



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

November 7, 2024 – 6:00 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 – September 5, 2024
- IV. New Business
 1. Resolution adopting Safety Performance Measure Targets
 2. Resolution adopting Pavement and Bridge Condition Performance Measure Targets
 3. Motion to release requests for proposals for studies contained in the 2025 Unified Planning Work Program
 4. Amendment to the TAC Bylaws
- V. Other Business, Discussion & Updates
 1. Carbon Reduction Program Solicitation Notice (2026-2029)
 2. UPWP modification
 3. Presentation Stoltzman Road and Riverfront Drive Intersection Control Evaluation
- VI. Unapproved October 17, 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

September 5, 2024 | 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, September 5, 2024, at 6:04 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, Daniel Rotchadl – MAPO Townships, James Whitlock – City of North Mankato

Others Present: Mark Konz (Executive Director) and Acting Technical Advisory Committee Chair, Shawn Schloesser (Associate Director Transportation Planning Services), Chris Talamantez (Transportation Planner).

Absent: Mark Piepho – Blue Earth County, and Michael Laven (Chair) – City of Mankato.

I. Call to Order – Acting Chair Norton called the meeting to order at 6:04 pm.

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

III. Approval of the Minutes for June 5, 2024 – Dan Rotchadl moved to approve the minutes; Jim Whitlock seconded. With all voting in favor, the motion was adopted.

VI. New Business

4.1 Resolution adopting the 2025-2026 Unified Planning Work Program

Mark Konz provided a summary of the work activities, other services, and commodities included in the Unified Planning Work Program for 2025 and illustrative 2026.

Dan Rotchadl moved to adopt the 2025-2026 Unified Planning Work Program. Jack Kolars seconded the motion. With all voting in favor, the motion was adopted.

4.2 Resolution adopting the 2025-2028 Transportation Improvement Program.

Chris Talamantez provided a summary of the Transportation Improvement Program and associated projects for 2025-2028.

Jack Kolars asked for clarity about the Bullet Train comment from Eagle Lake to Mankato. Discussion ensued regarding the topic.

Jack Kolars moved to adopt the 2025-2028 Transportation Improvement Program. Dan Rotchadl seconded the motion. With all voting in favor, the motion was adopted.

4.3 Resolution adopting the 2024 MAPO Title VI Plan update.

Chris Talamantez provided a summary of the update to the Title VI Plan and the updates to the data and duties of the Coordinator Position.

Dan Rotchadl moved to adopt the 2024 Title VI Plan update. Jim Whitlock seconded the motion. With all voting in favor, the motion was adopted.

V. Other Business, Discussions & Updates –

5.1 2024-2027 Transportation Improvement Program administrative modification. Chris Talamantez provided a summary of the two Carbon Reduction Program projects moving to the Federal Fiscal Year 2025.

5.2 Second Quarter report. Mark Konz shared the host agency agreement requirement to share the Second Quarter Report including staff activities, project states, and budget status.

VI. Unapproved June 5, 2024, MAPO TAC minutes – No discussion

VII. Public Comments – None

VIII. Policy Board Comments – Appreciation was shared for Mayor Norton’s last meeting.

IX. Adjournment – Dan Rotchadl moved to adjourn. Jim Whitlock seconded. With all voting in favor, the motion was adopted. The meeting was adjourned at 6:20 p.m.

Acting Chair Lisa Norton



AGENDA RECOMMENDATION
Agenda Heading: Resolution adopting
Highway Safety Improvement Program
(HSIP) Performance Measure targets
No: 4.1

Agenda Item: Resolution adopting HSIP Safety Performance Measure targets

Recommended Action(s): At their October 17, 2024 meeting the Technical Advisory Committee adopted a motion recommending that the MAPO Policy Board adopt the resolution supporting HSIP 2025 Safety Performance Measure Targets

Summary: The U.S. Department of Transportation (DOT) established performance measures for safety (PM1) on the National Highway System as detailed in the Highway Safety Improvement Program (HSIP) 23 CFR 490. Federal guidance requires that state DOTs and MPOs must establish performance targets in accordance with these measures.

Accident rates have been rising nationwide, and as a result the number of fatalities and serious injuries have also been rising. MnDOT supports aspirational targets that are achievable, but MnDOT does not support setting the targets greater than prior years so the targets this year are again the same as the previous year. MnDOT's 2025 targets became effective on August 31, 2024, providing a deadline to MPOs of February 28, 2025 to either support the submitted 2025 statewide targets or set targets for the MPO area. Historically MAPO has resolved to support MnDOT's statewide targets.

The updated safety targets are outlined in the below table (note the 2025 Targets are the same as the 2024 targets):

Safety Performance Measure	2024 Target	2025 Target	Statewide Baseline (2019-2023 average)	MAPO Target Share	MAPO 2019-2023 Average (MNCMAT2)
Fatalities	352.4	352.4	420.8	3.305	3
Fatality rate (per 100M VMT)	0.582	0.582	0.742	0.582	0.551
Serious injuries	1,463.4	1,463.4	1,745.6	13.726	19
Serious injury rate (per 100M VMT)	2.470	2.470	3.075	2.47	3.451
Non-motorist fatalities and serious injuries	258.4	258.4	285.4	2.424	4

MAPO target share was calculated using the MAPO portion of the statewide Vehicle Miles Traveled (VMT). MAPO's 2023 VMT (544,737,716) was multiplied by the

performance target to yield the target number of fatalities and serious injuries specific to the MAPO area toward achieving the target set by the state. Non-motorist fatalities and serious injuries target share was calculated using the MAPO percentage of the total statewide VMT (0.938%).

This item was reviewed by the MAPO Technical Advisory Committee at their October 17, 2024 meeting and recommended a motion to adopt the resolution supporting MnDOT's PM1 targets.

Attachments:

1. MAPO PM1 resolution
2. Performance Measures informational correspondence
3. Crash map

**Resolution Adopting 2025 HSIP Performance Targets
for the Mankato/North Mankato Area Planning Organization**

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

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

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

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

Now, therefore, be it resolved; that the Mankato/North Mankato Area Planning Organization agrees to plan and program projects so that the projects contribute to the accomplishment of MnDOT's calendar year 2025 HSIP targets for the following performance measures:

Number of fatalities: 352.4;

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

Number of serious injuries: 1,463.4;

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

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

CERTIFICATION

I hereby certify that the foregoing Resolution is a true and correct copy of the resolution presented to and adopted by the Mankato/North Mankato Area Planning Organization at a duly authorized meeting thereof, held on the 7th day of November, 2024 as shown by the minutes of said meeting in my possession.

Mike Laven, Chair

Date

Mark Konz, Executive Director

Date

08/28/2024

Minnesota Safety Performance Measures

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

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

2025 Targets

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

The 2025 targets are equal to the 2024 targets. This will require innovative thinking and sustained support to achieve these goals given recent trends in traffic safety.

Table 1: 2025 Statewide Safety Performance Targets for Federal Measures

Performance Metric	Baseline (2019-2023 average)	2025 Target
Number of fatalities	420.8	352.4
Fatality rate (per 100M vehicle miles traveled)	0.742	0.582
Number of serious injuries	1,745.6	1,463.4
Serious injury rate (per 100M vehicle miles traveled)	3.075	2.470
Number of non-motorist fatalities and serious injuries	285.4	258.4

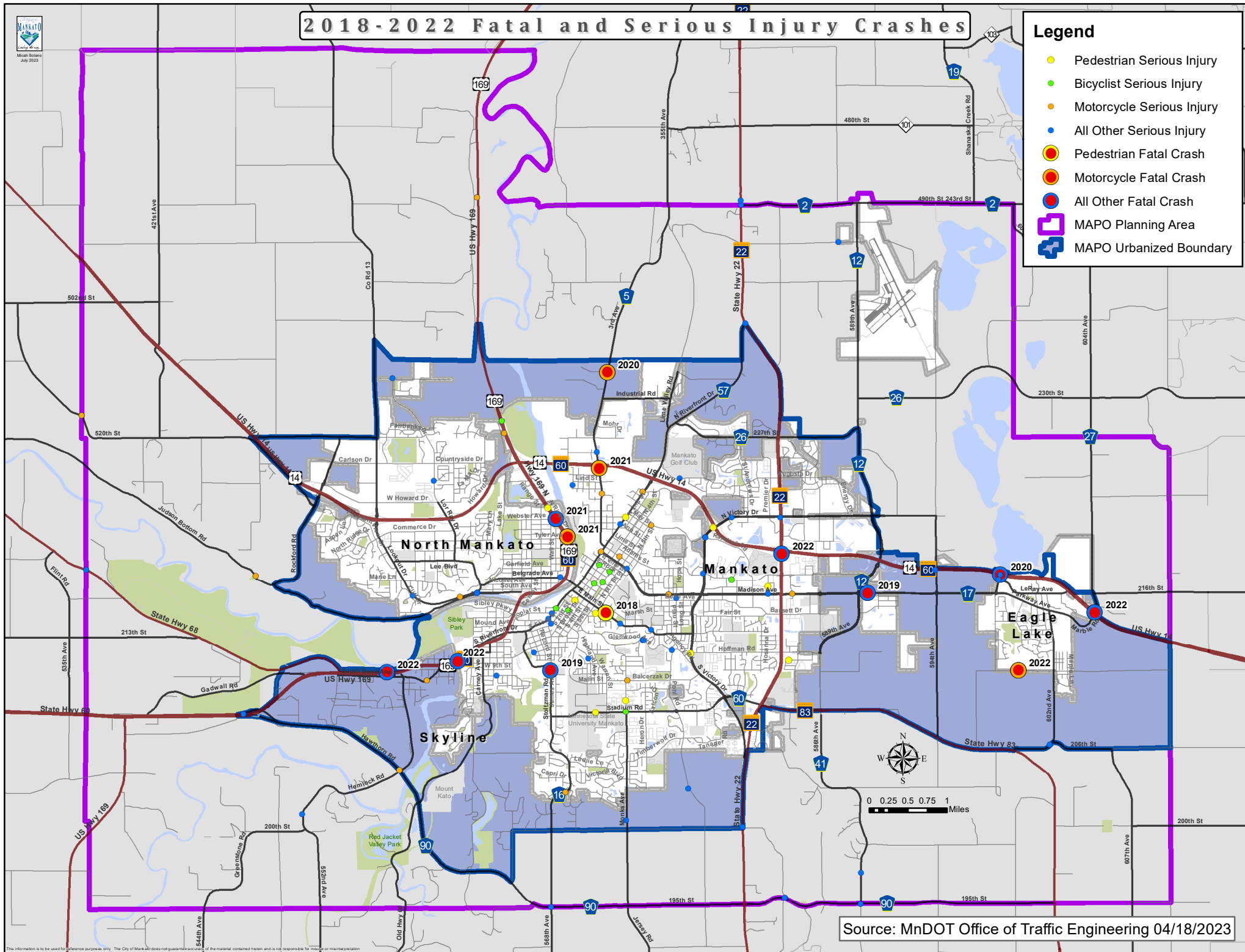
These targets will be effective when submitted to FHWA via HSIP on August 31, 2024. MPOs have 180 days, or until February 28, 2025 to support the state targets or to develop and set their own.



