Mankato/North Mankato Area Planning Organization
Technical Advisory Committee
Thursday, April 20, 2017 – 1:30PM
Intergovernmental Center,
Minnesota Valley Room (Behind Elevators 1st Floor of IGC)
10 Civic Center Plaza, Mankato, MN 56001

I. Call to Order
II. Introductions
III. Approval of Agenda
IV. Approval of Minutes – March 16, 2017
V. New Business
   1. Trunk Highway 22 Corridor Study Recommendation
   2. Draft 2018-2021 Transportation Improvement Program (TIP)
VI. Other Business, Discussion & Updates
   1. Riverfront Drive Corridor Study Open House April 20th (5:30 to 7:30)
   2. Belgrade Avenue Corridor Study Update
   3. Transit Development Plan (TDP) Update
VII. TAC Comments
VIII. April 6, 2017 MAPO Policy Board Minutes (Informational)
IX. Adjournment
A meeting of the Technical Advisory Committee (TAC) of the Mankato Area Planning Organization was held on March 16, at 1:30 p.m. in the Minnesota Valley Room of the Intergovernmental Center. Present Jeff Johnson – City of Mankato Public Works Director, Paul Vogel – MAPO Executive Director, Lisa Bigham – District 7 Minnesota Department of Transportation, Jake Huebsch – MAPO Transportation Planner, Ed Pankratz – Mankato Township, Sam Parker - Region Nine Development Commission, Karl Friedrichs – Lime Township, Mark Anderson – City of Mankato Transit, Mike Fischer – City of North Mankato, Dan Sarff – City of North Mankato, Ryan Thilges – Blue Earth County Public Works Director, Mandy Landkamer – Director of Environmental Services Nicollet County, Nate Huettl - Facilities Management, Minnesota State University, Mankato. Others present: Bobbi Retzlaff – MnDOT.

I. Call to Order

Chair Fischer called the meeting to order at 1:30.

II. Introductions

Introductions were made.

III. Approval of Agenda

Mr. Johnson moved and Mr. Thilges seconded a motion to approve the agenda. With all voting in favor, the agenda was approved.

IV. Approval of Minutes, January 19, 2017

Mr. Parker moved and Mr. Anderson seconded a motion to approve the minutes. With all voting in favor, the minutes were approved.
V. New Business

1. **Intersection Control Evaluation Proposal Recommendation**

MAPO Staff explained that the MAPO received 3 proposals relating to Intersection Control Evaluations (ICE) RFP that was released on January 4th and closed on February 6th. On February 23th MAPO staff along with 3 members of the MAPO TAC reviewed and ranked the ICE study proposals. Based on review and ranking of the proposals, the subcommittee recommended accepting SRF’s proposal. Below is the subcommittee scoring.

<table>
<thead>
<tr>
<th></th>
<th>WSB</th>
<th>SRF</th>
<th>Alliant</th>
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<tbody>
<tr>
<td><strong>Technical Approach (40 points)</strong></td>
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<tr>
<td>1. Specialized expertise, capabilities and technical competence, as demonstrated by the Responder’s expressed project understanding, proposed project approach and methodology, project work plan, and project management techniques. (15)</td>
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<tr>
<td>2. Project background and experience, as demonstrated by the Responder’s ability, familiarity and experience with handling similar projects, and the qualifications and related experience of key staff members. (15)</td>
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<tr>
<td>3. The Responder’s record of past performance, including quality of work (10)</td>
<td>149</td>
<td>153</td>
<td>138</td>
</tr>
<tr>
<td><strong>Cost (30 points)</strong></td>
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<td></td>
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<tr>
<td>1. Overall cost to complete the Intersection Control Evaluation Studies (30)</td>
<td>103.4</td>
<td>115</td>
<td>85.3</td>
</tr>
<tr>
<td><strong>Organization, personnel and expertise (20 points)</strong></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>1. Qualifications of personnel assigned to project (10)</td>
<td>71</td>
<td>73</td>
<td>68</td>
</tr>
<tr>
<td>2. Experience of personnel assigned to project (10)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>General quality of response and responsiveness to terms and conditions (10 points)</strong></td>
<td>40</td>
<td>40</td>
<td>40</td>
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<tr>
<td><strong>Total</strong></td>
<td>363.4</td>
<td>381</td>
<td>331.3</td>
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<tr>
<td><strong>Average</strong></td>
<td>90.85</td>
<td>95.25</td>
<td>82.825</td>
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</table>

Mr. Parker motioned and Mr. Johnson seconded the motion to recommend to the MAPO Policy Board that the MAPO accept SRF’s proposal to perform 3 ICE studies. With all voting in favor, the motion carried unanimously.

