



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

June 5, 2024 – 6 p.m.
Intergovernmental Center
Mankato Room
10 Civic Center Plaza, Mankato, MN 56001

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

- I. Call to Order
- II. Approval of Agenda
- III. Approval of Minutes – February 1, 2024
- IV. New Business
 1. Motion approving appointment of MAPO Executive Director.
 2. Motion approving Carbon Reduction Program FY 24 and FY 25 ranking
 3. Resolution amending 2024-2027 TIP 2024 CRP additions
 4. Motion authorizing release of the draft 2025-2028 TIP for 30-day public comment period.
- V. Other Business, Discussion & Updates
 1. UPWP – illustrative budget and project solicitation.
 2. Informational: Final reports for 2023 studies
- VI. Unapproved May 16, 2024 MAPO TAC meeting minutes (informational)
- VII. Policy Board Comments
- VIII. Adjournment



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

February 1, 2024 | 6:00PM | Minnesota River Room | Intergovernmental Center | Mankato, MN | 56001

A regular meeting of the Mankato/North Mankato Area Planning Organization Policy Board was held on Thursday, February 2, 2024, at 6:00 pm., in the Minnesota River Room of the Intergovernmental Center.

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

Others Present: Paul Vogel (Executive Director), Mark Konz (Technical Advisory Committee Chair), Shawn Schloesser (Associate Director Transportation Planning Services), Chris Talamantez (Transportation Planner), Annette Larson - South Central Regional Coordinator Towards Zero Death, Captain Jean Cemensky – Mn Dept of Public Safety, Ross Baker - MnDOT District 7.

I. Call to Order - Chair Laven called the meeting to order at 6:05 pm.

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

III. Approval of the Minutes for November 2, 2023 – Lisa Norton moved to approve the minutes; James Whitlock seconded. With all voting in favor, the motion was adopted.

VI. New Business

4.1 Approval of the recommended consultants for studies contained in the 2024 Unified Planning Work Program.

Chair Laven asked staff to provide a summary. Chris Talamantez provided a summary of the recommended consultants and the studies.

Jack Kolars inquired about TC2. Staff clarified the Project Manager with TC2 conducted the previous two updates to the Metropolitan Transportation Plan and is with a new consultant firm.

Jack Kolars moved to approve the recommended consultants for studies contained in the 2024 Unified Planning Work Program. Lisa Norton seconded the motion. With all voting in favor, the motion was adopted.

4.2 Resolution supporting Mankato Transit's updated Public Transit Agency Safety Plan targets.

Chair Laven asked staff to provide a summary. Shawn Schloesser provided a summary of the Transit Safety Plan and targets. No questions.

James Whitlock moved to approve the Transit Agency Safety Plan targets. Lisa Norton seconded the motion. With all voting in favor, the motion was adopted.

4.3 Resolution adopting the Transit Asset Management Plan

Chair Laven asked staff to provide a summary. Shawn Schloesser provided a summary of the Transit Asset Management Plan and performance targets. No questions.

Jack Kolars moved to adopt the Transit Asset Management Plan and Performance Measures. James Whitlock seconded the motion. With all voting in favor, the motion was adopted.

4.4 Approval of Surface Transportation Program (STP) rankings.

Chair Laven asked staff to provide a summary. Chris Talamantez provided a summary of the Veterans Memorial Bridge Rehabilitation project, the only project submitted in the MAPO area for the year 2026.

Lisa Norton moved to approve the STP ranking for 2026, James Whitlock seconded the motion. With all voting in favor, the motion was adopted.

4.5 Resolution amending the 2024-2027 Transportation Improvement Program (TIP).

Chair Laven asked staff to provide a summary. Chris Talamantez provided a summary of the three new projects amended into the 2024-2027 Transportation Improvement Program and one change in scope.

List Norton asked if Carbon Reduction Funds were exhausted for 2024, staff explained the carbon funds used are from MnDOT District 7 and not those allocated for the MAPO planning area.

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 Administrative Modifications to the 2024-2027 Transportation Improvement Program (TIP). Chair Laven provided a summary, staff provided clarity.

5.2 MAPO Adjusted Urbanized Area Update. Chair Laven provided a summary. Lisa Norton asked if this adjustment affects Transit Service. Staff clarified only the MPO Planning boundary can be adjusted, FTA will not allow adjustments to the Census determined boundary.

5.3 Carbon Reduction Program (CRP) FY 2024 and FY 2025 solicitation. No questions.

5.4 Presentation: Towards Zero Deaths, presented by Annette Larson, Captain Jean Cemensky, and Ross Baker.

VI. Unapproved January 25 2024, MAPO TAC minutes – No discussion

VII. Public Comments – None

VIII. Policy Board Comments – None

IX. Adjournment – James Whitlock moved to adjourn. Lisa Norton seconded. With all voting in favor, the motion was adopted. The meeting was adjourned at 7:24 p.m.

Chair Mike Laven



AGENDA RECOMMENDATION
Agenda Heading: Motion to approve
appointment of MAPO Executive Director
No: 4.1

Agenda Item: Motion to approve Appointment of MAPO Executive Director

Recommendation Action(s): At their May 16, 2024 meeting the MAPO Technical Advisory Committee recommended a motion to approve of the recommended appointment of Mark Konz as the next MAPO Executive Director.

Summary: The current MAPO Executive Director will be retiring effective June 14, 2024. The Executive Director was appointed in 2013 by the host agency (City of Mankato) with concurrence of the Policy Board. Per the [host agency operating agreement](#), the replacement Executive Director will also be appointed by the City with concurrence of the Policy Board through majority vote. The City Manager is the chief administrative officer of the City of Mankato and provided a recommendation to the Technical Advisory Committee regarding the appointment of the new Executive Director.

This item was reviewed by the MAPO Technical Advisory Committee at their May 16, 2024 meeting and recommended a motion to approve of the recommended appointment of Mark Konz as the next MAPO Executive Director.

The City Manager of the City of Mankato will address the Policy Board regarding this item.

Attachments:

1. Memo from Mankato City Manager



MEMORANDUM

To: MAPO TAC
From: Susan Arntz, Mankato City Manager
Date: May 8, 2024
RE: Leadership Change for the City of Mankato

The City of Mankato has announced the retirement of Paul Vogel effective June 14, 2024. Mr. Vogel currently serves as the MAPO Executive Director. We are proud of Paul's service and congratulate him on many years of work well done.

The City has made the decision to promote Mark Konz to the role of Director of Community Development for the City, effective June 15, 2024. Mark has served in our Community Development Department since 2001. We are excited for Mark as he moves to this new role for our organization.

The Operating Agreement for MAPO requires that the Policy Board concur with the City's appointment of the Executive Director for MAPO. It is my intent to move Mark Konz into that role, effective June 15, 2024. In accordance with the agreement, see related language from the agreement below, I am seeking the TAC's support for the recommendation to be considered at the Policy Board Meeting in June.

