Mankato/North Mankato Area Planning Organization (MAPO)

2026 - 2029

Transportation Improvement Program (TIP)

MAPO Technical Advisory Committee (TAC)
August 21, 2025

MAPO Policy Board
September 4, 2025
AMENDED 2-5-2026

Copies available at MAPO offices
10 Civic Center Plaza
Mankato, MN 56001

Website | www.mnmapo.org
Phone | (507) 387-8389
Twitter | @MinnesotaMAPO

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

Policy Board

City of Eagle Lake – John Whittington
City of Mankato – Mike Laven
City of North Mankato – James Whitlock
Blue Earth County – Mark Piepho
Nicollet County – Jack Kolars
MAPO Townships – Dan Rotchadl

Technical Advisory Committee

Blue Earth County Engineer – Ryan Thilges
Blue Earth County Planning Staff – John Considine III
Nicollet County Engineer – Seth Greenwood
Nicollet County Planning Staff – John Zehnder
Eagle Lake City Administrator – Jennifer Bromeland
Interim Mankato Director of Public Works/Engineering – Karl Keel
Mankato Zoning Administrator – Molly Westman
North Mankato Community Development Director – Michael Fischer
North Mankato City Engineer – Dan Sarff
Skyline Council Member – Paige Attarian
Belgrade Township – Vacant
LeRay Township – Kurt Anderson
Lime Township – Christine Skarpohl Gregory
Mankato Township – Scott Morgan
South Bend Township – June Lonnquist
Mankato Transit System – Shawn Schloesser
Mankato Area Public Schools (District 77) – Scott Kaminski
MnDOT District 7 – Sam Parker
Minnesota State University, Mankato – Paul Corcoran
Region Nine Development Commission – Joel Hanif

Staff

Mark Konz, Executive Director
Shawn Schloesser, Associate Director – Transportation Planning Services
Chris Talamantez, Transportation Planner

To request this document in other languages, please call (507) 387-8389

Para solicitar este document en otros idiomas, por favor llámenos (507) 387-8389

Si aad u codsato dukumintigan luqadaha kale, fadlan wac (507) 387-8389

Disclaimer

The preparation of this report has been funded in part by the U.S. Department of Transportation, Federal Highway Administration, Federal Transit Administration, and the State of Minnesota Department of Transportation. The contents of this document reflect the views of the authors who are responsible for the facts or accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the U.S. Department of Transportation. The report does not constitute a standard, specification, or regulation.

Map Disclaimer

The information contained in the following maps is a compilation of data from various federal, state, county, regional, and municipal sources. Geographic information has limitations due to the scale, resolution, date and interpretation of the original source materials. Users should consult available data documentation to determine limitations and the precision to which the data depicts distance, direction, location or other geographic characteristics. These maps and/or data are not legal survey documents to be used for describing land for the purpose of ownership or title.

RESOLUTION OF THE MANKATO /NORTH MANKATO AREA PLANNING ORGANIZATION ADOPTING THE 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM & SELF-CERTIFICATION FINDING

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

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

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

WHEREAS, staff and the Technical Advisory Committee has developed and recommen ded for approval the Transportation Improvement Program for State Fiscal Years 2026-2029; and

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

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

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

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

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

(7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;

(8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;

(9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and

(10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

NOW, THEREFORE BE IT RESOLVED; that the Mankato/North Mankato Area Planning Organization Policy Board approves the 2026-2029 Transportation Improvement Program.

CERTIFICATION

State of Minnesota

I hereby certify that the foregoing Resolution is a true and correct copy of the resolution presented to and adopted by the Mankato/North Mankato Area Planning Organization at a duly authorized meeting thereof, held on the fourth (4th) day of September 2025 as shown by the minutes of said meeting in my possession.

09/04/25

Mike Laven - Chair Date

9/4/25

Mark Konz - Executive Director Date

Table of Contents

MANKATO/NORTH MANKATO PLANNING ORGANIZATION POLICY BOARD, TECHNICAL ADVISORY COMMITTEE, AND STAFF LISTING I

Glossary vi

Acronyms ix

Funding Sources x

CHAPTER 1: INTRODUCTION 1

CHAPTER 2: TIP PROJECTS 12

CHAPTER 3: PERFORMANCE MEASURES & TARGETS 16

CHAPTER 4: FY 2026-2029 TIP PROJECTS 31

CHAPTER 5: COMMUNITY IMPACT ASSESSMENT 43

CHAPTER 6: FINANCIAL PLAN & FISCAL CONSTRAINT 45

CHAPTER 7: PUBLIC ENGAGEMENT 51

CHAPTER 8: MONITORING PROGRESS 52

APPENDIX A: READING THE TIP 55

APPENDIX B: PUBLIC NOTICE 57

APPENDIX C: PUBLIC COMMENTS RECEIVED 59

APPENDIX D: MNDOT CHECKLIST 64

APPENDIX E: MAPO REGIONAL SIGNIFICANCE SCORESHEET 71

APPENDIX F: TIP AMENDMENT/MODIFICATION POLICY 72

Glossary

Administrative Modification: A minor change or revision to a TIP project.

Advanced Construction (AC): A project that is scheduled for construction before federal funds are released. The project is funded in advance by local sources and paid back in a future year(s).

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

Amendment: A significant change to a TIP project, or addition of a TIP project to the current year.

Annual Listing of Obligated Projects: This section identifies projects which have been programmed and funding has been obligated. For example, projects are listed if they have been or will be bid or let prior the end of the current Federal Fiscal Year.

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

Arterial: A functional classification of a roadway. An arterial road or arterial thoroughfare is a high-capacity urban or rural road that provides higher travel speeds, trips of moderate lengths, with minimum interference to through movement. Arterials are further divided into principle arterial or minor arterial. Principle and minor arterials are determined by the size of the geographic area that they serve. Minor arterials may offer connectivity to principle arterials.

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

Collector: A Functional Classification of a roadway. Collectors gather traffic from Local Roads and funnel them to the arterial network. Collectors are further divided into Major Collector or Minor Collector. In general, Major Collectors provide more mobility, Minor Collectors provide more access.

Federal Functional Classification: Defines the current functioning role a road or street has in Metropolitan Planning Area network. Generally, the two basic functions of a roadway are to allow for access to property and to allow travel mobility. The classifications of roadways include Arterial, Collector, and Local. Sometimes referred to as "classification".

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

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

Fund Type: In the project tables, this column identifies the source of federal revenues proposed for funding the project. The categories are abbreviated to indicate the specific federal program planned for the scheduled improvement.

Fiscal Constraint: Sufficient financial information confirming projects within this document can be implemented using committed revenue sources, assuring that the federally supported transportation system is adequately operated and maintained.

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

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

Interstate: The highest classification of arterial and are designed and constructed for mobility and long-distance travel. This functional classification is officially designated by the Secretary of Transportation and are considered Principal Arterials.

Jurisdictions: Also referred to as "local partners" or "local agencies". The member units of government which are within MAPO's planning area: Blue Earth County, Nicollet County, Eagle Lake, Mankato, North Mankato, Skyline, and the townships of Belgrade, Le Ray, Lime, Mankato, and South Bend.

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

Long Range Transportation Plan (LRTP): A comprehensive document providing a blueprint for regional transportation priorities over the next 20 years. The LRTP is developed with extensive stakeholder input including members of the public and partner agencies.

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

Project Prioritization: An exercise in which the MPO and member jurisdictions evaluate projects competing for federal aid within the same funding categories. The MPO then submits the prioritized candidate projects to the state to further assist in project selection.

Project Solicitation: A notice to member government units to submit applications for federally funded programs.

Public Participation Plan (PPP): Adopted by the MAPO Policy Board, this plan provides guidance on the public participation process for MAPO activities.

Regionally Significant Project: A transportation project that is on a facility that serves regional transportation needs and would normally be included in the modeling of MAPO's transportation network. MAPO assesses these projects on a case-by-case basis.

State Transportation Improvement Program (STIP): A list of statewide surface transportation improvements scheduled over the next four years. All projects listed in the TIP are required to be included in the STIP without modification.

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

Transportation Improvement Program (TIP): A compilation of significant surface transportation improvements scheduled for implementation in the MPO planning area during the next four years.

3-C Planning Process: Continuing, Comprehensive, and Cooperative. Designed to engage the public and stakeholders in establishing shared goals and a vision for the community.

Acronyms

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

Funding Sources

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

Chapter 1: Introduction

The Transportation Improvement Program (TIP) is a multi-year program of transportation improvements for the Mankato/North Mankato Metropolitan Planning Area (MPA). Decisions about transportation investments require collaboration and cooperation between different levels of government and neighboring jurisdictions. The TIP reports how the various jurisdictions within the Mankato/North Mankato Area Planning Organization (MAPO) area prioritize the use of limited federal highway and transit funding. MAPO's TIP is an annual effort to coordinate multimodal transportation improvements over the next four-years.

The TIP process implements projects and advances the goals identified in MAPO's Long Range Transportation Plan (LRTP) by programing project funding within MAPO's area.

As the area's federally-recognized Metropolitan Planning Organization, MAPO facilitates the development of the LRTP and the TIP.

About Mankato/North Mankato Area Planning Organization

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

The Federal Surface Transportation Assistance Act of 1973 requires the formation of an MPO for any urbanized area with a population greater than 50,000. The Act also requires, as a condition for federal transportation financial assistance, that transportation projects be based on a continuous, comprehensive, and cooperative (3-C) planning process for the Mankato\North Mankato Metropolitan Planning Area (MPA). MPOs assist member jurisdictions with prioritizing their transportation investments consistent with the long-range metropolitan transportation plan.

The core of an MPO is the urbanized area. The urbanized area is defined and initially identified by the U.S. Census Bureau during the Decennial Census update. MPOs are given the opportunity to create an adjusted urbanized area and submit to FHWA for approval. The adjusted urbanized area gives MPOs the ability to include populations or features that the census may have missed or areas that are expected for development, but must include all of the census defined urbanized area. The approved adjusted urbanized area is considered as part of MPO planning and operations. The adjusted urbanized area is separate from the census defined urbanized area and does not affect programs that use the census defined urbanized area such as transit.

The MPO boundary also includes any contiguous areas, which may become urbanized within a twenty-year forecast period, known as the Metropolitan Planning Area (MPA). MAPO's planning area boundary was established in 2013 and reviewed in 2023 with the adjusted urbanized area. MAPO's planning area is approximately 131.31 square miles and includes two counties, four cities, and five townships. The MPA boundary is geographic area in which the metropolitan transportation planning process is carried out (see Map 1). The MPA is determined by agreement between the MPO and the Governor.

MAPO meets and maintains a 3-C (comprehensive, cooperative, and continuing) metropolitan transportation planning process to provide maximum service to the citizens and the region. The federal government requires federal transportation funds be spent in a way that positively impacts the metropolitan region and is developed through intergovernmental collaboration, performance-based analysis, and consensus-based decision making.

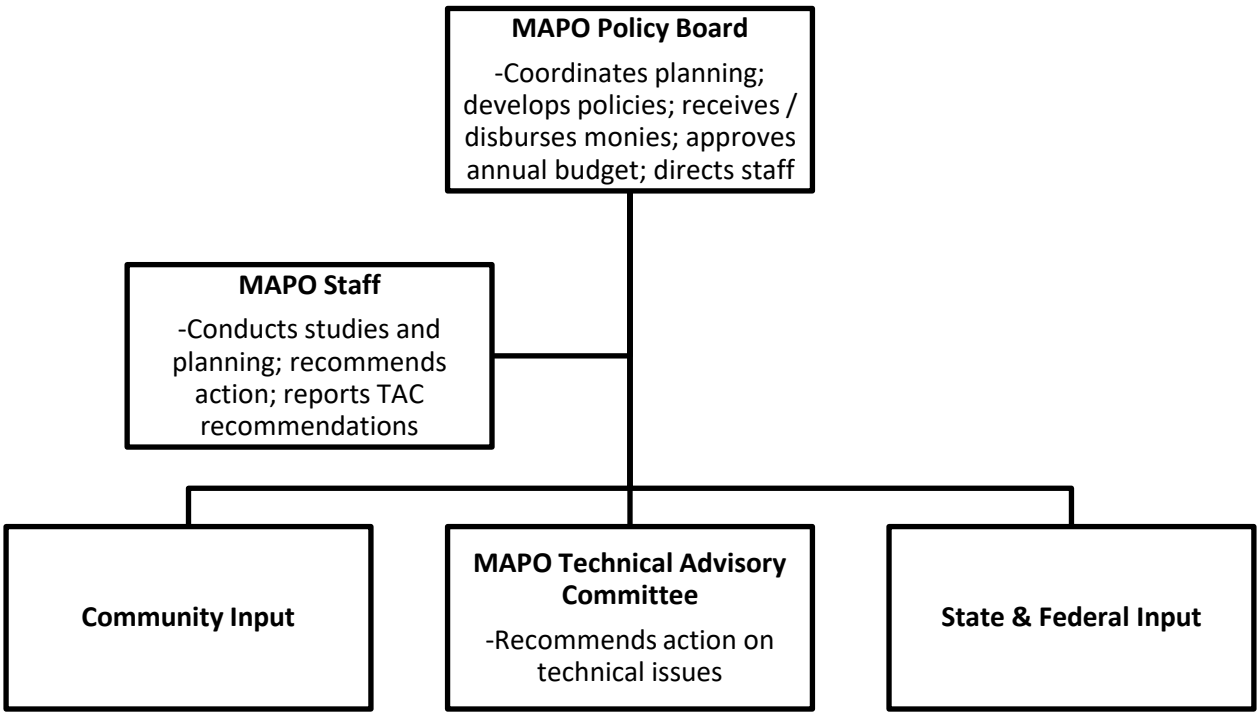
MAPO provides regional coordination and approves the use of federal transportation funds within the MPA. Responsibility for the implementation of specific transportation projects lies with the local units of government as transportation providers.

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

MAPO's official website is www.mnmapo.org and MAPO can be followed on X (Twitter) at the handle @MinnesotaMAPO.

Governance and Organizational Structure

Figure 1: MAPO Organizational Chart

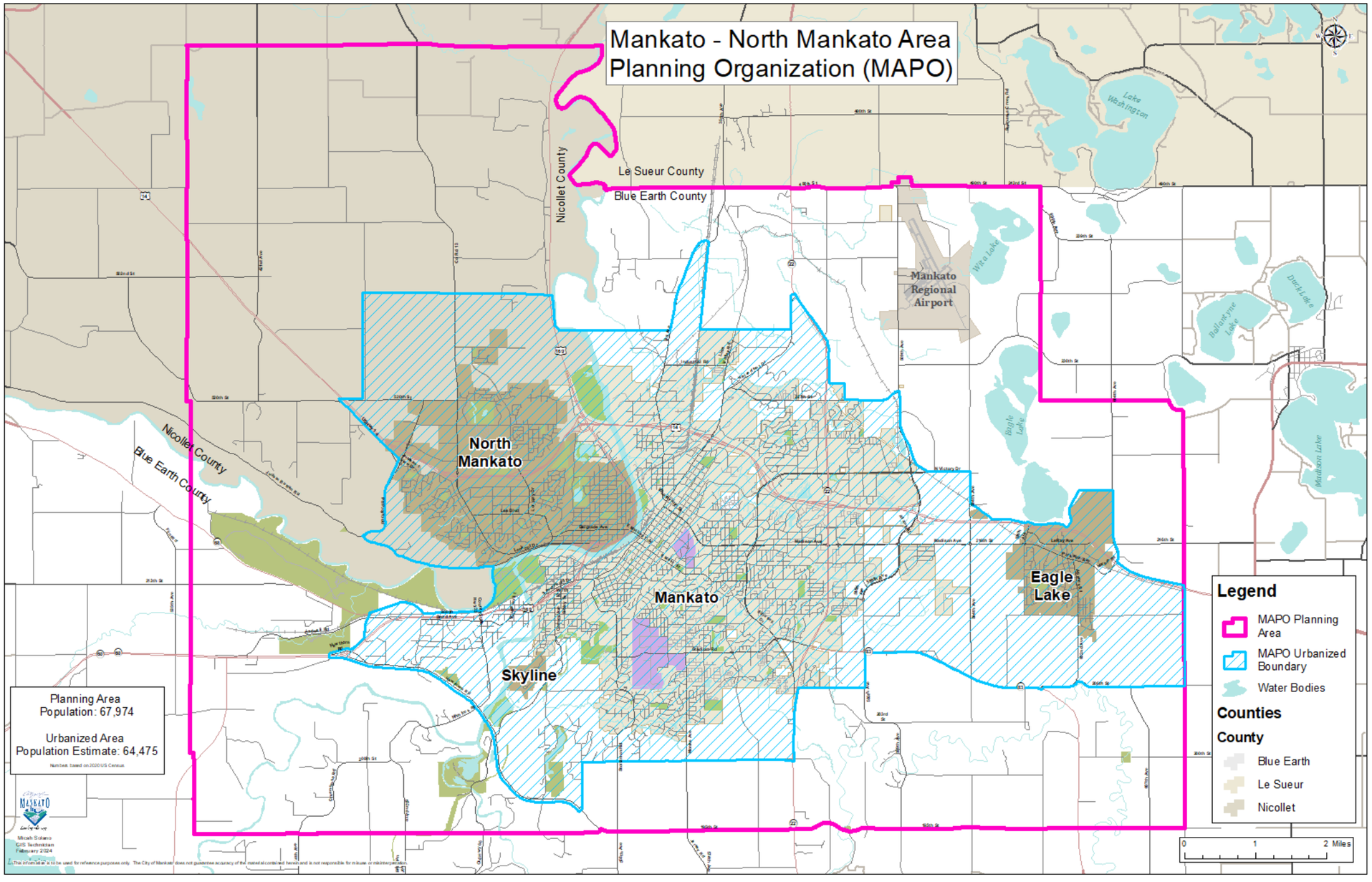


MAPO's Role in Planning Process

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

- To maintaining a continuing, cooperative and comprehensive metropolitan transportation planning and programming process.
- To keep governmental units and the general public informed and advised on all matters relative to transportation planning, programming, and funding.
- To develop and recommend policies, official controls, and other actions which promote orderly development and multi-modal transportation consistent with MAPO planning
- To provide technical assistance to member governmental units for the development of local plans consistent with MAPO plans
- To perform other duties which may be lawfully assigned and which may be germane to MAPO planning activities.
- To assist member governmental units in obtaining grants for projects related to MAPO planning activities.
- To enter in contracts necessary for the exercise of its duties and responsibilities to govern the MAPO

Map 1: Mankato/North Mankato Metropolitan Planning Area



Planning Factors

The federal transportation bill, the Infrastructure Investment and Jobs Act (IIJA) identifies ten planning factors that must be considered in the transportation planning process:

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

Transportation Improvement Program (TIP)

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

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

Member jurisdictions apply for various federal grant funding. Projects that are awarded federal funds are required to be included in a TIP. On an annual basis MAPO staff coordinates the area's federally funded surface transportation improvements into the MAPO TIP.

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

Projects programmed into the TIP must comply with federal regulations. Projects that are 100% funded by state and/or local funds do not need to be included in the TIP.

Projects can be amended or modified at any time during the program year by following the procedure outlined in the public participation plan. Over the course of the year, changes may be necessary to project cost, funding source, timing, or description.

The TIP identifies the process for prioritizing implementation of projects and any significant delays in the planned implementation.

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

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

MAPO and its Technical Advisory Committee contribute to the development of the TIP, and the MAPO Policy Board reviews the TIP for approval. The TIP is approved by vote of the MAPO Policy Board following the procedure outlined in the Public Participation Plan.