2018-2022 Fatal and Serious Injury Crashes

Legend

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



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



AGENDA RECOMMENDATION
Agenda Heading: Resolution adopting
Infrastructure and Reliability Performance
Measure targets
No: 4.2

Agenda Item: Resolution adopting Infrastructure and Reliability Performance Measure targets

Recommended Action(s): At their October 17, 2024 meeting the Technical Advisory Committee adopted a motion recommending that the MAPO Policy Board adopt the resolution supporting MnDOT 2022-2025 Infrastructure Performance Measure Targets

Summary: The Minnesota Department of Transportation (MnDOT) established performance measures for Infrastructure condition (PM2), reliability, and Congestion Mitigation and Air Quality Improvement (CMAQ) measures (PM3). The current targets for 2022-2025 were established on October 3, 2022. At the mid-point of the performance period, States have the opportunity to adjust the four-year targets. MnDOT has adjusted two of the four-year PM2 targets. October 1, 2024 is the establishment date for the new targets. MPOs have 180 days from the establishment date to adopt the statewide targets or set their own. Historically MAPO has resolved to support MnDOT's statewide targets. For CMAQ measures MnDOT and the Metropolitan Council must submit identical targets.

PM2 measures pavement and bridge conditions on the Interstate and NHS systems. MAPO has no interstate pavement, and 3 non-interstate NHS (US 14, US 169, and MN 22).

The updated safety targets are outlined in the below table along with the MAPO specific data from 2021.

Infrastructure Performance Measure	Two-Year 2023 Target	Four-Year 2025 Target	MAPO 2023
Interstate Pavements in Good Condition	60%	60%	N/A
Interstate Pavements in Poor Condition	2%	2%	N/A
Non-Interstate NHS Pavements in Good Condition	55%	55% 40%	41.34%
Non-Interstate NHS Pavements in Fair Condition*	NA	NA	58.07%
Non-Interstate NHS Pavements in Poor Condition	2%	2%	0.6%
NHS Bridges in Good Condition	30%	35% 20%	4.22%
NHS Bridges in Poor Condition	5%	5%	22.15%

*Non-Interstate NHS Pavements in Fair Condition is not a performance target

MAPO's 2023 numbers were provided by the State. Percentages are representative of total mileage of NHS pavement (134.08 Miles) and total square foot area of NHS bridges (554,346 sqft) in the MAPO Planning Area. Non-Interstate NHS pavement in Fair condition is not a performance measure, but was added to illustrate a majority of the road network falls into the fair condition category. Based on the 2023 numbers, all of the bridges in poor condition are on the MnDOT system on US Highway 14 and US Highway 169. The US 14 bridges over the Minnesota River and US 169 account for 22.5% of the total square footage in the MAPO planning area and are mostly in poor condition. Since the previous reporting in 2022 at the start of the performance period, bridges in good condition have decreased from 8.78% to 4.22%, bridges in fair condition have increased from 64.2% to 73.63%, and bridges in poor condition have decreased from 27.02% to 22.15%. Projects are planned in the 2025-2028 Transportation Improvement Program that will address the Poor condition at Veterans Memorial Bridge (2026), and improve the North Star Bridge (2028).

PM3 includes system reliability targets. The MAPO area does not include any interstate lane miles, which is why interstate reliability and truck travel time are not applicable to the area on the table below. System reliability is based on travel time, vehicle speeds, and person miles traveled. Four of MAPO's 77 Non-Interstate NHS segments are considered unreliable. These unreliable segments are at the MN Highway 22 and US Highway 14 interchange. MAPO specific data from 2023 exceeds the target percentage for reliability. Since PM3 targets for reliability have not changed, no action is required.

Measure	Two-Year 2023 Target	Four-Year 2025 Target	MAPO 2023
Interstate Reliability	82%	82%	N/A
Non-Interstate NHS Reliability	90%	90%	99.3%
Truck Travel Time Reliability Index	1.4	1.4	N/A

PM3 targets for Congestion Mitigation and Air Quality Improvement (CMAQ) are set for the Twin Cities metropolitan area and are not required to be adopted by MAPO. CMAQ is no longer required to be reported and will be taken over by the greenhouse gas measures when those are put in place.

This item was reviewed by the MAPO Technical Advisory Committee at their October 17, 2024 meeting and recommended a motion to adopt the resolution supporting the State's adjusted PM2 targets.

Attachments:

1. Federal Performance Measures and Targets
2. MAPO PM2 Resolution
3. National Highway System: Mankato
4. Pavement Rating Map
5. Bridge Condition Map
6. System Reliability Map

Federal Performance Measures and Targets

Mid Performance Period Reporting for Performance Period 2022-2025

In 2022, the Minnesota Department of Transportation established statewide two- and four-year targets for federal performance measures for the second Baseline Performance Period Report, performance period 2022-2025. Biennial reporting to the Federal Highway Administration includes performance measures for infrastructure condition (PM2), reliability, and CMAQ measures (PM3).

At the mid-point of the performance period, there is the opportunity for states to adjust four-year targets. MnDOT has adjusted two of the four-year PM2 targets, as shown in the table below. October 1, 2024 is the establishment date for the new targets and MPOs have 180 days from the establishment date to adopt the statewide targets or set their own for their area. Please note that no changes were made to PM3 targets, so MPOs do not need to take action on those unless they would like to change their own targets. Also note that Minnesota is no longer required to report on CMAQ measures, so only Reliability measures are now included for PM3.

Infrastructure

In 2022, MnDOT established targets for two bridge and four pavement performance measures for the January 1, 2022 to December 31, 2025 performance period. In 2024, for mid performance period reporting, MnDOT has adjusted two infrastructure condition four-year targets, as shown in the table below.

Infrastructure Performance Measures and 2023 & 2025 Targets

Measure	Two-Year 2023 Target	Four-Year 2025 Target
Interstate Pavements in Good Condition	60%	60%
Interstate Pavements in Poor Condition	2%	2%
Non-Interstate NHS Pavements in Good Condition	55%	55% 40%
Non-Interstate NHS Pavements in Poor Condition	2%	2%
NHS Bridges in Good Condition	30%	35% 20%
NHS Bridges in Poor Condition	5%	5%

System Reliability

In 2022, MnDOT established targets for one freight and two reliability measures for the January 1, 2022 to December 31, 2025 performance period.

System Reliability Performance Measures and 2023 & 2025 Targets

Measure	Two-Year 2023 Target	Four-Year 2025 Target
Interstate Reliability	82%	82%
Non-Interstate NHS Reliability	90%	90%
Truck Travel Time Reliability Index	1.4	1.4

Resolution Adopting NHS Pavement and Bridge Condition Performance Targets for the Mankato/North Mankato Area Planning Organization

Whereas, the U.S. Department of Transportation established performance measures for pavement and bridge condition on the National Highway System as detailed in 23 CFR 490, Subpart C, National Performance Measures for Assessing Pavement Condition, and 23 CFR 490, Subpart D, National Performance Measures for Assessing Bridge Condition;

Whereas, the Minnesota Department of Transportation (MnDOT) established performance targets for each of the four NHS pavement condition performance measures in accordance with 23 CFR 490.307(a); and

Whereas, MnDOT established performance targets for each of the two NHS bridge condition performance measures in accordance with 23 CFR 490.407(c); and

Whereas, metropolitan planning organizations (MPOs) must establish performance targets for each of the NHS pavement and bridge condition performance measures; and

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

Whereas, the Mankato/North Mankato Area Planning Organization (MAPO) does not have any Interstate mileage located within its metropolitan planning area;

Now, therefore, be it resolved, that MAPO agrees to plan and program projects so that the projects contribute to the accomplishment of MnDOT's NHS pavement and bridge condition targets for the Performance Period 2022 through 2025:

Target	2-yr target (2023)	4-yr target (2025)
<i>Pavement Condition</i>		
Non-Interstate – percentage of pavement in Good condition	55%	40%
Non-Interstate – percentage of pavement in Poor condition	2%	2%
<i>Bridge Condition</i>		
Percentage of NHS bridges by deck area in Good condition	30%	20%
Percentage of NHS bridges by deck area in Poor condition	5%	5%


CERTIFICATION




















I hereby certify that the foregoing Resolution is a true and correct copy of the resolution presented to and adopted by the Mankato/North Mankato Area Planning Organization at a duly authorized meeting thereof, held on the 7th day of November 2024 as shown by the minutes of said meeting in my possession.

