.

Attachments:



AGENDA RECOMMENDATION
Agenda Heading: Administrative
Modifications to the 2024-2027
Transportation Improvement Program
No: 6.2

Agenda Item: Administrative Modifications to the 2024-2027 Transportation Improvement Program (TIP)

Recommendation Action(s): Informational

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

137-101-011

Cost adjustments. Current cost estimate has increased the project cost.

137-101-011T

Riverfront Drive reconstruction. Cost adjustments. Additional federal funding in FY 24, released by 137-090-006. Overall cost and scope remain the same.

137-090-006

Land of Memories trail. Adjust year. Previously scheduled for 2024, now scheduled for 2025 and the 2026 payback has been removed.

0714-35:

Removed SEC 164, added ELLE, PROTECT, and CRP, and cost adjustments

0714-35S:

Removed SEC 164, added ELLE

040-070-007:

Removed SEC 164, added ELLE

4012-44S:

Removed SEC 164, added ELLE

0714-35AC1:

Removed SEC 164, added ELLE, PROTECT, and CRP, and cost adjustments

0714-35AC2:

Removed SEC 164, added ELLE, PROTECT, and CRP, and cost adjustments

0713-81:
Removed ELLE

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 modifying the TIP projects and announcing at ensuing TAC and Policy Board meetings.

Attachments:
1. Project line items

137-101-011

Currently approved project status

Prime/ CHIMES project number	Route system	STIP project number	Year	Public project description	Agency	Technical project description	Mile	Work type	Fund type	STIP total	FHWA	AC	FTA	TH	Bond	Other
137-101-011	MSAS 101	137-101-011	2024	Reconstruct Riverfront Drive from Main St to Lafayette St; replace or improve underground utilities; improve sidewalks	MANKATO	**AC**MSAS 101 (RIVERFRONT DRIVE) FROM MAIN ST TO LAFAYETTE ST, RECONSTRUCT, UTILITIES AND ADA (AC PROJECT PAYBACK IN 2025 & 2026)	0.7	NEW PVM.T.	STP	4,120,396	423,000	2,382,965	-	-	-	3,697,396

Proposed project change

Prime/ CHIMES project number	Route system	STIP project number	Year	Public project description	Agency	Technical project description	Mile	Work type	Fund type	STIP total	FHWA	AC	FTA	TH	Bond	Other
137-101-011	MSAS 101	137-101-011	2024	Reconstruct Riverfront Drive from Main St to Lafayette St; replace or improve underground utilities; improve sidewalks	MANKATO	**AC**MSAS 101 (RIVERFRONT DRIVE) FROM MAIN ST TO LAFAYETTE ST, RECONSTRUCT, UTILITIES AND ADA (AC PROJECT PAYBACK IN 2025 & 2026)	0.7	NEW PVM.T.	STP	6,242,080	423,000	2,382,965	-	-	-	5,819,080

137-101-011T

Currently approved project status

Prime/ CHIMES project number	Route system	STIP project number	Year	Public project description	Agency	Technical project description	Mile	Work type	Fund type	STIP total	FHWA	AC	FTA	TH	Bond	Other
137-101-011	MSAS 101	137-101-011T	2024	Reconstruct Riverfront Drive from Main St to Lafayette St; replace or improve underground utilities; improve sidewalks	MANKATO	**AC** MSAS 101 (RIVERFRONT DRIVE) FROM MAIN ST TO LAFAYETTE ST, RECONSTRUCT, UTILITIES AND ADA (ASSOC. 137-101-011)	0.7	SIDEWAL K	STBGP- TA	669,439	535,551					133,888

Proposed project change

Prime/ CHIMES project number	Route system	STIP project number	Year	Public project description	Agency	Technical project description	Mile	Work type	Fund type	STIP total	FHWA	AC	FTA	TH	Bond	Other
137-101-011	MSAS 101	137-101-011T	2024	Reconstruct Riverfront Drive from Main St to Lafayette St; replace or improve underground utilities; improve sidewalks	MANKATO	**AC** MSAS 101 (RIVERFRONT DRIVE) FROM MAIN ST TO LAFAYETTE ST, RECONSTRUCT, UTILITIES AND ADA (ASSOC. 137-101-011)	0.7	SIDEWAL K	STBGP- TA	860,770	688,616					172,154

Meeting Date: January 25, 2024

137-090-006

Currently approved project status

Prime/ CHIMES project number	Route system	STIP project number	Year	Public project description	Agency	Technical project description	Mile	Work type	Fund type	STIP total	FHWA	AC	FTA	TH	Bond	Other
8827-TA-25	LOCAL STREETS	8827-TA-25	2025	Enhancement projects to be determined	LOCAL	DISTRICTWIDE SETASIDES - LOCAL ENHANCEMENT PROJECTS - 2025	0	NEW TRAIL	STBGP- TA	1,000,000	800,000	-	-	-	-	200,000