Regionally Significant Projects

Due to the multijurisdictional nature of transportation, some projects located outside the MAPO planning area may have a significant effect on and within the MAPO planning area. For example, a substantial expansion or improvement of an interregional corridor passing through or nearby the MAPO planning boundary may have transformative effect on traffic patterns to and from the MAPO area, and thus qualify as regionally significant. MAPO will assess whether projects qualify as regionally significant on a case-by-case basis. In some cases, projects are conceptual and definitive cost projections are unavailable.

Federal regulations state the MPO must include regionally significant projects in their TIP, stating:

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

Federal regulations leave the determination of "regionally significant" transportation projects to the individual MPOs. Within the MAPO area, a project is assessed for regional significance on a case-by-case basis.

Illustrative Projects

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

Advance Construction Projects

Advanced Construction (AC) is used to maximize the area's ability to utilize federal funds. This practice provides the project's local agency the ability to have a project occur in one fiscal year (FY) and be reimbursed with federal funds in future year(s). When AC is used, the project's local agency funds a portion of the project cost in the programmed FY. The project is included in future years when federal funds are available to reimburse eligible project costs.

Transportation Plans

The projects in the 2026-2029 TIP originate from the MAPO Long Range Transportation Plan (LRTP). The LRTP contains a list of short, mid, and long-range transportation projects, goals, and focus areas that are planned for the metropolitan area over a 20-year time frame.

Regional transportation goals and objectives are identified by the LRTP. Projects listed in the TIP either come from the LRTP or support the long-range goals and objectives. The MAPO LRTP identifies how each project or program in the TIP will support the MAPO key performance Goal Areas:

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

MAPO's Long Range Transportation Plan (LRTP) documents ongoing multimodal transportation planning process in the MAPO planning area. The LRTP sets a regional transportation vision by identifying major long-range transportation investments. Projects contained in the TIP must first either be identified in the LRTP, and/or serve the goals outlined within the LRTP. Whereas the LRTP provides a long-term overview of transportation needs, the TIP is focused on the near term and is the means to program federal transportation funds for projects to meet those needs.

Unified Planning Work Program

MAPO's Unified Planning Work Program (UPWP) describes the transportation planning activities MAPO will undertake during the next calendar years. MAPO's UPWP spans two years, the first year is planned activities the second year is for illustrative purposes only. The UPWP documents the proposed expenditures of federal, state, and local transportation planning funds, and provides a management tool for scheduling major transportation planning activities, milestones, and products.

Public Participation Plan

MAPO's Public Participation Plan (PPP) provides guidance for MAPO's public engagement processes. MPO's are required by federal regulations to maintain and periodically update public involvement procedures. The Public Participation Plan includes procedures for public involvement during development of the LRTP and TIP.

Programming

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

MnDOT District 7 is represented by the South Central Minnesota Area Transportation Partnership.

MAPO develops its own TIP that is incorporated into the ATIP and subsequently, the STIP.

The TIP project solicitation and development process begins in November.

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

- Economic Factors
- Health and Safety
- Access
- Project Design

Funding Sources

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

- Federal Highway Administration (FHWA)
- Advanced Construction (AC)
- Federal Transit Administration (FTA)
- Trunk Highway (TH)
- State
- Local Funds

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

The Surface Transportation Reauthorization Act of 2021, titled the Infrastructure Investment and Jobs Act (IIJA) continues the structure of the previous federal transportation bills. Funding sources include but are not limited to:

Bond Funds (BF)

Projects funded almost exclusively with bond funds.

Bridge Replacement Off-System (BROS)

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

Carbon Reduction Program (CRP)

Program created to fund projects that reduce carbon emissions. Eligible projects are ranked by the MnDOT ATP district or the applicable MPO.

DEMO

Congressionally Directed Spending, National Corridor Improvement Program, Projects of National & Regional Significance and all projects that have a Demo ID

Early Let Late Encumbrance (ELLE)

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

Federal Transit Administration (FTA)

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

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

Highway Safety Improvement Program (HSIP)

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

Highway Rail Grade Crossing & Rail Safety (RRS)

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

Local Funds (LF)

Projects that are funded almost exclusively with local funds but are identified as "regionally significant" and are therefore included.

National Highway Freight Program (NHFP)

The goal of National Highway Freight Program is to improve movement of freight on the National Highway Freight Network.

National Highway Performance Program (NHPP)

The National Highway Performance Program provides support for the condition and performance of the National Highway System (NHS). NHPP includes the construction of new facilities on the NHS, and ensures that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.

State Funds (SF)

Projects that are funded almost exclusively with State Funds.

Surface Transportation Block Grant Program (STBG)

Formally known as the Surface Transportation Program (STP), the Surface Transportation Block Grant (STBG) program delivers funds designed to be flexible in their application. STBG may be used by States and localities to preserve or improve the conditions or performance of public multi-modal infrastructure, or transit capital. States and localities are responsible for a 20% share of project costs funded through the STBG program.

Transportation Alternatives (TA)

Eligible projects include, but are not limited to, the creation of facilities for pedestrians or bicyclists, environmental mitigation or habitat protection as related to highway construction or Safe Routes to School activities. States and localities are responsible for 20% match of total project cost. States may transfer up to 50% of TA funds to NHPP, STP, HSIP, CMAQ, and/or Metro Planning.

Project Solicitation, Prioritization, and Selection

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

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

See Chapter 2 | Project Selection for additional information.

Fiscal Constraint

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

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

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

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

Public Involvement

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

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

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

Public comments can be found in Appendix B.

Chapter 2: TIP Projects

MAPO is responsible for developing a list of priority transportation projects for the Mankato metropolitan area for the purpose of programming funding through the Infrastructure Investment and Jobs Act. MAPO coordinates with local units of government, the Minnesota Department of Transportation, and the Mankato Transit System to identify area transportation priorities and produce the annual TIP. Drafting the TIP is done in conjunction with the development of a larger regional program carried out with regional partners of the Minnesota Department of Transportation District 7 Area Transportation Partnership (ATP).

As with the previous federal transportation bills the IIJA calls for the prioritization of projects on a statewide basis. The Statewide Transportation Improvement Program (STIP) is informed by projects developed at the local level. Projects programmed into the STIP must be reflective of the local TIPs.

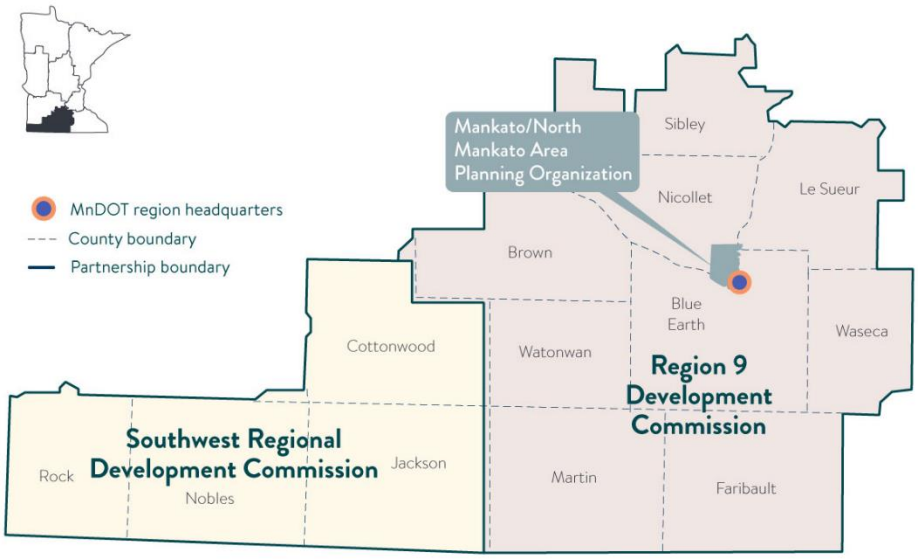
MnDOT District 7 Area Transportation Partnership (South Central ATP)

The State of Minnesota uses Area Transportation Partnerships (ATPs) for distributing federal transportation funds throughout the state. The Mankato/North Mankato Metropolitan Area is located in MnDOT's District 7 ATP (South Central ATP). The South Central ATP is made up of local elected officials, planners, engineers, modal representatives, and other agencies from MnDOT District 7 that serve the thirteen counties of Blue Earth, Brown, Cottonwood, Faribault, Jackson, Le Sueur, Martin, Nicollet, Nobles, Rock, Sibley, Waseca, and Watonwan counties (Figure 2).

The purpose of the ATP is to prioritize projects in the larger region for receiving federal funding. This priority list, called the Area Transportation Improvement Program (ATIP), is combined with the other ATIPs from throughout the state to form the STIP.

Although the South Central ATP encompasses the MAPO planning area, MAPO leads selection of projects located within the MAPO planning are through development of the MAPO TIP. South Central ATP leads project selection outside the MAPO planning area.

Figure 2: South Central ATP



Eligibility for Roadway and Transit Projects

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

A portion of Surface Transportation Block Grant (STBG) funding can also be “flexed” for transit improvements in order to assist transit agencies in the region to maintain their vehicle fleets.

Project Selection Process

MAPO staff work with local partners to ensure all projects included in the TIP are consistent with the goals, objectives, and priorities found in the Long-Range Transportation Plan.

Local partners seeking funding through the Transportation Alternatives (TA) program may meet with MAPO staff prior to applying for project funding to assist with review their Letters of Intent. After letters of intent, MAPO staff meet with the applicant to review the application and discuss any potential barriers. Following the review MAPO will make a recommendation whether or not to proceed with a full application. MAPO staff review projects that are submitted in the MAPO Planning area and provide regional significance scores to the ATP.

Project Evaluation and Prioritization

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

TIP Project Scoring Criteria

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

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

Funding eligibility for the Transportation Alternatives program (TA) includes the former Transportation Enhancements eligible projects, Recreational Trails, and Safe Routes to School programs. STBGTAP funds are allocated to the State DOT and then sub-allocated to the local level. MnDOT District 7 ATP has developed an application process and STBG/TA subcommittee made up of elected officials and transportation professionals that is facilitated by MnDOT District 7 staff. The selected STBG/TA projects are subject to the approval of the MnDOT District 7 ATP. Any funded TA project that is located within the MAPO planning area is included in the TIP.

Chapter 3: Performance Measures & Targets

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

The current surface transportation legislation, the Infrastructure Investment and Jobs Act (IIJA) signed into law November 15, 2021, continues performance measure requirements.

MPOs may decide to adopt their own targets or choose to adopt the MnDOT set statewide targets for all national Performance Measures (PMs); PM1 (transportation safety), PM2 (pavement and bridge condition), and PM3 (system reliability). MPO's are also required to establish performance targets related to the Public Transit Agency Safety Plan (PTASP) and Transit Asset Management (TAM) plan. MPOs shall establish targets no later than 180 days after the establishment of Statewide targets. MAPO maintains resolutions supporting these targets. Support for the targets must be documented in the TIP.).

The goals of MAPO's 2045 Long Range Transportation Plan (LRTP) support these performance measure targets by prioritizing projects which: increase the safety of all users, preserve or maintain existing transportation infrastructure, and increase access and reliability.

Performance Measure 1: Safety

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

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

Each of MnDOT's individual targets are based on a rolling average of the previous five years.

The drop-in traffic volumes associated with the COVID-19 pandemic in 2020 prevented MnDOT from providing VMT data for calendar year 2020. To account for the pandemic and associated impacts on 2020 traffic data, MAPO estimated a VMT of 470,123,185 for year 2020 by averaging the proportion of VMT decrease in Blue Earth and Nicollet counties over 2019 – 2020 and applying the same proportionate decrease to the MAPO area.

Table 1: General Traffic Safety Trends by year

General Traffic Safety Trends

	Metric	2019	2020	2021	2022	2023	5-Year Average	5-Year Trend
CRASHES	K Crashes	2	2	3	5	3	3	Increasing
	A Crashes	17	11	15	24	17	17	Increasing
	K+A Crashes	19	13	18	29	20	20	Increasing
FATALITIES	Total	2	2	3	5	3	3	Increasing
	Pedestrian	0	0	0	0	1	0	Increasing*
	Bicyclist	0	0	0	0	0	0	N/A
	Motorcyclist	0	1	2	1	1	1	Increasing
	Unbelted	0	0	0	1	0	0	Increasing
A INJURIES	Total	19	12	19	25	19	19	Increasing
	Pedestrian	1	1	2	3	3	2	Increasing*
	Bicyclist	2	2	1	3	0	2	Decreasing
	Motorcyclist	4	3	2	2	3	3	Decreasing
	Unbelted	1	0	6	4	2	3	Increasing

** A 5-Year Trend with an asterisk implies a significant change (alpha=0.10); trends without an asterisk do not have enough data to rule out zero change (i.e. no change).*

Table 2: Fatal and Serious Injury Crashes by Focus Area

Fatal and Serious Injury Crashes by Strategic Highway Safety Plan (SHSP) Focus Areas

NOTE: number of crashes not people killed or seriously injured

	SHSP Focus Area	2019	2020	2021	2022	2023	5-year Average	5-Year Trend
BEHAVIOR	Impairment	1	2	7	6	5	4.20	Increasing*
	Speed	4	2	4	3	3	3.20	Decreasing
	Unbelted	1	0	3	5	2	2.20	Increasing
	Inattention	0	1	1	2	1	1.00	Increasing
MODE	Comm. Vehicle	1	1	0	3	0	1.00	No Change
	Motorcycle	4	4	4	3	3	3.60	Decreasing*
	Pedestrian	1	1	2	3	4	2.20	Increasing*
	Bicyclist	2	2	1	3	0	1.60	Decreasing
DRIVER	Unlicensed	3	3	3	5	3	3.40	Increasing
	Younger Driver	1	1	4	6	4	3.20	Increasing*
	Older Driver	6	2	2	8	4	4.40	Increasing
ROADWAY	Intersection	12	6	11	14	13	11.20	Increasing
	Run-off-Road	3	2	6	8	4	4.60	Increasing
	Head-on	2	2	2	4	0	2.00	Decreasing
	Train	0	0	0	0	0	0.00	N/A
	Work Zone	0	0	1	0	0	0.20	Increasing

** A 5-Year Trend with an asterisk implies a significant change (alpha=0.10); trends without an asterisk do not have enough data to rule out zero change (i.e. no change).*

Crash Incidents

MnDOT's Crash Mapping Analysis Tool (MnCMAT) provides a dataset of crash incidents which occurred within the MAPO boundary over 2019 – 2023 (Appendix E). Crashes in the MAPO area were distributed across various transportation infrastructure and municipal jurisdictions, indicating there is not any one overriding transportation improvement which can resolve the majority of crashes. However, trends are evident. Across 2019 – 2023 there was some clustering of crashes within the Trunk Highway 169 Corridor through Mankato/North Mankato, including two fatalities in 2021 and two more in 2022. This corridor was the subject of MAPO's 2021 Highway 169 Corridor Study, which recommended a range of infrastructure improvements anticipated to increase multimodal safety and is scheduled for improvements beginning in 2027. The highway 14 corridor through Eagle Lake has also seen multiple fatal crashes. This corridor, from CSAH 12 to MN60 is currently being studied as part of a joint effort between MAPO and MnDOT district 7. MAPO will continue to partner with local jurisdictions to prioritize safety for all modes toward making the MAPO area a safe place to travel.

Table 3: Statewide Safety Performance Measure Targets

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

MAPO prioritizes safety in studies, plans, and policies, and when scoring applications and making project recommendations.

In 2024 MAPO resolved to support MnDOT's calendar year 2025 PM1 (Safety) targets. This was done because MnDOT's targets were in line with MAPO's goals.

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

Projects currently programmed in the TIP supporting PM1 targets include: 137-090-006, construction of a pedestrian and bicyclist trail, and 5212-35 ADA and pedestrian improvements on Veteran's memorial bridge.

Performance Measure 2: Bridge and Pavement Condition

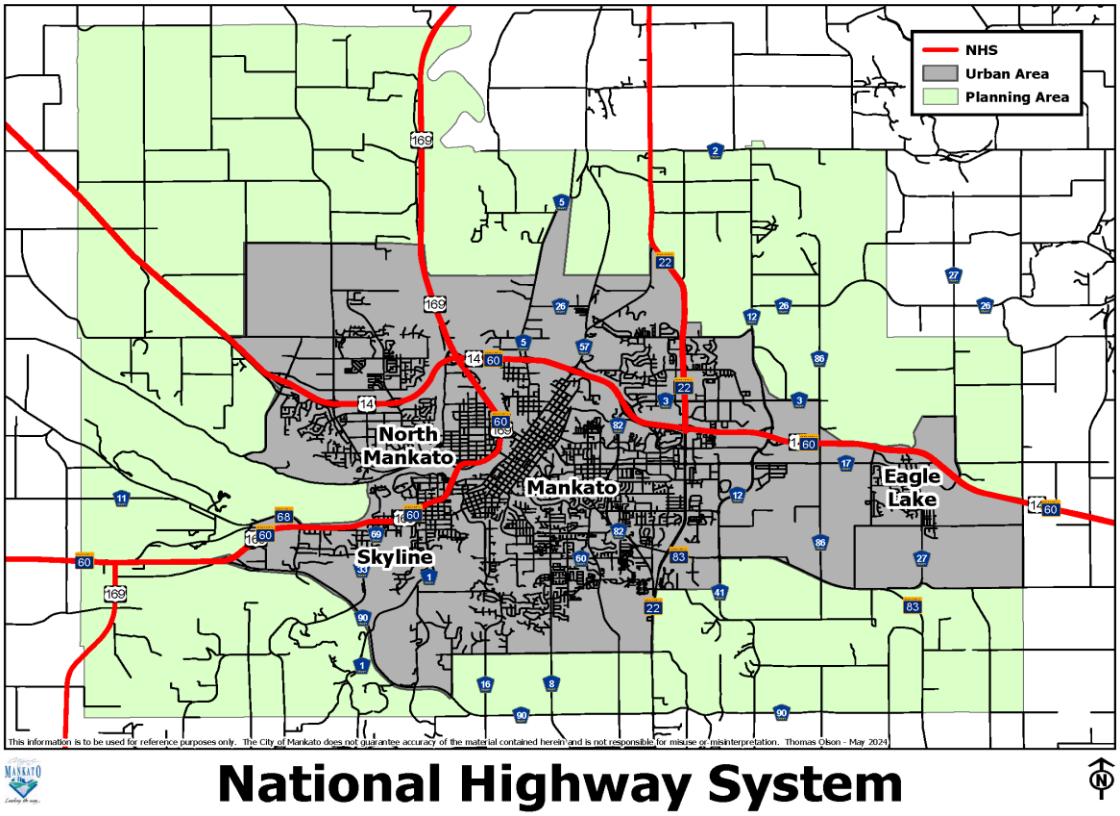
Performance Measures 2 and 3 pertain to the National Highway System (NHS). There are three segments of the NHS located within the MAPO planning area: US 169, US 14, and TH 22 north of US 14 (see map 2). Because these targets are limited to the NHS, there will be years when the MAPO TIP does not have any projects programmed contributing to PM2 or PM3.