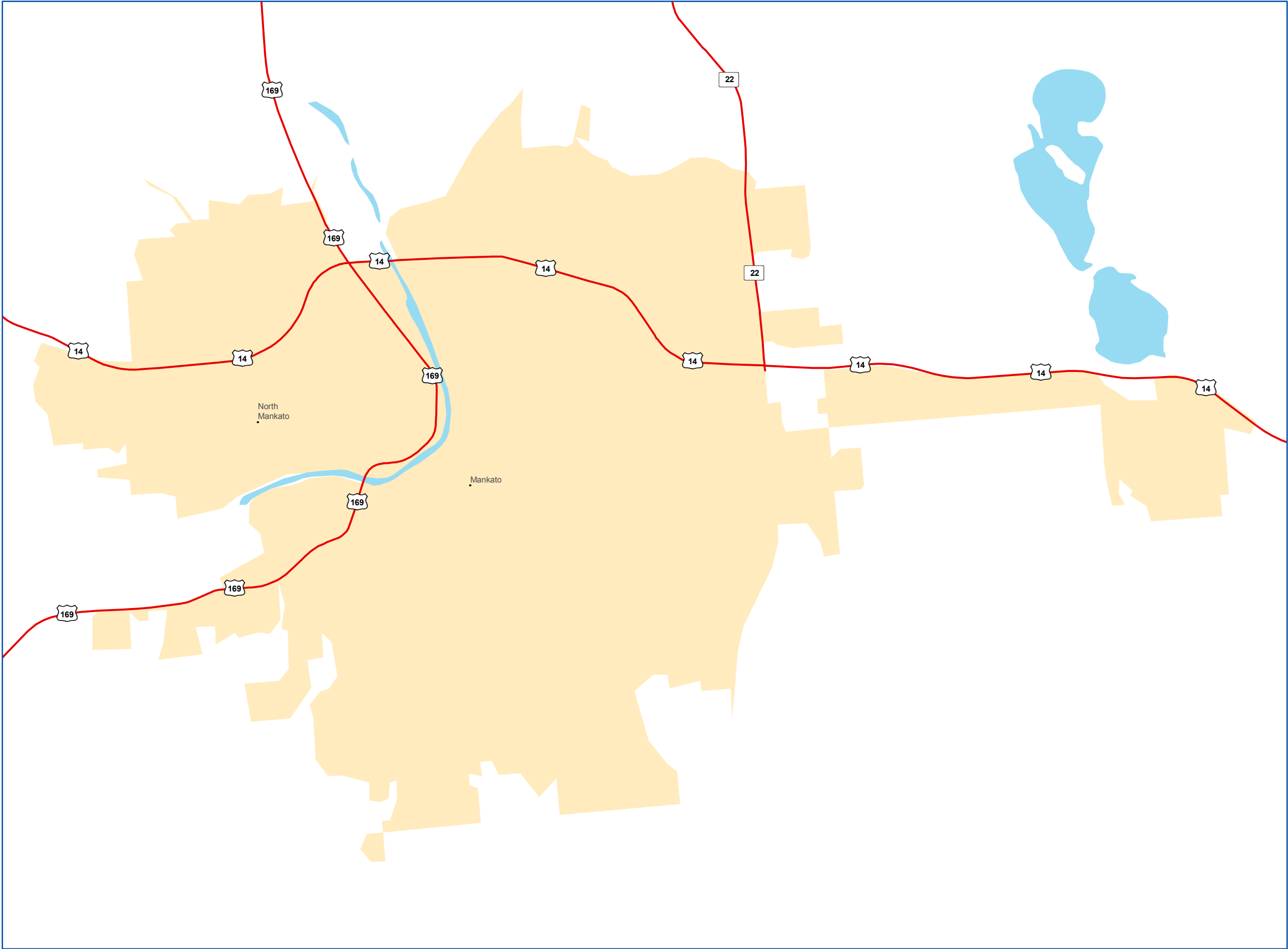
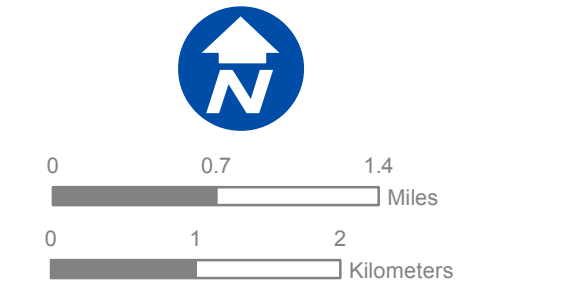
Mike Laven, Chair

Mark Konz, Executive Director

National Highway System : Mankato, MN

 U.S. Department of Transportation
Federal Highway Administration

-  Airport
-  Intercity Bus Terminal
-  Ferry Terminal
-  Truck/Pipeline Terminal
-  Multipurpose Passenger Facility
-  Port Terminal
-  Truck/Rail Facility
-  AMTRAK Station
-  Public Transit Station
-  Eisenhower Interstate System
-  Other NHS Routes
-  Non-Interstate STRAHNET Route
-  Major STRAHNET Connector
-  Intermodal Connector
-  Intermodal/STRAHNET Connector
-  Unbuilt NHS Routes
-  Water
-  Department of Defense
-  Census Urbanized Areas





2023 Pavement Ratings - Overall

Legend

Overall Rating

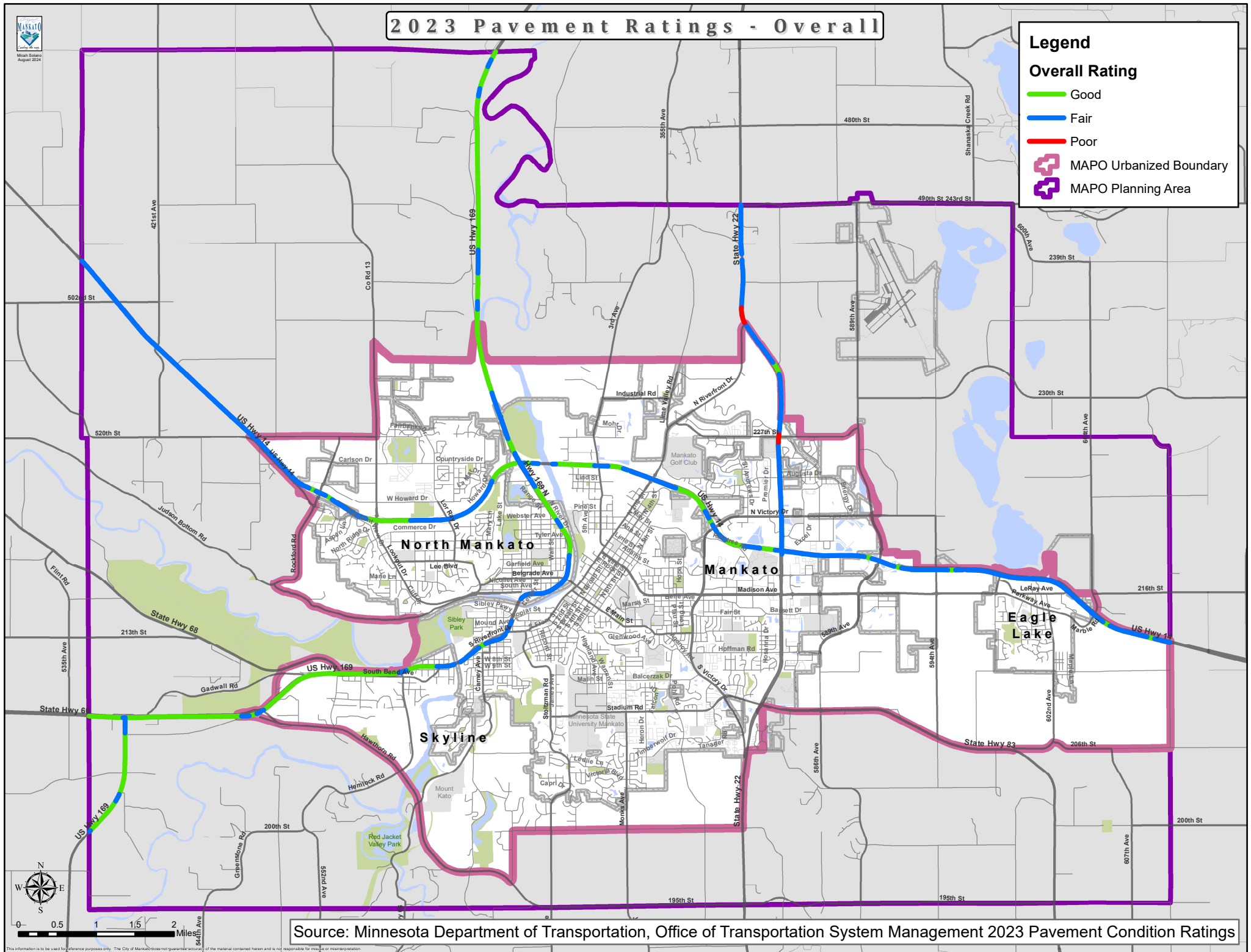
Good

Fair

Poor

MAPO Urbanized Boundary

MAPO Planning Area



Source: Minnesota Department of Transportation, Office of Transportation System Management 2023 Pavement Condition Ratings

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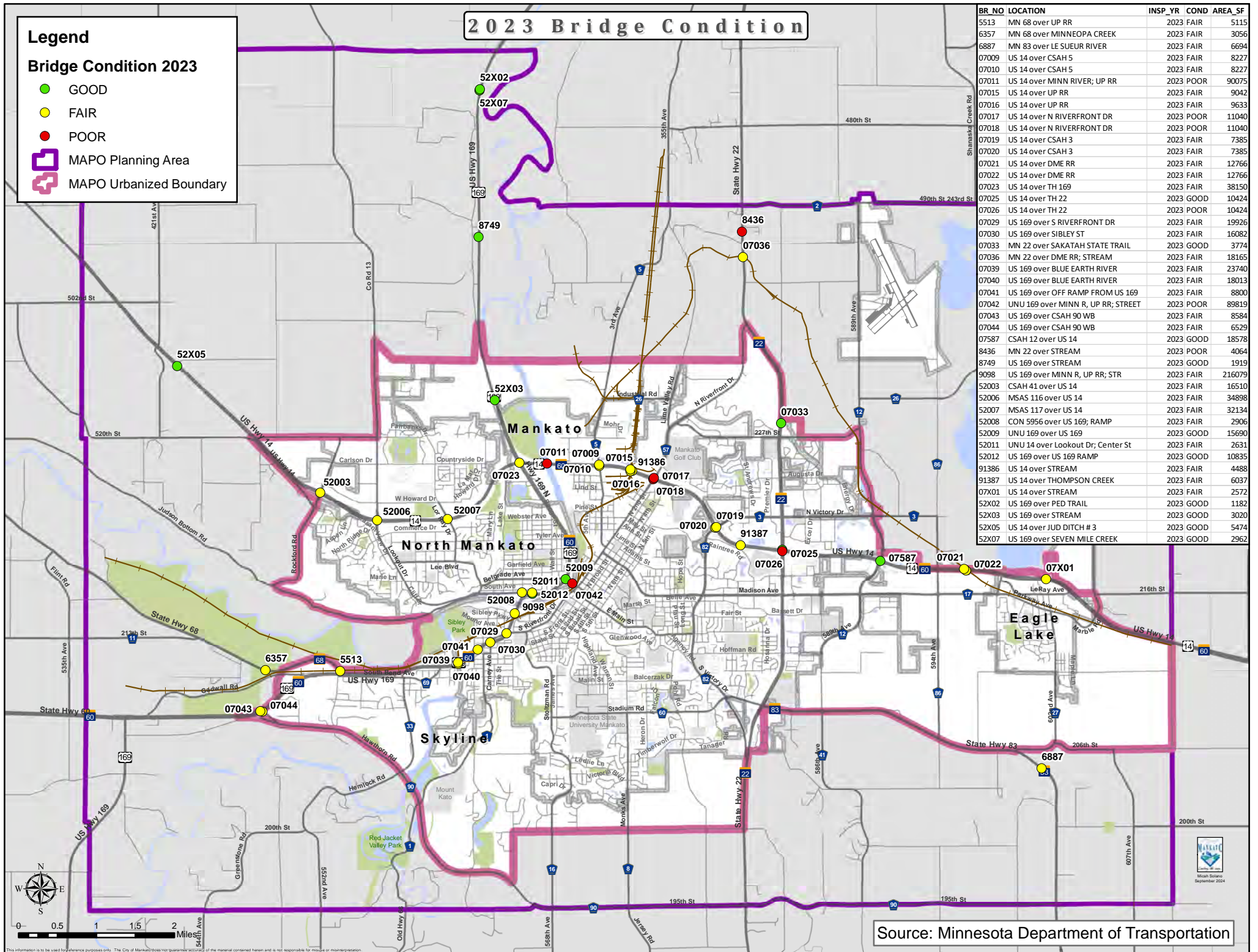
2023 Bridge Condition