Proposed project change

Prime/ CHIMES project number	Route system	STIP project number	Year	Public project description	Agency	Technical project description	Mile	Work type	Fund type	STIP total	FHWA	AC	FTA	TH	Bond	Other
8827-TA-25	LOCAL STREETS	8827-TA-25	2025	Enhancement projects to be determined	LOCAL	DISTRICTWIDE SETASIDES - LOCAL ENHANCEMENT PROJECTS - 2025	0	NEW TRAIL	STBGP- TA	808,669	646,935	-	-	-	-	161,734

2025 Modifications

ROUTE SYSTEM	PROJECT NUMBER	YEAR	AGENCY	DESCRIPTION	MILES	PROGRAM	WORK TYPE	FUND TYPE	STIP TOTAL	FHWA	AC LOCAL	AC PAYBACK	FTA	TH	STATE	LOCAL SHARE
HIGHWAY CSAH 21, MN 22	0714-35	2025	MNDOT	**AC**ELLE**FLEX24**SEC164* *PROTECT**CRP**MN22, FROM 500' NORTH OF CSAH 26 TO APPROXIMATELY 1600' SOUTH OF CSAH 57, FULL DEPTH RECLAIM AND OVERLAY; FROM APPROXIMATELY 1600' SOUTH OF CSAH 57 TO MN RIVER BRIDGE IN ST PETER, RECONSTRUCT, LIGHTING, REPLACE BR 8436 AND REHAB BR 07036, 40003 (ASSOC. 040-070-007 & 4012-44S & 0714- 35S) (AC PROJECT, PAYBACK IN 2026 and 2027)	7.1	RECONSTRUCTION	NEW PAVEMENT - BIT	NHPP	18,841,505 16,957,111	11,957,665 12,543,637	16,486,273 19,850,667	0	0	6,883,840 7,392,363	0	0 750,000
HIGHWAY CSAH 57, MN 22	0714-35S	2025	MNDOT	**ELLE**FLEX24**SEC164**MN2 2, INTERSECTION OF CSAH 57 & TH 22, RECONSTRUCT/CONTINUOUS TEE (ASSOC. 0714-35 & 040-070- 007 & 4012-44S)	0.7	RECONSTRUCTION	NEW PAVEMENT - BIT	HSIP	2,340,000	2,106,000	0	0	0	234,000	0	0
HIGHWAY CSAH 21, MN 22	040-070- 007	2025	LE SUEUR COUNTY	**ELLE**FLEX24**SEC164**MN2 2, INTERSECTION OF CSAH 21 & TH 22 RECONSTRUCT/ROUNDAABOUT (ASSOC. 0714-35 & 4012-44S & 0714-35S)	0.2	RECONSTRUCTION	NEW PAVEMENT - BIT	HSIP	833,333	750,000	0	0	0	0	0	83,333
HIGHWAY CSAH 21, MN 22	4012-44S	2025	MNDOT	**ELLE**FLEX24**SEC164**MN2 2, INTERSECTION OF CSAH 21 & TH 22 RECONSTRUCT/ROUNDAABOUT (ASSOC. 0714-35 & 040-070-007 & 0714-35S)	0.2	RECONSTRUCTION	NEW PAVEMENT - BIT	HSIP	1,388,889	1,250,000	0	0	0	138,889	0	0

Meeting Date: January 25, 2024

2026 Modifications

ROUTE SYSTEM	PROJECT NUMBER	YEAR	AGENCY	DESCRIPTION	MILES	PROGRAM	WORK TYPE	FUND TYPE	STIP TOTAL	FHWA	AC LOCAL	AC PAYBACK	FTA	TH	STATE	LOCAL SHARE
HIGHWAY CSAH 21, MN 22,	0714-35AC1	2026	MNDOT	**AC**ELLE**FLEX24**SEC164* *PROTECT**CRP**MN22, FROM 500' NORTH OF CSAH 26 TO APPROXIMATELY 1600' SOUTH OF CSAH 57, FULL DEPTH RECLAIM AND OVERLAY; FROM APPROXIMATELY 1600' SOUTH OF CSAH 57 TO MN RIVER BRIDGE IN ST PETER, RECONSTRUCT, LIGHTING, REPLACE BR 8436; REHAB BR 07036, 40003; EXTEND BRIDGE 40X02 AND CONSTRUCT NEW BRIDGE 40X08 (ASSOC. 040-070-007 & 4012-44S & 0714-35S) (AC PROJECT, PAYBACK 1 OF 2)	7.8	RD-RECONDITIONING	NEW PAVEMENT - BIT	NHPP	3,200,000 16,350,667	0	0	3,200,000 16,350,667	0	0	0	0