1. The executive director shall be appointed by the City with the concurrence of the Policy Board by majority vote (the "Executive Director"). The current Executive Director was recommended by the City and approved by the Policy Board on March 7, 2013. The Executive Director shall be considered a City employee and shall be subject to City of Mankato Employment Practices; however, the Executive Director shall serve under the MAPO Policy Board when carrying out the duties of Executive Director as set forth herein.

Please let me know the status of the TAC's recommendation and whether this will be included on the agenda in June. Please let me know if you have any questions.



AGENDA RECOMMENDATION
Agenda Heading: Motion approving Carbon
Reduction Program (CRP) FY 24 and FY 25
ranking
No: 4.2

Agenda Item: Motion approving Carbon Reduction Program (CRP) FY 24 and 25 ranking.

Recommendation Action(s): At their May 16, 2024 meeting the MAPO Technical Advisory Committee recommended a motion to approve of the attached FY 2024 and FY 2025 Carbon Reduction Program (CRP) rankings.

Summary: The Carbon Reduction Program (CRP) is a 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%).

FY 2024: The Mankato/North Mankato Area Planning Organization solicited for 2024 carbon reduction program projects March 14, 2023. From the solicitation MAPO recommended funding a street light upgrade for the City of Mankato. On February 5, 2024 MAPO opened another solicitation to use the remaining CRP funding available for FY 2024. MAPO received two applications, one to replace an electric vehicle charger and one to replace a gas-powered utility truck with an electric version.

Project 1: The City of North Mankato is requesting \$47,576 to replace an existing EV charging station located near the intersection of Commerce Drive and Roe Crest Drive. The current charger in this location was installed in 2019. Use of this charger has been desirable, but often times the charger is not reliable or non-operational. The replacement would be reliable, encouraging zero emission vehicle use by increasing accessibility to charging.

Project 2: The City of Eagle Lake is requesting \$28,800 to replace a gas-powered utility truck with an electric version. The project works toward reducing carbon emissions by replacing a gas-powered vehicle.

FY 24 project applications were scored by a MAPO subcommittee based on eligibility, cost-benefit, consistency with the goals of the long-range transportation plan and the state carbon reduction priorities, and implementation timeline. The two applications tied for first, each averaging a score of 82 points. The project team recommended fully funding the North Mankato project (\$47,576), and partially funding the Eagle Lake project (\$28,424) with the remaining funds available in 2024. These projects will need to be amended into the 2024-2027 TIP.

FY 2024 Project Rankings

FY24 projects			
Rank	Project name	Score	Award
1	North Mankato EV Charging Station Replacement	82	\$47,576
1	Eagle Lake EV	82	\$28,424

FY 2025: The Mankato North Mankato Area Planning Organization will receive \$230,000 in CRP funds for State Fiscal Year (FY) 2025 and \$230,000 in 2026. Projects are funded up to 80% with the local jurisdictions providing the remaining 20% match of project costs. Projects using FY 2025 and 2026 funding will be included in the 2025-2028 Transportation Improvement Program.

On March 5, 2024 MAPO solicited for projects to support using the available FY 25-26 CRP funds. Two applications were received. One for purchase of an electric vehicle, and one to cover engineering portion of a trail installation.

Project 1: Blue Earth County is requesting \$56,000 to replace a gas-powered passenger truck with an electric truck. The truck used for field inspections and property appraisals. This project can accept funding in 2025 or 2026.

Project 2: In 2022 Eagle Lake and MAPO studied the CSAH 27 corridor on the east side of Eagle Lake for pedestrian connectivity. The study recommended creation of a trail along the east side of CSAH 27/ Agency Street to provide pedestrian and bicycle connectivity to the residents in the area. Eagle Lake's trail was selected for federal funding as a result of the 2024-2027 Transportation Alternatives solicitation. The project was awarded \$441,996 of the total project cost (\$917,978) to be awarded in 2026 (007-090-006). \$205,000 of the total project cost is for engineering expenses that TA funding cannot cover. Eagle Lake is requesting \$164,000 to cover 80% of the engineering costs associated with the project. Carbon Reduction Program lists engineering as an eligible expense for trail projects. This project can accept funding in 2025 or 2026.

FY 2025 project applications were reviewed and scored by a MAPO TAC subcommittee using the Toolkit developed as part of the Statewide Carbon Reduction Strategy. The scoring committee is recommending full funding for Blue Earth County's application (\$56,000) and Eagle Lake's application (\$164,000) in 2025. Upon approval these projects will be added to the 2025-2028 TIP.

FY25-26 projects			
Rank	Project name	Score	Award
1	Blue Earth County EV replacement	95	\$56,000
2	Eagle Lake trail engineering	86	\$164,000

This item was reviewed by the MAPO Technical Advisory Committee at their May 16, 2024 meeting and recommended that the MAPO Policy Board motion to approve the 2024 and 2025 Carbon Reduction Program application rankings.

Attachments:

1. FY 24 CRP application ranking
2. FY 24 applications
3. FY25-26 CRP application ranking
4. FY25-26 toolkit data
5. FY 25-26 applications

FY 24 CRP application ranking

North Mankato

Criteria	Example	Average Score
Project eligibility	10: project is eligible	8.333333
Cost-benefit analysis	Ratio of carbon Dioxide emissions to total CRP funds requested	6
Consistent with goals and objectives of the Long Range Transportation Plan	30: project supports goals identified in the LRTP and the project is included in the LRTP. 20: Project supports goals identified in the LRTP but is not included	25.5
Consistent with goals and objectives of Minnesota State carbon reduction priorities	30: project supports all MN carbon reduction priorities 20: project supports 2 or more MN carbon reduction priorities 10: project supports 1 MN carbon reduction priority	25.83333
Justice40 impacts	10: Tract is considered disadvantaged 5: tract is not considered disadvantaged but meets one or more criteria 0: tract is not considered disadvantaged	6.666667
Project timeline	10: Implementable in FY 2024 5: Implementable in FY 2025 0: Later than 2025	10
Total		82.33333

Eagle Lake

Criteria	Example	Average Score
Project eligibility	10: project is eligible	10
Cost-benefit analysis	Ratio of carbon Dioxide emissions to total CRP funds requested	6.833333
Consistent with goals and objectives of the Long Range Transportation Plan	30: project supports goals identified in the LRTP and the project is included in the LRTP. 20: Project supports goals identified in the LRTP but is not included	24.66667
Consistent with goals and objectives of Minnesota State carbon reduction priorities	30: project supports all MN carbon reduction priorities 20: project supports 2 or more MN carbon reduction priorities 10: project supports 1 MN carbon reduction priority	25
Justice40 impacts	10: Tract is considered disadvantaged 5: tract is not considered disadvantaged but meets one or more criteria 0: tract is not considered disadvantaged	6.666667
Project timeline	10: Implementable in FY 2024 5: Implementable in FY 2025 0: Later than 2025	9.166667
Total		82.33333

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

General Information

Contact Information

Contact Person: Mike Fischer

Mailing Address: 1001 Belgrade Avenue

City: North Mankato **State:** MN

Zip: 56003

Phone: 507-625-4141 **Fax:** 507-625-4151

Email: michaelf@northmankato.com

Sponsoring agency (if different than applicant): _____

Contact person (from sponsoring agency, if different than applicant):

Project information

Name of Project: Commerce Drive EV Charger Replacement

Location of Project (Include maps): See Map

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

In 2019, the City of North Mankato purchased and installed a Electric Vehicle Fast Charger on Commerce Drive. Since that time, the charger has proven to be unreliable and is often non operational. As a result, the City is proposing to replace the charger with a diifferent brand which is expected to be more reliable.