Legend

Bridge Condition 2023

- GOOD
- FAIR
- POOR
- MAPO Planning Area
- MAPO Urbanized Boundary

BR_NO	LOCATION	INSP_YR	COND	AREA_SF
5513	MN 68 over UP RR	2023	FAIR	5115
6357	MN 68 over MINNEOPA CREEK	2023	FAIR	3056
6887	MN 83 over LE SUEUR RIVER	2023	FAIR	6694
07009	US 14 over CSAH 5	2023	FAIR	8227
07010	US 14 over CSAH 5	2023	FAIR	8227
07011	US 14 over MINN RIVER; UP RR	2023	POOR	90075
07015	US 14 over UP RR	2023	FAIR	9042
07016	US 14 over UP RR	2023	FAIR	9633
07017	US 14 over N RIVERFRONT DR	2023	POOR	11040
07018	US 14 over N RIVERFRONT DR	2023	POOR	11040
07019	US 14 over CSAH 3	2023	FAIR	7385
07020	US 14 over CSAH 3	2023	FAIR	7385
07021	US 14 over DME RR	2023	FAIR	12766
07022	US 14 over DME RR	2023	FAIR	12766
07023	US 14 over TH 169	2023	FAIR	38150
07025	US 14 over TH 22	2023	GOOD	10424
07026	US 14 over TH 22	2023	POOR	10424
07029	US 169 over S RIVERFRONT DR	2023	FAIR	19926
07030	US 169 over SIBLEY ST	2023	FAIR	16082
07033	MN 22 over SAKATAH STATE TRAIL	2023	GOOD	3774
07036	MN 22 over DME RR; STREAM	2023	FAIR	18165
07039	US 169 over BLUE EARTH RIVER	2023	FAIR	23740
07040	US 169 over BLUE EARTH RIVER	2023	FAIR	18013
07041	US 169 over OFF RAMP FROM US 169	2023	FAIR	8800
07042	UNU 169 over MINN R, UP RR; STREET	2023	POOR	89819
07043	US 169 over CSAH 90 WB	2023	FAIR	8584
07044	US 169 over CSAH 90 WB	2023	FAIR	6529
07587	CSAH 12 over US 14	2023	GOOD	18578
8436	MN 22 over STREAM	2023	POOR	4064
8749	US 169 over STREAM	2023	GOOD	1919
9098	US 169 over MINN R, UP RR; STR	2023	FAIR	216079
52003	CSAH 41 over US 14	2023	FAIR	16510
52006	MSAS 116 over US 14	2023	FAIR	34898
52007	MSAS 117 over US 14	2023	FAIR	32134
52008	CON 5956 over US 169; RAMP	2023	FAIR	2906
52009	UNU 169 over US 169	2023	GOOD	15690
52011	UNU 14 over Lookout Dr; Center St	2023	FAIR	2631
52012	US 169 over US 169 RAMP	2023	GOOD	10835
91386	US 14 over STREAM	2023	FAIR	4488
91387	US 14 over THOMPSON CREEK	2023	FAIR	6037
07X01	US 14 over STREAM	2023	FAIR	2572
52X02	US 169 over PED TRAIL	2023	GOOD	1182
52X03	US 169 over STREAM	2023	GOOD	3020
52X05	US 14 over JUD DITCH #3	2023	GOOD	5474
52X07	US 169 over SEVEN MILE CREEK	2023	GOOD	2962



Source: Minnesota Department of Transportation



Maple Solutions
September 2024

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2023 Travel Time Reliability

Legend

MAPO Planning Area

MAPO Urbanized Boundary

Level of Travel Time Reliability

1.0 - 1.1

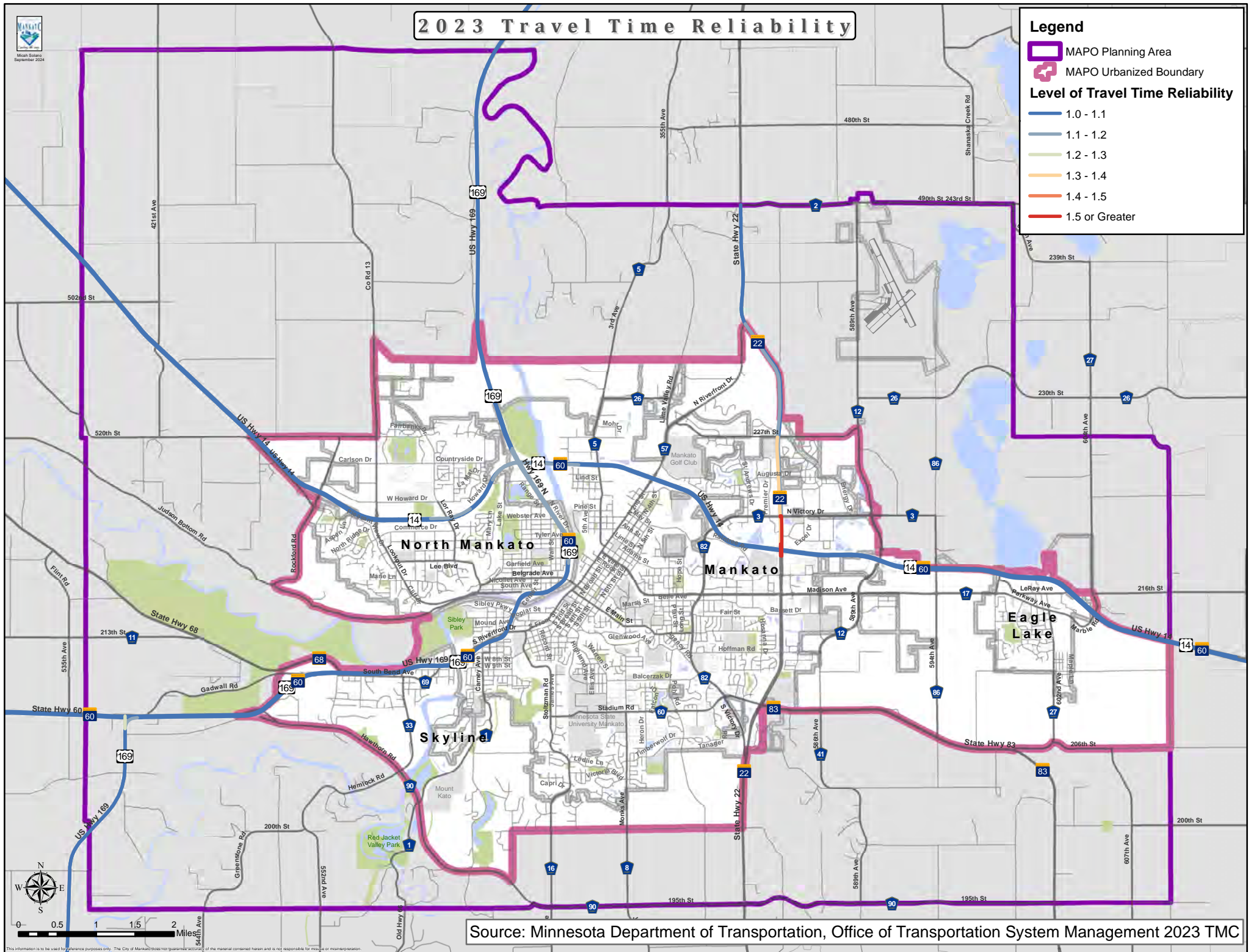
1.1 - 1.2

1.2 - 1.3

1.3 - 1.4

1.4 - 1.5

1.5 or Greater



Source: Minnesota Department of Transportation, Office of Transportation System Management 2023 TMC

This information is to be used for reference purposes only. The City of Mankato does not guarantee accuracy of the material contained herein and is not responsible for misuse or misinterpretation.



AGENDA RECOMMENDATION

Agenda Heading: Motion to release Requests for Proposals (RFPs) for studies contained in the 2025 Unified Planning Work Program No: 4.3

Agenda Item: Motion to release Requests for Proposals (RFPs) for studies contained in the 2025 Unified Planning Work Program

Recommendation Action(s): At their October 17, 2024 meeting the Technical Advisory Committee adopted a motion recommending that the MAPO Policy Board release RFPs for 2025 studies

Summary: Over 2024, MAPO facilitated a solicitation with partner agencies to determine priority studies for 2025. Selected studies were approved by the Policy Board for inclusion in the 2025 Unified Planning Work Program. The initiating 2025 studies are:

Balcerzak Drive Corridor Study: This study will evaluate the Balcerzak Drive corridor from Warren Street to South Victory Drive. Study will include evaluation of multi-modal facilities to improve the pedestrian and bicycle network, transit facilities, and access management. **Total Project Cost (est.): \$65,000. Anticipated completion: December 2025.**

Lee Boulevard Corridor Study: The Study will evaluate the Lee Boulevard corridor from Lookout Drive to Belgrade Avenue. Study area extends east and west of the corridor to include access management elements and environmental mitigation. Study will also evaluate appropriate intersection controls at the intersections of Lookout Drive, South Avenue, and Belgrade Avenue. When the river rises high enough the current plan is to create a temporary levee across the Lee/Lookout intersection. The study will seek less disruptive alternatives to the flow of traffic while still providing the needed protection to homes in the area. Study will also evaluate multi-modal facilities in the area. **Total Project Cost (est.): \$60,000. Anticipated completion: December 2025**

Request for proposals for each of the studies have been drafted and preliminarily reviewed by MnDOT. The requests for proposals are attached.