2027 Modifications

ROUTE SYSTEM	PROJECT NUMBER	YEAR	AGENCY	DESCRIPTION	MILES	PROGRAM	WORK TYPE	FUND TYPE	STIP TOTAL	FHWA	AC LOCAL	AC PAYBACK	FTA	TH	STATE	LOCAL SHARE
HIGHWAY CSAH 21, MN 22	0714-35AC2	2027	MNDOT	**AC**ELLE**FLEX24**SEC164* *PROTECT**CRP**MN22, FROM 500' NORTH OF CSAH 26 TO APPROXIMATELY 1600' SOUTH OF CSAH 57, FULL DEPTH RECLAIM AND OVERLAY; FROM APPROXIMATELY 1600' SOUTH OF CSAH 57 TO MN RIVER BRIDGE IN ST PETER, RECONSTRUCT, LIGHTING, REPLACE BR 8436; REHAB BR 07036, 40003; EXTEND BRIDGE 40X02 AND CONSTRUCT NEW BRIDGE 40X08 (ASSOC. 040-070-007 & 4012-44S & 0714-35S) (AC PROJECT, PAYBACK 2 OF 2)	7.8	RD-RECONDITIONING	NEW PAVEMENT - BIT	NHPP	13,286,273 3,500,000	0	0	13,286,273 3,500,000	0	0	0	0
HIGHWAY US 169	0713-81	2027	MNDOT	**ELLE**AC**US169, FROM RIVERFRONT DRIVE TO 400' NORTH OF LAKE STREET, MED. MILL & OVERLAY AND RECONSTRUCTION; BOTH DIRECTIONS; REHAB BR 52012; 9098; 07029 (AC PROJECT, PAYBACK IN 2028 & 2029)	3.5	RS-RESURFACING	NEW PAVEMENT - CONC	NHPP	39,000,000	16,771,120	30,500,000	0	0	11,628,880	0	10,600,000



AGENDA RECOMMENDATION
Agenda Heading: MAPO Adjusted Urbanized
Area Update
No: 6.3

Agenda Item: MAPO Adjusted Urbanized Area Update

Recommendation Action(s): Informational

Summary: MnDOT coordinated 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 was defined, the MPO had the opportunity to provide an Adjusted Urbanized Area. MAPO coordinated with a TAC subcommittee made of members from Mankato, North Mankato, Eagle Lake, Region 9, Lime Township, and South Bend Township to submit an Adjusted Urbanized Area. The MAPO Policy Board adopted the Adjusted Urbanized Area by resolution at their November 2, 2023 meeting.

MAPO's Adjusted Urbanized Area was approved by FHWA-MN.

Attachments:

1. FHWA approval notice
2. MAPO Adjusted Urbanized Area



U.S. Department
of Transportation
**Federal Highway
Administration**

Minnesota Division

December 27, 2023

180 5th Street E, Suite 930
St. Paul, MN 55101-1857

651.291.6100
Fax 651.291.6000

www.fhwa.dot.gov/mndiv

Philip Schaffner
Director, Office of Transportation System Management
Minnesota Department of Transportation
395 John Ireland Blvd
St. Paul, MN 55155

Re: Adjusted Urban Area Boundary Approval: MN portion of Fargo-Moorhead Metropolitan Council of Governments, MN portion of Duluth-Superior Metropolitan Interstate Council, Mankato-North Mankato Area Planning Organization, Rochester-Olmsted Council of Governments

Dear Mr. Schaffner:

The Federal Highway Administration (FHWA) reviewed the adjusted 2020 Census urban area boundaries that MnDOT submitted for approval on November 21, 2023. The urban areas included:

- MN portion of Fargo-Moorhead Metropolitan Council of Governments
- MN portion of Duluth-Superior Metropolitan Interstate Council
- Mankato-North Mankato Area Planning Organization
- Rochester-Olmsted Council of Governments

The requested adjustments meet the intent of 23 USC 101(a)(35). FHWA approves the adjusted boundaries.