2. **Proposed 2017-2020 Transportation Improvement Program (TIP) Amendments & Modifications**

The MAPO received 3 Amendment to the 2017-2020 Statewide Transportation Improvement Program (STIP): Project 137-591-003 (Mankato Washington Elementary Transportation Alternatives Program) is in FY17 and is sequence #999 in the 2017-2020 Statewide Transportation Improvement Program (STIP). Pfau Street and East Main Street have been removed from the project. Because federal funds will be decreasing by $208,638 and the project description changed an amendment is needed. The description will read: IN MANKATO ALONG, DIVISION ST, DANE ST, CAPITAL DR & MCCONNEL STREET, CONSTRUCTION OF SIDEALK.
Project 137-080-002 – (Adams Street Extension) is FY17 and is sequence #988 in the 2017-2020 Statewide Transportation Improvement Program (STIP). This project received additional federal funds in the amount of $515,600 therefore a modification is needed. Project 007-612-021 – (Blue Earth County CSAH 12 New Road) is in FY17 and is sequence #994 in the 2017-2020 Statewide Transportation Improvement Program (STIP). This project received additional federal funds in the amount of $228,000 therefore a modification is needed.

Mr. Johnson moved and Mr. Friedrichs seconded a motion to recommend amending the 2017-2020 TIP and projects 137-591-003, 137-080-002 and 007-612-021 to the MAPO Policy Board. With all voting in favor, the motion carried unanimously.

3. 2021 Transportation Improvement Program (TIP) Project.
Staff updated the TAC on the local projects that were selected for funding in 2021 thought the MnDOT District 7 Area Transportation Partnership (ATP) meeting on Friday, March 10, 2017. The first project was in for a Safe Routes to School Project in North Mankato for Monroe and Bridges elementary. The Federal Amount awarded was: $224,428. The project includes infrastructure improvements in the areas surrounding Monroe Elementary School and Bridges Elementary School (formerly Garfield Elementary) as outlined in the North Mankato Safe Routes to School Plan that will facilitate the ability of children to walk and bike to school safely. The second project was Commerce Drive in North Mankato. The project is partial reconstruction of Commerce Drive between Lookout Drive and Lee Boulevard. The project would include the complete removal of the existing full-depth bituminous pavement section and replacement of a new bituminous pavement section with aggregate base and edge drains. The project would include isolated removal and replacement of the existing curb and gutter and sidewalk as well as ADA pedestrian ramp improvements at the intersecting streets. The third project was Nicollet County CSAH 13 from 506th Street to Trunk Highway 99. The project will mill existing bituminous surface, bituminous joint repair, repair drainage structures, concrete overlay, concrete/bit shoulders, striping, seeding.

VI. Other Business & Updates

Mr. Anderson provided an update on the Transit Development Plan. The City selected Kimley-Horn as their consultant to assist in the development of the Transit Development Plan and is work is expected to begin shortly. MAPO Staff provided an update on the TH22 corridor study. Staff explained that proposals are due and March 31 and a review committee will meet shortly after to rank the proposals. Staff also updated the TAC on the ADA Transition Plan RFP. Staff explained they will seek a qualified consultant to assist the MAPO by performing field investigations within the City rights-of-way (streets, intersections, curb
MAPO TAC Meeting Summary

ramps, sidewalks, etc.) into a comprehensive ADA Transition Plan. Staff explained that the Riverfront and Belgrade Avenue Corridors studies will be completed in the next two to three months and the final Riverfront Drive Corridor Study Open House is scheduled for April 20th. MAPO staff will be working on the 2018-2021 Transportation Improvement Program (TIP) over the next few months.

The February 6, 2017 MAPO Policy Board Minutes were included as Informational

VII. Adjournment

Mr. Vogel moved and Mr. Friedrichs seconded a motion to adjourn the meeting. With all voting in favor, the motion carried unanimously.

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Chair, Mr. Fischer
**AGENDA RECOMMENDATION**

**Agenda Heading:** Trunk Highway 22 Proposal Recommendation

**No:** 5.1

**Agenda Item:** Trunk Highway 22 Proposal Recommendation

**Recommendation Action(s):** Motion to recommend to the MAPO Policy Board that the MAPO accept the review committee’s recommendation for the Trunk Highway 22 Corridor Study.