Approximate carbon reduction the project will have ([CMAQ Emissions Calculator Tool](#)):

Not Applicable based on the proposed project.

Project Budget

Total Project Cost: \$59,470.00

Total CRP Funds Requested (Max 80% of project total): \$47,576

Total amount and source of local funds committed to the project:
\$5.947 City - \$5.947 BENCO Electric

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

Project Timeline

Identify the timeline for project to be let: June 2024

Identify project anticipated completion date: November 2024

Preferred project year: 2024

Project Impact

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

Support transportation improvements that promote energy conservation to improve the community quality of life, health and character.

MAPO should collaborate with member jurisdictions to identify future opportunities to nurture EV adoption.

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

With a project of this nature, there is no identified impacts to disadvantaged communities.

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

Excerpts from these plans:Reduce greenhouse gas emissions from the state's transportation sector. Partner to expand electric vehicle charging using non-fossil-based sources of energy. Expand electric vehicle (EV) charging infrastructure. Fund EV infrastructure. Provide EV Incentives Collaborate with private and public partners to support the deployment of zero emission vehicles

Resource Links

[Carbon Reduction Program fact sheet](#)

[MnDOT Carbon Reduction Program webpage](#)

Return completed applications to:

Chris Talamantez

507-387-8389

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

Digital copies: CTalamantez@mankatomn.gov

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

General Information

Contact Information

Contact Person: Jennifer J. Bromeland

Mailing Address: PO Box 159

City: Eagle Lake **State:** Minnesota

Zip: 56024

Phone: 507-257-3218 **Fax:** _____

Email: jbromeland@eaglelakemn.com

Sponsoring agency (if different than applicant): _____


Contact person (from sponsoring agency, if different than applicant):
Jennifer J. Bromeland, City Administrator

Project information

Name of Project: Electric Utility Vehicle for Trail Maintenance

Location of Project (Include maps): Eagle Lake

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

The Eagle Lake Public Works Department currently uses a gasoline powered pickup to empty doggie pots stationed along six (6) miles of trails twice weekly all year round. If grant funding was awarded, the Public Works Department could reduce emissions by utilizing a Bobcat or Polaris electric utility vehicle instead of a gasoline powered 

Approximate carbon reduction the project will have ([CMAQ Emissions Calculator Tool](#)):
Replacing a gasoline powered vehicle with an electric vehicle would reduce emissions.

Project Budget

Total Project Cost: \$36,000

Total CRP Funds Requested (Max 80% of project total): \$28,800

Total amount and source of local funds committed to the project:
\$7,200- capital outlay funds

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

Project Timeline

Identify the timeline for project to be let: Summer/Fall 2024

Identify project anticipated completion date: Summer/Fall 2024

Preferred project year: 2024

Project Impact

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

This project meets a regional priority to reduce carbon emissions by replacing a gasoline powered vehicle with an electric utility vehicle.

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

Trails are used by community members of all backgrounds.

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

Reducing automobile trips reduces carbon emissions. The proposed project would eliminate the use of a gasoline powered vehicle to perform twice weekly trail maintenance.

Resource Links

[Carbon Reduction Program fact sheet](#)

[MnDOT Carbon Reduction Program webpage](#)

Return completed applications to:

Chris Talamantez

507-387-8389

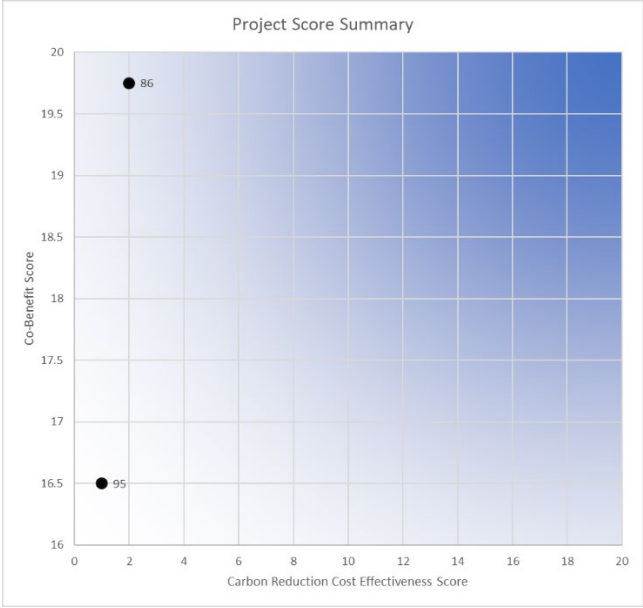
Hard copies: Attn Chris Talamantez 10 Civic Center Plaza, Mankato, MN 56001

Digital copies: CTalamantez@mankatomn.gov

FY25-26 CRP application ranking

Project Name	Line 1: Cost-Effectiveness (\$ per ton CO2 reduced)		Line 2: This project may accept partial funding (yes/no) Equity (0-5) Safety (0-5) Access (0-5) Health (0-5)				
Passenger Truck Replacement to EV	\$	2,084	yes	4.75	1.75	5	5
Eagle Lake Pedestrian Connectivity Project	\$	4,017	yes	4.75	5	5	5

Project name	Cost effectiveness (ton/\$1000)	Score (0-100)	This project may accept partial funding (yes/no)
Passenger Truck Replacement to EV	0.480	95	yes
Eagle Lake Pedestrian Connectivity Project	0.249	86	yes