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

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

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

Map 2: NHS routes within MAPO planning boundary



Bridge Condition

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

- Good 7-9
- Fair 5-6
- Poor 0-4

In October 2024, MnDOT established revised two and four-year targets for the performance period of 2022-2025. MnDOT's ability to inspect the bridges has improved, and as a result of the better data, we now have a better understanding of bridge conditions in the MAPO area. The bridges that are in poor condition are predominantly along the Highway 14 corridor. The Highway 14 bridge over Highway 169, over the Minnesota river, and over Riverfront Drive are all considered to be in poor condition. Bridges in fair condition do not appear in the PM2 targets. 73.63% of bridges in the MAPO area are considered in fair condition. Projects included in the TIP that will Address bridge Condition include 137-152-002, rehab of Veterans Memorial Bridge and 0713-81 Rehab North Star Bridge.

Pavement Condition

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

- Excellent 86-100
- Good 71-85
- Fair 56-70
- Poor 0-55

The region is currently meeting and/or exceeding the pavement condition performance targets in the MPA.

MAPO's MPA does not contain any interstate miles, so all performance measure targets that are for interstates are not required to be adopted by MAPO, as they are not applicable to the planning area.

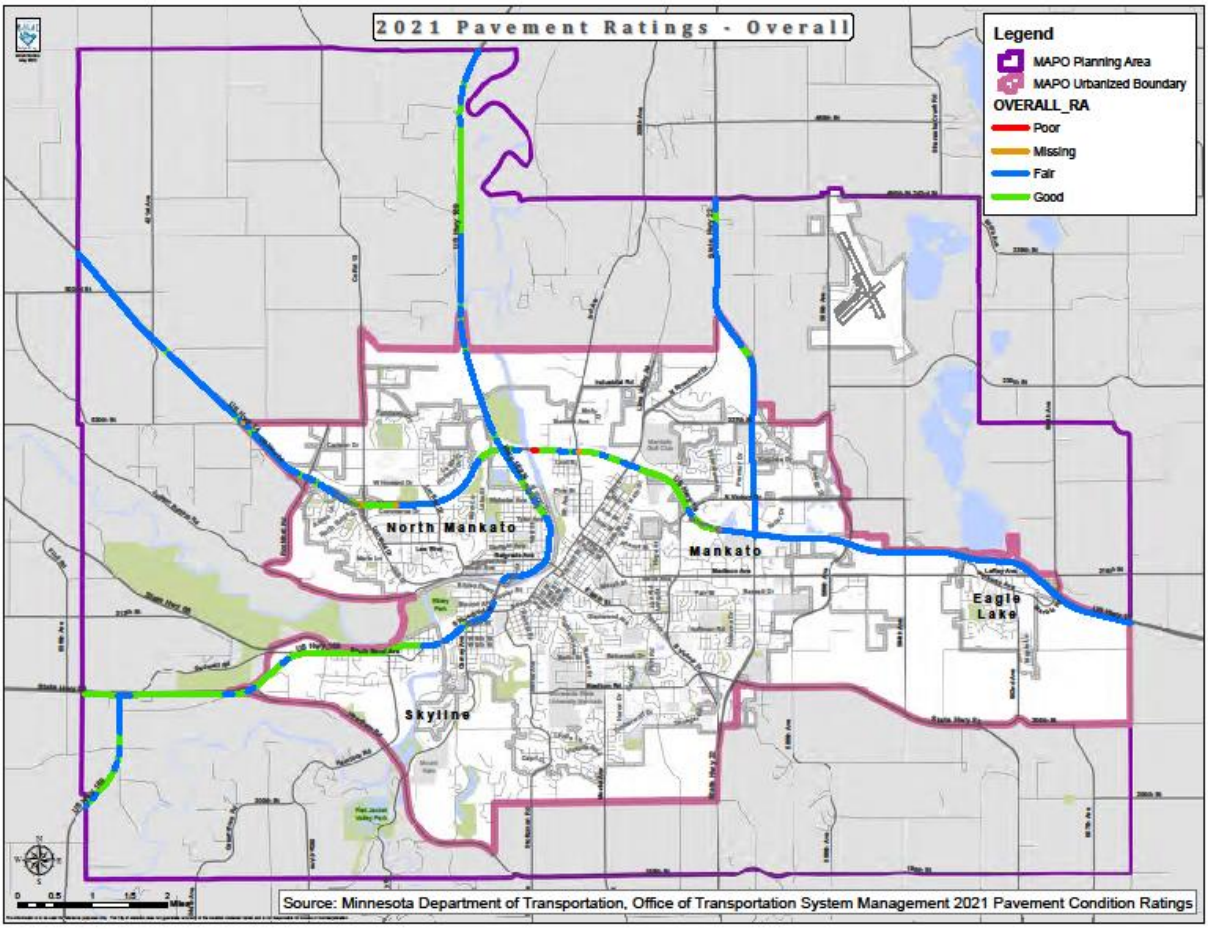
Table 4 outlines the specific infrastructure performance measures and the MnDOT targets for each measure. The MAPO Policy Board passed a resolution to support MnDOT's two and four-year non-interstate NHS pavement targets and NHS Bridge targets because they are in line with MAPO goals.

Table 4: Infrastructure Performance Measures 2023 and2025 targets

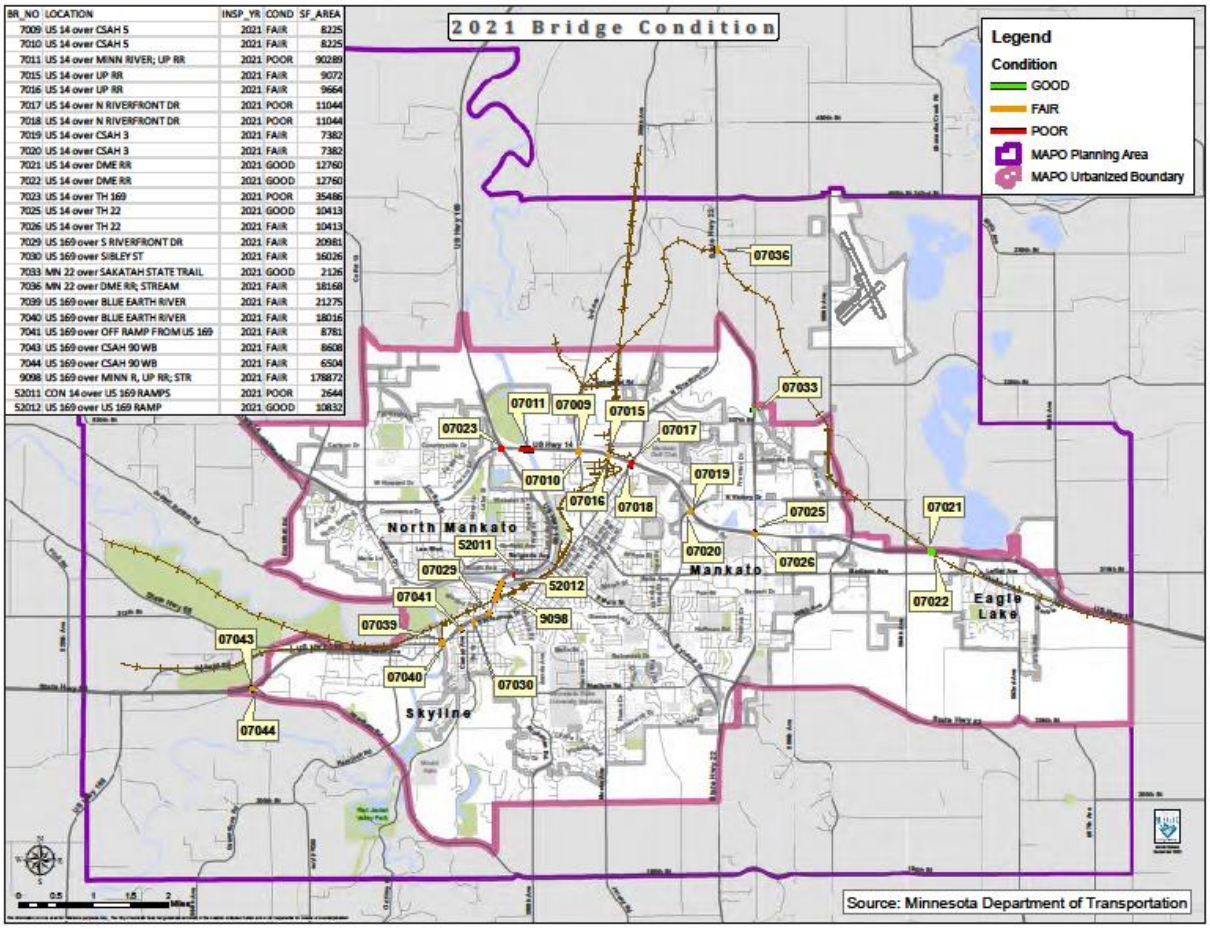
Measure	Two-Year 2023 Target	Four-Year 2025 Target
Interstate Pavements in Good Condition	60%	60%
Interstate Pavements in Poor Condition	2%	2%
Non-Interstate NHS Pavements in Good Condition	55%	~~55%~~ 40%
Non-Interstate NHS Pavements in Poor Condition	2%	2%
NHS Bridges in Good Condition	30%	~~35%~~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

Projects currently programmed in the TIP supporting PM2 targets include 5212-42 and 0713-81 reconstruction of US Highway 169.

Map 3: Pavement Condition



Map 4: Bridge Condition



BR_NO	LOCATION	INSP_YR	COND	SF_AREA
7009	US 14 over CSAH 5	2021	FAIR	8225
7010	US 14 over CSAH 5	2021	FAIR	8225
7011	US 14 over MINN RIVER; UP RR	2021	POOR	90289
7015	US 14 over UP RR	2021	FAIR	9072
7016	US 14 over UP RR	2021	FAIR	9664
7017	US 14 over N RIVERFRONT DR	2021	POOR	11044
7018	US 14 over N RIVERFRONT DR	2021	POOR	11044
7019	US 14 over CSAH 3	2021	FAIR	7382
7020	US 14 over CSAH 3	2021	FAIR	7382
7021	US 14 over DME RR	2021	GOOD	12760
7022	US 14 over DME RR	2021	GOOD	12760
7023	US 14 over TH 169	2021	POOR	35486
7025	US 14 over TH 22	2021	GOOD	10413
7026	US 14 over TH 22	2021	FAIR	10413
7029	US 169 over S RIVERFRONT DR	2021	FAIR	20981
7030	US 169 over SIBLEY ST	2021	FAIR	16026
7033	MN 22 over SAKATAH STATE TRAIL	2021	GOOD	2126
7036	MN 22 over DME RR; STREAM	2021	FAIR	18168
7039	US 169 over BLUE EARTH RIVER	2021	FAIR	21275
7040	US 169 over BLUE EARTH RIVER	2021	FAIR	18016
7041	US 169 over OFF RAMP FROM US 169	2021	FAIR	8781
7043	US 169 over CSAH 90 WB	2021	FAIR	8608
7044	US 169 over CSAH 90 WB	2021	FAIR	6504
9098	US 169 over MINN R, UP RR; STR	2021	FAIR	178872
52011	CON 14 over US 169 RAMPS	2021	POOR	2644
52012	US 169 over US 169 RAMP	2021	GOOD	10832

Performance Measure 3: System Reliability and Congestion Mitigation and Air Quality Improvement (CMAQ)

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 the MAPO.

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

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

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

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

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

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

Longer travel times (95th percentile of travel times)

to

Normal Travel Times (50th percentile of travel times)

The analysis periods are:

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

Reliable segments of roadway are considered to have a ratio of 1.4 or less, whereas segments of roadway with a ratio above 1.4 are considered unreliable.

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

MnDOT provides data to MPOs regarding Non-Interstate NHS Reliability data. The overall level of reliability for the Mankato/North Mankato metro area in 2021 is 98.9%. The MAPO area has one segment of NHS that is considered unreliable, the intersection of Highway 22 and Highway 14. The unreliability has been attributed to the type of intersection control that is present rather than to the network.

Table 5 outlines the specific system reliability measures and MnDOT targets. The MAPO Policy Board passed a resolution to support MnDOT's two and four-year non-interstate NHS reliability targets.

Table 5: System Reliability Performance Measures 2023 and 2025 targets

Performance 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

Projects in the TIP supporting these goals include 150-114-006 four to three lane conversion of Belgrade Ave in North Mankato and 5212-35 reconstruction and lane conversion of Riverfront Drive in Mankato.

Transit Asset Management (TAM)

Mankato Transit System reports performance targets to the National Transit Database as a Reduced Reporter, identified as operating 30 vehicles or less in maximum service across all modes and types of service for assets with capital replacement responsibility.

- Mankato must set one or more performance targets for each applicable performance measure.
- Mankato must set a performance target based on realistic expectations, and both the most recent data available and the financial resources from all sources that the provider reasonably expects will be available during the TAM plan horizon period.

On February 6, 2025, MAPO resolved to support the Mankato Transit System (MTS) Transit Asset Management (TAM) plan. MTS programs a significant number of projects in the MAPO TIP. The transit projects consist primarily of operating and preventative maintenance for fixed-route and paratransit services, as well as bus replacements.

MAPO plans and programs projects, so they contribute to the accomplishment of the MTS's transit asset management performance targets. These performance measures are supported in the TIP by project TRF-0028-26A (Transit Operating Assistance and Preventative Maintenance) which funds the use and routine maintenance of assets, including staff needed to perform operational functions. TRF-0028-26F (Purchase one Class 400 bus) and TRF-0028-26J (Purchase two Class 700 buses) supports the Useful Life Benchmark.

Performance Measures

Table 6: Mass Transit Asset Performance Measure Targets

Asset Category/Class	Total Number	*Average State of Good Repair	Below State of Good Repair	Performance Measure Target 2024	Performance 2024	Performance Measure Target 2025
General Purpose Maintenance Facility	1	4.0	0%	0%	0%	0%
Vehicle Wash Facility	1	3.0	0%	0%	0%	0%
Revenue Vehicle Class 400 Buses	18	3.8	22%	48%	44%	42%
Revenue Vehicle Class 700 Buses	14	3.3	29%	29%	29%	30%
Non Revenue/ Service Automobile	1	N/A	N/A	100%	100%	100%
Other Rubber Tire Vehicles	6	N/A	N/A	50%	34%	34%

Facilities – Percentage of facilities by type with a condition rating expected to rate below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale, see Table 6.

Were the Performance Measures for the previous year met? Yes.

Have the Performance Measures changed since last year? No.

The Vehicle Wash internal system, a component of the Maintenance Facility, needs repair due to environmental and accident exposure. This project will provide preventative maintenance to keep Facilities in a State of Good Repair. The project has been delayed moving from 2026 to 2027 due to the facilities department capacity constraints.

- TRF-0028-27G Vehicle Wash System Replacement

Revenue Vehicles – Based upon the percentage of total dedicated, active revenue vehicles with capital responsibility within a particular asset class that are expected to meet or exceed their Useful Life Benchmark.

Were the Performance Measures for the previous year met? Yes, for both equipment classes.

In 2024, Central Garage noted excessive frame rust damage on the seven 2018-year group Class 400's which have exceeded their useful life age benchmark, and one met the useful life miles benchmark. Seven are scheduled for replacement with the 2025 State Vehicle Replacement Schedule, delivery is expected to begin in 2026. Expedited replacement was requested with MnDOT's Program Manager.

Have the Performance Measures changed from last year? Yes, resulting in an improvement for Class 400 buses and a decrease in Class 700 vehicles due to fleet makeup and vehicle retention. Vehicles being replaced were retained to allow for the implementation of the Transit Development Plan. The plan identified changes to the routes and extended service hours and days. The replaced vehicles will remain in active inventory until the service changes are complete and evaluated.

Equipment – Percentage of non-revenue vehicles that are expected to meet or exceed their Useful Life Benchmark.

Were the Performance Measures for the previous year met? Yes, by design of the city and the Garage Superintendent. Equipment includes city fleet vehicles from other departments, these vehicles have already met their useful service benchmark in the appropriate department before supplementing non-revenue vehicles. This supports fiscal restraint to the transit system.

Have the Performance Measures changed from last year? No.

- Service Automobiles, with a useful life benchmark of 8 years are expected to maintain 100% meet or exceed the useful life with no use of federal funds or projects in the TIP for improvement by design of the city and Garage Superintendent.
- Other Rubber Tire Vehicles, with a useful life benchmark of 14-years are expected to maintain their performance measure because of retired police SUV's. No use of federal funds or projects in the TIP for improvement by design of the city and Garage Superintendent.

Public Transportation Agency Safety Plan (PTASP)

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

On February 6, 2025, MAPO resolved to support the PTASP targets set by the Mankato Transit System. The public transportation agency is required to update the PTASP on an annual basis, but MPOs are not required to adopt PTASP targets on an annual basis. Only when a new PTASP is adopted (at least once every four years) does the MPO adopt PTASP targets. The adopted targets by both the Mankato Transit System and MAPO are below:

Table 7: Annual Safety Performance Targets

Mode of Service	Major Events	Major Event Rate	Collision Rate	Pedestrian Collision Rate	Vehicular Collision Rate	Fatalities	Fatality Rate	Transit Worker Fatality Rate	Injuries	Injury Rate	Transit Worker Injury Rate	Assault on Transit Workers	Rate of Assaults on Transit Workers	System Reliability
Fixed Route	5	1.56	0.62	0	0.62	0	0	0	5	1.56	0.31	1	0.31	10,000
Non-Fixed Route	2	0.96	0.96	0	0.96	0	0	0	4	1.93	0.96	1	0.48	9,000

MAPO chose to support the PTASP targets selected by the Mankato Transit System because the targets were in line with MAPO goals. These targets are supported by projects programmed in the current TIP, including TRF-0028-26A (Transit Operating Assistance and Preventative Maintenance).

The congressionally directed comprehensive safety program was mandated by FTA for transit agency compliance no later than December 31, 2020. Consequently, the performance targets are established without performance data to support the targets. As the data develops, MTS will adjust the targets appropriately. On April 9, 2024, FTA published the first major update to the Public Transportation Agency Safety Plans (PTASP) regulations resulting in a full revision.

Are the performance targets being changed from last year to this year? Yes, the targets are updated with 2023 vehicle revenue miles resulting in the events per 100,000 VRM being adjusted. Additional targets in accordance with the April 9, 2024 revision are incorporated.

Which performance targets are currently being met? The safety performance targets are being met.

Which performance targets are currently not being met? The system's reliability targets are not being met. The fleet was operating with buses overdue for replacement.

Table 8: Annual Safety Performance

Fixed Route	Performance Year					Annual	
Performance Category	2022	2023	2024	2025	2026	Average	Target
Major Events	2	3				2.5	5
Major Event Rate	0.604	0.935				0.770	1.56
Collision Rate	N/A	N/A					0.62
Pedestrian Collision Rate	N/A	N/A					0
Vehicular Collision Rate (2 ea.)	N/A	N/A					0.62
Fatalities	0	0				0	0
Fatality Rate	0	0				0	0
Transit Worker Fatality Rate	N/A	N/A					0
Injuries	0	2				1	5
Injury Rate	0	0.623				0.3115	1.56
Transit Worker Injury Rate	N/A	N/A					0.31
Assaults on Transit Workers	N/A	N/A					1
Rate of Assaults on Transit Workers	N/A	N/A					0.31
Major Mechanical System Failures	33	34				33.5	N/A
Vehicle Revenue Miles	330,871	320,853				325,862	
System Reliability	10,026	9,437				9,727	10,000

Non-Fixed Route Performance Category	Performance Year					Annual	
	2022	2023	2024	2025	2026	Average	Target
Major Events	2	1				1.5	2
Major Event Rate	1.016	0.482				0.749	0.96
Collision Rate	N/A	N/A					0.96
Pedestrian Collision Rate	N/A	N/A					0
Vehicular Collision Rate	N/A	N/A					0.96
Fatalities	0	0				0	0
Fatality Rate	0	0				0	0
Transit Worker Fatality Rate	N/A	N/A					0
Injuries	2	1				1.5	4
Injury Rate	1.016	0.482				0.749	1.93
Transit Worker Injury Rate (2 ea.)	N/A	N/A					0.96
Assaults on Transit Workers	N/A	N/A					1
Rate of Assaults on Transit Workers	N/A	N/A					0.48
Major Mechanical System Failures	12	34				23	N/A
Vehicle Revenue Miles	196,843	207,354				202,098	
System Reliability	16,404	6,098				8,786	9,000

Summary

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

At this time, MAPO continues to support MnDOT's state Performance Measure targets without modification. As of TIP adoption, combined projected funding levels from federal, state, and local sources are adequate to meet current scheduled projects.