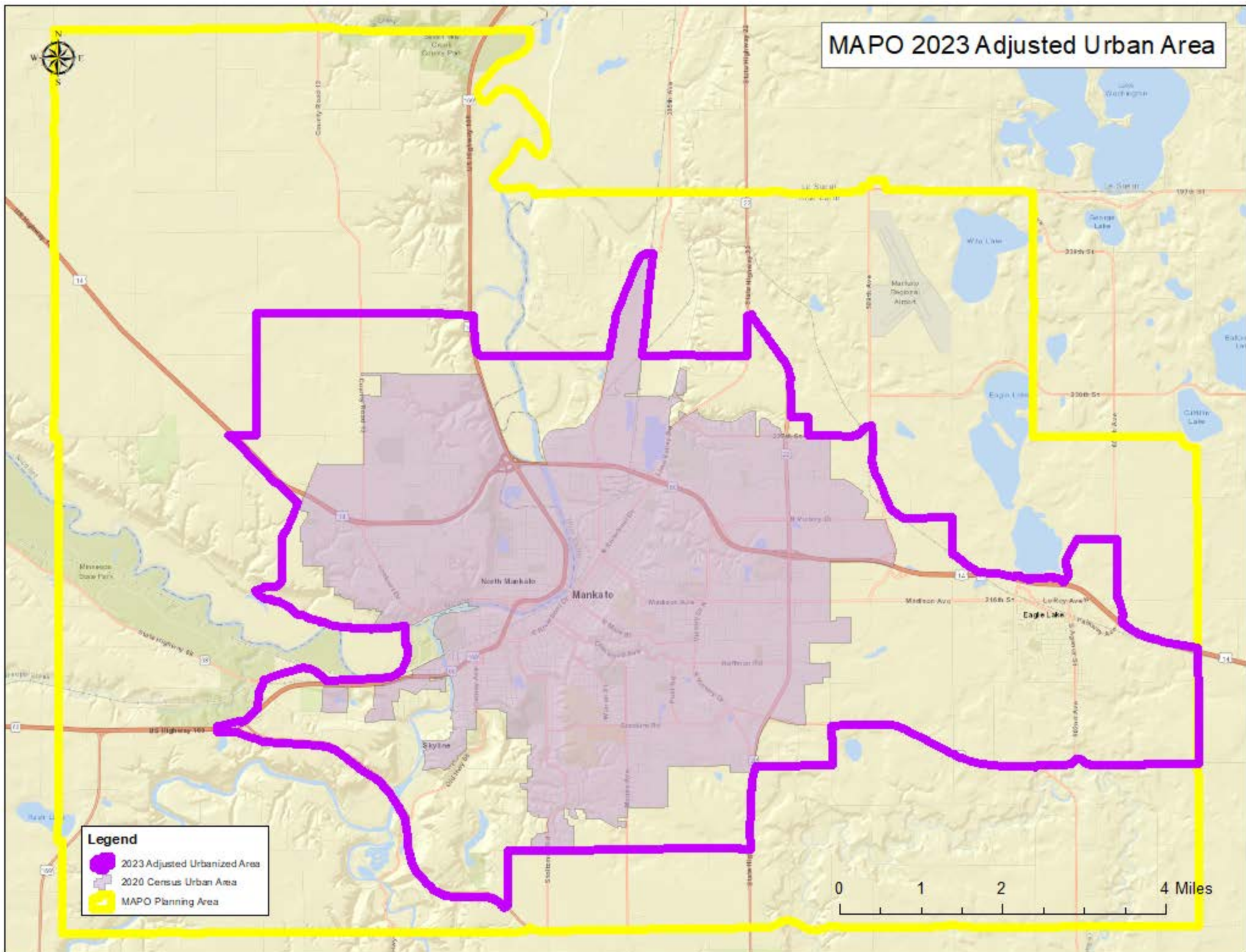
If you have any questions, please contact me at (651) 291-6124 or Joshua.pearson@dot.gov.

Thank you,

Joshua Pearson, AICP
Community Planner

cc: Erika Shepard, MnDOT OTSM

MAPO 2023 Adjusted Urban Area





AGENDA RECOMMENDATION
Agenda Heading: Carbon Reduction Program
project solicitation for
Fiscal Year 2024 and 2025.
6.4

Agenda Item: Carbon Reduction Program (CRP) project solicitation for Fiscal Year (FY) 2024 and 2025

Recommendation Action(s): Informational

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

MAPO selected an electric vehicle lease in FY23 and a street light conversion project in FY24 for CRP funding. After these projects have been funded MAPO has a remaining balance of \$76,000 worth of CRP funding to use in FY24.

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

MAPO staff propose the following process for solicitation of projects for FY 2024 funds.

- February 5, 2024: Release solicitation
- March 1, 2024: Deadline for interested agencies to submit applications.
- March 11, 2024: Internal TAC subcommittee finalizes ranking and scoring of applications
- March 21, 2024: MAPO TAC recommends projects for funding to TAC
- April 4, 2024: MAPO Policy Board accepts recommended projects and amends TIP.