	Strategy	Year 1 emissions reduction (CO2 e MT per year)	Cumulative emissions reduction (CO2 e MT)	Total Costs (\$) USER INPUT REQUIRED	Cost Effectiveness (\$/MT)
E1	Expand public EV charging infrastructure network for light duty vehicles				
E2	Deploy charging infrastructure for medium- and heavy-duty freight vehicles				
E3	Purchase or lease battery electric transit buses				
E4	Purchase or lease battery electric school buses				
E5	Transition public fleet through purchase & lease of ZEVs	3.36	26.87	\$56,000	\$2,084.11
E6	Initiate ZEV or EV sharing programs.				
T1	Construct or improve bicycle network	2.66	40.83	\$164,000	\$4,016.65
T2	Construct or improve pedestrian network				
T3	Establish or expand micromobility programs				
T4	Improve street connectivity				
T5	Implement Bus Rapid Transit (BRT) systems with dedicated lanes and stations				
T6	Implement bus transit priority treatments				
T7	Add or expand bus service				
T8	Enhance bus frequency or hours of service				
T9	Establish or expand intercity bus services				
T10	Develop or improve intercity passenger rail services				
T11	Construct, expand, or enhance park and ride facilities				
T12	Construct roundabout to improve traffic flow				
T13	Construct left turn lane to improve traffic flow				
T14	Synchronize traffic signals to reduce delay time				
T15	Reduce vehicle miles traveled				
LC1	Use low carbon materials in road construction and maintenance				
LC2	Used recycled pavement on construction sites				
LC3	Replace street lighting and traffic control devices with LEDs				
RE1	Implement renewable energy projects in highway right-of-way				
RE2	Install solar panels on transit stations, rest stops, parking, and other facilities				
	Total	6.02	67.70	\$220,000	\$3,250

INPUTS			
Variables	Value	Unit	Minnesota Region Default Value (For Reference Only)
Year of project implementation	2025	-	
A. Vehicle Type A	Passenger Truck		
Fuel type of existing vehicle in use	Gasoline		
Daily average vehicle miles traveled (VMT) per vehicle	40	miles/day	
Number of Passenger Truck being replaced	1	-	
Annual days in use	250	days	250
Vehicle lifetime	8	years	8
B. Vehicle Type B	Passenger Truck		
Fuel type of existing vehicle in use	Gasoline		
Daily average vehicle miles traveled (VMT) per vehicle	0	miles/day	
Number of Passenger Truck being replaced	0	-	
Annual days in use	0	days	250
Vehicle lifetime	0	years	8
C. Vehicle Type C	Passenger Truck		
Fuel type of existing vehicle in use	Gasoline		
Daily average vehicle miles traveled (VMT) per vehicle	0	miles/day	
Number of Passenger Truck being replaced	0	-	
Annual days in use	0	days	250
Vehicle lifetime	0	years	8
CONSTANTS & INTERIM CALCULATIONS			
Variables	Value		
Average emissions factor for vehicle type A	335.89	g CO2e/mi	
Average emissions factor for vehicle type B	335.89	g CO2e/mi	
Average emissions factor for vehicle type C	335.89	g CO2e/mi	
RESULTS			
Variables	Value	Unit	
Emission Reduction (Year 1)	3.36	CO2 e MT per year	
Cumulative emissions reduction	26.87	CO2 e MT	

INPUTS**Variables**

	Value	Unit	Minnesota Region Default Value (For Reference Only)
Year of project implementation	2025	-	
Types of bike facility	Bike path	-	
City/town type	University town with population < 250,000	-	
One-way facility length	≤ 1	miles	
Average annual daily traffic (AADT) on road parallel or adjacent to facility	1000	per day	
Number of key destinations within 1/4 miles	0		
Number of key destinations within 1/2 miles	3		
Project lifetime	20	years	20
Annual days in use of facility	214	days	214
Average length of vehicle trip replaced by bicycle	2.01		2.01

CONSTANTS & INTERIM CALCULATIONS**Variables**

	Value	
Adjustment factor for active transportation	0.0104	
Growth factor adjustment for facility type	1.540	
Credit for key destinations near facility	0.0005	
Regional light-duty vehicle (LDV) fleet average GHG emission factor (Year 1)	367.9	g CO2e/mi
Regional light-duty vehicle (LDV) fleet average GHG emission factor (average of project lifetime)	282.75	g CO2e/mi

RESULTS**Variables**

	Value	Unit
Emissions reduction in year 1	2.66	CO2 e MT
Cumulative emissions reduction	40.83	CO2 e MT

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

General Information

Contact Information

Applicant: Blue Earth County

Jurisdiction: South Central Minnesota ATP/MAPO

Mailing Address: 410 S. 5th Street, PO Box 3566

City: Mankato **State:** MN

Zip: 56002-3566

Phone: 507-304-4262 **Fax:** 507-304-4431

Email: mark.manderfeld@blueearthcountymn.gov

Sponsoring agency (if different than applicant): _____

Contact person (from sponsoring agency, if different than applicant):

Mark Manderfeld

Project information

Project Title: Passenger Truck Replacement to EV

Location of Project (Include maps): Blue Earth County/Mankato

Detailed Project Description:

Blue Earth County Property and Environmental Resources (PER) Department maintains a fleet of passenger trucks that serve as transportation for the department's field inspections and property appraisals.

The County aims to reduce carbon dioxide emissions from on-road highway sources by replacing an existing combustible gas engine passenger truck with an electric vehicle passenger truck.

Using the Minnesota CRS Carbon Emissions Tool Excel spreadsheet, it is calculated that a transition from gas to EV (based on 10,000 miles per year) will result in emission reduction of 3.36 CO₂ e MT per year. Over the 8 years, that is a cumulative emissions reduction of 26.87 CO₂ e MT.

The 8 year timeframe coincides with the vehicle replacement procedures of the County. This grant opportunity would allow for a pilot project for the PER department to purchase their first EV vehicle and determine the success of the EV before considering future EV investments.

Project Budget

Total Project Cost: \$70,000

Is this project able to receive partial funding? ☒ Yes ☐ No

Total CRP Funds Requested (Max 80% of project total): \$56,000

Total amount and source of local funds committed to the project (minimum 20% of project total):
\$14,000+ and registration and licensing fees and charging station infrastructure.

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

Project Readiness

Years funding will be accepted (check all applicable): ☒ 2025 ☐ 2026

Preferred project year: 2025

List relevant planning or engineering studies and describe how this project aligns with the study's recommendations:

Using the Minnesota CRS Carbon Emissions Tool Excel spreadsheet, it is calculated that a transition from gas to EV (based on 10,000 miles per year) will result in emission reduction of 3.36 CO₂ e MT per year. Over the 8 years, that is a cumulative emissions reduction of 26.87 CO₂ e MT.

Carbon Cost-Effectiveness

The amount of CO₂ reduced and the cost-effectiveness are estimated using the Carbon Emissions Tool (CET) and associated CET Instructions and Tips. The total project cost is determined by the applicant. Further details regarding calculating the total costs of a project can be found in the CET. Similarly, the total carbon reduced is calculated for the whole project, not just a portion funded by the CRP. List your value for cost-effectiveness below in the units of Dollars/Metric Ton CO₂e reduced.

MAPO staff will assist with using the Carbon Emissions Tool after applications are submitted. Applicants may download a copy of the CET from MnDOT's Carbon Reduction Program website by following the resource links at the bottom of this application.

Using the Minnesota CRS Carbon Emissions Tool Excel spreadsheet, it is calculated that a transition from gas to EV (based on 10,000 miles per year) will result in emission reduction of 3.36 CO₂ e MT per year. Over the 8 years, that is a cumulative emissions reduction of 26.87 CO₂ e MT.