MAPO supports the goals of the federal performance measures (PMs) in its project selection process. Safety, efficiency, and fiscal responsibility are the core of MAPO's decision making. Since initial guidance from MnDOT and FHWA on PM reporting requirements in 2018, MAPO re-emphasized the significance of these target areas. PMs are integrated into the MAPO's project selection process and play a significant role in decision-making, priorities, and recommendations. For example, the MAPO's LRTP utilizes MAP-21's national goals as guidance for its development. MAPO's continued Intersection Control Evaluation (ICE) studies, as well as the ongoing Metropolitan Transportation Plan update and Highway 14 corridor study support the PM1 target area of user safety. The ongoing corridor studies also contribute to the PM2 goals of preserving the pavement system, and PM3 goals of providing reliable transportation of people and goods.

Chapter 4: FY 2026-2029 TIP Projects

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

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

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

Year: Year the project is programmed.

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

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

Miles: The length of project.

Program: Identifies if project is maintenance, reconstruction, safety improvements, etc.

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

Fund Type: Identifies the federal funding programs intended to be the primary funding sources for the project.

STIP Total: Total anticipated cost of the project for the programmed year of the STIP. STIP total does not include AC Local funds.

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

AC: Advanced Construction, the total estimated amount of future federal funds being committed to a project. The project is funded by local/state funds in one year and are paid back with federal funds a future year(s).

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

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

State: Funding coming from the State of Minnesota. Primarily as matching funds for Transit projects.

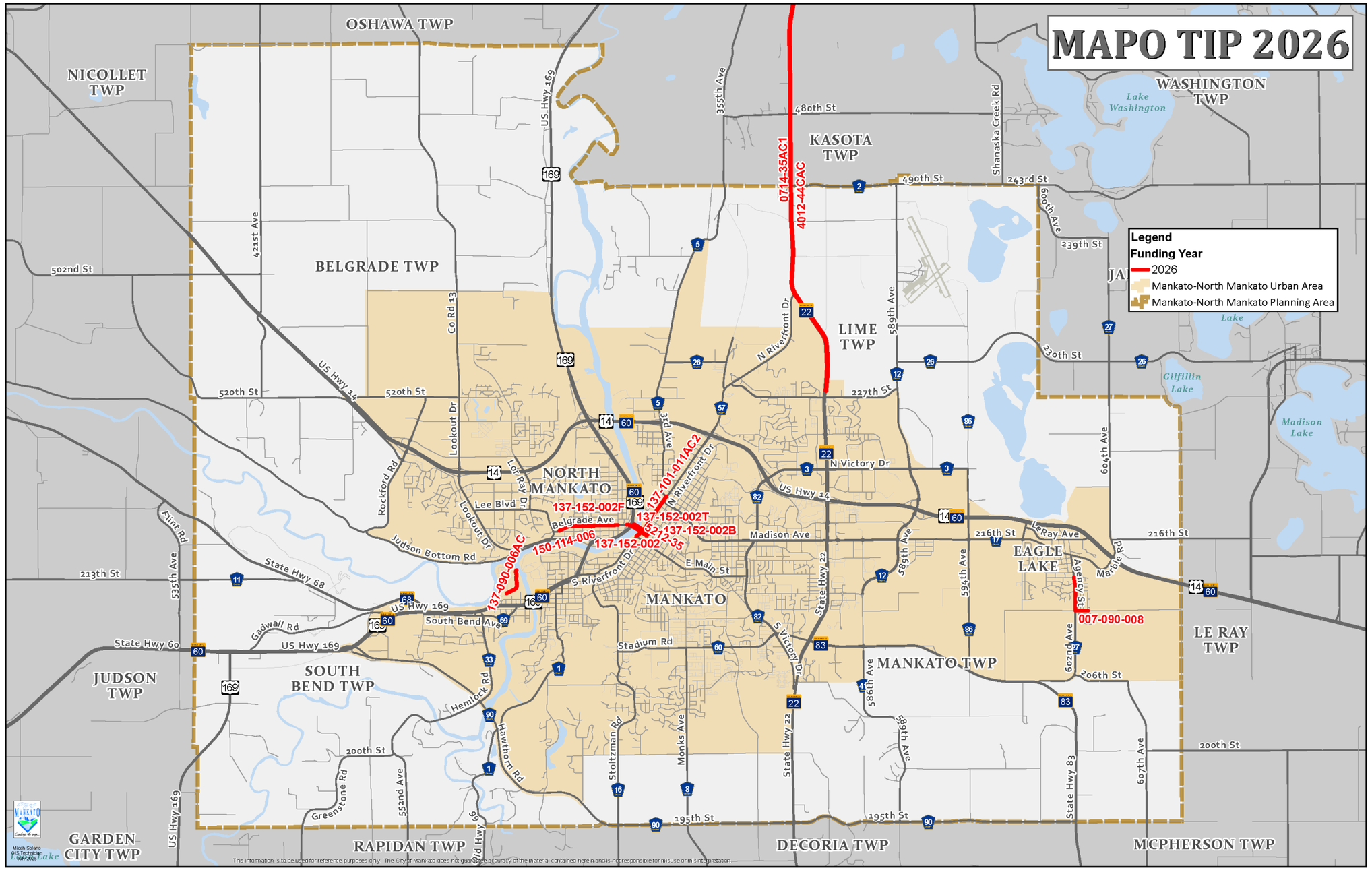
Local Share: Matching funds from the local agency.

FY 2026 Federal Funded Transportation Projects

ROUTE SYSTEM	PROJECT NUMBER	YEAR	AGENCY	DESCRIPTION	MILES	PROGRAM	WORK TYPE	FUND TYPE	STIP TOTAL	FHWA	AC LOCAL	AC PAYBACK	FTA	TH	STATE	LOCAL SHARE
TRANSIT	TRF-0028-25D	~~2025~~ 2026	MANKATO	SECT 5307: CITY OF MANKATO UPGRADE BUS STOPS	0	BUS AND BUS FACILITIES (BB)	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	375,000	0	0	0	300,000	0	37,500	~~75,000~~ 37,500
TRANSIT	TRF-0028-26A	2026	MANKATO	SECT 5307: CITY OF MANKATO RR TRANSIT OPERATING ASSISTANCE AND PREVENTATIVE MAINTENANCE		URBANIZED AREA FORMULA - SECT 5307	TRANSIT OPERATIONS	FTA	4,579,000	0	0	0	1,083,500	0	2,712,200	783,300
TRANSIT	TRF-0028-26C	2026	MANKATO	CITY OF MANKATO PARATRANSIT OPERATING ASSISTANCE		TRANSIT	TRANSIT OPERATIONS	LOCAL NON-PAR	1,646,700	0	0	0	103,400	0	1,223,800	319,500
TRANSIT	TRF-0028-26F	2026	MANKATO	SECT 5339: CITY OF MANKATO; PURCHASE ONE (1) CLASS 700 (29/30 FT) DIESEL REPLACEMENT BUS (Part 1)		BUS AND BUS FACILITIES - (BB)	TRANSIT VEHICLE PURCHASE	FTA	369,200	0	0	0	313,820	0	0	55,380
TRANSIT	TRF-0028-26J	2026	MANKATO	CITY OF MANKATO; PURCHASE TWO (2) CLASS 700 DIESEL REPLACEMENT BUS		BUS AND BUS FACILITIES (BB)	TRANSIT VEHICLE PURCHASE	FTA	1,454,000	0	0	0	1,235,900	0	0	218,100
TRANSIT	TRF-0028-26K	2026	MANKATO	SECT 5307: CITY OF MANKATO; PURCHASE ONE (1) REPLACEMENT < 30 FT BUS (Part 2)		URBANIZED AREA FORMULA SECT 5307	TRANSIT VEHICLE PURCHASE	FTA	347,800	0	0	0	278,240	0	0	69,560
TRANSIT	TRS-0028-26C	2026	MANKATO	CITY OF MANKATO; PURCHASE ONE (1) CLASS 400 LF GAS REPLACEMENT BUS		TRANSIT (TR)	TRANSIT VEHICLE PURCHASE	STBGP 5K-200K	321,000	256,800	0	0	0	0	32,100	32,100
TRANSIT	TRF-0028-26L	2026	MANKATO	SECT 5307: CITY OF MANKATO; ARMER HANDHELD RADIO REPLACEMENT		URBANIZED AREA FORMULA - SECT 5307	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	92,250	0	0	0	73,800	0	0	18,450
HIGHWAY MSAS 152	137-152-002B	2026	MANKATO	**LONSYS**MSAS 152 (MULBERRY ST) FROM TH 169 TO NORTH 2ND ST, REHABILITATION OF VETERANS MEMORIAL BRIDGE 07042 (ASSOC. 5212-35, & 137-152-002T & 137-152-002F)	0.2	BI - BRIDGE IMPROVEMENT AND REPAIR	BRIDGE DECK REPLACEMENT	STBGP	625,000	500,000	0	0	0	0	0	125,000
HIGHWAY MSAS 152	137-152-002	2026	MANKATO	**AC**MSAS 152(MULBERRY ST) FROM TH 169 TO NORTH 2ND ST, REHABILITATION OF VETERANS MEMORIAL BRIDGE 07042 (ASSOC. 5212-35, 137-152-002B, 137-152-002T & 137-152-002F)(AC PROJECT, AC PAYBACK IN 2027 & 2028)	0.2	BRIDGE IMPROVEMENT AND REPAIR	BRIDGE DECK REPLACEMENT	STBGP	450,145	0	321,635	0	0	0	0	450,145
HIGHWAY MSAS 152	137-152-002T	2026	MANKATO	**AC**MSAS 152 (MULBERRY ST) FROM TH 169 TO NORTH 2ND ST, PEDESTRIAN IMPROVEMENT ON VETERANS MEMORIAL BRIDGE 07042 (ASSOC. 5212-35, 137-152-002, 137-152-002B & 137-152-002F)(AC PROJECT, AC PAYBACK IN 2027)	0.2	ENHANCEMENT	SIDEWALK	STBGP-TA	204,297	116,806	233,157	0	0	0	0	87,491
HIGHWAY MSAS 152	137-152-002F	2026	MANKATO	**AC**SPPF**MSAS 152(MULBERRY ST) FROM TH 169 TO NORTH 2ND ST, PEDESTRIAN IMPROVMENT ON VETERANS MEMORIAL BRIDGE 070742 (ASSOC. 5212-35 137-152-002, 137-152-002B & 137-152-002T) (AC PROJECT, AC PAYBACK IN FY 2028)	0.2	BI-BRIDGE IMPROVEMENT AND REPAIR	BRIDGE DECK REPLACEMENT	NHFP	1,525,000	0	6,100,000	0	0	0	0	1,525,000
HIGHWAY US 169	5212-35	2026	MNDOT	**AC**860D, OVER MN RIVER, UP RR, AND RIVERFRONT DRIVE, REHAB BR 07042; AND 960D, OVER US169, REHAB BR 52009 (ASSOC.5212-35, 137-152-002, 137-152-002B, 137-152-002T & 137-152-002F)(AC PROJECT, AC PAYBACK IN 2027)	0.2	BI-BRIDGE IMPROVEMENT AND REPAIR	BRIDGE DECK REPLACEMENT	STBGP	7,661,621	3,254,689	12,100,000	0	0	3,503,932	0	903,000
HIGHWAY US 169	5212-35N	2026	MNDOT	**AC**860D, OVER MN RIVER, UP RR, AND RIVERFRONT DRIVE, REHAB BR 07042; AND 960D, OVER US169, REHAB BR 52009 (ASSOC. 5212-35N, 137-152-002, 137-152-002B, 137-152-002T & 137-152-002F)	0.2	BI-BRIDGE IMPROVEMENT AND REPAIR	BRIDGE DECK REPLACEMENT	NHPP	428,000	348,478	0	0	0	79,522	0	0
HIGHWAY MSAS 114	150-114-006	2026	NORTH MANKATO	**AC**MSAS 114(BELGRADE AVE) FROM RANGE ST TO NICOLLET AVE, RECONSTRUCT FROM 4 LANE TO 3 LANE, ADA, LIGHTING, STORM SEWER, SANITARY SEWER AND WATERMAIN (AC PROJECT, AC PAYBACK IN 2027)	0.1	MC - MAJOR CONSTRUCTION	NEW PAVEMENT - CONC	STBGP	571,360	0	1,224,640	0	0	0	0	571,360

US 14, MN 60	0702-140	2026	MNDOT	US 14, AT THE RIVER BRIDGE (07011) IN MANKATO, AND AT BROWN CSAH 11 (MAIN ST) AND ON MN 60 AT JACKSON CSAH 13 AND CO RD 89 IN WILDER, REPLACE LIGHTING	0	SAFETY CAPACITY	LIGHTING	SF	175,000	0	0	0	0	175,000	0	0
CSAH 21, MN 22,	0714-35AC	2026	MNDOT	**AC**ELLE**FLEX24**PROTECT**CRP**MN22, INTERSECTION OF CSAH 21 & TH 22 RECONSTRUCT/ROUNDABOUT; INTERSECTION OF CSAH 57 & TH 22 RECONSTRUCT/CONTINUOUS TEE; FROM 500' NORTH OF CSAH 26 TO APPROXIMATELY 1600' SOUTH OF CSAH 57, MILL AND OVERLAY; FROM APPROXIMATELY 1600' SOUTH OF CSAH 57 TO MN RIVER BRIDGE IN ST PETER, RECONSTRUCT, LIGHTING, REPLACE BR 8436; REHAB BR 07036, 40003; EXTEND BRIDGE 40X02 AND CONSTRUCT NEW BRIDGE 40X08 (ASSOC. 0714-35S, 040-070-007 & 4012-44 & 4012-44CRP & 4012-44PRO) (AC PROJECT, PAYBACK 1 OF 1)	7.8	RC - RECONSTRUCTION	NEW PAVEMENT - BIT	NHPP	2,373,624	0	0	2,373,624	0	0	0	0
HIGHWAY CSAH 21, MN 22,	4012-44AC1	2026	MNDOT	**AC**ELLE**FLEX24**MN22, INTERSECTION OF CSAH 21 & TH 22 RECONSTRUCT/ROUNDABOUT; INTERSECTION OF CSAH 57 & TH 22 RECONSTRUCT/CONTINUOUS TEE; FROM 500' NORTH OF CSAH 26 TO APPROXIMATELY 1600' SOUTH OF CSAH 57, MILL AND OVERLAY; FROM APPROXIMATELY 1600' SOUTH OF CSAH 57 TO MN RIVER BRIDGE IN ST PETER, RECONSTRUCT, LIGHTING, REPLACE BR 8436; REHAB BR 07036, 40003; EXTEND BRIDGE 40X02 AND CONSTRUCT NEW BRIDGE 40X08 (ASSOC. 040-070-007, 0714-35, 0714-35S, 4012-44, 4012-44PRO & 4012-44CRP) (AC PROJECT, PAYBACK 1 OF 1)	7.8	RC - RECONSTRUCTION	NEW PAVEMENT - BIT	NHPP	9,503,338	0	0	9,503,338	0	0	0	0
HIGHWAY CSAH 21, MN 22	4012-44CRPAC	2026	MNDOT	**AC**ELLE**FLEX24**CRP**MN22, INTERSECTION OF CSAH 21 & TH 22 RECONSTRUCT/ROUNDABOUT; INTERSECTION OF CSAH 57 & TH 22 RECONSTRUCT/CONTINUOUS TEE; FROM 500' NORTH OF CSAH 26 TO APPROXIMATELY 1600' SOUTH OF CSAH 57, MILL AND OVERLAY; FROM APPROXIMATELY 1600' SOUTH OF CSAH 57 TO MN RIVER BRIDGE IN ST PETER, RECONSTRUCT, LIGHTING, REPLACE BR 8436; REHAB BR 07036, 40003; EXTEND BRIDGE 40X02 AND CONSTRUCT NEW BRIDGE 40X08 (ASSOC. 040-070-007, 0714-35S, 4012-44 & 4012-44PRO) (AC PROJECT, PAYBACK 1 OF 1)	7.8	RC- RECONSTRUCTION	NEW PAVEMENT - BIT	CRP	496,662	0	0	496,662	0	0	0	0
PED/BIKE TRL	137-090-006AC	2026	MANKATO	**AC**CONSTRUCT TRAIL CONNECTION FOR LAND OF MEMORIES PARK - SIBLEY PARK (AC PROJECT, PAYBACK 1 OF 1)	0	EN-ENHANCEMENT	NEW TRAIL	STBGP-TA	96,215	0	0	96,215	0	0	0	0
HIGHWAY MSAS 101	137-101-011AC2	2026	MANKATO	**AC**MSAS 101 (RIVERFRONT DRIVE) FROM MAIN ST TO LAFAYETTE ST, RECONSTRUCT, UTILITIES AND ADA (AC PROJECT, PAYBACK 2 OF 2)	0.7	RC- RECONSTRUCTION	NEW PAVEMENT - BIT, SIDEWALKS	STBGP	1,890,262	0	0	1,890,262	0	0	0	0
US14, MN 60	0702-140	2026	MNDOT	US 14, AT THE RIVER BRIDGE (07011) IN MANKATO, AND AT BROWN CSAH 11 (MAIN ST) AND ON MN 60 AT JACKSON CSAH 13 AND CO RD 89 IN WILDER, REPLACE LIGHTING	0	SAFETY CAPACITY	LIGHTING	SF	175,000	0	0	0	0	175,000	0	0
PED/BIKE TRL	007-090-008	2026	EAGLE LAKE	ALONG CSAH 27 & 211TH ST. FROM BLACE AVE TO MAPLE LANE, CONSTRUCT PED/BIKE TRAIL AND ADA (ASSOC. 007-090-006)	0.6	EN-ENHANCEMENT	NEW TRAIL	STBGP-TA	682,978	475,982	0	0	0	0	0	206,996
999	137-080-005	2026	TRANSIT	**CRP**CITY OF MANKATO BUS STOP IMPROVEMENTS – DESIGN AND ENGINEERING PLAN (2027)	0	SAFETY CAPACITY	SIGNING	CRP	137,500	110,000	0	0	0	0	0	27,500
999	007-596-003	2026	BLUE EARTH COUNTY	**CRP**BLUE EARTH COUNTY PURCHASE TWO (2) EV VEHICLES	0	ENHANCEMENT	EV & CHARGING INFRA	CRP	150,000	120,000	0	0	0	0	0	30,000
Total									**36,330,952**	**5,182,755**	**19,979,432**	**14,360,101**	**3,388,660**	**3,933,454**	**4,005,600**	**5,460,382**