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

A separate solicitation will be released for the FY 2025 Carbon Reduction Program after the deadline for the FY 2024 program. Fiscal years 2025 and forward will be guided by the Statewide Carbon Reduction Strategy (CRS). A new application will be created following the guidance of the CRS and distributed with the solicitation for FY 2025 funding. The MAPO area has \$230,000 in funding for FY 2025.

MAPO staff propose the following process for solicitation of projects for FY 2025 funds.

- March 5, 2024: Release solicitation.
- April 26, 2024: Deadline for interested agencies to submit applications.
- May 6, 2024: Internal TAC subcommittee finalizes ranking and scoring of applications
- May 16, 2024: MAPO TAC recommends projects for funding to TAC
- June 6, 2024: MAPO Policy Board accepts recommended projects and amends TIP.

At this time, MAPO is requesting volunteers to participate in the ranking and scoring of both FY24 and FY 25 applications. Scoring team shall consist of one representative of MAPO, the City of Mankato, the City of North Mankato, Blue Earth County, and Nicollet County, plus one at large member

Attachments



AGENDA RECOMMENDATION
Agenda Heading: Presentation: Carbon
Reduction Strategy Toolkit
No: 6.5

Agenda Item: Presentation: Carbon Reduction Strategy Toolkit

Recommendation Action(s): Informational

Summary: The Infrastructure Investment and Jobs Act adopted in November 2021 created the Carbon Reduction Program and the Statewide Carbon Reduction Strategy (CRS) will inform how these funds are directed. MnDOT submitted the final CRS to the federal government in November 2023.

MnDOT presented the CRS to the MAPO TAC in May and the Policy Board in June 2023 during their engagement phase to gather feedback from stakeholders. Based on the priorities established by the CRS, a toolkit is now being developed to assist with evaluating and ranking projects along with creation of a tool to help quantify carbon emissions.

This toolkit will be utilized when applying for and evaluating projects for CRP funding in FY 2025 and beyond.

Attachments:

1. Presentation slides.



Carbon Reduction Program Toolkit

January 25, 2024

mndot.gov

- Carbon Reduction Strategy
- CRP Funding Distribution
- CRP Toolkit
 - Application
 - Project evaluation criteria
 - Carbon emissions tool
 - Project ranking spreadsheet (for reviewers)

CRP Overview and Update

CRP | Purpose & How

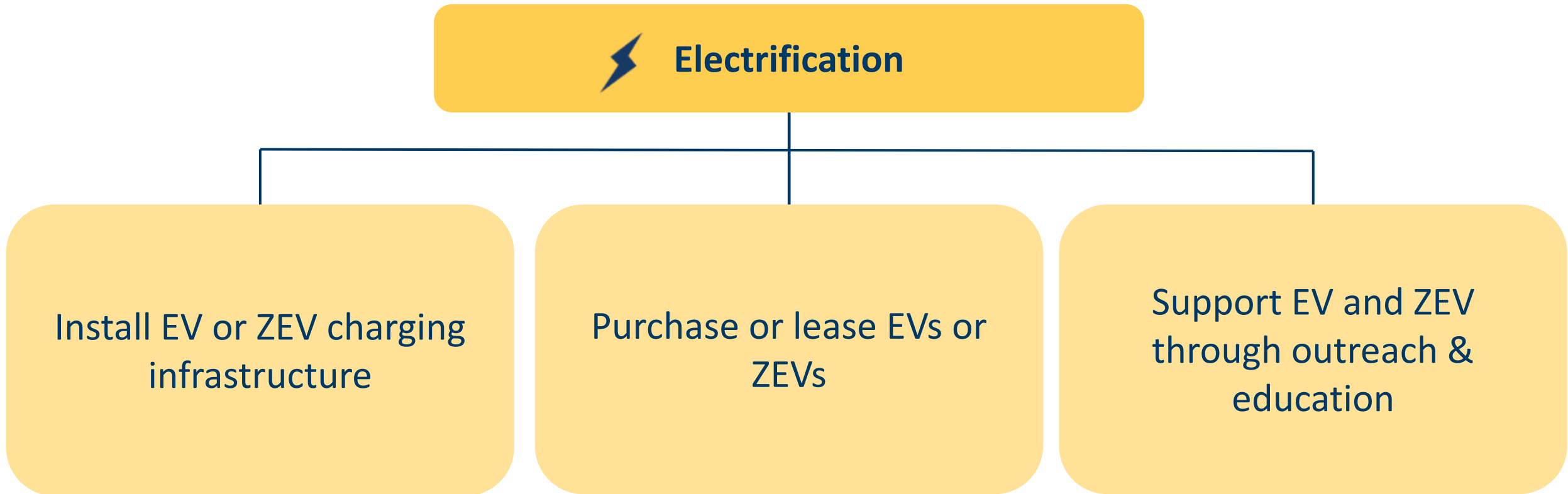
- What is the purpose of CRP?
 - Reduce transportation emissions (CO² emissions from on-road highway sources)
- How?
 - Develop state carbon reduction strategy
 - Fund projects designed to reduce transportation emissions