Co-benefits

Co-benefits are additional benefits that the project may or may not have. Use the following sections to describe how the project addresses each co-benefit or respond with N/A.

Co-benefit: Equity

Please describe how this project benefits disadvantaged communities. These communities can be defined through the Justice40 framework or alternative framework for assessing disadvantaged populations, including households without a motor vehicle and people with disability (see Appendix A).

According to the Climate and Economic Justice Screening Tool, Explore the Map, there is one census tract within Blue Earth County and the City of Mankato that is overburdened and underserved. In this area, poverty (share of people in households where income is at or below 100% of the Federal poverty level) is above the 90th percentile. This tract is served by the Blue Earth County Property and Environmental Resources department.

The benefits of grant approval would be providing services to the community, and others, by increased access to clean energy technology and reducing legacy pollution and emissions.

Co-benefit: Safety

Please describe how this project will improve real or perceived safety concerns in the community. These can be identified in a safety study or plan. If the safety concerns are not identified in a plan, they may be identified with an alternative approach, such as providing an aerial photo of the safety concern.

Describe whether the project occurs in an area with high rates of motor vehicle serious injury or fatal crashes and/or areas with high rates of non-motorized serious injury or fatal crashes and whether the project has a safety component that addresses these challenges (See Appendix B).

N/A

Co-benefit: Access

Please describe how the project improves non-motorized access and transit or shared mobility access to key destinations. This can include improvements that encourage these modes through both infrastructure and land use. Describe how the project improves travel efficiency (via driving, carpool or other methods) to key destinations and how the project improved traveler comfort.

The proposed project promotes clean energy infrastructure that may be expanded in the future. It reduces emissions and reduces legacy pollution. It also enhances workforce development through charging station installations.

Co-benefit: Health

Please describe how this project supports active transportation or improves localized air quality (see Appendix C).

As stated throughout, the transition from combustible gas engine vehicles to electric vehicles supports carbon reduction and emissions reduction, along with Justice40 initiatives such as supporting clean energy, increasing access to clean energy, reducing legacy pollution and decreasing environmental burdens.

Additionally, using the EPA's Environmental Justice Screening and Mapping Tool, a considerable portion of Blue Earth County is located in areas of high toxic releases to air, with some as high as the 80-90 percentile (ejscreen.epa.gov/mapper).

Resource Links

[Carbon Reduction Program fact sheet](#)

[MnDOT Carbon Reduction Program webpage](#)

[Appendices](#)

Return completed applications to:

Chris Talamantez

507-387-8389

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

Digital copies: CTalamantez@mankatomn.gov

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

General Information

Contact Information

Applicant: Jennifer J. Bromeland

Jurisdiction: City of Eagle Lake

Mailing Address: PO Box 159

City: Eagle Lake **State:** MN

Zip: 56024

Phone: 507-257-3218 **Fax:** _____

Email: jbromeland@eaglelakemn.com

Sponsoring agency (if different than applicant): _____

Contact person (from sponsoring agency, if different than applicant):

Project information

Project Title: Eagle Lake Pedestrian Connectivity Project

Location of Project (Include maps): Southeastern Portion of Eagle Lake

Detailed Project Description:

The City of Eagle Lake was awarded Transportation Alternatives (TA) funding in the amount of \$475,982 for the project. The overall total project cost is \$917,978. We are also seeking other grant funding sources to help offset the local funds portion totaling \$441,996. The purpose of this application is to obtain funding to help offset the engineering expenses associated with the project. In total, \$205,000 is anticipated for engineering and administration. The Eagle Lake Pedestrian Connectivity Project is designed to address current pedestrian and bicycle connectivity barriers in the southeastern portion of our growing community.

Project Budget

Total Project Cost: \$205,000

Is this project able to receive partial funding? ☒ Yes ☐ No

Total CRP Funds Requested (Max 80% of project total): \$164,000

Total amount and source of local funds committed to the project (minimum 20% of project total):

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

Project Readiness

Years funding will be accepted (check all applicable): ☒ 2025 ☐ 2026

Preferred project year: 2025

List relevant planning or engineering studies and describe how this project aligns with the study's recommendations:

A pedestrian connectivity study was completed for CSAH 27 (Agency Street) in 2022. The components of the project include the recommendations from that study.

Carbon Cost-Effectiveness

The amount of CO₂ reduced and the cost-effectiveness are estimated using the Carbon Emissions Tool (CET) and associated CET Instructions and Tips. The total project cost is determined by the applicant. Further details regarding calculating the total costs of a project can be found in the CET. Similarly, the total carbon reduced is calculated for the whole project, not just a portion funded by the CRP. List your value for cost-effectiveness below in the units of Dollars/Metric Ton CO₂e reduced.

MAPO staff will assist with using the Carbon Emissions Tool after applications are submitted. Applicants may download a copy of the CET from MnDOT's Carbon Reduction Program website by following the resource links at the bottom of this application.

Carbon emissions will be reduced by encouraging less use of gasoline powered vehicles and increased pedestrian activity as a mode of transportation from point A to point B.

Co-benefits

Co-benefits are additional benefits that the project may or may not have. Use the following sections to describe the how the project addresses each co-benefit or respond with N/A.

Co-benefit: Equity

Please describe how this project benefits disadvantaged communities. These communities can be defined through the Justice40 framework or alternative framework for assessing disadvantaged populations, including households without a motor vehicle and people with disability (see Appendix A).

The Pedestrian Connectivity Project will run adjacent to a manufactured home park and allow walking and biking as additional modes of transportation for populations that may not have access to a motor vehicle. The project will connect both existing and planned development in the community and help eliminate gaps in connectivities and provide more travel opportunities for people living and working in the area. The current corridor offers little to no support for people with disabilities, and a lack of accessible accommodations can be a dangerous barrier to access.

Co-benefit: Safety

Please describe how this project will improve real or perceived safety concerns in the community. These can be identified in a safety study or plan. If the safety concerns are not identified in a plan, they may be identified with an alternative approach, such as providing an aerial photo of the safety concern.

Describe whether the project occurs in an area with high rates of motor vehicle serious injury or fatal crashes and/or areas with high rates of non-motorized serious injury or fatal crashes and whether the project has a safety component that addresses these challenges (See Appendix B).

The current corridor offers little to no support for people with disabilities, and a lack of accessible accommodations can be a dangerous barrier to access. The vehicle speeds in this corridor can be dangerous for vulnerable road users looking to travel along the road, and to cross safely.

Co-benefit: Access

Please describe how the project improves non-motorized access and transit or shared mobility access to key destinations. This can include improvements that encourage these modes through both infrastructure and land use. Describe how the project improves travel efficiency (via driving, carpool or other methods) to key destinations and how the project improved traveler comfort.

Recent development in the southeastern portion of Eagle Lake offers new and affordable housing in the city. Lower income populations are less likely to have access to a car, and thus more likely to walk or bike for trips. There is a connectivity gap in this area.