Meeting Date: November 7, 2024

This item was reviewed by the MAPO Technical Advisory Committee at their October 17, 2024 meeting and recommended a motion to release the attached RFPs.

Anticipated schedule below:

November 14, 2024 – Release RFPs

December 5, 2024 – Last Day for questions

December 19, 2024 – Submission deadline

January 3, 2024 – Scoring deadline

January 6, 2024 – Scoring team meetings

January 16, 2024 – TAC reviews recommended consultants

February 6, 2024 – Policy Board reviews recommended consultants

Attachments (linked):

1. [Draft Balcerzak Drive Corridor Study RFP](#)
2. [Draft Lee Boulevard Corridor Study RFP](#)



AGENDA RECOMMENDATION
Agenda Heading: Amendment to the
Technical Advisory Committee Bylaws
No: 4.4

Agenda Item: Amendment to the Technical Advisory Committee bylaws

Recommendation Action(s): At their October 17, 2024 meeting the Technical Advisory Committee adopted a motion recommending that the MAPO Policy Board amend the TAC bylaws as indicated in the bylaws review.

Summary:

TAC Bylaws 2020 Article V. Amendment of Bylaws subparagraph c. These bylaws can be amended at any regular meeting of the TAC by voting members (provided there is a quorum) if the proposed amendment has been submitted in writing to the TAC members with the notification of the meeting. All revisions of these bylaws shall be approved by the MAPO Policy Board.

Adjustments to the TAC bylaws include formatting adjustments and what is summarized below:

Review of the Technical Advisory Committee Bylaws adopted May 7, 2020

Throughout the document

Edit “Long Range Transportation Plan”

To read “Metropolitan Transportation Plan”

Article 1. Purpose and Function of the Technical Advisory Committee
Subparagraph F. Serve as technical experts:

Edit - Review if transportation improvement plans and make recommendations.

To read – Review transportation improvement plans and make recommendations.

Article II. Membership
Subparagraph A.

Edit – the City or Mankato Public Works Director

To read – the City of Mankato Public Works Director

Article III. Officers

Add Subparagraph C.

The Secretary will provide notice of a vacancy in an office to the TAC membership who will elect a member to fill the vacancy for the remainder of the vacant term.

Article IV. Meetings
Subparagraph F.

Edit – *Robert's Rules of Order* shall serve as the authority on parliamentary procedures at all TAC meetings.

To read – The current edition of *Robert's Rules of Order Newly Revised* shall serve as the authority on parliamentary procedures at all TAC meetings.

Article V. Amendment of Bylaws
Subparagraph A.

Edit – These bylaws shall be implemented by motion of the MAPO.

To read – These bylaws shall be implemented by motion of the MAPO Policy Board.

Article V. Amendment of Bylaws
Subparagraph B.

Edit – Upon acceptance of the TAC bylaws by the MAPO, and at least every two years thereafter, the TAC shall review its purpose and function and shall present a revised summary of such purpose and function to the MAPO.

To read – Upon acceptance of the TAC bylaws by the MAPO Policy Board, and at least every two years thereafter, the TAC shall review its purpose and function and shall present a revised summary of such purpose and function to the MAPO Policy Board.

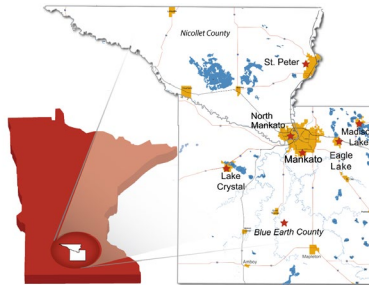
This item was reviewed by the MAPO Technical Advisory Committee at their October 17, 2024 meeting and recommended a motion to amend the TAC bylaws as attached.

Attachments:

1. [TAC Bylaws](#)
2. Draft TAC Bylaws update

Mankato/North Mankato Area Planning Organization (MAPO)

Technical Advisory Committee Bylaws



Originally Adopted by the MAPO April 17, 2013

Amended by the TAC June 18, 2015

Amended by the TAC January 19, 2017

Amended by the TAC April 16, 2020 & adopted by the Policy Board May 7, 2020

Amended by the TAC October 17, 2024, and adopted by the Policy Board November 7, 2024

TECHNICAL ADVISORY COMMITTEE (TAC) TO THE MANKATO/NORTH MANKATO AREA PLANNING ORGANIZATION (MAPO) BYLAWS

I. PURPOSE AND FUNCTION OF THE TECHNICAL ADVISORY COMMITTEE

- A. The Technical Advisory Committee (TAC) reviews and formulates recommendations to the Policy Board regarding technical aspects of transportation planning prepared by the MAPO.
- B. Review staff work products and make recommendations:
 - Review the Unified Planning Work Plan.
 - Review the ~~Long Range~~Metropolitan Transportation Plan.
 - Review the Transportation Improvement Plan.
 - Review other plans and studies prepared by the MAPO.
 - Review of the Transit Development Plan.
 - Review other matters as requested by the Policy Board in relation of the Powers and Duties contained in Article V of the Joint Powers Agreement (JPA) between governmental units in the Mankato/North Mankato urban area.
- C. Determine and evaluate transportation and land use alternatives during the update of the Unified Planning Work Plan, ~~Long Range~~Metropolitan Transportation Plan, and the Transportation Improvement Plan:
 - Assist in verification of current employment and demographic inventory in member governmental units.
 - Assist in verification of current land use maps in member governmental units.
 - Assist in the determination of land use and growth policies and zoning impacts in forecasting future demographics and employment.
 - Review forecasts for consistency with governmental objectives.
 - Review roadway deficiencies forecasted by traffic demand model and assist in the development and evaluation of alternatives.
 - Review and evaluate public input on proposed alternatives.
 - Review and evaluate costs of proposed alternatives.
 - Select most appropriate alternative for inclusion in the Unified Planning Work Plan, ~~Long Range~~Metropolitan Transportation Plan, and the Transportation Improvement Plan.
- D. Review, evaluate and recommend adoption of MAPO policies and plans; establish sub-committees as desired:
 - Develop and recommend policies, official controls, and other actions promoting orderly development and multi-modal transportation consistent with MAPO planning.
 - Review and recommend other matters as requested by the Policy Board in relation to the Powers and Duties contained in Article V of the JPA.
 - Assist with defining the overall vision and goals for transportation and land use in the Mankato/North Mankato urban area.

- Review recommendations for any established sub-committee.
- Review Environmental Justice policies.
- Review Public Participation Plan and policies.
- Review the Unified Work Plan, ~~Long-Range~~Metropolitan Transportation Plan, and the Transportation Improvement Plan (TIP) schedule and public transportation activities.

E. Solicit, evaluate and prioritize projects for MAPO programs:

- State and Federal funds and/or grants or gifts to accomplish MAPO planning and planning related activities.
- Transportation Improvement Plan (TIP) development projects.
- Surface Transportation Program (STP) Urban funding projects.
- Statewide Multi-Modal Improvement Projects (Enhancements).

F. Serve as technical experts:

- Provide technical assistance to member governmental units for development of local plans consistent with MAPO plans.
- Implement the Unified Planning Work Plan, ~~Long-Range~~Metropolitan Transportation Plan, and the Transportation Improvement Plan.
- Analyze and review costs for efficiency/appropriateness.
- Advocate for transportation and land use policy issues.
- Review ~~if~~ transportation improvement plans and make recommendations.
- Validate technical data.
- Review Transit Development Plan.
- Evaluate impacts of new developments, transportation grant applications, and other matters as apparent or assigned and make recommendations to the Policy Board of MAPO.

II. MEMBERSHIP

A. Membership shall include staff from the governmental units within the MAPO planning area boundary. TAC staff shall include the following:

- City and County Engineers of the, City of North Mankato, Blue Earth County, and Nicollet County
- Community Development Directors of the City of Mankato and City of North Mankato
- Planning staff from Blue Earth County and Nicollet County
- City Administrator for the City of Eagle Lake
- A member of the City Council of the City of Skyline
- City ~~or of~~ Mankato Public Works Director
- A representative from the Transit Operator
- A representative from Independent School District #77
- A representative from Minnesota Department of Transportation District 7
- A representative from Minnesota State University, Mankato
- A representative from Region 9 Development Commission

- The Town Board Chairs of the Townships.
- B. The governmental units may designate alternate members to the TAC in the event the regular member of the TAC will be absent.
- C. Each staff member shall have one vote. Any action voted upon that has a financial impact shall be ratified by a vote of the Policy Board of MAPO.

III. OFFICERS

- A. The officers of TAC shall be the Chair, Vice Chair, and Secretary. The Chair and Vice Chair shall be elected during the first annual meeting of the TAC and shall take office upon election on a biennial basis. The Executive Director of the MAPO shall serve as the Secretary and shall Chair the TAC meetings in the absence of Chair, Vice Chair, and Region Nine representative.
- B. The Chair will preside at all TAC meetings, sign all official TAC correspondence, call and preside at any additional meetings and/or workshops, serve as the TAC representative before the Policy Board of MAPO and shall be the official spokesperson for the committee. The Vice Chair shall serve in place of the Chair during the Chair's absence. In instances where both the TAC Chair and Vice Chair are absent, TAC meetings will be chaired by the Region Nine Development Commission representative. The Secretary shall keep all official records of the TAC and be responsible for providing administrative support to the Chair and Vice Chair.

C. The Secretary will provide notice of a vacancy in an office to the TAC membership who will elect a member to fill the vacancy for the remainder of the vacant term.

IV. MEETINGS

- A. A regular meeting schedule shall be established annually by the TAC.
- B. Special meetings may be called by the Chair with a majority vote of the TAC or by request of the Policy Board of the MAPO.
- C. Meetings shall be held in locations readily accessible to citizens.
- D. TAC agendas and requested actions are to be coordinated and reviewed with the TAC Chair before release to the full TAC.
- E. A quorum shall consist of ten (10) of the total number of members. A quorum is necessary for a vote to be taken on any matter before the TAC. However, provided representatives from the City of Mankato, City of North Mankato, Blue Earth County, and Nicollet County are present at a TAC meeting, a quorum may consist of eight (8) members of the TAC.
- F. The current edition of Robert's Rules of Order Newly Revised shall serve as the authority on parliamentary procedures at all TAC meetings.
- G. Meeting notices shall be mailed prior to any regularly scheduled meeting with a minimum of one (1) week notice. Electronic mail shall be an approved method of distribution of meeting notices and agenda material.