**Summary:** The MAPO received 3 proposals relating to Trunk Highway 22 Corridor Study that were released on March 1 and closed on March 31, 2017. On February 17th, MAPO staff, along with representatives from MnDOT, Blue Earth County, Le Sueur County and the City of Mankato staff will be reviewing and ranking the TH22 Corridor study proposals. The scoring will be summarized and presented at the TAC meeting via handout.

Members will be scoring on the criteria outlined in the RFP which included:

**Technical approach (45 Points)**
1. Methodology for problem analysis (15)
2. Clarity and organization in concept development (10)
3. Quantity and quality of services rendered (10)
4. Public participation process (including a special emphasis on community engagement and outreach to underrepresented groups) (10)

**Cost (25 Points)**
1. Overall cost to complete the Corridor Study (25)

**Organization, personnel and expertise (20 Points)**
1. Qualifications of personnel assigned to project (10)
2. Experience of personnel assigned to project (10)

**Attachments:**
Handouts will be made available during the TAC meeting
AGENDA RECOMMENDATION

Agenda Heading: Draft 2018-2021
Transportation Improvement Program
No: 5.2

Agenda Item: Riverfront Drive Corridor Study Proposal Recommendation

Recommendation Action(s): Motion to Recommend Release of the MAPO’s 2018-2021 TIP for a 30 Day Public Comment Period to the MAPO Policy Board

Summary: The Transportation Improvement Program (TIP) reports how the various jurisdictions within the Mankato/North Mankato Area Planning Organization (MAPO) area have prioritized their use of limited federal highway and transit funding.

The TIP process serves to implement projects identified in the Mankato/North Mankato area long range transportation plan (LRTP). The MAPO TIP document programs project funding for metropolitan area.

Development of both the LRTP and the TIP are facilitated by the Mankato/North Mankato Area Planning Organization (MAPO), the federally designated Metropolitan Planning Organization (MPO).

Attachments:
1. Draft 2018-2021 Transportation Improvement Program
<table>
<thead>
<tr>
<th>Policy Board</th>
<th>Transportation Advisory Committee</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mark Piepho – Blue Earth County <em>(chair)</em></td>
<td>Scott Hogen – Mankato Public School (District #77)</td>
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<tr>
<td>Mike Laven – City of Mankato</td>
<td>Mark Anderson – City of Mankato, Transit</td>
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<tr>
<td>Brianna Anderson – City of Eagle Lake</td>
<td>Lisa Bigham – MnDOT (District 7)</td>
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<td>Bob Freyberg – City of North Mankato</td>
<td>Scott Fichtner – Blue Earth County</td>
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<td>Dan Rotchadl – Mankato Township</td>
<td>Paul Corcoran – Minnesota State University, Mankato</td>
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<tr>
<td>Jack Kolars – Nicollet County</td>
<td>Michael Fischer – City of North Mankato <em>(chair)</em></td>
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<td>Ryan Thilges – Blue Earth County</td>
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<tr>
<td><strong>MAPO Staff</strong></td>
<td>Karl Friedrichs – Lime Township</td>
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<tr>
<td>Paul Vogel, Executive Director</td>
<td>Seth Greenwood – Nicollet County</td>
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<tr>
<td>Jake Huebsch, Transportation Planner</td>
<td>Jeff Johnson – City of Mankato</td>
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<td></td>
<td>Curt Kloss – Leray Township</td>
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<td></td>
<td>Mandy Landkamer – Nicollet County</td>
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<td></td>
<td>Loren Lindsey – Belgrade Township</td>
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<td>Brad Potter – City of Eagle Lake</td>
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<td>Ed Pankratz – Mankato township</td>
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<td>Dan Sarff – City of North Mankato</td>
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<td>Open – South Bend Township</td>
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<td>Sam Parker – Region Nine Development Commission</td>
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<td>Paul Vogel – City of Mankato</td>
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</tbody>
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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.
Decisions about transportation investments require collaboration and cooperation between different levels of government and neighboring jurisdictions. As a document, the Transportation Improvement Program (TIP) reports how the various jurisdictions within the Mankato/North Mankato Area Planning Organization (MAPO) area have prioritized their use of limited federal highway and transit funding.

The TIP process serves to implement projects identified in the Mankato/North Mankato area long range transportation plan (LRTP). The MAPO TIP document programs project funding for metropolitan area.

Development of both the LRTP and the TIP are facilitated by the Mankato/North Mankato Area Planning Organization (MAPO), the federally designated metropolitan planning organization (MPO).

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 agency.