Minnesota Carbon Reduction Strategy

- Submitted to FHWA in November 2023
- New statewide plan (available on the [CRP website](#))
- Developed on an accelerated timeline with substantial input from MnDOT staff, local partners, and the public
- Includes:
 - priority categories, strategies, and project types for investment
 - project-specific methodologies for analyzing GHG emissions reduction
 - project selection criteria for CRP funds



Priority Strategies | Electrification



Priority Strategies | Travel Options



Travel Options

Install and maintain infrastructure network improvements for walking, rolling and bicycling

Plan, design, and engineer infrastructure network improvements for walking, rolling, and bicycling

Implement context sensitive design for travel options

Add high capacity transit options (operations and capital)

Add intercity & regional public transit options (operations and capital)

Implement travel demand management

Priority Strategies | Low Carbon Infrastructure



Low Carbon Infrastructure and System Management

Optimize transportation
system management and
operations

Utilize low carbon methods
for constructing and
maintaining transportation
infrastructure

Support renewable energy
generation

Project Evaluation Criteria

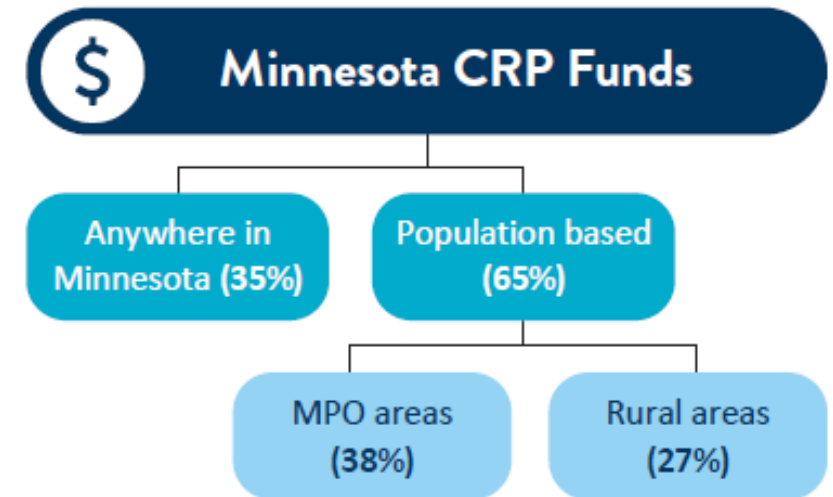
- Estimated cost-effectiveness of carbon reduction emissions reduction
- Equity
- Safety
- Transportation access
- Health benefits

ATPs and MPOs may adjust weighting of different scoring criteria based on their own regional goals, if consistent with goals of CRS.



CRP | Funding Appropriations in MN

- \$20.5 million annually to spend
- Distributed based on populations
 - Statewide funds distributed annually through MnDOT Districts
 - Metropolitan Planning Organization (MPO) area funds distributed annually through MPOs
 - Rural area funds distributed annually through Area Transportation Partnerships (ATPs)



CRP Draft Toolkit

CRP | Using the Toolkit

- MnDOT will share Toolkit with MPOs and ATPs to initiate solicitation for CRP project applications
- Applicants will complete an application for each project applying for CRP funding
- MPOs, ATPs and Districts will select the most carbon reducing, cost-effective and beneficial projects based on the evaluation criteria to support Minnesota's carbon reduction goals.

Application: Part 1 | Project Description and Readiness

- Narrative text that provides an overview of the project
- Key milestones to be added that help understand project readiness
- These will be used as screening criteria to determine project eligibility

Application Part 2 | Carbon Emissions Tool

- Microsoft Excel Spreadsheet-Based
- Three-Step Approach to Use the Tool
 - Step 1 - Identify the Project Component (Project Type and Corresponding CRS Strategy and Project Type)
 - Step 2 - Enter Project-Specific Information (User-Provided Input)
 - Step 3 - Review the Results Summary (Emissions and Cost Effectiveness)



Project code for matching purpose

Each project in the table is hyperlinked to the corresponding sheet

OVERVIEW OF STRATEGIES	
Title	Definition
Electric Charging Infrastructure	
E1 Expand public EV charging infrastructure network for light duty vehicles	Install public electric vehicle charging stations (EVCS), including both level 2 (L2) and direct-current fast chargers (DCFC) for light duty vehicles (LDVs)
E2 Deploy charging infrastructure for medium- and heavy-duty freight vehicles	Install public and depot electric vehicle charging stations (EVCS) for medium- and heavy-duty (MD/HD) vehicles