- H. Meeting notices shall be made available to the public as specified in the MAPO Public Participation Plan.
- I. All TAC activities shall follow the MAPO's Public Participation Process.
- J. Per the MAPO Public Participation Plan, the Executive Director shall maintain the ability to execute Administrative Modifications to the Transportation Improvement Program (TIP) with concurrence of the TAC Chair and member jurisdiction where the project is located.

V. AMENDMENT OF BYLAWS

- A. The TAC bylaws, as established by the MAPO, shall replace any previous bylaws and will constitute the sole governance of the TAC. These bylaws shall be implemented by motion of the MAPO Policy Board.
- B. Upon acceptance of the TAC bylaws by the MAPO Policy Board, and at least every two years thereafter, the TAC shall review its purpose and function and shall present a revised summary of such purpose and function to the MAPO Policy Board.
- C. These bylaws can be amended at any regular meeting of the TAC by voting members (provided there is a quorum) if the proposed amendment has been submitted in writing to the TAC members with the notification of the meeting. All revisions of these bylaws shall be approved by the MAPO Policy Board.
- D. All amendments shall be recorded by date with clearly identified changes and permanently appended to the bylaws in an appendix.



AGENDA RECOMMENDATION
Agenda Heading: Carbon Reduction Program
project solicitation for
Fiscal Years 2026 through 2029.
No: 5.1

Agenda Item: Carbon Reduction Program (CRP) project solicitation for Fiscal Year (FY) 2026 through 2029

Recommendation Action(s): Informational

Summary: The Carbon Reduction Program (CRP) is a program created by the Infrastructure Investment and Jobs Act. The purpose 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%).

In previous years MAPO has selected projects including electric vehicle lease/purchase, a street light conversion project, electric vehicle charging station replacement, and trail engineering

Ranking and scoring of all applications for FY 2026-2029 will use the criteria provided by the Statewide Carbon Reduction Strategy. Amount of funding in the MAPO urbanized area for each federal fiscal year is detailed in the table below:

Year	Amount
FY 2026	\$230,000
FY 2027	\$144,000
FY 2028	\$140,000
FY 2029	\$140,000

The timeline for the solicitation as follows

- Monday, Oct. 7, 2024 – Announce TA solicitation process and open Letter of Intent (LOI) period
- Monday, Oct. 14, 2024 – Office Hours for all three programs (TA, CRP and PROTECT) Letter of Intent
- Friday, Nov. 1, 2024 – Deadline for applicants to submit Letter of Intent
- Monday, Nov. 4, 2024 – Letter of Intent distributed to MPO's for review
- Wednesday, Nov. 27, 2024 – Deadline for MPO's review of Letter of Intent and recommendation to proceed with full application given to applicants
- Monday, Dec. 2, 2024 – Official start of full application period
- Date TBD – Office Hours for CRP program
- Friday, Jan. 10, 2025 – Deadline for applicants to submit full applications
- Monday, Mar. 31, 2024 – Deadline for ATPs to select projects may be adjusted based on our scheduled meetings.

Visit the [Carbon Reduction Program \(CRP\)](#) webpage for more information.

Attachments

1. CRP solicitation materials

Carbon Reduction Program (CRP)

Solicitation Materials

September 2024

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Carbon Reduction Program Letter of Intent Worksheet

Applicant information

Name of applicant organization: Click here to enter text.

Name of contact: Click here to enter text.

Contact address: Click here to enter text.

City: Click here to enter text. **State:** Click here to enter text. **Zip:** Click here to enter text.

County: Click here to enter text.

Phone: Click here to enter text. **Email:** Click here to enter text.

Project information

1. **Title of project:** Click here to enter text.
2. **Project location:** Click here to enter text.
3. **One sentence description of the work for which you are seeking support:** Click here to enter text.

Project readiness

Provide the project timeline and milestones, including any relevant planning or engineering studies. Be sure to describe how the project can be completed in the given timeframe. (250 words maximum)

Click here to enter text.

Project funding

4. **Amount of funding requested:** \$Click to enter amount.
5. **Total project budget:** \$Click to enter amount.
Briefly explain the total estimated amount of funding needed for the project. Include the amount requested through this application and other sources.
Click here to enter text.
6. **Identify the local match amount:** \$Click to enter amount.
7. **Identify the source of the local funds committed to the project (100 words maximum):**
Click here to enter text.
8. **Total amount of additional federal funds obligated to the project already, if applicable:**
Click here to enter text.

Source of additional federal funds obligated to the project already, if applicable (100 words maximum):[Click here to enter text.](#)

9. Which funding program and fiscal year(s) is this project interested in applying for?

Projects may submit for one or multiple funding years during this solicitation period. Check the fiscal year box or boxes in which you are submitting the LOI for funding.

Check the box or boxes of the funding year applying for.

Carbon Reduction Program ☐ FY 2026 ☐ FY 2027 ☐ FY2028 ☐ FY2029

Alignment with the Carbon Reduction Strategy

10. Category of project from the Carbon Reduction Strategy:

☐ Electrification ☐ Travel options ☐ Low carbon infrastructure and system management

11. Strategy associated with the project from the Carbon Reduction Strategy:

[Click here to enter text.](#)

12. Project type in the Carbon Reduction Strategy that the project falls under:

[Click here to enter text.](#)

13. Describe the work and how it reduces carbon (250 words maximum):

[Click here to enter text.](#)

14. Which co-benefits are relevant to your project (check all that apply):

☐ Equity ☐ Safety ☐ Access ☐ Health

CRP Application

MPOs or ATPs soliciting projects may use the application template provided below.¹

Applicant information

Name of applicant organization: Click here to enter text.

Name of contact: Click here to enter text.

Contact address: Click here to enter text.

City: Click here to enter text. **State:** Click here to enter text. **Zip:** Click here to enter text.

County: Click here to enter text.

Phone: Click here to enter text. **Email:** Click here to enter text.

Project information

1. **Title of project:** Click here to enter text.
2. **Project location:** Click here to enter text.
3. **One sentence description of the work for which you are seeking support:** Click here to enter text.

Project readiness

Provide the project timeline and milestones, including any relevant planning or engineering studies. Be sure to describe how the project can be completed in the given timeframe. (250 words maximum)

Click here to enter text.

Project funding

4. **Amount of funding requested:** \$Click to enter amount.
5. **Total project budget:** \$Click to enter amount.
Briefly explain the total estimated amount of funding needed for the project. Include the amount requested through this application and other sources.

¹ Project selection teams may adapt the template based on regional needs, as long as the application remains consistent with the Carbon Reduction Strategy. Examples of adaptations include adjusting the total points in the co-benefits scoring rubric to reflect regional priorities; Reducing the number of tools that applicants can use to justify their response to the equity question.

[Click here to enter text.](#)

6. Identify the local match amount: [Click to enter amount.](#)

7. Identify the source of the local funds committed to the project (100 words maximum):

[Click here to enter text.](#)

8. Total amount of additional federal funds obligated to the project already, if applicable:

[Click here to enter text.](#)

Source of additional federal funds obligated to the project already, if applicable (100 words maximum):[Click here to enter text.](#)

9. Which funding program and fiscal year(s) is this project interested in applying for?

Projects may submit for one or multiple funding years during this solicitation period. Check the fiscal year box or boxes in which you are submitting the LOI for funding.

Check the box or boxes of the funding year applying for.

Carbon Reduction Program ☐ FY 2026 ☐ FY 2027 ☐ FY2028 ☐ FY2029

10. Is this project able to accept partial funding? ☐ Yes ☐ No

Alignment with the Carbon Reduction Strategy

11. Category of project from the Carbon Reduction Strategy:

☐ Electrification ☐ Travel options ☐ Low carbon infrastructure and system management

12. Strategy associated with the project from the Carbon Reduction Strategy:

[Click here to enter text.](#)

13. Project type in the Carbon Reduction Strategy that the project falls under:

[Click here to enter text.](#)

14. Describe the work and how it reduces carbon (250 words maximum):

[Click here to enter text.](#)

Co-benefits of the project

15. Which co-benefits are relevant to your project (check all that apply):

☐ Equity ☐ Safety ☐ Access ☐ Health

Co-benefit: Equity

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).

500 words maximum

[Click here to enter text.](#)

Co-benefit: Safety

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).

500 words maximum

[Click here to enter text.](#)

Co-benefit: Access

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.

500 words maximum

[Click here to enter text.](#)

Co-benefit: Health

Please describe how this project improves localized air quality, especially in communities with high rates of asthma (see Appendix C). Also describe how this project supports active transportation.

500 words maximum

[Click here to enter text.](#)

Cost-Effectiveness of Carbon Reduction

The amount of CO₂e 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.

_____ Dollars/Metric Ton CO₂e reduced.

Which project types were used to calculate the carbon cost-effectiveness and what were the Year 1 and cumulative emissions reductions for the project?

Applicant should attach a replica table or screenshot of the 'Results Summary' tab to the project application.

Appendices

Appendix A: Definition of disadvantaged communities (Justice40)

[Justice40](#) is an initiative set forth through Federal Executive Order 14008 that aims to provide 40% of the benefits from certain federal grants, programs and initiatives to disadvantaged communities. To achieve this goal, many agencies have created definitions of disadvantaged communities to use in the solicitation of grants and other projects to ensure that disadvantaged communities are being served. Three tools have been identified for applicants to use if they wish, though using these tools is not required for determining whether a community is disadvantaged or not. Applicants are also encouraged to use other publicly available tools to showcase how their projects help serve disadvantaged communities. These tools are:

- USDOT [Climate and Economic Justice Screening Tool](#) (CEJST Tool)
- USDOT [RAISE Mapping Tool](#)
- EPA [EPA Environmental Justice Screening Tool](#) (EJ Screen Tool)
- USDOT [Equitable Transportation Community \(ETC\) Explorer](#)

Currently, the USDOT uses the [CEJST Tool](#) to define census tracts that are disadvantaged. This tool, created by the Department of Energy, uses 8 categories of burdens to define disadvantaged communities: Climate Change, Energy, Health, Housing, Legacy Pollution, Transportation, Water and Wastewater and Workforce Development. Any census tract is considered disadvantaged if it meets one of the 8 burdens listed above, is surrounded by disadvantaged census tracts and is at or above the 50th percentile for low income or is a federally recognized tribe. More information on the methodology and data of this tool is available [here](#).

The USDOT uses another tool for its RAISE (Rebuilding American Infrastructure with Sustainability and Equity) Grants, called the [RAISE Mapping Tool](#). This tool identifies census tracts that are either areas of persistent poverty² or historically disadvantaged communities. More information on tool use and methodology is available [here](#).