Map 5: 2026 projects

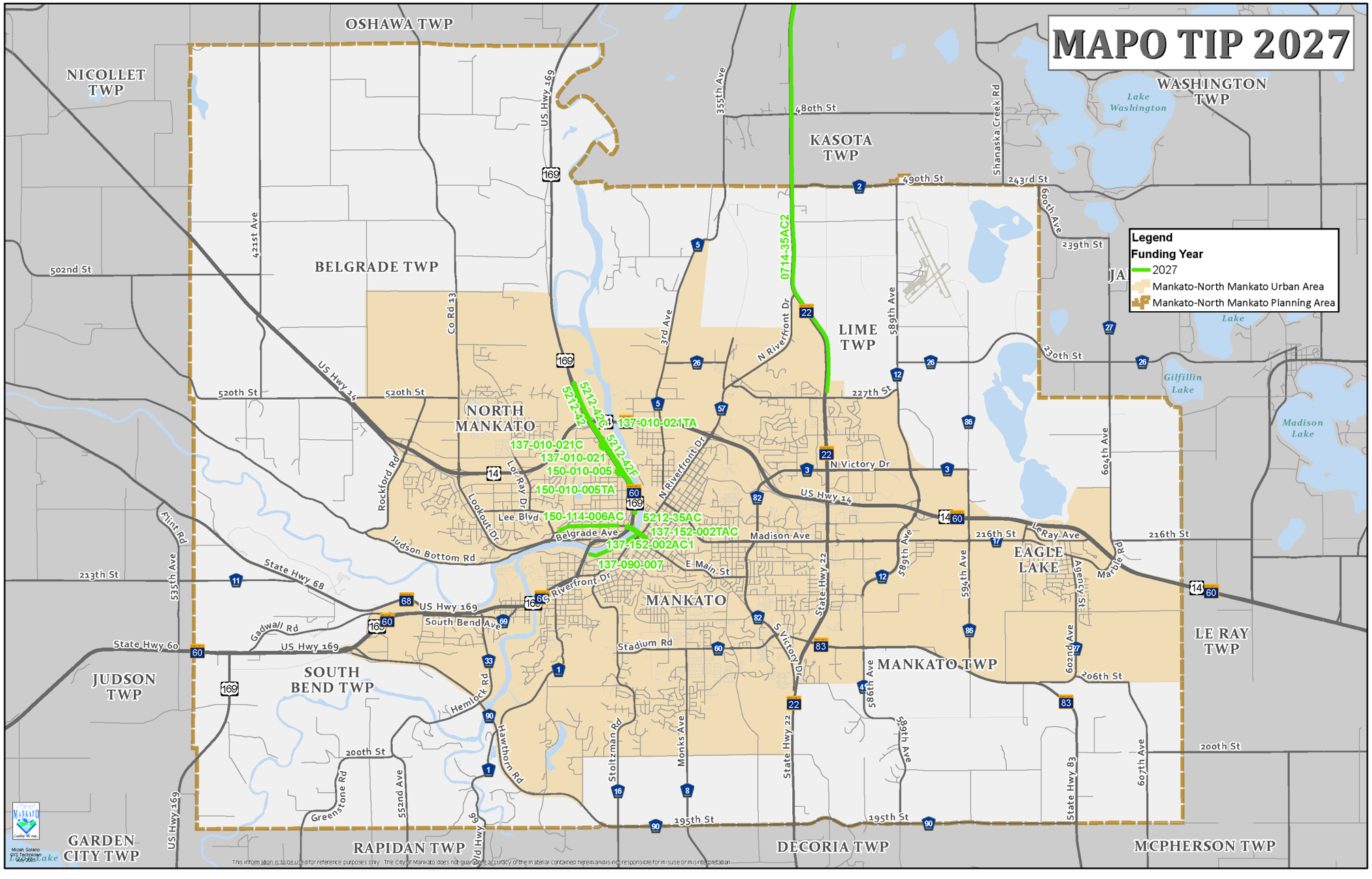


FY 2027 Federal Funded Transportation Projects

ROUTE SYSTEM	PROJECT NUMBER	YEAR	AGENCY	DESCRIPTION	MILES	PROGRAM	WORK TYPE	FUND TYPE	STIP TOTAL	FHWA	AC LOCAL	AC PAYBACK	FTA	TH	STATE	LOCAL SHARE
TRANSIT	TRF-0028-27A	2027	MANKATO	SECT 5307: CITY OF MANKATO RR TRANSIT OPERATING ASSISTANCE AND PREVENTATIVE MAINTENANCE		URBANIZED AREA FORMULA - SECT 5307	TRANSIT OPERATIONS	FTA	4,690,000	0	0	0	868,000	0	2,884,000	938,000
TRANSIT	TRF-0028-27C	2027	MANKATO	CITY OF MANKATO PARATRANSIT OPERATING ASSISTANCE		TRANSIT	TRANSIT OPERATIONS	LOCAL NON-PAR	1,770,000	0	0	0	0	0	1,504,500	265,500
TRANSIT	TRF-0028-27D	2027	MANKATO	SECT 5307: CITY OF MANKATO; 5-YEAR TRANSIT DEVELOPMENT PLAN		URBANIZED AREA FORMULA - SECT 5307 (B9)	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	296,000	0	0	0	236,800	0	0	59,200
TRANIST	TRF-0028-27E	2027	MANKATO	SECT 5307: CITY OF MANKATO; SOLAR ARRAY RECONDITIONING		URBANIZED AREA FORMULA - SECT 5307 (B9)	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	50,000	0	0	0	40,000	0	0	10,000
TRANSIT	TRF-0028-27F	2027	MANKATO	SECT 5307: CITY OF MANKATO; BUS STOP IMPROVEMENTS - CONSTRUCTION		URBANIZED AREA FORMULA - SECT 5307	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	250,000	0	0	0	200,000	0	0	50,000
TRANSIT	TRF-0028-27G	2027	MANKATO	SECT 5307: CITY OF MANKATO; VEHICLE WASH SYSTEM REPLACEMENT		URBANIZED AREA FORMULA - SECT 5307 (B9)	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	900,000	0	0	0	720,000	0	0	180,000
TRANSIT	TRF-0028-27H	2027	MANKATO	SECT 5307: CITY OF MANKATO; BUS STOP IMPROVEMENTS - DESIGN AND ENGINEERING PLAN (2028)		URBANIZED AREA FORMULA - SECT 5307	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	150,000	0	0	0	120,000	0	0	30,000
US 169	5212-35AC	2027	MNDOT	**AC**860D, OVER MN RIVER, UP RR, AND RIVERFRONT DRIVE, REHAB BR 07042; AND 960D, OVER US169, REHAB BR 52009 (ASSOC. 5212-35N, 137-152-002, 137-152-002B, 137-152-002T & 137-152-002F)(AC PROJECT, PAYBACK 1 OF 1)	0.2	BI-BRIDGE IMPROVEMENT AND REPAIR	BRIDGE DECK REPLACEMENT	STBGP	12,100,000	0	0	12,100,000	0	0	0	0
US 169	5212-42C	2027	MNDOT	**CRP**US 169, BELGRADGE AVE TO LAKE STREET, RECONSTRUCT,MILL & OVERLAY, ROUNDABOUTS, ADA, LIGHTING AND PED/BIKE UNDERPASSES (ASSOC. 5212-42, 5212-42F, 137-010-021, 137-010-021T, 137-010-021C, 150-010-005 & 150-010-05T)	2.1	MAJOR CONSTRUCTION	NEW PAVEMENT - CONC	CRP	614,100	500,000	0	0	0	114,100	0	0
MSAS 152	137-152-002AC1	2027	MANKATO	**AC**MSAS 152 (MULBERRY ST) FROM TH 169 TO NORTH 2ND ST, REHABILITATION OF VETERANS MEMORIAL BRIDGE 07042 (ASSOC. 5212-35, 5212-35N, 137-152-002B, 137-152-002T & 137-152-002F)(AC PROJECT, PAYBACK 1 OF 2)	0.2	BI-BRIDGE IMPROVEMENT AND REPAIR	BRIDGE DECK REPLACEMENT	STBG	100,000	0	0	100,000	0	0	0	0
MSAS 152	137-152-002TAC	2027	MANKATO	**AC**MSAS 152 (MULBERRY ST) FROM TH 169 TO NORTH 2ND ST, PEDESTRIAN IMPROVEMENT ON VETERANS MEMORIAL BRIDGE 07042 (ASSOC. 5212-35, 5212-35N, 137-152-002, 137-152-002B & 137-152-002F)(AC PROJECT, PAYBACK 1 OF 1)	2	ENHANCEMENT	BRIDGE PEDESTRIAN	STBG-TA	233,157	0	0	233,157	0	0	0	0
US 169	137-010-021	2027	MANKATO	**AC**US 169, WEST LIND ST AND RANGE ST, CONSTRUCT ROUNDABOUT AND CONSTRUCT PEDESTRIAN UNDERPASS (ASSOC. 5212-42, 5212-42C, 5212-42F, 137-010-021T, 137-010-021C, 150-010-005 & 150-010-05T) (AC PROJECT, AC PAYBACK IN 2028)		MAJOR CONSTRUCTION	NEW PAVEMENT - CONC	STBG	1,717,340	0	1,295,000	0	0	0	0	1,717,340
US 169	137-010-021T	2027	MANKATO	**AC**US 169, WEST LIND ST AND RANGE ST, CONSTRUCT ROUNDABOUT AND CONSTRUCT PEDESTRIAN UNDERPASS (ASSOC. 5212-42, 5212-42C, 5212-42F, 137-010-021, 137-010-021C, 150-010-005 & 150-010-05T)(AC PROJECT, AC PAYBACK IN 2029)		MAJOR CONSTRUCTION	NEW TRAIL	STBG-TA	1,063,800	0	611,560	0	0	0	0	1,063,800

US 169	137-010-021C	2027	MANKATO	**CRP**US 169, WEST LIND ST AND RANGE ST, CONSTRUCT ROUNDABOUT AND CONSTRUCT PEDESTRIAN UNDERPASS (ASSOC. 5212-42, 5212-42C, 5212-42F, 137-010-021, 137-010-021T, 150-010-005 & 150-010-05T)		MAJOR CONSTRUCTION	NEW PAVEMENT - CONC	CRP	350,600	144,000	0	0	0	0	0	206,600
US 169	137-010-021TED	2027	MANKATO	**TED**US 169, WEST LIND ST AND RANGE ST, CONSTRUCT ROUNDABOUT AND CONSTRUCT PEDESTRIAN UNDERPASS (ASSOC. 5212-42, 5212-42C, 5212-42F, 137-010-021T, 137-010-021C, 150-010-005 & 150-010-05T)		MAJOR CONSTRUCTION	NEW PAVEMENT - CONC	STATE TH TED	1,600,000	0	0	0	0	1,600,000	0	0
US 169	150-010-005	2027	NORTH MANKATO	**AC**US 169, WEBSTER AVE AND RANGE ST, CONSTRUCT ROUNDABOUT CONSTRUCT PEDESTRIAN UNDERPASS (ASSOC. 5212-42, 5212-42C, 5212-42F,137-010-021, 137-010-021T, 137-010-021C & 150-010-05T) (AC PROJECT, AC PAYBACK IN 2029)		MAJOR CONSTRUCTION	NEW PAVEMENT - CONC	STBG	806,250	0	3,225,000	0	0	0	0	806,250
US 169	150-010-005T	2027	NORTH MANKATO	**AC**US 169, WEBSTER AVE AND RANGE ST, CONSTRUCT ROUNDABOUT AND CONSTRUCT PEDESTRIAN UNDERPASS (ASSOC. 5212-42, 5212-42C, 5212-42F, 137-010-021, 137-010-021T, 137-010-021C & 150-010-05) (AC PROJECT, AC PAYBACK IN 2029)		MAJOR CONSTRUCTION	NEW TRAIL	TAP 5K-200K	629,690	0	100,760	0	0	0	0	629,690
US 169	5212-42	2027	MNDOT	**AC**US 169, BELGRADGE TO LAKE STREET, RECONSTRUCT, MILL & OVERLAY, ROUNDABOUTS, ADA, LIGHTING AND PED/BIKE UNDERPASS (ASSOC. 5212-42C, 5212-42F, 137-010-021, 137-010-021T, 137-010-021C, 150-010-005 & 150-010-05T) (AC PROJECT, AC PAYBACK IN 2028)	2.1	MAJOR CONSTRUCTION	NEW PAVEMENT - CONC	NHPP	14,621,346	10,808,480	5,900,000	0	0	3,812,866	0	0
US 169	5212-42F	2027	MNDOT	**AC**SPPF**US 169, BELGRADGE AVE TO LAKE STREET, RECONSTRUCT, MILL & OVERLAY, ROUNDABOUTS, ADA, LIGHTING AND PED/BIKE UNDERPASSES (ASSOC. 5212-42, 5212-42C, 137-010-021, 137-010-021T, 137-010-021C, 150-010-005 & 150-010-05T) (AC PROJECT, AC PAYBACK IN 2028)	2.1	MAJOR CONSTRUCTION	NEW PAVEMENT - CONC	NHFP	2,464,554	0	10,800,000	0	0	2,464,554	0	0
CSAH 21, MN 22	4012-44AC2	2027	MNDOT	**AC**ELLE**FLEX24**MN22, INTERSECTION OF CSAH 21 & TH 22 RECONSTRUCT/ROUNDABOUT; INTERSECTION OF CSAH 57 & TH 22 RECONSTRUCT/CONTINUOUS TEE; FROM 500' NORTH OF CSAH 26 TO APPROXIMATELY 1600' SOUTH OF CSAH 57, MILL AND OVERLAY; FROM APPROXIMATELY 1600' SOUTH OF CSAH 57 TO MN RIVER BRIDGE IN ST PETER, RECONSTRUCT, LIGHTING, REPLACE BR 8436; REHAB BR 07036, 40003; EXTEND BRIDGE 40X02 AND CONSTRUCT NEW BRIDGE 40X08 (ASSOC. 040-070-007, 0714-35S, 4012-44 & 4012-44PRO) (AC PROJECT, PAYBACK 2 OF 2)	7.8	RC - RECONSTRUCTION	NEW PAVEMENT - BIT	NHPP	3,500,000	0	0	3,500,000	0	0	0	0
MSAS 114	150-114-006AC	2027	NORTH MANKATO	**AC**MSAS 114 (BELGRADE AVE) FROM RANGE ST TO NICOLLET AVE, RECONSTRUCT FROM 4 LANE TO 3 LANE, ADA, LIGHTING, STORM SEWER, SANITARY SEWER AND WATERMAIN (AC PROJECT, PAYBACK 1 OF 1)	0.1	MC - MAJOR CONSTRUCTION	NEW PAVEMENT - CONC	STBG	1,224,640	0	0	1,224,640	0	0	0	0
PED/BIKE TRL	137-090-007	2027	MANKATO	ALONG THE MINNESOTA RIVER, FROM TH 169 TO MAIN ST, RESURFACE THE MINNESOTA RIVER TRAIL	0	EN-ENHANCEMENT	IMPROVE EXISTING TRAIL	STBG-TA	843,554	674,843	0	0	0	0	0	168,711
MN 60	8827-414	2027	MNDOT	**ITS**DISTRICTWIDE (MN 60) WORTHINGTON TO MANKATO, REPLACE ROAD CLOSED SYSTEMS	0	SAFETY CAPACITY	OTHER	STBG	750,000	610,650	0	0	0	139,350	0	0
999	8827-441	2027	MNDOT	**ELLE** DISTRICTWIDE INTERSECTION AND INTERCHANGE LIGHTING	0	SAFETY CAPACITY	LIGHTING	STBGP	1,200,000	977,040	0	0	0	222,960	0	0
Total									**51,925,031**	**13,715,013**	**21,932,320**	**17,157,797**	**2,184,800**	**8,353,830**	**4,388,500**	**6,125,091**