Every project has its own Sheet

An Overview Sheet to list and define all project types

Overview

Mapping

Results Summary

E-1 LD EV Chargers

Carbon Emissions Tool | Example

Project Type: Construct or improve bicycle network

Required User Input: type of facility; city and town type; facility length (< 1 mile, 1-2 mile, or > 2 mile); average annual daily traffic (AADT) on road parallel to facility (1-30000); nearby attractions; project implementation year



New Bikeway Engineering Project

- Average daily trips across the current roadway: 12,500
- Off-road trail facility
- > 2 mile
- > 7 key destinations within ¼ miles
- Population < 250,000

Project	Year 1 Emissions Reduction (CO2e MT per year)	Cumulative Emissions Reduction (CO2e MT)	Total Project Cost (\$)	Cost Effectiveness (\$/MT)
New Bikeway Engineering Project	17.9	274	\$224,800	\$820

Carbon Emissions Tool | Example

Project Type: Establish or expand intercity bus service

Required User Input: fuel type; increase in annual ridership; increase in bus service mile; project implementation year

Optional User Input: rider transit dependency; average length of vehicle trip replaced; project lifetime



New Intercity Bus Service

- Annual ridership increase: 122,844
- Annual service miles: 108,000
- Non-electric bus service
- Average displaced vehicle trip: 80% of terminal-to-terminal distance (estimated)

Project	Year 1 Emissions Reduction (CO ₂ e MT per year)	Cumulative Emissions Reduction (CO ₂ e MT)	Total Project Cost (\$)	Cost Effectiveness (\$/MT)
New Intercity Bus Service	1059.4	10659.5	\$5,372,000	\$504

Application: Part 3 | Equity Question

- “Please describe in detail how this project addresses disparities faced by disadvantaged communities. These communities can be defined by a variety of methodologies and datasets.”
- Four tools identified for determining eligible disadvantaged communities
 - [Climate and Economic Justice Screening Tool](#) (CEJST)
 - [RAISE Mapping Tool](#)
 - [EPA Environmental Justice Screening Tool](#) (EJ Screen Tool)
 - [MnDOT Active Transportation Equity Map](#)
- Other tools may be used based on what is available to project proposer

Application: Part 3 | Safety Questions

- “Please describe how this project will improve safety concerns in the community. These can be identified in a safety study or plan.”
- “Please describe if this project occurs in an area with high rates of motor vehicle serious or fatal crashes and/or areas with high rates of non-motorized serious or fatal crashes.”
- It is encouraged to use local planning documents or tools to identify areas with high safety risk
 - MnDOT [Suitability for the Pedestrian and Cycling Environment](#) (SPACE) Tool

Application: Part 3 | Access Questions

- “Please describe how the project improves non-motorized access and transit or shared mobility access to key locations.”
- “Please describe if the project improves travel efficiency (via driving, carpool, or other) to key destinations.”
- All metrics are self-defined by the proposer
- Projects cannot ‘double-dip’
 - Example: pedestrian access and transit

Application: Part 3 | Health Questions

- “Please describe how this project improves localized air quality, especially in communities with high rates of asthma.”
- “Please describe if this project supports active transportation.”
- Improving localized air quality is defined as a reduction in harmful local pollutants, such as:
 - PM2.5
 - PM10
 - NOx
 - Carbon Monoxide
 - Ozone
- High asthma rates can be found in the [EJScreen Tool](#)

Application | Scoring Co-Benefits

Score	Description
0	This project demonstrates no connection to the co-benefit.
1	This project shows minimal connection to the co-benefit with little to no documentation in datasets, plans, or narrative.
2	This project shows moderate connection to the co-benefit with minimal documentation in datasets, plans, or narrative.
3	This project shows good connection to the co-benefit somewhat documented with datasets, plans, or narrative.
4	This project shows well defined connection to the co-benefit with well documented datasets, plans, or narrative.
5	This project shows outstanding connection to the co-benefit through thoroughly documented datasets, plans, or narrative.

Applicant provides:

- Project readiness summary
- Cost effectiveness of GHG emissions reduction
- Narrative responses to co-benefits questions (equity, safety, access, and health)

Selection committee scores applications:

- Ranks projects based on cost effectiveness of GHG emissions reduction
- Scores co-benefits narratives (5 points each)
- Total score is a combination of the two

Discussion & Feedback

- Would you recommend any changes to the draft questions in the application?
- Would you recommend any changes to the scoring process?
- Is there anything else you'd like to see included in the toolkit?
- Other feedback?