The [EJ Screening Tool](#) is used by the EPA to measure metrics related to environmental and public health impacts on communities. As part of this tool, there is a metric that measures general socioeconomic

² Areas of persistent poverty are defined as counties or census tracts where more than 20% of the population were recorded to live in poverty by the 1990 Census, 2000 Census, and the 2021 Small Area Income Poverty Estimates, or recorded a 20% poverty rate in the 2014-2018 5-year data series of the American Community Survey or is located in any US territory.

disparities called the EPA IRA Disadvantaged Communities that shows communities and census tracts that are disadvantaged. More information on the tool and methodology is available [here](#).

The USDOT [Equitable Transportation Community \(ETC\) Explorer](#) is an interactive web application that uses 2020 Census Tracts and data, to explore the cumulative burden communities experience, as a result of underinvestment in transportation, in the following five components: Transportation Insecurity, Climate and Disaster Risk Burden, Environmental Burden, Health Vulnerability and Social Vulnerability. It is designed to complement the [CEJST Tool](#) by providing users deeper insight into the Transportation disadvantage component of CEJST, and the ETC Explorer's Transportation Insecurity component, which will help ensure the benefits of DOT's investments are addressing the transportation related causes of disadvantage. USDOT's ETC Explorer is not a binary tool indicating whether a census tract is considered disadvantaged; it is a dynamic tool that allows every community in the country to understand how it is experiencing burden that transportation investments can mitigate or reverse.

Appendix B: Definition of high crash locations

High crash locations are generally defined and identified in local planning documents (e.g., roadway safety plans). There are online tools for identifying high-risk crash locations. Below are a few options, but others may be used as well with justification.

- [Minnesota Crash Mapping Analysis Tool](#) provides several analytical tools that allow users to assess crashes with 10-year rolling crash data. Applicants may need to coordinate with MnDOT District traffic staff to access the data.
- [Suitability for the Pedestrian and Cycling Environment \(SPACE\) Tool](#) combines many indicators, both sociodemographic and transportation related, that indicate the extent to which a community is suitable for active transportation (e.g., walking and bicycling). This tool is scored on a scale of 0 to 100, with 1 indicating the least suitable and 100 indicating the most suitable. One of the criteria for this tool is the safety risk of intersections for active transportation users. As an example, this can be used to showcase an area of high crash risk for non-motorized users. More details on SPACE tool use and score methodology can be found [here](#).

Appendix C: Definition of localized air quality improvements

Localized air quality improvements occur when lower quantities of harmful pollutants are emitted and therefore health outcomes for the community improve. These pollutants can include, but are not limited to:

- Fine particulate matter (PM 2.5)
- Particulate matter (PM-10)
- Oxides of nitrogen (NOx) and volatile organic compounds (VOCs), which contribute to ozone formation
- Carbon monoxide (CO)

Most projects that reduce carbon emissions will also reduce localized air pollution, including projects that replace conventional vehicles with zero emission vehicles (ZEVs) and projects that reduce motor vehicle travel through mode shifts to walking, bicycling, transit and other options. As a result, the level of air pollutant emissions reduced may either be analyzed quantitatively or provide a qualitative discussion of how the project will reduce emissions, particularly in areas with high asthma rates.

To identify areas with high asthma rates, the [EJ Screening Tool](#) can be used. This tool has a metric for assessing asthma rates in communities. More information on the tool and methodology can be found [here](#). This tool provides information normalized to both the national and state level. Figures C1 and C2 show the Asthma Rates for the MSP metro area and the state of Minnesota which applicants may use if desired.

Figure C1: Asthma rates in the Minneapolis St. Paul area, EJSCEEN 2024

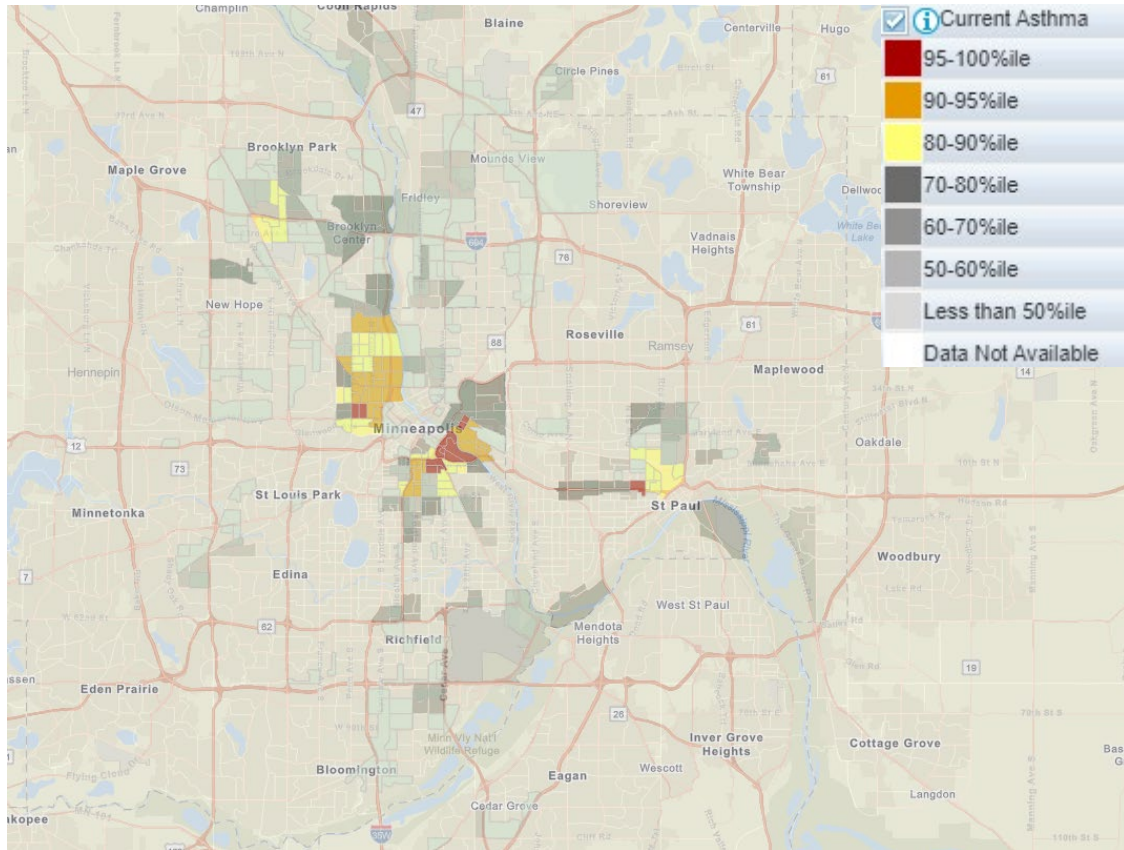
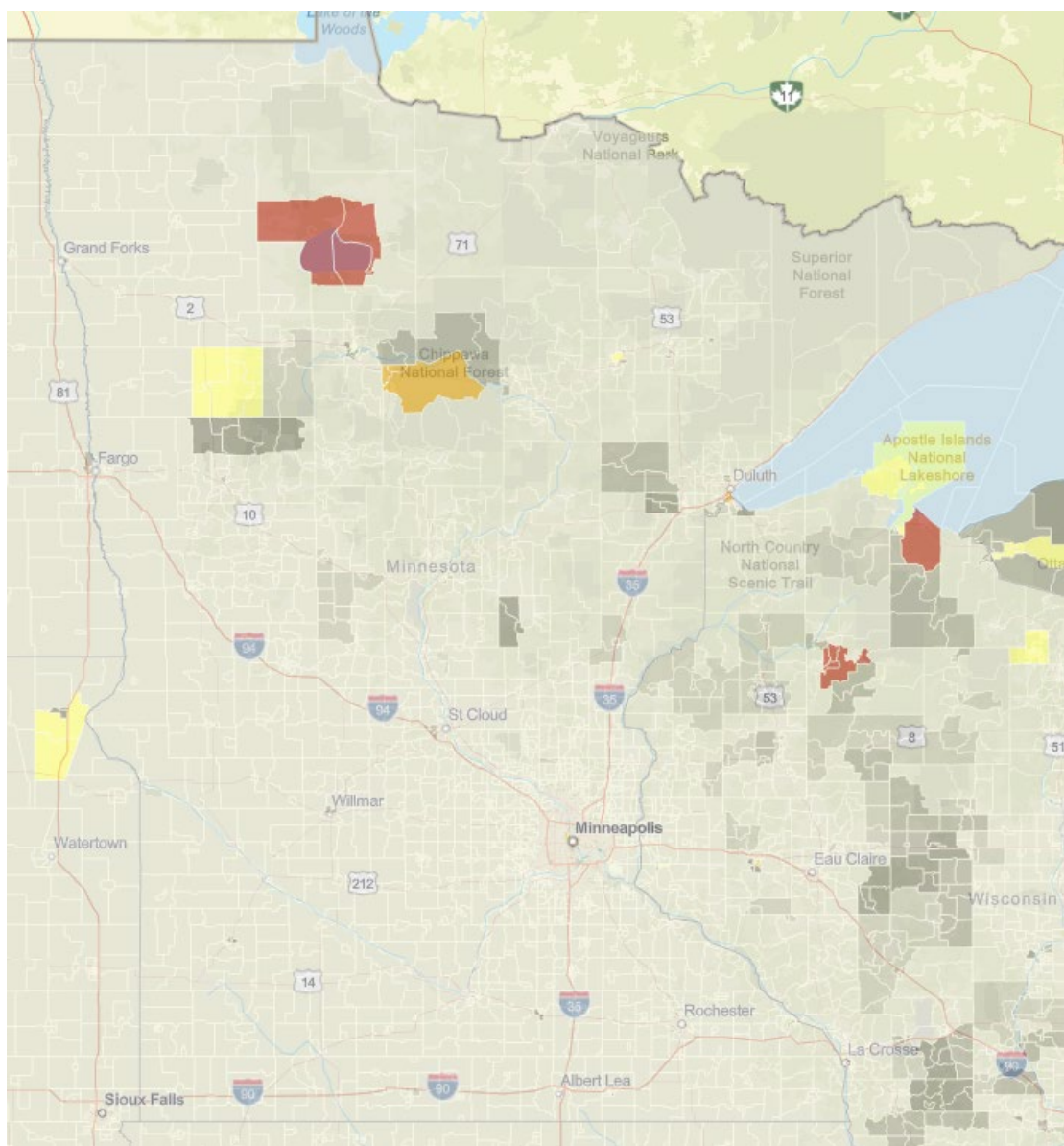


Figure C2: Asthma Rates in Minnesota, EJSCREEN 2024





AGENDA RECOMMENDATION
Agenda Heading: Presentation: UPWP
modifications
No: 5.2

Agenda Item: UPWP modifications

Recommendation Action(s): Informational

Summary: The following modifications have been made to the 2024 Unified Planning Work Program.