Co-benefit: Health

Please describe how this project supports active transportation or improves localized air quality (see Appendix C).

Encouraging walking and biking not only reduces carbon emissions but also promotes physical activity and a healthier community. This project would also help ensure a complete bike and pedestrian network within Eagle Lake.

Resource Links

[Carbon Reduction Program fact sheet](#)

[MnDOT Carbon Reduction Program webpage](#)

[Appendices](#)

Return completed applications to:

Chris Talamantez

507-387-8389

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

Digital copies: CTalamantez@mankatomn.gov



AGENDA RECOMMENDATION
Agenda Heading: Resolution amending the
2024-2027 Transportation Improvement
Program (TIP)
No: 4.3

Agenda Item: Resolution amending the 2024-2027 Transportation Improvement Program (TIP)

Recommended Action(s): At their May 16, 2024 meeting the MAPO Technical Advisory Committee recommended that the MAPO Policy Board approve the Resolution amending the 2024-2027 Transportation Improvement Program.

Summary: The Carbon Reduction Program (CRP) was created by the Infrastructure Investment and Jobs Act. The purpose of the program is to reduce carbon dioxide emissions from on-road highway sources.

MAPO solicited for projects to recommend for programming the remaining funding available in 2024. In order to program projects with Carbon Reduction Program funds they must be included in the TIP. A formal TIP amendment is required when a project not listed in the current, approved TIP is added to the current year.

In response to the solicitation MAPO received two project applications, one for replacing an electric vehicle charging station and one for replacing a gas-powered vehicle with an electric vehicle. Both applications were reviewed and scored by a MAPO TAC subcommittee. The subcommittee ranked the projects and recommended both for funding based on the attached project line items.

This item was reviewed by the MAPO Technical Advisory Committee at their May 16, 2024 meeting and recommended approval of the Resolution to Amend the 2024-2027 TIP.

Attachments:

1. Project line items
2. Resolution Amending the 2024-2027 Transportation Improvement Program

Meeting Date: June 5, 2024

Project line items

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
NA	150-080-004	2024	North Mankato	**CRP** CITY OF NORTH MANKATO: ELECTRIC VEHICLE CHARGER INSTALLATION	0	EN-ENHANCEMENT	EV & CHARGING INFRA.	CRP	59,470	47,576	0	0	0	0	0	11,894
NA	007-596-001	2024	Eagle Lake	**CRP** CITY OF EAGLE LAKE ELECTRIC VEHICLE PURCHASE	0	EN-ENHANCEMENT	EV & CHARGING INFRA.	CRP	35,530	28,424	0	0	0	0	0	7,106

**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 shall be described as 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 5th day of June 2024 as shown by the minutes of said meeting in my possession.

Chair

Date

Executive Director

Date

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
NA	150-080-004	2024	NORTH MANKATO	**CRP** CITY OF NORTH MANKATO: ELECTRIC VEHICLE CHARGER INSTALLATION	0	EN-ENHANCEMENT	EV & CHARGING INFRA.	CRP	59,470	47,576	0	0	0	0	0	11,894
NA	007-596-001	2024	EAGLE LAKE	**CRP** CITY OF EAGLE LAKE ELECTRIC VEHICLE PURCHASE	0	EN-ENHANCEMENT	EV & CHARGING INFRA.	CRP	35,530	28,424	0	0	0	0	0	7,106



AGENDA RECOMMENDATION
Agenda Heading: Motion authorizing release
of the draft 2025-2028 Transportation
Improvement Program (TIP) for 30-day
public comment period
No: 4.4

Agenda Item: Motion authorizing release of the draft 2025-2028 Transportation Improvement Program for 30-day public comment period

Recommendation Action(s): At their May 16, 2024 meeting the MAPO Technical Advisory Committee recommended the MAPO Policy Board motion to authorize release the draft 2025-2028 Transportation Improvement Program for 30-day public comment period.

Summary: MAPO staff have coordinated with agencies including MnDOT District 7, MnDOT Office of Transportation System Management, the Federal Highway Administration (FHWA), the Federal Transit Administration, and Mankato Transit System to develop a draft 2025-2028 Transportation Improvement Program.

New projects include:

5212-42: 169 and Belgrade ramps reconstruction and roundabouts

0713-81: Resurfacing 169

8827-414: District wide (MN60) replace road closed system

The TIP 30-day public comment period is scheduled for June 15, 2024 to July 15, 2024. Public engagement efforts will include:

- Email PDF to MAPO stakeholder email list including local libraries, interested persons, GMBWA, VINE, YMCA, Lower Sioux tribe, SMILES, South Sudanese Community of Minnesota, MRCl, etc.
- Perform news release in coordination with City of Mankato Public Information and Community Engagement
- Place announcement in Mankato Free Press (June 14)
- Announce and make available on MAPO website
- Announce and link on MAPO Twitter (X)
- Hold virtual open house on MAPO site
- Hold in-person open house (June 20, 2024)
- Hold in-person pop-up events (to be scheduled)

This item was reviewed by the MAPO Technical Advisory Committee at their May 16, 2024 meeting and recommended the MAPO Policy Board motion to authorize release the draft 2025-2028 TIP for 30-day public comment period.

Attachments:

1. [Draft 2025-2028 MAPO Transportation Improvement Program](#)



AGENDA RECOMMENDATION
Agenda Heading: UPWP budget and
solicitation for 2025
No: 5.1

Agenda Item: UPWP budget and solicitation for 2025

Recommendation Action(s): Informational

Summary: MAPO staff are in the process of developing the 2025-2026 UPWP. An update to the Metropolitan Transportation Plan (MTP) is due in November of 2025, and is currently scheduled for 2025 UPWP. In 2024 MAPO partnered with MnDOT District 7 to study Highway 14 from CSAH 12 to MN 60, this study will continue in 2025.

On April 29, 2024 staff sent solicitation for applications to program projects within the 2025-2026 UPWP. Due to the 2050 MTP update (\$165,000) and the Highway 14 study (\$90,000), approximately \$176,000 in funds will be available for additional projects in 2025.

Additionally, staff recommended formation of a MAPO TAC subcommittee to review and rank submitted project applications. The subcommittee will score submissions and select projects for inclusion in the 2025 UPWP. A draft UPWP will be presented to the MAPO TAC for approval at its meeting scheduled August 15, 2024.

Anticipated schedule for the 2025-2026 UPWP project solicitation:

4-29-2024: Release application.