CRP | Toolkit Next Steps

- ✓ Dec 8, 1-3pm: CRP Subgroup Meeting/Draft Toolkit Update Meeting
- ✓ Dec 8 – Jan 25: MnDOT to present portions of draft Toolkit and gather feedback at ATP and MPO TAC meetings
- ✓ Dec 13: PMT Meeting – Review portions of draft Toolkit and gather feedback
- ✓ Jan 12: CRP Subgroup Meeting – Review full draft Toolkit and discuss final edits
- ✓ Jan 17: PMT Meeting – Review full draft Toolkit and discuss final edits
- Mid-February: Final Toolkit Distributed to ATPs, MPOs, and Districts to support FY25-27 CRP project selection

Questions

siri.simons@state.mn.us

CRP Website

[http://www.dot.state.mn.us/
carbon-reduction-program/](http://www.dot.state.mn.us/carbon-reduction-program/)



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

November 2, 2023 | 6:00PM | Mankato Room | Intergovernmental Center | Mankato, MN | 56001

A regular meeting of the Mankato/North Mankato Area Planning Organization Policy Board was held on Thursday, November 2, 2023, at 6:00 pm., in the Mankato Room of the Intergovernmental Center.

A quorum existed with the following members present: Lisa Norton – City of Eagle Lake, 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: Mark Konz (Technical Advisory Committee Chair), Shawn Schloesser (Associate Director Transportation Planning Services), and Chris Talamantez (Transportation Planner).

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

II. Approval of Agenda – Dan Rotchadl moved to approve the agenda; Mark Piepho seconded. With all voting in favor, the motion was adopted.

III. Approval of the Minutes for September 7, 2023 – Jack Kolars moved to approve the minutes; Lisa Norton seconded. With all voting in favor, the motion was adopted.

VI. New Business

4.1 Motion to release Requests for Proposal (RFPs) for studies contained in the 2024 Unified Planning Work Program.

Lisa Norton moved to release the Requests for Proposals. Jack Kolars seconded the motion. With all voting in favor, the motion was adopted.

V. Other Business, Discussions & Updates –

5.1 Resolution adopting the 2023 MAOP Adjusted Urbanized Area.

Chair Laven asked staff to provide a summary. Chris Talamantez provided a summary of the Adjusted Urbanized Area. No questions.

5.2 MAPO Agency Review. Chair Laven introduced the review comments received during the Agency Review, no questions.

5.3 Review of TAC Bylaws. Chair Laven noted no change was requested by the TAC for their Bylaws, no questions.

5.4 Presentation: Balcerzak Drive Pedestrian Study, presented by Bolton and Menk's Raymond Eliot.

Lisa Norton asked if there was a speed reduction, Raymond responded no speed reduction.

James Whitlock asked what the lighting was like given the past fatality. Chair Laven responded that the removal of the ash trees has improved the illumination.

Jack Kolars noted people responded correctly given their destination; why are they crossing the road? Raymond shared the multiuse trail on the other side of Balcerzak.

Dan Rotchadl asked if there was an indication of destinations to Minnesota State University verses drivers using Stadium Road. Raymond noted the turning movement study conducted on Cardinal and Pohl would not provide data on destinations.

5.5 Presentation: Riverfront Drive Intersection Improvement Study, presented by Bolton and Menk's Kelsey Larsen.

Mike Laven noted the preponderance of business are commercial and industrial reducing the public demand.

James Whitlock asked if neighborhood residents had commented on Good Council Drive? Kelsey reminded the timing of the engagement in May predates developmental announcements. Mark Konz noted the development plans involve additional traffic studies for Thompson Ravine Road and the area will be heavily evaluated.

Jack Kolars noted a calming effect such as those at Madison and Main would be encouraging in this area.

5.6 Presentation: ADA Transition Plan Update, presented by Stonebrooke Engineering's Britt Berner.

Lisa Norton asked if the new development in Eagle Lake was included, Britt noted the development is not included it will be included in the next update.

Dan Rotchadl asked who provides the funding for retrofits. Britt responded it depends upon the project, generally not all local funds but federal and state funding partners are available. The ADA Transition Plan is a requirement to receive federal funds.

Mike Laven asked for a comparison of other areas given the consultant's experience. Britt noted the starting point for this report is higher than other communities given the challenges of the river and bluff areas.

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

VII. Public Comments – None

VIII. Policy Board Comments – Mike Laven shared he is attending the National Cities Conference in Atlanta and will report to the board the results of the Mobility Tour at the Martin Luther King Innovation Center which brought best practices to scale for an area about five miles.

IX. Adjournment – Mark Piepho moved to adjourn. Dan Rotchadl seconded. With all voting in favor, the motion was adopted. The meeting was adjourned at 6:58 p.m.

Chair Mike Laven