200 Long Range Planning:

Originally budgeted for \$150,000 but was reduced to \$125,000. During contract negotiations we recognized that the work plan was loaded more on the second year than it was on the first year, so working with the selected consultant decided to adjust the budget accordingly. This resulted in \$125,000 for 2024 and \$165,000 for 2025. Complete streets work stayed at the originally budgeted amount. This reduction of work equates to a 16.67% reduction in the total budget for the MTP 2024. The total budget of \$290,000 over 2024 and 2025 is unchanged. Because this change is less than 25% it does not require a formal amendment, but it does fall within the threshold for an administrative modification.

400 Program Development:

We spent more time this year developing the Transportation Improvement Program and engaging with the public. We held an addition pop-up at the Juneteenth event in Mankato in an effort to reach more people. The efforts were successful by getting 3 more stakeholders signed up for the email list, and talking with more attendees informing them of who MAPO is and what MAPO does. The approved budget for 54003 was \$9,952 and currently we have spent \$15,966.93 (including Q3). There shouldn't be many more hours for this section in Q4. To cover this increase we would transfer \$7,000 of the reduction described in section 200 Long Range Planning to this section, increasing the total for 54003 to \$16,952. Transferring this amount does not meet the 10% federal fund threshold for a formal amendment, and could be accomplished by administrative modification.

Summary:

200 Long Range Planning was \$150,000 (\$75,000 complete streets) now \$125,000 (\$75,000) complete streets

400 Program Development was \$9,952 now \$16,952 (moving \$7,000 from 200 Long Range Planning)

Total UPWP was \$536,577 now \$518,577. Reduction of \$18,000

Attachments:

1. Modified UPWP

	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, including MAPO TAC and Policy Boards.		
	3. Prepare and distribute agendas and minutes for TAC and Policy Board 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	\$40,352	575
Planning Work Program 51002	1. Prepare next UPWP and budget, including Independent Cost Estimates and Draft RFP's		
	2. Review with MnDOT, FHWA, local partners, and other agencies		
	3. Reporting to MnDOT & FHWA		
	Total Expense - Planning Work Program	\$6,729	105
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	\$7,805	45
Information Tech, GIS, & Website 51004	1. Maintenance of Website - Post minutes, agendas, meeting materials, information, create revolving content		
	2. Geographic Information System Support (7208)	\$2,500	
	Total Staff Expenses	\$6,266	90
	Total Expense - Information Tech & Website	\$8,766	
Program Expenses 51005	1. Vacation, Sick and Holidays		
	Total Expense - Program Expenses	\$15,934	240
Total Expenses - Program Support and Administration		\$79,586	1,055
	200 Long-Range Planning*	Budget	Staff Hours
Long Range Planning 52001	Consultant Costs - Update MTP (2 year project 2024 and 2025) Total MAPO Cost \$300,000	\$75,000 50000	
	MTP update complete streets activities (claiming local waiver)	\$75,000	
	Total Staff costs - Long Range Planning - MTP Update, maintenance, analysis, inquiry response	\$47,585	750
	Total Expenses - Long Range Planning	\$47,585	
	Total Expenses - Long Range Planning	\$197,585 \$172,585	750
	300 Short-Range Planning	Budget	Staff Hours
	Consultant cost - Riverfront Drive and Stoltzman Road Intersection	\$20,000	
	Consultant cost - Highway 14 Corridor - CSAH 12 to eastern Planning Boundary (2 year project 2024 and 2025) Total MAPO Cost \$240,000	\$130,000	
	Highway 14 Corridor complete streets activities (claiming local match waiver)	\$20,000	
	Assist MAPO partners with local transportation planning efforts as needed		
	Distribute and share relevant transportation materials & information/outreach		
	Staff Expenses	\$47,442	700
	Total Expenses - Short Range Planning - Local	\$217,442	
State Planning Efforts 53002	1. Participation in Statewide and District Planning Efforts (various planning & work groups e.g. MnSHIP, 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	\$7,580	120
	Total Expenses - Short Range Planning - Interagency	\$7,580	
	Staff Expenses - Short Range Planning	\$55,022	
Total Expenses - Short-Range Planning		\$225,022	820
	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	\$5,532	75
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. Coordination with District 7 ATP		
	7. Work with Region Nine RDC & serve on R9 Transportation Advisory Committee		
	8. Coordinate to make MAPO operations accessible e.g. language translation, hearing-impaired, etc.		
	9. Staff work on Safe Streets and Routes for All activities		
Total Staffing Costs - Inter Agency Local	\$9952 \$16,952	155	
	\$9,952 \$16,952		
Total Expenses - Program Development - Interagency		\$15,485 \$22,484	230
Total Expenses - Program Development			
	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)	\$5,500	
	3410 Printing & Publishing	\$3,000	
	2010 Office Supplies	\$1,200	
	4330 Subscriptions & Memberships (including \$750 AMPO membership and \$6,180 StreetLight license fee paid Oct. 2024)	\$7,500	
Total Other Services & Commodities		\$18,900	
		\$536,577 \$518,577	2,855
Total Expenses and Staffing Hours for 2024			



AGENDA RECOMMENDATION
Agenda Heading: Presentation: Stoltzman
Road and Riverfront Drive Intersection
Control Evaluation
No: 5.3

Agenda Item: Presentation: Stoltzman Road and Riverfront Drive Intersection Control Evaluation (Alliant)

Recommendation Action(s): Informational

Summary: MAPO's 2024 Unified Planning Work Program (UPWP) includes a Stoltzman Road and Riverfront Drive Intersection Control Evaluation. The study is anticipated for completion in November 2024.

Consultant staff will deliver an informational presentation regarding the study. TAC members are invited to provide input or insight into the ongoing study process.

Attachments:

1. [Presentation slides](#)



October 17, 2024 | 1:30 p.m. | Intergovernmental Center, MN River Room, 10 Civic Center Plaza, Mankato, MN

TAC members present: Vice Chair Karl Friedrichs - Lime Township, Stefan Gantert, Blue Earth County, Seth Greenwood, Nicollet County Engineer, John Zehnder – Nicollet County Planning Staff, Sydney DePrenger – Mankato Community Development, Michael Fischer - North Mankato Community Development Director, Shawn Schloesser – Mankato Transit System, Sam Parker – MnDOT District 7, Joel Hanif – Region Nine Development Commission, David Cowan – Minnesota State University Mankato

Others Present: Mark Konz - Executive Director, Chris Talamantez – MAPO Transportation Planner, Peter Harf - Alliant Engineering, Inc., Attending Virtually, Erika Shepard - MnDOT Central Office, Brian McCoy – MnDOT Central Office, Dena Ryan – FHWA Central Office, Scott Poska - Alliant Engineering, Inc.

I. Call to Order

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

II. Introductions

Introductions were made.

III. Approval of Agenda

Seth Greenwood moved to approve the agenda. With all voting in favor the agenda was approved.

IV. Approval of Minutes – August 15, 2024

Seth Greenwood moved to approve the minutes. With all voting in favor, minutes were approved.

V. New Business

5.1 Recommendation to adopt the Safety Performance Measure Targets.

Chris Talamantez shared a summary of the established performance measures and the recommendation to continue to support MnDOT's statewide targets.

Sydney DePrenger moved to recommend to the Policy Board adoption of the MnDOT 2025 Safety Performance Measure Targets. John Zehnder seconded the motion. With all voting in favor, motion was approved.

5.2 Recommendation to adopt the Infrastructure and Reliability Performance Measure Targets.

Chris Talamantez shared a summary of the established and updated four-year performance measures for the Infrastructure condition (PM2) reliability, and Congestion Mitigation and Air Quality Improvement (CMAQ) measures (PM3).

Discussion ensued regarding the inclusion of MN 15 or MN 83 which are not apart of the National Highway System.

Michael Fischer moved to recommend to the Policy Board adoption of the resolution supporting the MnDOT Infrastructure Performance Measure Targets. With all present voted in favor, the motion was approved.

5.3 Recommendation to approve Request for Proposals (RFP) for studies contained in the 2025 Unified Planning Work Program.

Chris Talamantez provided a summary of the Balcerzak Drive Corridor Study and the Lee Boulevard Corridor Study request for proposals.

Seth Greenwood moved to recommend to the Policy Board release of the two RFPs. With all present voting in favor, the motion was approved.

VI. Other Business, Discussion & Updates

6.1. Technical Advisory Committee (TAC) Officer Nominations

Nominations are held during the last meeting of the year with elections during the first meeting of the year. Nominations include Seth Greenwood for Chair and John Zehnder for Vice Chair.

6.2. Technical Advisory Committee (TAC) Bylaws Review.

Staff reviewed the Bylaws and proposed mostly minor changes in wording for clarity or correction; no changes are substantial.

John Zehnder moved to submit the changes to the Policy Board for adoption. With all present voting in favor, the motion was approved.

6.3. Carbon Reduction Program (CRP) project solicitation for Fiscal Year 2026-2029.

Chris Talamantez discussed the Carbon Reduction Program for 2026-2029 and the solicitation timeline. MAPO staff will rank and score the applications using the MnDOT required scoring toolkit.

6.4. Presentation of Stoltzman Road and Riverfront Drive Intersection Control Evaluation

Scott Poska – Alliant Engineering Inc. presented an update to the TAC as part of the Intersection Control Evaluation.

Dave Cowan commented on his experience with less than attentive student pedestrians. Karl Friedrichs inquired if a roundabout is safer than a stop light with a crossing signal. Scott noted both are viable because they both reduce traffic speeds.

6.5. Presentation of Metropolitan Transportation Plan Update

Transportation Collaborative Consultants (TC2) sent out Chapter 2: Existing Conditions Report, for feedback and provided an interactive map to review roadway segments for comment.

Seth noted the deadline is unattainable for the existing conditions review. Mark suggested using the interactive map as a resource.

VII. TAC Comments

Chris Talamantez announced MAPO's submission for the MPO Regional GHG Modeling grant which if received, would be funded at 100%.

VIII. Adjournment

Sam Parker moved to adjourn the meeting. John Zehnder seconded the motion. With all voting in favor, the meeting was adjourned at 2:34 p.m.

Mark Konz, Chair