6-14-2024: Application deadline

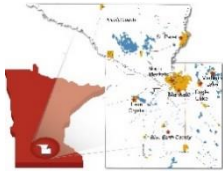
6-25-2023: Finalize review and scoring by TAC committee

8-15-2024: TAC recommendation on UPWP

9-5-2024: Policy Board resolution adopting UPWP

Attachments:

1. 2025 UPWP Project Application
2. draft 2025 UPWP budget



MANKATO/NORTH MANKATO AREA PLANNING ORGANIZATION (MAPO)

2025 Unified Planning Work Program (UPWP) Project Application

Purpose

- Form intent is to provide MAPO suggested plans and studies for its Unified Planning Work Program.
- All project submission information will be considered public.
- Projects must advance the goals of the MAPO Long Range Transportation Plan. Review the LRTP at www.mnmapo.org.
- Applications must be submitted by chief administrative staff of jurisdiction or include a resolution of support from the highest governing body (i.e. City Council or County Board).
- The UPWP is fiscally constrained and funds are limited. Application does not guarantee selection.
- Selected applicants will be expected to work with MAPO staff through development including providing staff time, staff expertise, and planning-related data as available.
- Submit completed applications by **June 14, 2024** to Chris Talamantez via email at Ctalamantez@mankatomn.gov or in person/U.S. mail at 10 Civic Center Plaza in Mankato.

Applicant Information

Name:

Title/Position:

Agency:

Phone:

Email:

Has MAPO performed a plan or study within the agency's boundaries in the past three years?

Project Information

Project title:

Project location/boundaries/termini *(as detailed as possible)*:

Project map: *Include with form a simple map outlining submission's approximate geography*

Estimated length of time to complete:

Estimated project budget:

Description of project: *(brief description of work to be undertaken, major project elements, and deliverables)*:

Project Scoring

100 points possible. Scores will be considered when UPWP is developed. High scores do not guarantee inclusion in the UPWP.

- | | |
|-------------------------|-----------|
| • LRTP Goal Advancement | 20 points |
| • Plan Identification | 20 points |
| • Project Need: | 40 points |
| • Application Clarity: | 20 points |

LRTP Goal Advancement (20 points)

*Per the LRTP, MAPO work products must address the Federal Highway Administration's Metropolitan Planning Factors. From the list below: **1)** identify applicable Metropolitan Planning Factors addressed by the project and **2)** provide a brief description linking the project to identified goals. Higher-ranking projects will address multiple goals. Leave blank if a project does not advance a factor.*

- ☐ **Economic Vitality.** Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productive, and efficiency.

- ☐ **Safety.** Increase the safety of the transportation system for motorized and non-motorized users.

- ☐ **Security.** Increase the security of the transportation system for motorized and non-motorized users.

- ☐ **Accessibility.** Increase the accessibility and mobility of people and for freight.

- ☐ **Environment.** Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.

- ☐ **Connectivity.** Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

- ☐ **System Management.** Promote efficient system management and operation.

- ☐ **Preservation.** Emphasize the preservation of the existing transportation system.

- ☐ **Resiliency.** Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.

- ☐ **Tourism.** Enhance travel and tourism.

Plan Coordination (20 points): *Is the project identified in, or does it contribute toward, other existing adopted plans? If so, include the linked document(s) or include with form submission:*

Project Need (40 points): *Describe why this project is necessary. What issues will the project help to address? What are the consequences of inaction?*

Contact MAPO Transportation Planner Chris Talamantez with questions or comments (507) 387-8389 or Ctalamantez@mankatomn.gov

DRAFT 2025 Program Activity Detail			
	100 Program Support and Administration	Budget	Staff Hours
Program Support 51001	1. Prepare agendas and minutes for MAPO Meetings		
	2. Attending MnDOT and local agency meetings		
	3. Prepare and distribute agendas and minutes for TAC meetings		
	4. Attend training, meetings, and conferences		
	5. Review and update MAPO administrative documents as needed		
	6. Prepare billing for local jurisdiction assessment		
	Total Expense - Program Support	\$37,288	496
Planning Work Program 51002	1. Prepare next UPWP and budget		
	2. Review with MnDOT, FHWA, local partners, and other agencies		
	3. Reporting to MnDOT & FHWA		
	Total Expense - Planning Work Program	\$5,918	76
Training and Travel 51003	1. Travel to meetings including MPO Directors meetings MN MPO workshop		
	2. Travel to workshops		
	3. Attend other meeting related to transportation		
	Total Expense - Training & Travel	\$9,836	80
Information Tech, GIS, & Website 51004	1. Maintenance of Website - Post minutes, agendas, meeting materials, information, create revolving content		
	2. Online Engagement for Variety of Transportation Projects and Topics - Every Voice		
	2. Geographic Information System Support (7208)	\$8,000	
	Total Staff Expenses	\$7,116	101
	Total Expense - Information Tech & Website	\$15,116	
Program Expenses 51005	1. Vacation, Sick and Holidays		
	Total Expense - Program Expenses	\$17,696	256
Total Expenses - Program Support and Administration		\$85,854	1,009
	200 Long-Range Planning	Budget	Staff Hours
Long Range Planning 52001	Consultant Costs - Update Metropolitan Transportation Plan (Year 2 of 2 year project \$150,000 estimate)	\$165,000	
	Total Staff costs - Metropolitan Transportation Plan	\$27,886	408
	Total Expenses - Long Range Planning	\$27,886	
Total Expenses - Long Range Planning		\$192,886	408
	300 Short-Range Planning	Budget	Staff Hours
	Update Complete Streets Plans - Mankato and North Mankato - internal work		
	Consultant cost - Highway 14 Corridor - CSAH 12 to MN 60 (2nd year of Project)	\$90,000	
	Expand Complete Streets Plan to Township/County within Planning Area		
	Assist MAPO partners with local transportation planning data requests and support		
	Distribute and share relevant transportation materials & information/outreach (52002 staff coding)		
	Staff Expenses	\$65,233	974
	Total Expenses - Short Range Planning - Local	\$155,233	
State Planning Efforts 53002	1. Participation in Statewide and District Planning Efforts (various planning & work groups e.g. District 7 Freight Plan, State Rail Plan, State Pedestrian Plan, etc.)		
	2. Coordination with MnDOT and local partners for transportation related activities		
	Total Staffing Costs - Short Term Planning - Interagency	\$8,802	115
	Total Expenses - Short Range Planning - Interagency	\$8,802	
	Staff Expenses - Short Range Planning	\$74,035	
Total Expenses - Short-Range Planning		\$164,035	1,089
	400 Program Development	Budget	Staff Hours
Inter Agency - State 54002	1. TAP LOI Review		
	2. Coordination and review with MnDOT and Transit for STIP		
	Total Staffing Costs - Program Development		
	Total Expenses - Program Development - Interagency	\$4,418	55
Inter Agency Local 54003	1. Public notice of Transportation Improvement Plan (TIP) preparation		
	2. Solicit projects from local partners		
	3. TIP environmental justice analysis		
	4. Consultation with Mankato Transit System, including assistance with Transit Development Plan (TDP)		
	5. TIP development		
	6. Public Engagement for TIP including local project inclusion		
	7. Coordination with District 7 ATP		
	8. Work with Region Nine RDC & serve on R9 Transportation Advisory Committee		
	9. Coordinate to make MAPO operations accessible e.g. language translation, hearing-impaired, etc.		
	Total Staffing Costs - Inter Agency Local	\$13,853	207
	Total Expenses - Program Development - Interagency	\$13,853	
Total Expenses - Program Development		\$18,271	262
	Other Services & Commodities	Budget	Staff Hours
	3040 Legal, Publication, & Advertising	\$1,200	
	3210 Telephone & Postage	\$500	
	3300 Training, Travel & Conferences (costs associated with travel expenses less staff time)	\$5,000	
	3410 Printing & Publishing	\$3,000	
	2010 Office Supplies	\$300	
	4330 Subscriptions & Memberships (including \$500 AMPO membership and \$6,180 StreetLight license fee paid Oct.)	\$7,500	
Total Other Services & Commodities		\$17,500	
Total Expenses and Staffing Hours for 2025		\$478,546	2,768