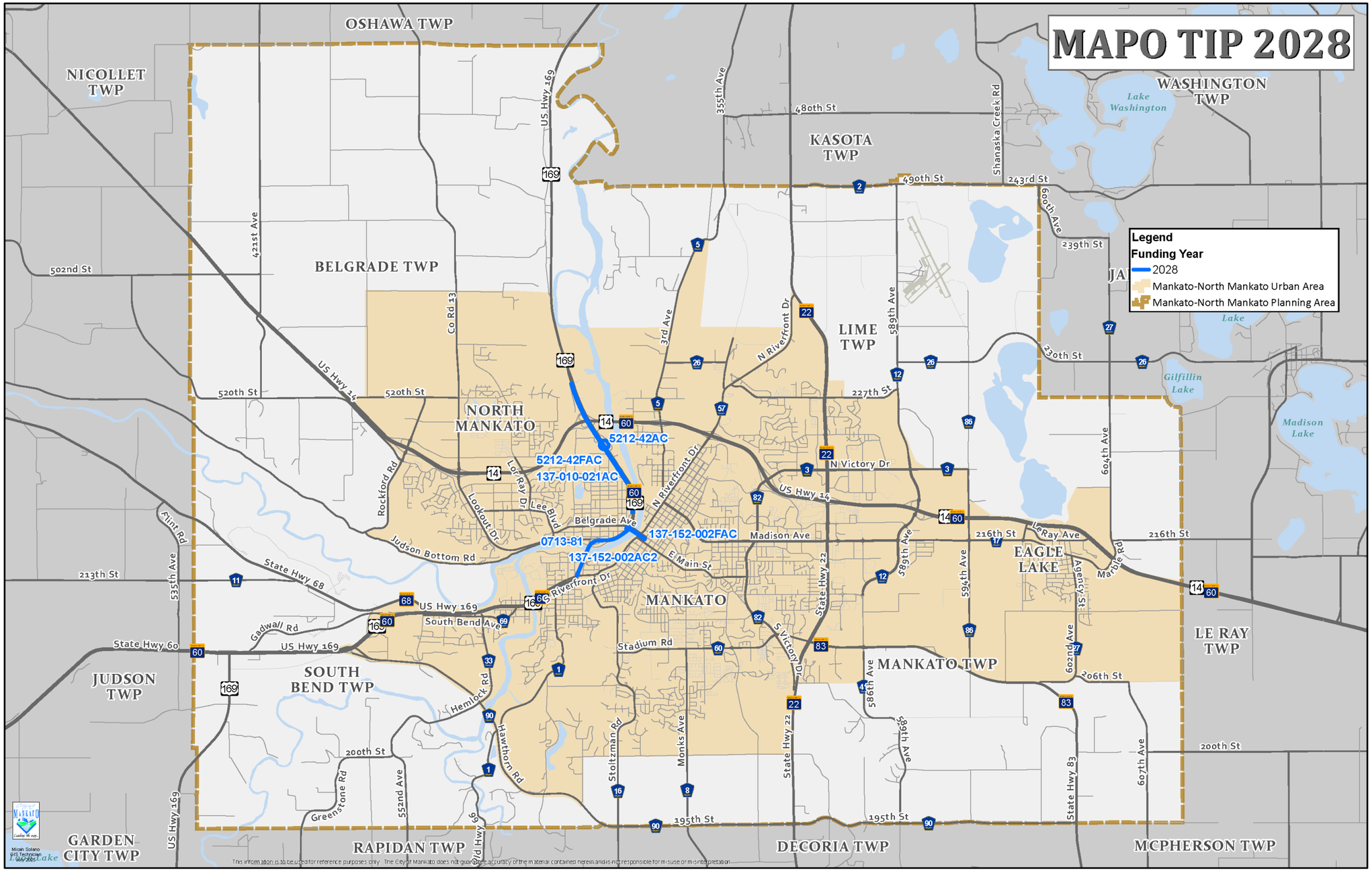
Map 6: 2027 projects



FY 2028 Federal Funded Transportation Projects

ROUTE SYSTEM	PROJECT NUMBER	YEAR	AGENCY	DESCRIPTION	MILES	PROGRAM	WORK TYPE	FUND TYPE	STIP TOTAL	FHWA	AC LOCAL	AC PAYBACK	FTA	TH	STATE	LOCAL SHARE
TRANSIT	TRF-0028-28A	2028	MANKATO	SECT 5307: CITY OF MANKATO RR TRANSIT OPERATING ASSISTANCE AND PREVENTATIVE MAINTENANCE		URBANIZED AREA FORMULA - SECT 5307	TRANSIT OPERATIONS	FTA	4,878,000	0	0	0	903,000	0	2,999,400	975,600
TRANSIT	TRF-0028-28B	2028	MANKATO	CITY OF MANKATO PARATRANSIT OPERATING ASSISTANCE		TRANSIT	TRANSIT OPERATIONS	LOCAL NON-PAR	1,841,000	0	0	0	0	0	1,564,850	276,150
TRANSIT	TRF-0028-28D	2028	MANKATO	SECT 5307: CITY OF MANKATO PURCHASE OF TRANSIT ELECTRIC VEHICLE CHARGING STATION		URBANIZED AREA FORMULA - SECT 5307 (B9)	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	550,000	0	0	0	440,000	0	0	110,000
TRANSIT	TRF-0028-28E	2028	MANKATO	SECT 5307: CITY OF MANKATO BUS STOP IMPROVEMENTS		URBANIZED AREA FORMULA - SECT 5307	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	250,000	0	0	0	200,000	0	0	50,000
TRANSIT	TRF-0028-28F	2028	MANKATO	SECT 5307: CITY OF MANKATO PUBLIC WORKS CENTER FUEL ISLAND RELOCATION ENVIRONMENTAL STUDY (USAGE COST SHARE TOTAL PROJECT COST $200,000)		URBANIZED AREA FORMULA - SECT 5307	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	100,000	0	0	0	80,000	0	0	20,000
TRANSIT	TRF-0028-28G	2028	MANKATO	SECT 5307: CITY OF MANKATO; BUS STOP IMPROVEMENTS - DESIGN AND ENGINEERING PLAN (2028)		URBANIZED AREA FORMULA - SECT 5307	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	150,000	0	0	0	120,000	0	0	30,000
US 169	137-010-021AC	2028	MANKATO	**AC**US 169, WEST LIND ST AND RANGE ST, CONSTRUCT ROUNDABOUT AND CONSTRUCT PEDESTRIAN UNDERPASS (ASSOC. 5212-42, 5212-42C, 5212-42F, 137-010-021TA, 137-010-021C, 150-010-005, 150-010-05T) (AC PROJECT, PAYBACK 1 OF 1)	2.1	MAJOR CONSTRUCTION	NEW PAVEMENT - CONC	STBGP	1,295,000	0	0	1,295,000	0	0	0	0
HIGHWAY MSAS 152	137-152-002AC2	2028	MANKATO	**AC**MSAS 152 (MULBERRY ST) FROM TH 169 TO NORTH 2ND ST, REHABILITATION OF VETERANS MEMORIAL BRIDGE 07042 (ASSOC. 5212-35, 5212-35N, 137-152-002B, 137-152-002T & 137-152-002F)(AC PROJECT, PAYBACK 2 OF 2)	0.2	BI-BRIDGE IMPROVEMENT AND REPAIR	BRIDGE DECK REPLACEMENT	STBGP	221,635	0	0	221,635	0	0	0	0
HIGHWAY MSAS 152	137-152-002FAC	2028	MANKATO	**AC**SPPF**MSAS 152 (MULBERRY ST) FROM TH 169 TO NORTH 2ND ST, PEDESTRIAN IMPROVEMENT ON VETERANS MEMORIAL BRIDGE 07042 (ASSOC. 5212-35, 5212-35N, 137-152-002, 137-152-002B, & 137-152-002T)(AC PROJECT, PAYBACK 1 OF 1)	0.2	BI - BRIDGE IMPROVEMENT AND REPAIR	BRIDGE DECK REPLACEMENT	NHFP	6,100,000	0	0	6,100,000	0	0	0	0
HIGHWAY US 169	0713-81	2028	MNDOT	**AC**US169, FROM RIVERFRONT DRIVE TO BELGRADE AVE, RECONSTRUCT, ADA, LIGHTING, REHAB BR 52012, 9098, 07029 (AC PROJECT, AC PAYBACK IN 2029)	1.1	RC - RECONSTRUCTION	NEW PAVEMENT - CONC	NHPP	17,500,000	11,201,380	16,400,000	0	0	6,298,620	0	0
HIGHWAY US 169	5212-42AC	2028	MNDOT	**AC**US 169, BELGRADGE AVE TO LAKE STREET, RECONSTRUCT, MILL & OVERLAY, ROUNDABOUTS, ADA, LIGHTING AND PED/BIKE UNDERPASS (ASSOC. 5212-42F, 137-010-021, 137-010-021T, 137-010-021C, 150-010-005 & 150-010-05T) (AC PROJECT, PAYBACK 1 OF 1)	2.1	MAJOR CONSTRUCTION	NEW PAVEMENT - CONC	NHPP	5,900,000	0	0	5,900,000	0	0	0	0
HIGHWAY US 169	5212-42FAC	2028	MNDOT	**AC**SPPF**US 169, BELGRADGE AVE TO LAKE STREET, RECONSTRUCT, MILL & OVERLAY, ROUNDABOUTS, ADA, LIGHTING AND PED/BIKE UNDERPASS (ASSOC. 5212-42, 5212-42C, 137-010-021, 137-010-021T, 137-010-021C, 150-010-005 & 150-010-05T) (AC PROJECT, PAYBACK 1 OF 1)	2.1	MAJOR CONSTRUCTION	NEW PAVEMENT - CONC	NHFP	10,800,000	0	0	10,800,000	0	0	0	0
999	8807-CRPM-28	2028	MANKATO	**CRP**MAPO SETASIDES - REDUCE CARBON EMISSIONS - 2028	0	EN-ENHANCEMENT	EV & CHARGING INFRA	CRP	175,000	140,000	0	0	0	0	0	35,000
Total									**49,760,635**	**11,341,380**	**16,400,000**	**24,316,635**	**1,743,000**	**6,298,620**	**4,564,250**	**1,496,750**

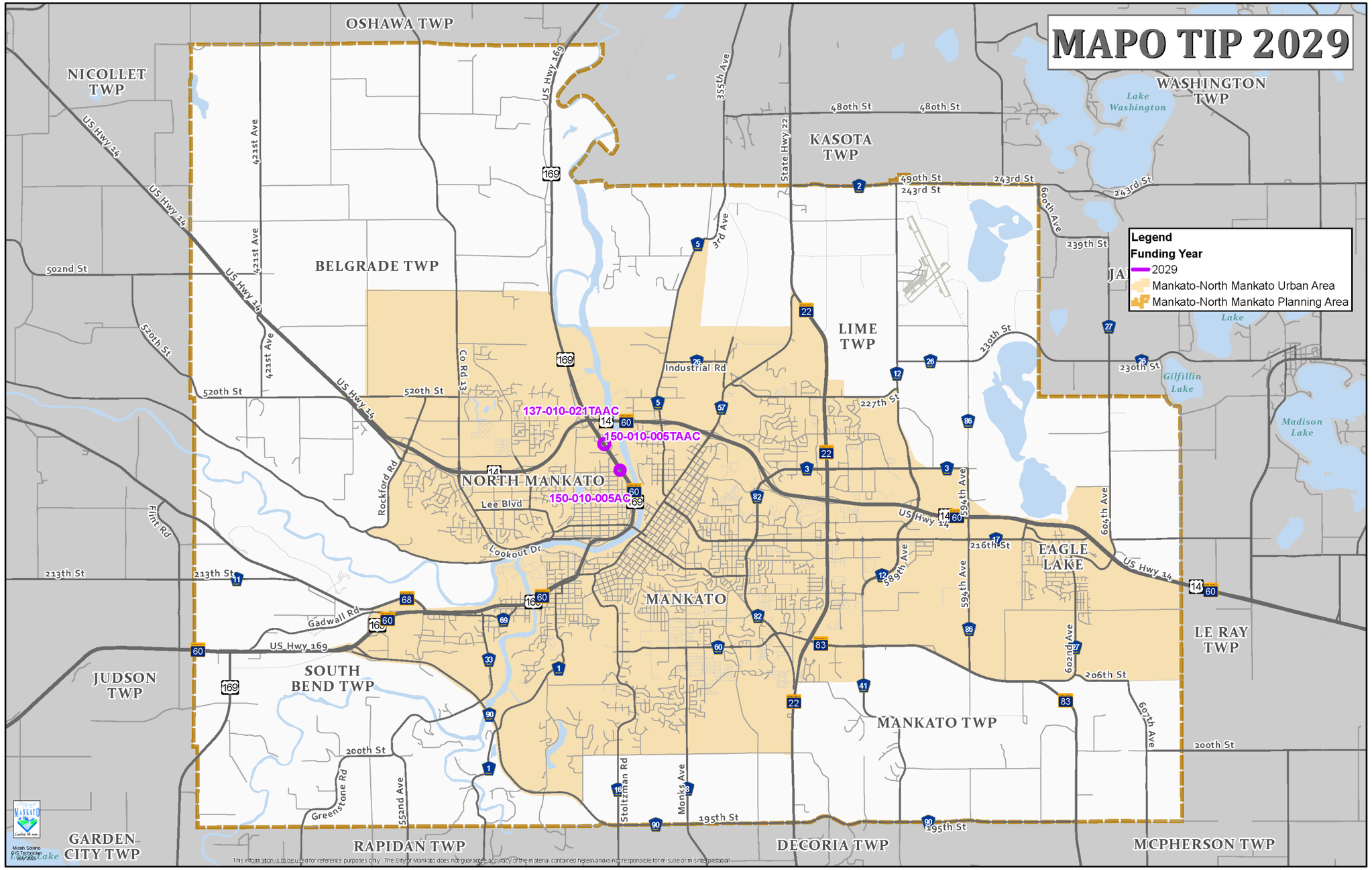
Map 7: 2028 projects



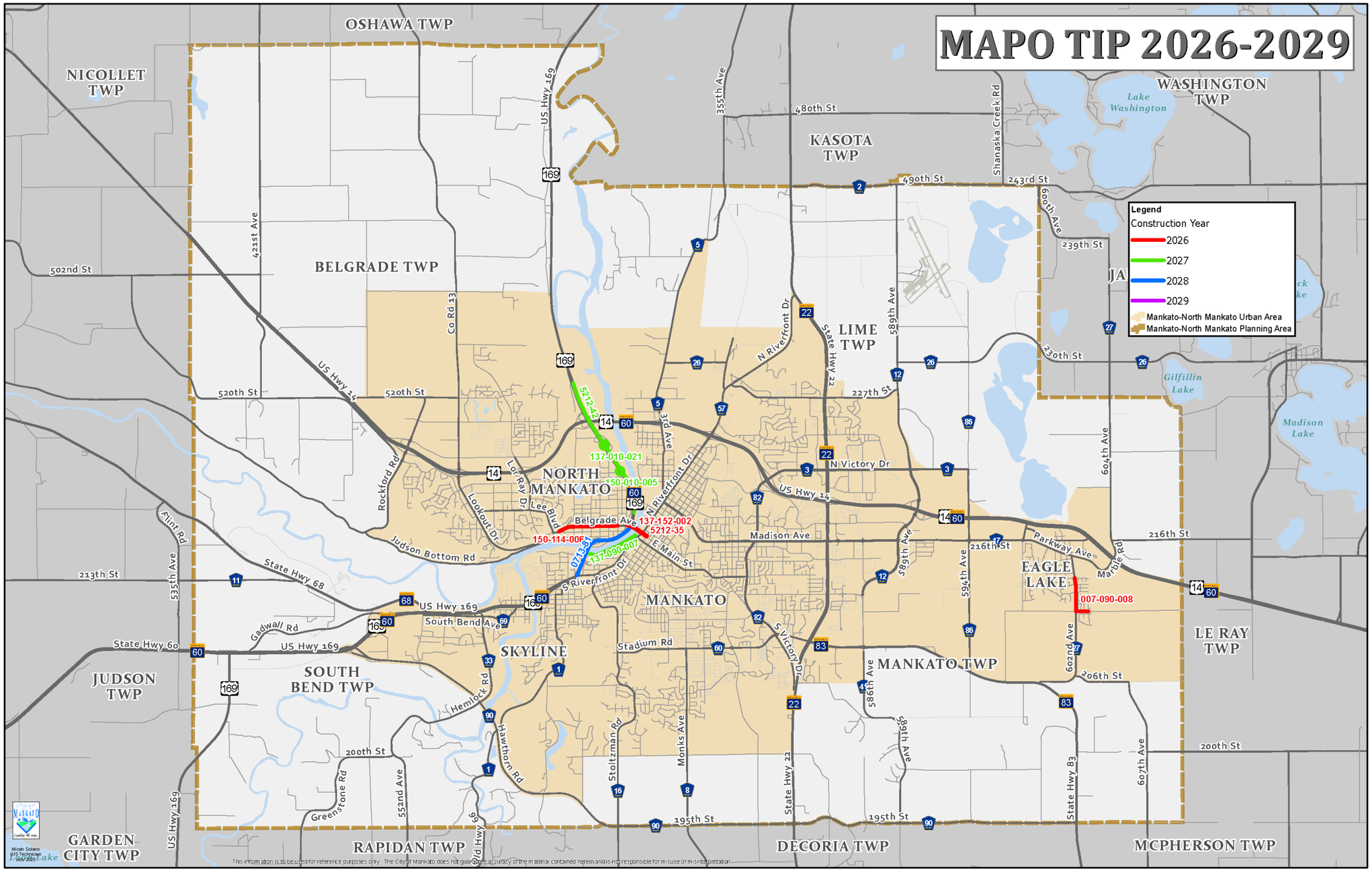
FY 2029 Federal Funded Transportation Projects

ROUTE SYSTEM	PROJECT NUMBER	YEAR	AGENCY	DESCRIPTION	MILES	PROGRAM	WORK TYPE	FUND TYPE	STIP TOTAL	FHWA	AC LOCAL	AC PAYBACK	FTA	TH	STATE	LOCAL SHARE
TRANSIT	TRF-0028-29A	2029	MANKATO	SECT 5307: CITY OF MANKATO RR TRANSIT OPERATING ASSISTANCE AND PREVENTATIVE MAINTENANCE	N/A	URBANIZED AREA FORMULA - SECTION 5307	TRANSIT OPERATIONS	FTA	5,073,000	0	0	0	903,000	0	3,155,400	1,014,600
TRANSIT	TRF-0028-29B	2029	MANKATO	CITY OF MANKATO PARATRANSIT OPERATING ASSISTANCE	N/A	TRANSIT	TRANSIT OPERATIONS	LOCAL NON-PAR	1,915,000	0	0	0	0	0	1,627,750	287,250
TRANSIT	TRF-0028-29C	2029	MANKATO	SECT 5307: CITY OF MANKATO BUS STOP IMPROVEMENTS - CONSTRUCTION	N/A	URBANIZED AREA FORMULA - SECTION 5307	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	250,000	0	0	0	200,000	0	0	50,000
TRANSIT	TRF-0028-29D	2029	MANKATO	SECT 5307: CITY OF MANKATO PUBLIC WORKS CENTER FUEL ISLAND RELOCATION (USAGE COST SHARE WITH CITY TOTAL PROJECT COST $900,000)		URBANIZED AREA FORMULA - SECT 5307 (B9)	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	450,000	0	0	0	360,000	0	0	90,000
US 169	0713-81AC	2029	MNDOT	**AC**US169, FROM RIVERFRONT DRIVE TO BELGRADE AVE, RECONSTRUCT, ADA, LIGHTING, REHAB BR 52012, 9098, 07029 (AC PROJECT, PAYBACK 1 OF 1)	1.1	RECONSTRUCTION	NEW PAVEMENT - CONC	NHPP	16,400,000	16,400,000	0	0	0	0	0	0
US 169	137-010-021TAC	2029	MANKATO	**AC**US 169, WEST LIND ST AND RANGE ST, CONSTRUCT ROUNDABOUT AND CONSTRUCT PEDESTRIAN UNDERPASS (ASSOC. 5212-42, 5212-42C, 5212-42F, 137-010-021, 137-010-021C, 150-010-005 & 150-010-05T) (AC PROJECT, PAYBACK 1 OF 1)	0	MAJOR CONSTRUCTION	ROUNDABOUT	STBGP-TA	611,560	0	0	611,560	0	0	0	0
US 169	150-010-005TAC	2029	NORTH MANKATO	**AC**US 169, WEBSTER AVE AND RANGE ST, CONSTRUCT ROUNDABOUT AND CONSTRUCT PEDESTRIAN UNDERPASS (ASSOC. 5212-42, 5212-42C, 5212-42F, 137-010-021, 137-010-021T, 137-010-021C & 150-010-05T) (AC PROJECT, PAYBACK 1 OF 1)	0	MAJOR CONSTRUCTION	ROUNDABOUT	STBGP	3,225,000	0	0	3,225,000	0	0	0	0
US 169	150-010-005TAAC	2029	NORTH MANKATO	**AC**US 169, WEBSTER AVE AND RANGE ST, CONSTRUCT ROUNDABOUT AND CONSTRUCT PEDESTRIAN UNDERPASS (ASSOC. 5212-42, 5212-42C, 5212-42F, 137-010-021, 137-010-021T, 137-010-021C & 150-010-05) (AC PROJECT, PAYBACK 1 OF 1)	0	ENHANCEMENT	NEW TRAIL	STBGP-TA	100,760	0	0	100,760	0	0	0	0
999	8807-CRPM-29	2029	MANKATO	**CRP**MAPO SETASIDES - REDUCE CARBON EMISSIONS - 2029		ENHANCEMENT	EV & CHARGING INFRA	CRP	175,000	140,000	0	0	0	0	0	35,000
Total									**28,200,320**	**16,540,000**	**0**	**3,937,320**	**1,463,000**	**0**	**4,783,150**	**1,476,850**

Map 8: 2029 projects



Map 9: 2026-2029 projects



Chapter 5: Community Impact Assessment

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

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

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

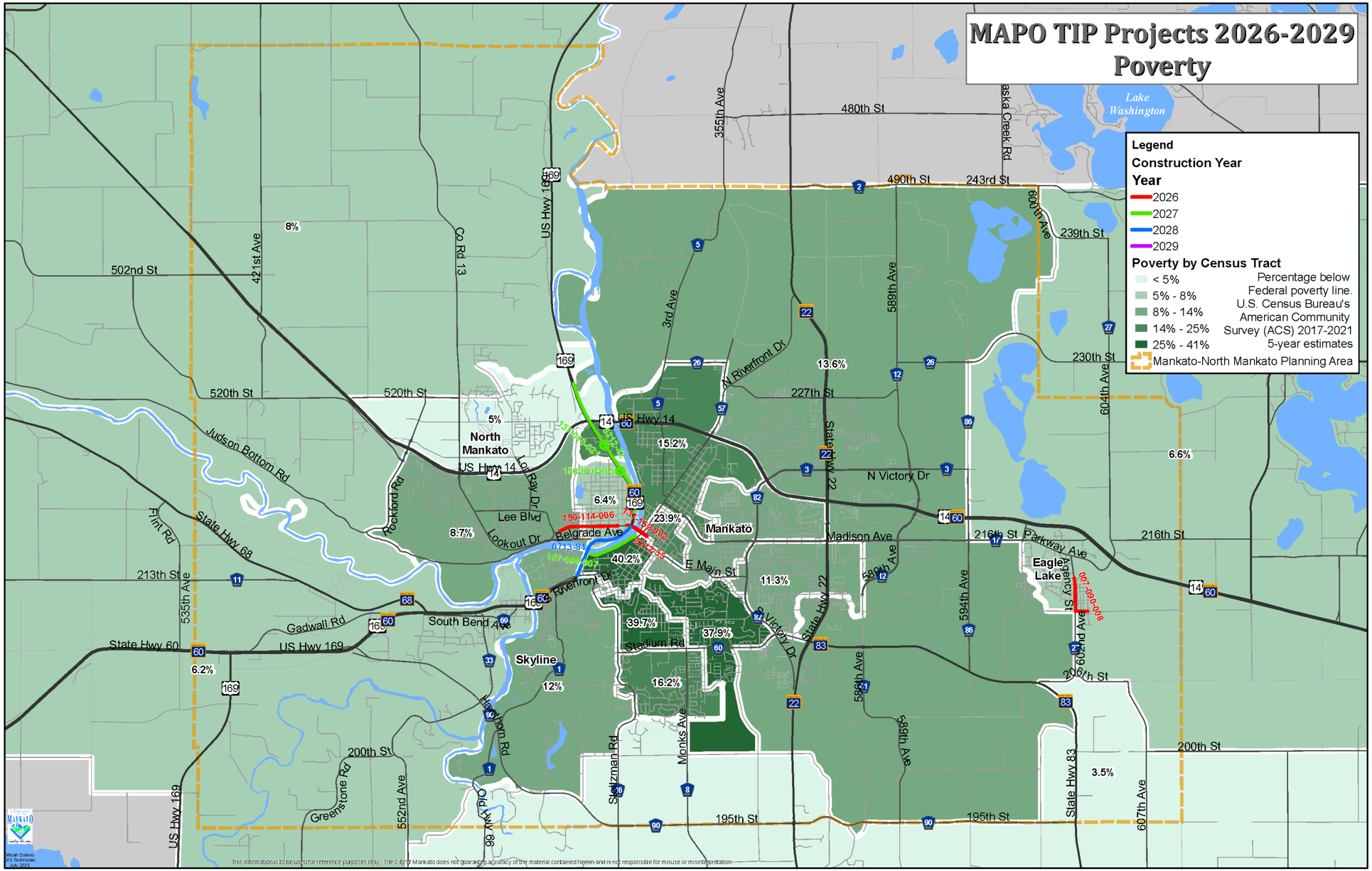
A community impact assessment highlights those transportation projects that could potentially have a negative impact on low-income neighborhoods. Map 10 on the following page identifies the high-concentration areas of low-income populations in the Mankato/North Mankato planning area and shows their location relative to the projects that are listed in this TIP.

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

1) Rehabilitation of bridge 07042 over US 169 (5212-35) in 2026

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

Map 10: Project Locations and Low-Income Populations



Chapter 6: Financial Plan & Fiscal Constraint

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

Federal Funding Levels

Federally-funded transportation projects within the MAPO area are programmed regionally through MnDOT District 7 ATP process (see Chapter 2 for more information). The District 7 ATP receives a targeted amount of federal funding for the MnDOT District 7 region which is directed using state-established formulas and funding targets. Subject to flexibility, these funding targets are used during development of the TIP, the MnDOT District 7 ATIP, and the state STIP to establish a priority list of projects.

Compared to previous funding totals, the total amount of funding for 2026- 2029 continues the upward trend due to large projects being added in the MAPO area. Projects 137-152-002 and 5212-35 are for rehabilitation of Veterans Memorial Bridge scheduled for 2026 with a total project cost of $20 million, project 0713-81 is a full reconstruction of Riverfront Drive scheduled for 2027 with a total project cost of $32.8 million, and project 0714-35 with a total project cost of $33.5 million on MN TH 22 spans geography both within and outside the MAPO planning boundary. Some of the projects associated with 0714-35 are outside of the MAPO Planning area, but are included in the TIP because they have been broken out to indicate different funding sources or types of work associated with the project as a whole that has a portion in the MAPO planning area.

Financial Plan

The MPO accepts the responsibility to act in the public interest to program and fund transportation projects in the Metropolitan area. The 2026-2029 TIP is fiscally constrained to those funding categories in which the MPO has direct responsibility. MnDOT projects programmed with federal funds are assumed fiscally constrained at the state level through the STIP. Local funds for federal match, operations and maintenance, and Regionally Significant projects are assumed fiscally constrained at the local level.

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

Highway Investments

Table 8 represents the MAPO area's financial plan for funding the highway projects being programmed in the TIP. Table 8 identifies individual funding sources as specified by each of the jurisdictions to be expected and available during the next four years based on revenue forecast.

Assessment of Fiscal Constraint

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

Table 8: Total Highway & Local Project Costs by Lead Agency: 2026-2029 MAPO TIP

Lead Agency	Total project cost by year (may include multiple funding agencies per project)				Expenses
	2026	2027	2028	2029	2026-2029 TIP (4-year total)
MnDOT District 7	20,813,245	34,050,000	34,200,000	16,400,000	**105,463,245**
Blue Earth County	150,000	-	-	-	**150,000**
Nicollet County	-	-	-	-	-
Mankato	13,600,869	14,014,451	15,560,635	8,474,560	**51,650,515**
North Mankato	571,360	2,660,580	-	3,325,760	**6,557,700**
Eagle Lake	682,978	-	-	-	**682,978**
Total	**35,818,452**	**50,725,031**	**49,760,635**	**28,200,320**	**164,504,438**

Source: Draft 2026 – 2029 TIP

Table 9 provides estimated funding levels by lead agency for the four-year TIP period. The sources of revenue vary by project and agency and may include local, state, and federal sources.

Table 9: Estimated Funding Revenue for TIP period

REVENUES	2026-2029
MNDOT DISTRICT 7	$321,000,000
BLUE EARTH COUNTY	NO PROJECTS IN 2026-2029 PERIOD
NICOLLET COUNTY	NO PROJECTS IN 2026-2029 PERIOD
MANKATO	$84,650,684
NORTH MANKATO	$6,557,700
EAGLE LAKE	$917,978

Source: *MnDOT D7 2026-2029 District targets, **Blue Earth County 5-year investment plan, ***Nicollet County****City of Mankato Capital Investment Plan 2022-2026, ******City of North Mankato 2022.

Transit Investments

Table 10 and Table 11 represent the Mankato Transit System (MTS) financial plan for funding the transit projects listed in the TIP. The tables identify specific sources of funding that the MTS has determined to be reasonably expected and available during the next four years.

Table 10: Total Transit Costs by Project Type

Source	2026	2027	2028	2029	2025-2028 TIP (4-year total)
Operations & Maintenance	6,225,700	6,460,000	6,719,000	6,988,000	26,392,700
Bus Purchases	2,144,200	0	0	0	2,144,200
Facilities	440,050	1,596,000	1,050,000	700,000	3,786,050
TOTAL	8,809,950	8,056,000	7,769,000	7,688,000	32,322,950

* Source: Draft 2026-2029 TIP

Table 11: Estimated Transit Funding Revenue

Funding Source	2026-2029
Federal Revenue: Operating	$3,860,900
State Revenue - Operating	$17,671,900
Federal Capital Revenue	$3,586,520
State Capital Revenue	$0
Farebox & Contract Revenue	$3,569,403
Total	**$28,688,723**

Source: Mankato Transit System, 2025

Assessment of Fiscal Constraint

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

Table 10 shows the MTS cost and project type for the current TIP. When compared with the estimated revenue listed in Table 11, it can be seen that there are sufficient anticipated revenues to fund anticipated costs.

Year of Expenditure

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

Operations and Maintenance

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

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

Revenue trends by agency

Revenue Trends by Agency		
Agency	**2024**	**2025**
Blue Earth County		
Property Taxes	$44,822,211	$47,529,899
Tax Increments	$0	$0
All Other Taxes	$8,592,000	$9,144,000
Special Assessments	$3,124,973	$3,999,790
Licenses and Permits	$337,420	$356,620
Federal Grants	$11,825,144	$11,194,420
State General Purpose Aid	$5,179,020	$5,367,636
State Categorical Aid	$30,856,301	$24,829,247
Other Revenue Sources	$19,775,552	$32,823,048
Total Revenues	**$124,512,621**	**$135,244,660**

Source: Minnesota State Auditor Local Government Finances Report – Counties

Revenue Trends by Agency		
Agency	**2024**	**2025**
Nicollet County		
Property Taxes	$26,410,973	$27,335,294
Tax Increments	$0	$0
All Other Taxes	$2,754,000	$2,754,000
Special Assessments	$300,000	$300,000
Licenses and Permits	$80,324	$87,037
Federal Grants	$8,070,391	$6,013,020
State General Purpose Aid	$2,437,898	$2,535,397
State Categorical Aid	$9,924,739	$10,823,798
Other Revenue Sources	$6,950,780	$7,503,627
Total Revenues	**$56,929,105**	**$57,352,173**

Source: Minnesota State Auditor Local Government Finances Report – Counties

Revenue Trends by Agency		
Agency	**2024**	**2025**
Mankato		
Property Taxes	$23,323,169	$24,287,296
Tax Increments	$350,000	$350,000
All Other Taxes	$2,435,000	$2,408,000
Special Assessments	$3,925,750	$3,375,000
Licenses and Permits	$1,915,975	$2,121,941
Federal Grants	$599,891	$457,891
State General Purpose Aid	$8,487,451	$8,487,451
State Categorical Aid	$1,292,826	$1,284,826
Other Revenue Sources	$9,562,361	$8,925,783
Total Revenues	**$51,892,423**	**$51,698,188**

Source: Minnesota State Auditor Local Government Finances Report – Cities

Revenue Trends by Agency		
Agency	**2024**	**2025**
North Mankato		
Property Taxes	$8,801,092	$9,631,889
Tax Increments	$524,981	$352,414
All Other Taxes	$1,992,206	$2,015,739
Special Assessments	$198,042	$255,441
Licenses and Permits	$575,950	$609,780
Federal Grants	$10,000	$10,000
State General Purpose Aid	$2,283,070	$2,340,276
State Categorical Aid	$810,605	$1,100,105
Other Revenue Sources	$10,394,735	$8,628,429
Total Revenues	**$25,590,681**	**$24,944,073**

Source: Minnesota State Auditor Local Government Finances Report – Cities

Chapter 7: Public Engagement

MAPO is committed to being a responsive, inclusive, and participatory agency for regional decision-making. Every year the public is given continuous opportunity to view all TIP-related materials on the MAPO website www.mnmapo.org and is encouraged to provide comment via phone, email, online comment, in person, U.S. mail, or via a physical dropbox outside of the Intergovernmental Center.

MAPO annually reaffirms its dedication to transparency and outreach in the TIP process and evaluates its public involvement efforts. The primary objective of public engagement is to promote transparency, public awareness, and open access to the planning process for all.

The formal amendment criteria established by the Public Participation plan is used to determine if significant change occurred. If significant change to the draft TIP occurs after the initial public comment period, the document will be released for another public comment period.

MAPO's public notice of public engagement activities and time established for public comment on the TIP satisfy the Program of Projects requirements of the Section 5307 Program and MAPO's public participation plan.

2026-2029 TIP Public Participation Summary

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

The 30-day public comment period and online open house ran from June 16 to August 4, 2025. Advertisement for the public comment period included notice in the Mankato Free Press, the MAPO website, the MAPO stakeholder email list, and distribution to partner agencies.

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

Chapter 8: Monitoring Progress

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

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

Updates and changes from the 2025 – 2028 TIP include:

2026

- *TRF-0028-26I project added*
- *TRF-0028-26J project added*

2027

- *TRF-0028-27D project added*
- *TRF-0028-27E project added*
- *TRF-0028-27F project added*
- *TRF-0028-27G project added*

2028

- *TRF-0028-28D project added*
- *TRF-0028-28E project added*

2029

- *Addition of new project year*

The status of the projects programmed in the previous TIP have been updated with this TIP. Projects programmed for FY 2025, however, are presently being constructed and are dropping out of this updated TIP. The table on the following page provides a status report on those projects.

2025 Project Status

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

Route System	Project Number	Year	Agency	Technical Description	Program	Type of Work	Proposed Funds	STIP Total	FHWA	AC Local	AC Payback	FTA	TH	State	Local Share	Status
TRANSIT	TRF-0028-25A	2025	MANKATO	SECT 5307: CITY OF MANKATO RR TRANSIT OPERATING ASSISTANCE AND PREVENTATIVE MAINTENANCE	URBANIZED AREA FORMULA SECT 5307	TRANSIT OPERATIONS	FTA5307 (B9)	4,336,000	0	0	0	930,235	0	3,188,965	216,800	In progress
TRANSIT	TRF-0028-25E	2025	MANKATO	CITY OF MANKATO PARATRANSIT OPERATING ASSISTANCE	TRANSIT	TRANSIT OPERATIONS	LOCAL NON-PAR	1,637,000	0	0	0	0	0	1,391,450	245,550	In progress
TRANSIT	TRF-0028-25D	2025	MANKATO	SECT 5339: CITY OF MANKATO; UPGRADE BUS STOPS	BUS AND BUS FACILITIES (BB)	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	375,000	0	0	0	300,000	0	0	75,000	In progress
TRANSIT	TRS-0028-25F	2025	MANKATO	CITY OF MANKATO; PURCHASE ONE (1) CLASS 400 LF GAS REPLACEMENT BUS	TRANSIT	TRANSIT VEHICLE PURCHASE	STP5K-200K	321,000	256,800	0	0	0	0	0	64,200	In progress
TRANSIT	TRF-0028-25F	2025	MANKATO	SECT 5307; CITY OF MANKATO AUTOMATED PASSENGER COUNTER PURCHASE	URBANIZED AREA FORMULA - SECT 5307	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA5307 (B9)	400,000	0	0	0	320,000	0	0	80,000	In progress
N/A	137-090-005	2025	MANKATO	CONSTRUCT BRIDGE CROSSING OVER THE BLUE EARTH RIVER BETWEEN LAND OF MEMORIES AND SIBLEY PARK USING THE HISTORIC KERN BRIDGE(L5669), HISTORICAL WORK AND CONSTRUCTION ENGINEERING	EN-ENHANCEMENT	BRIDGE NEW	TAP 5K-200K	5,454,838	4,363,870	0	0	0	0	0	1,090,968	In progress
HIGHWAY CSAH 21, MN 22	0714-35	2025	MNDOT	**AC**ELLE**FLEX24**MN22, INTERSECTION OF CSAH 21 & TH 22 RECONSTRUCT/ROUNDABOUT; INTERSECTION OF CSAH 57 & TH 22 RECONSTRUCT/CONTINUOUS TEE; FROM 500' NORTH OF CSAH 26 TO APPROXIMATELY 1600' SOUTH OF CSAH 57, FULL DEPTH RECLAIM AND OVERLAY; FROM APPROXIMATELY 1600' SOUTH OF CSAH 57 TO MN RIVER BRIDGE IN ST PETER, RECONSTRUCT, LIGHTING, REPLACE BR 8436; REHAB BR 07036, 40003; EXTEND BRIDGE 40X02 AND CONSTRUCT NEW BRIDGE 40X08 (ASSOC. 0714-35S & 040-070-007 & 4012-44 & 4012-44PRO & 4012-44CRP) (AC PROJECT, PAYBACK IN 2026 AND 2027)	RC - RECONSTRUCTION	NEW PAVEMENT - BIT	NHPP	14,013,180	7,924,027	15,376,962	0	0	5,339,153	0	750,000	In progress
HIGHWAY CSAH 21, MN 22	0714-35S	2025	MNDOT	**ELLE**FLEX24**MN22, INTERSECTION OF CSAH 57 & TH 22 RECONSTRUCT/CONTINUOUS TEE (ASSOC. 0714-35, 040-070-007, 4012-44CRP, 4012-44PRO & 4012-44)	SAFETY HSIP	CHANNELIZATION	HSIP	2,340,000	2,106,000	0	0	0	234,000	0	0	In progress
HIGHWAY CSAH 21, MN 22	4012-44PRO	2025	MNDOT	**ELLE**FLEX24**PROTECT**MN22, FROM APPROXIMATELY 1600' SOUTH OF CSAH 57 TO MN RIVER BRIDGE IN ST PETER, INSTALL SNOWFENCE, EROSION CONTROL AND TURF ESTABLISHMENT (ASSOC. 0714-35, 0714-35S, 040-070-	RC - RECONSTRUCTION	NEW PAVEMENT - BIT	PROTECT	1,440,000	1,152,000	0	0	0	288,000	0	0	In progress

				007, 4012-44 & 4012-44CRP) (AC PROJECT, PAYBACK IN 2026 AND 2027)												
HIGHWAY CSAH 21, MN 22	4012-44CRP	2025	MNDOT	**AC**ELLE**FLEX24**CRP**MN22, FROM APPROXIMATELY 1600' SOUTH OF CSAH 57 TO MN RIVER BRIDGE IN ST PETER, BITUMINOUS SURFACING (ASSOC. 040-070-007, 0714-35, 0714-35S, 4012-44 & 4012-44PRO) (AC PROJECT, PAYBACK IN 2026)	RC - RECONSTRUCTION	NEW PAVEMENT - BIT	CRP	744,993	496,662	496,662	0	0	248,331	0	0	In progress
HIGHWAY CSAH 21, MN 22	040-070-007	2025	LE SUEUR COUNTY	**ELLE**FLEX24**SEC164**CSAH 21, INTERSECTION OF CSAH 21 & TH 22 CONSTRUCT ROUNDABOUT (ASS0C. 0714-35, 0714-35S, 4012-44, 4012-44PRO & 4012-44CRP)	SAFETY HSIP	ROUNDABOUT	HSIP	1,095,608	750,000	0	0	0	0	0	345,608	In progress
HIGHWAY CSAH 21, MN 22	4012-44	2025	MNDOT	**ELLE**FLEX24**SEC164** MN 22, INTERSECTION OF CSAH 21 AND TH 22, CONSTRUCT ROUNDABOUT (ASSOC. 040-070-007, 0714-35, 0714-35S, 4012-44PRO & 4012-44CRP)	SAFETY HSIP	ROUNDABOUT	HSIP	1,388,889	1,250,000	0	0	0	138,889	0	0	In progress
HIGHWAY MSAS 101	137-101-011AC1	2025	MANKATO	**AC**MSAS 101 (RIVERFRONT DRIVE) FROM MAIN ST TO LAFAYETTE ST, RECONSTRUCT, UTILITIES AND ADA (AC PROJECT, PAYBACK 1 OF 2)	RC-RECONSTRUCTION	NEW PAVEMENT - BIT, SIDEWALKS	STP5K-200K	492,703	0	0	492,703	0	0	0	0	In progress
N/A	137-090-006	2025	MANKATO	**AC**CONSTRUCT TRAIL CONNECTION FOR LAND OF MEMORIES PARK - SIBLEY PARK (AC PROJECT, PAYBACK IN 2026)	EN-ENHANCEMENT	NEW TRAIL	TAP 5K-200K	215,385	153,065	96,215	0	0	0	0	62,320	In progress
N/A	150-080-004	2025	NORTH MANKATO	**CRP** CITY OF NORTH MANKATO, ELECTRIC VEHICLE CHARGER INSTALLATION	EN-ENHANCEMENT	EV & CHARGING INFRA	CRP	59,470	47,576	0	0	0	0	0	11,894	In progress
N/A	007-090-006C	2025	EAGLE LAKE	**CRP**ALONG CSAH 27 & 211TH ST. FROM BLACE AVE TO MAPLE LANE, CONSTRUCT PED/BIKE TRAIL AND ADA ENGINEERING COSTS (ASSOC. 007-090-006)	EN-ENHANCEMENT	NEW TRAIL	CRP	205,000	164,000	0	0	0	0	0	41,000	In progress
N/A	007-596-001	2025	EAGLE LAKE	**CRP** CITY OF EAGLE LAKE, ELECTRIC VEHICLE PURCHASE	EN-ENHANCEMENT	EV & CHARGING INFRA	CRP	35,530	28,424	0	0	0	0	0	7,106	In progress
N/A	007-596-002	2025	BLUE EARTH COUNTY	**CRP**BLUE EARTH COUNTY. ELECTRIC VEHICLE PURCHASE	EN-ENHANCEMENT	EV & CHARGING INFRA	CRP	70,000	56,000	0	0	0	0	0	14,000	In progress