AGENDA RECOMMENDATION
Agenda Heading: Informational: Final reports
for 2023 studies
No: 5.2

Agenda Item: Final reports for 2023 studies

Recommendation Action(s): Informational

Summary: Over the course of the 2023 calendar year MAPO and member jurisdictions in coordination with consultants performed studies included in the 2023 UPWP. Studies include, CSAH 5 (3rd Avenue) corridor study, Balcerzak Drive Pedestrian Crossing study, Riverfront Drive Intersection Improvement study, and the ADA transition plan update. These studies were all completed, and final reports are available for review on the [MAPO website](#).

Contact MAPO staff with any comments or questions.

Chris Talamantez

Transportation Planner

507-387-8389

ctalamantez@mankatomn.gov

Attachments:



May 16, 2024 | 1:30 p.m. | Intergovernmental Center, MN River Room, 10 Civic Center Plaza, Mankato, MN

TAC members present: Chair Mark Konz – Mankato Associate Director of Community Development, Vice Chair Karl Friedrichs - Lime Township, Ryan Thilges - Blue Earth County Engineer, John Considine III – Blue Earth County Planning Staff, Seth Greenwood – Nicollet County Engineer, Spencer Crawford – Nicollet County Planning Staff, Jeff Johnson, Mankato Director of Public Works, Michael Fischer - North Mankato Community Development Director, Jennifer Bromeland – Eagle Lake City Administrator, Scott Morgan – Mankato Township, Shawn Schloesser – Mankato Transit System, Angela Piltaver – MnDOT District 7, David Cowan – Minnesota State University Mankato, Joel Hanif – Region Nine Development Commission

Others Present: Paul Vogel - Executive Director, Chris Talamantez – MAPO Transportation Planner, Susan Arntz – Mankato City Manager, Olivia Adomabea – Eagle Lake Community Development Coordinator, Craig Vaughn and Lance Bernard – Transportation Collaborative Consulting (TC2) Attending Virtually, Erika Shepard - MnDOT Central Office, Shauna McIntire – Alliant Engineering.

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

David Cowan made a motion to approve the agenda. Joel Hanif seconded the motion. With all voting in favor the agenda was approved.

IV. Approval of Minutes – January 25, 2024

Karl Friedrichs moved to approve the minutes; Jeff Johnson seconded the motion. With all voting in favor, minutes were approved.

V. New Business

5.1 Recommendation of appointment for MAPO Executive Director.

Susan Arntz announced the pending retirement of the Executive Director, Paul Vogel and a summary of the October 7, 2020, Host Agency Agreement between the City of Mankato and MAPO. The City Manager announced the recommendation to appoint Mark Konz as Executive Director effective June 15, 2024.

Ryan Thilges moved to recommend to the Policy Board the endorsement of the new Executive Director Mark Konz. Jeff Johnson seconded the motion. All but one present voted in favor, the motion was approved. Mark Konz abstained from the vote.

5.2 Recommendation to approve Carbon Reduction Program (CRP) rankings for FY 24 and 25.

Chair provided a summary of the Carbon Reduction Program items and Chris Talamantez noted the 2024 funds were exhausted and nearly \$10,000 remains for 2025.

Karl Friedrichs asked about the cost to charge electric vehicles in North Mankato.

Michael Fischer responded that the cost was low, and any amount not recuperated is absorbed by the city. Benco Electric does not offer discounts.

Jeff Johnson made a motion to recommend to the Policy Board to approve the CRP rankings for FY 24 and 25. Jennifer Bromeland seconded the motion. With all present voted in favor, the motion was approved.

5.3 Resolution amending the 2024-2027 Transportation Improvement Program (TIP).

Chair requested that staff provide a summary. Chris Talamantez provided summaries of the TIP amendment for the two added 2024 Carbon Reduction Projects.

Seth Greenwood made a motion to recommend to the Policy Board approval of the Resolution amending the 2024-2027 TIP. Karl Friedrichs seconded the motion. With all present voting in favor, the motion was approved.

5.4 Motion to recommend release of the draft 2025-2028 Transportation Improvement Program for 30-day public comment period.

Chair requested that staff provide a summary. Chris Talamantez provided a summary of the 30-day public comment period engagement.

Michael Fischer made a motion to recommend to the Policy Board, release of the draft 2025-2028 TIP. John Considine seconded the motion. With all present voting in favor, the motion was approved.

VI. Other Business, Discussion & Updates

6.1. UPWP budget and solicitation for 2025

Chris Talamantez discussed the Unified Planning Work Program (UPWP) for 2025-2026 and the solicitation for applications to program projects with the remaining \$176,000 funds available after the update of the Metropolitan Transportation Plan and US Highway 14 studies due in 2025.

6.2. Final reports for 2023 studies.

Chair Mark Konz discussed the 2023 calendar year studies and the location of the final reports on the MAPO website. <https://mnmapo.org/planning-documents/>

6.3. Presentation of Stoltzman Road (CSAH 16) and Riverfront Drive Intersection Control Evaluation Update.

Shauna McIntire – Alliant Engineering, presented an update to the TAC as part of the Intersection Control Study development and discussed the use of a 0.5% growth rate for the study.

John Considine noted west on Riverfront Drive to Stoltzman Road (left turn) is challenging and the new development in the area.

6.4. Presentation of Metropolitan Transportation Plan Update

Craig Vaughn and Lance Bernard – Transportation Collaborative Consultants (TC2) presented an update to the TAC as part of the Metropolitan Transportation Plan 2050 Update.

Members noted that traffic projection forecasts need a full discussion due to the changing trends post COVID and the increased airport student pilot traffic. MnDOT was added to the list of jurisdictions receiving one-on-one meetings.

VIII. TAC Comments

Karl Friedrichs, Vice Chair will Chair the August TAC Meeting until elections select a chair.

Jennifer Bromeland introduced Olivia Adomabea as Eagle Lake's Community Development Coordinator.

Collective appreciation to Paul Vogel for the years of service as Executive Director.

IX. Adjournment

Karl Friedrichs moved to adjourn the meeting. Jeff Johnson seconded the motion. With all voting in favor, the meeting was adjourned at 2:25 p.m.

Mark Konz, Chair