Appendix A: Reading the TIP

The route or funding area in which the project is associated

The TIP/ATIP/STIP number

The project's lead implementing agency

Intent of the project

Project funding source

Total cost of the project relative to federal funding to be used in year of letting. This includes advance construction (AC) funding. It does not include original advance construction funding

Total estimated Federal aid highway funding to be used for the project. Includes advance construction funding

Total estimated amount of future funds committed, front-ended by local/state funds

Payback through STIP of front-ended funds committed locally

Total estimated Federal transit funding

Total estimated State trunk highway funding

Estimated funding other than FHWA, FTA, or State TH to be used, including local funds, private contributions, and special legislative appropriations

ROUTE SYSTEM	PROJECT NUMBER	YEAR	AGENCY	DESCRIPTION	MILES	PROGRAM	WORK TYPE	FUND TYPE	STIP TOTAL	FHWA	AC LOCAL	AC PAYBACK	FTA	TH	STATE	LOCAL SHARE
TRANSIT	TRF-0028-26A	2026	MANKATO	SECT 5307: CITY OF MANKATO RR TRANSIT OPERATING ASSISTANCE		URBANIZED AREA FORMULA - SECT 5307	TRANSIT OPERATIONS	FTA	3,936,220	0	0	0	574,788	0	2,574,188	787,244
TRANSIT	TRF-0028-26B	2026	MANKATO	SECT 5307: CITY OF MANKATO RR TRANSIT PREVENTATIVE MAINTENANCE		URBANIZED AREA FORMULA - SECT 5307	TRANSIT OPERATIONS	FTA	113,300	0	0	0	63,865	0	26,775	22,660
TRANSIT	TRF-0028-26C	2026	MANKATO	CITY OF MANKATO PARATRANSIT OPERATING ASSISTANCE		TRANSIT (TR)	TRANSIT OPERATIONS	LOCAL NON-PAR	1,350,353	0	0	0	0	0	1,147,800	202,553

Program:

Categories included are in the following tables.

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

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

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

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

Appendix B: Public Notice

NOTICE OF 30-DAY PUBLIC COMMENT PERIOD

Publish: June 15, 2025

NOTICE IS HEREBY GIVEN that on the 16th day of June, 2025, the Mankato/North Mankato Area Planning Organization (MAPO) has released the area's draft 2026-2029 Transportation Improvement Program (TIP) for 30-day public comment period. MAPO's public notice of public involvement activities and time established for public review and comment on the TIP satisfy the Program of Projects requirements of the Federal Transit Administration Section 5307 Program.

The public is encouraged to review the draft and provide comment via email, phone, online on the MAPO website, hand-deliver to Mankato 311 staff, or by U.S. mail to the Intergovernmental Center, 10 Civic Center Plaza, Mankato, 56001.

Public comment period and online information will be available from June 16, 2025 to July 18, 2025 at **www.mnmapo.org/tip**.

MAPO will hold an in-person open house on Thursday, June 26, 2025 from 4 – 6 p.m. in the Minnesota Valley Room (first floor) of the Intergovernmental Center, 10 Civic Center Plaza, Mankato.

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

Mark Konz
Executive Director
Mankato/North Mankato Area Planning Organization

NOTICE OF 30-DAY PUBLIC COMMENT PERIOD

Publish: July 5, 2025

NOTICE IS HEREBY GIVEN that on the 16th day of June, 2025, the Mankato/North Mankato Area Planning Organization (MAPO) released the area's draft 2026-2029 Transportation Improvement Program (TIP) for 30-day public comment period. The comment period is being extended due to adjustments made to proposed projects.

Public comment period and online information will be available until August 4, 2025 at **www.mnmapo.org/tip**.

The public is encouraged to review the draft and provide comment via email, phone, online on the MAPO website, hand-deliver to Mankato 311 staff, or by U.S. mail to the Intergovernmental Center, 10 Civic Center Plaza, Mankato, 56001.

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

Mark Konz
Executive Director
Mankato/North Mankato Area Planning Organization

Appendix C: Public Comments Received

Comment	Method	Date	Response
Hello, I just wanted to share my notes on how transportation in Mankato could be improved. 1. Greatly expand and enhance public transportation. If you build it, people will use it. https://en.wikipedia.org/wiki/Induced_demand 2. Overhead electrification is and always will be superior to batteries. Batteries are extractive making them not as environmentally friendly as has been promised. Battery electric buses have also proven to be unreliable in cities that have adopted them like Philadelphia. https://www.phillytrib.com/news/local_news/philly-s-entire-fleet-of-battery-powered-buses-has-been-mia-since-february/article_232b7a08-4c3f-5e64-9269-06ea6d5ca9cb.html https://www.cbsnews.com/philadelphia/news/philadelphia-fire-septa-bus-nicetown-today/ All I ask is that you avoid electric buses like the plague and instead look into trolly busses or even light rail in the long term. I know these systems have a higher upfront cost, but the long term benefits are more than worth it if the money can be found. 3. Please improve bike infrastructure. When I see the signs that say that Mankato is a bike friendly city I shake my head. The bike lane system has two major problems that really hold it back. First is how fragmented the system is and second is that the bike lanes are just painted on. If you want people to bike, then you will need to invest into protected bike lanes. This can be as simple as a curb that separates the car traffic from bikes. Curbs are relatively cheap and easy to implement when road construction is underway so please consider adding these lanes in the future. Most roads in Mankato are plenty wide to accommodate these lanes as well. See slide ten from this presentation for a graph that illustrates the importance of protected bike lanes. https://ethz.ch/content/dam/ethz/special-interest/baug/ivt/ivt-dam/events/2024/09/presentations/ms/Cai_EtAl_CRBAM_2024.pdf 4. Intersection problems. There are two intersections in Mankato that I dread. The first is the intersection of Balcerzak	Website	6/16/2025	Thank you for your input. Your comment will be included in the final version of the Transportation Improvement Program.

and Pohl. That intersection is way too busy for it to just be a four way stop. It is very chaotic to navigate during peak hours and it's a shock to me that there aren't constant accidents there. The other one is the intersection of Victory and Adams. It's mostly fine but I think that the lights should be programmed much like the lights on the Victory Madison intersection. The problem is that aside from very early in the morning, when turning left off Victory onto Adams the left turn signal never signals green. It's always yield. It is hard to see cars in oncoming traffic because there's often vehicles in the opposite left turn lane blocking the view. Having the lights simply go between letting straight traffic through and letting left turn traffic through would solve this problem. So many cars turn left here too. 5. Public outreach about the benefits of smaller and lighter cars. Something that people always complain about is road construction. It takes lots of time and money to do. The damage vehicles do to the road surface is exponentially related to the weight of the vehicle. Saying that lighter vehicles cause less road wear and could make our roads last longer would be great. https://media.streets.mn/wp-content/uploads/2016/07/vehicle-weight-and-damage-chart.jpg This chart also highlights the importance of increasing bike traffic as they do basically no damage to the road surface. Obviously, we have it harder here because of ice and road salt but anything that can help matters. Thank you for you time. I hope I didn't come off as rude or annoying. Mankato is a victim of American traffic engineering which has held American cities back compared to the rest of the world. We're too sprawled, inefficient, and lazy. Cars on roads are by far the most expensive form of transportation per capita and yet we have decided that cars are the be all and end all of traffic. It doesn't have to be that way and taking steps away from car centered transportation are steps well worth taking.			
Why are all of the projects only roads for people with cars? When is the city getting a rail connection to the Twin Cities? There are other people living in the city then just those that are rich enough to own a vehicle. Government should be there for everyone not just those that are rich enough to have to have time to fill out these forms.	Website	6/18/2025	Thank you for your input. Your comment will be included in the final version of the Transportation

			Improvement Program.
Not enough bicycle parking	Written comment	6/19/2025	No email address provided for a response
Not sure what's most important - I think we do well and want to be sure we serve low income and environment well.	Written comment	6/19/2025	Added to contact list and verbal response
North Mankato, stop cutting trees	Pop-up Engagement	6/19/2025	Verbal response
Improve sidewalks	Pop-up Engagement	6/19/2025	Verbal response
Challenging for new members to join transit. Need more education	Pop-up Engagement	6/19/2025	Verbal response
Lots of potholes in Mankato	Pop-up Engagement	6/19/2025	Verbal response
Good trail system	Pop-up Engagement	6/19/2025	Verbal response
No plastic planter boxes in oldtown	Pop-up Engagement	6/19/2025	Verbal response
Better transit to Rural system	Pop-up Engagement	6/19/2025	Verbal response
protected on-street bike lanes	Pop-up Engagement	6/19/2025	Verbal response
Kids are crossing Victory at Dublin, not safe.	Pop-up Engagement	6/19/2025	Verbal response
Need more EV chargers	Pop-up Engagement	6/19/2025	Verbal response
Add reflectors to lane striping	Pop-up Engagement	6/19/2025	Verbal response
Hard for international students to get downtown	Pop-up Engagement	6/19/2025	Verbal response
not enough bike racks	Pop-up Engagement	6/19/2025	Verbal response
No bike parking at Sibley Park or Mankato Farmer's Market	Pop-up Engagement	6/19/2025	Verbal response
Not Enough Bus Shelters	Pop-up Engagement	6/19/2025	Verbal response

Need more lighting at bus shelters	Pop-up Engagement	6/19/2025	Verbal response
Trail at Balcerzak is too close to the street	Pop-up Engagement	6/19/2025	Verbal response
Riding bus back from East High School takes too long	Pop-up Engagement	6/19/2025	Verbal response
Hard to connect to Central High School using Mankato Transit	Pop-up Engagement	6/19/2025	Verbal response
Sidewalks are uneven and has gaps. Dangerous for rollerblading and skateboarding	Pop-up Engagement	6/19/2025	Verbal response
Stop putting in roundabouts! There are too many already and half the people don't know how to use them properly. Nobody yields. They just race through them. It's frustrating and dangerous.	Website	6/20/2025	No email address provided for a response
My parents own Scheitel's Music located at 180 West Lind Street behind McDonalds 169/14. . They would like information on how access will be maintained to their business throughout the 169 round about project beginning in 2027. The other concern would be the length of the project. My nephews have interest in taking over the business so they will need to decide if this is pursuable for them. A curious question for me would be would be about the Dakota Meadows Pool project. I am very excited to have the opportunity to do laps at the pool and am wondering what the current ETA is as of now.	Website	9/16/2025	Your comment about 169 has been forwarded to MnDOT district 7. The pool at Dakota Meadows is expected to be open for the start of the upcoming school year. Thank you for your input.
Bike racks not art hard to know it is a bike lane free rights are dangerous for bicyclists	Written comment	6/26/2025	No email address provided for a response
Major safety improvements would be - Interchanges or (Raised-T Interchange) Along Eagle Lake on Highway 14. - Interchange on 14/60 intersection - Pedestrian bridge over HWY 22 by Prairie Winds - Smarter traffic lights on HWY 22 - North and South of Mankato - MnDOT Really does great work for safety, maintenance and highway improvements.	Written comment	6/26/2025	Comments forwarded to MnDOT, added to contact list, and verbal response
Roundabouts on 169 is dumb	Pop-up Engagement	6/30/2025	Verbal response

need more sidewalk in North Mankato	Pop-up Engagement	6/30/2025	Verbal response
More transit stops and routes to better locations. North Mankato transit route mainly goes to employers. Hard to get to a grocery store	Pop-up Engagement	6/30/2025	Verbal response
Where are the Transit routes in North Mankato	Pop-up Engagement	6/30/2025	Verbal response
Design 169 roundabout better than on 22 and Adams	Pop-up Engagement	6/30/2025	Verbal response
Need more sidewalks and bike trails in North Mankato	Pop-up Engagement	6/30/2025	Verbal response

Appendix D: MnDOT Checklist

Minnesota MPO TIP Checklist

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
450.316(a)	Public involvement	MPO followed its public participation plan for the TIP process which includes, but is not limited to: adequate public notice, reasonable opportunity for public comment, use of visualization, available online, and explicit consideration and response to public input.	**Yes** / No	
450.316(b)	Consultation	TIP process includes consultation with other planning organizations and stakeholders, including tribes and federal land management agencies.	**Yes** / No	
450.322(b)	Congestion management	TMA's TIP reflects multimodal measures / strategies from congestion management process	Yes / No / **NA**	
450.326(a)	Cooperation with State and public transit operators	TIP developed in cooperation with the State (DOT) and (any) public transit operators.	**Yes** / No	
450.326 (a)	TIP time period	TIP covers at least 4 years.	**Yes** / No	
450.326(a)	MPO approval of TIP	Signed copy of the resolution is included.	**Yes** / No	

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
450.326(a)	MPO conformity determination	If a nonattainment/maintenance area, a conformity determination was made and included in the TIP.	Yes / No / **NA**	
450.326(b)	Reasonable opportunity for public comment	TIP identifies options provided for public review / comment, documentation of meetings, notices, TIP published on-line, other document availability, accommodations, etc.	**Yes** / No	
450.326(b)	TIP public meeting	TMA's process provided at least one formal public meeting.	**Yes** / No / NA	
450.326(c)	Performance targets	TIP designed to make progress toward achieving established performance targets.	**Yes** / No	
450.326(d)	Performance targets	TIP describes anticipated effect of the TIP toward achieving performance targets identified in the MTP, linking investment priorities to those performance targets	**Yes** / No	
450.326(e)	Types of projects included in TIP	TIP includes capital and non-capital surface transportation projects within the metropolitan planning area proposed for funding under 23 USC or 49 USC chapter 53.	**Yes** / No	
450.326(f)	Regionally significant projects	TIP lists all regionally significant projects requiring FHWA or FTA action, regardless of funding source.	**Yes** / No	
450.326(g)(1)	Individual project information	TIP includes sufficient scope description (type, termini, length, etc.).	**Yes** / No	
450.326(g)(2)	Individual project	TIP includes estimated **total** cost (including costs that extend beyond the 4 years of the TIP).	**Yes** / No	

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
	information			
450.326(g)(4)	Individual project information	TIP identifies recipient / responsible agency(s).	**Yes** / No	
450.326(g)(5)	Individual project information	If a nonattainment / maintenance area, TIP identifies projects identifies as TCMs from SIP.	Yes / No / **NA**	
450.326(g)(6)	Individual project information	If a nonattainment / maintenance area, project information provides sufficient detail for air quality analysis.	Yes / No / **NA**	
450.326(g)(7)	Individual project information	TIP identifies projects that will implement ADA paratransit or key station plans.	**Yes** / No	
450.326(h)	Small projects	TIP identifies small projects by function or geographic area or work type	**Yes** / No	
450.326(h)	Small projects	If a nonattainment / maintenance area, small project classification is consistent with exempt category for EPA conformity requirements.	Yes / No / **NA**	
450.326(i)	Consistency with approved plans	Each project is consistent with the MPO's approved transportation plan.	**Yes** / No	
450.326(j)	Financial plan	TIP demonstrates it can be implemented, indicates reasonably expected public and private resources, and recommends financing strategies for needed projects and programs.	**Yes** / No	

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
450.326(j)	Financial plan	Total costs are consistent with DOT estimate of available federal and state funds.	**Yes** / No	
450.326(j)	Financial plan	Construction or operating funds are reasonably expected to be available for all listed projects.	**Yes** / No	
450.326(j)	Financial plan	For new funding sources, strategies are identified to ensure fund availability.	**Yes** / No	
450.326(j)	Financial plan	TIP includes all projects and strategies funded under 23 USC and Federal Transit Act and regionally significant projects.	**Yes** / No / NA	
450.326(j)	Financial plan	TIP contains system-level estimates of costs and revenues expected to be available to operate and maintain Federal-aid highways and transit.	**Yes** / No	
450.326(j)	Financial plan	Revenue and cost estimates are inflated to reflect year of expenditure.	**Yes** / No	
450.326(k)	Financial constraint	Full funding for each project is reasonably anticipated to be available within the identified time frame.	**Yes** / No	
450.326(k)	Financial constraint	If a nonattainment / maintenance area, the first two years' projects are only those for which funds are available or committed.	Yes / No / **NA**	
450.326(k)	Financial constraint	TIP is financially constrained by year, while providing for adequate operation and maintenance of the federal-aid system.	**Yes** / No	

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
450.326(k)	Financial constraint	If a nonattainment / maintenance area, priority was given to TCMs identified in the SIP.	Yes / No / **NA**	
450.326(m)	Sub-allocated funds	Sub-allocation of STP or 49 USC 5307 funds is not allowed unless TIP demonstrates how transportation plan objectives are fully met.		
450.326(n)(1)	Monitoring progress	TIP identifies criteria (including multimodal tradeoffs), describes prioritization process, and notes changes in priorities from prior years.	**Yes** / No	
450.326(n)(2)	Monitoring progress	TIP lists major projects (from previous TIP) that have been implemented or significantly delayed.	**Yes** / No	
450.326(n)(3)	Monitoring progress	If a nonattainment / maintenance area, progress implementing TCS is described.	Yes / No / **NA**	
450.328	TIP / STIP relationship	Approved TIP included in STIP without change.		
450.334	Annual Listing of Obligated Projects	TIP includes annual list of obligated projects, including bike and/or pedestrian facilities.	**Yes** / No	
450.336	Certification	TIP includes or is accompanied by resolution whereby MPO self-certifies compliance with all applicable requirements including: 1) 23 USC 134, 49 USC 5303 and 23 CFR 450 Subpart C; 2) for attainment and maintenance areas, sections 174 and 196 (c) and (d) of the Clean Air Act, as amended, and 40 CFR 93; 3) Title VI of the Civil Rights	**Yes** / No	

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

MPO comments:

Appendix E: MAPO Regional Significance Scoresheet

2026-2029 Surface Transportation Program - Small Urban (STP - SU) applications within MAPO boundary	

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

Appendix F: TIP Amendment/Modification Policy

TIP Amendment Process

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

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

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

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

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

FHWA and MnDOT GUIDANCE FOR STIP AMENDMENTS AND ADMINISTRATIVE MODIFICATIONS

FORMAL STIP AMENDMENTS

Are needed when:

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

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

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

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

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

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

STIP ADMINISTRATIVE MODIFICATIONS

Are needed when:

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

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

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