MAPO meets and maintains a continuing, cooperative and comprehensive metropolitan transportation planning process to provide maximum service to citizens since roads and other transportation systems don’t start and stop at jurisdictional lines. In other words, the federal government wishes to see federal transportation funds spent in a manner that has a basis in metropolitan region-wide plans developed through intergovernmental collaboration, rational analysis, and consensus-based decision making.

As the federally-designated Metropolitan Planning Organization (MPO), the MAPO provides a 3C (comprehensive, coordinated and cooperative) planning process for all modes of transportation throughout the MAPO planning area. The geographical boundary of the MAPO area can be seen in Map 1 on page 3.
In the transportation planning process, the MAPO’s roles include:

- Maintaining a certified "3-C" transportation planning process: continuing, cooperative, and comprehensive.
- Coordinating the planning and implementation activities of local, regional, and state transportation agencies.
- Undertaking an effective public participation process, which ensures meaningful public input, is part of the decision-making process behind plans and programs.
- Providing leadership both in setting transportation policy and in metropolitan system planning.
- Lending technical support in planning and operations to local governments.
- Planning for an intermodal transportation system that is economically efficient, environmentally sound, provides the foundation to compete in the global economy, and will move people and goods in an efficient manner.
Map 1: Mankato/North Mankato Metropolitan Planning Area
The federal transportation bill, Fixing America’s Surface Transportation Act (FAST ACT) identifies ten planning factors that must be considered in the transportation planning process. The process used to select projects to be programmed through the Mankato/North Mankato TIP is based on these factors:

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 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

The Transportation Improvement Program

The TIP is a federally mandated, annually prepared document that contains highway, transit, and other transportation projects that are being recommended for federal funding during the next four years in the metropolitan area. The projects included in each year’s TIP ultimately come from the area’s long range transportation plan (LRTP), and are aimed at meeting the long-range needs of the transportation system. Implementing agencies, however, propose projects to the MAPO on an annual basis to be coordinated into a comprehensive listing of the area’s federally funded transportation improvements planned for the short range (next 4 years). These listings include information regarding cost, specific funding sources, project timing, etc. Once in the TIP, projects represent a commitment to fund those projects on the part of the implementing agency.
TIPs are developed in cooperation with the state (MnDOT) and the Mankato Transit. They must comply with regulations issued by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), but can be revised or amended at any time during the program year by action of the MPO. The TIP projects programmed for Mankato/North Mankato area must match those included in the Minnesota statewide transportation improvement program (STIP).

The MAPO and its Transportation Advisory Committee (TAC), is involved in the development of the TIP, and the MAPO Policy Board reviews for approval the TIP.

The TIP and its Connection to the Long Range Transportation Plan

As stated above, the projects in the 2018-2021 TIP originate from the Mankato/North Mankato long range transportation plan (LRTP). The LRTP contains a list of short-, mid-, and long-range transportation projects that are planned for the metropolitan area over the next twenty five years.

The regional transportation goals and objectives identified in the LRTP set the broad policy framework for planning transportation improvements and the projects entering the TIP are intended to come from the LRTP or support the long-range goals and objectives established in that framework. The Mankato/North Mankato LRTP identifies how each project or program in the TIP will support the MAPO key performance areas which include: access and reliability, economic vitality, safety, preservation and multimodal transportation.

Federal Funding Sources

Projects included in the 2018-2021 Mankato/North Mankato Area TIP will be funded by one of the following funding categories. Funding sources are identified on pages 6 – 7 by the acronym in parentheses after each funding name listed below. Legislation allows MnDOT to reserve the ability to determine which of these funding categories (and how much of each) will ultimately be used to fund any given project in the TIP. As such, the amounts and types of funding shown in the project tables may be subject to modification.

The federal transportation bill, the FAST Act (2015), for the most part, continues the structure of the various funding programs of the previous federal transportation bill, MAP-21. One notable exception from the perspective of local jurisdictions that are eligible for federal transportation funds is the conversion of the long-standing Surface Transportation program (STP) to the new Surface Transportation Block Grant (STBG) program, which emphasizes flexibility in the types of projects and activities that those
funds can be applied to. Nevertheless, for the sake of consistency and convenience, the project tables in this TIP document continue to use the old STP designation, even though projects beyond fiscal year 2017 will receive their funding under the new STBG program.

**National Highway Performance Program (NHPP):**
The National Highway Performance Program combines the former Interstate Maintenance (IM), the National Highway System (NHS), and Highway Bridge (BH) programs of SAFETEA-LU. NHPP funding is targeted at projects aimed at achieving national performance goals for improving the infrastructure condition, safety, mobility, and/or freight movement of facilities that are part of the National Highway System.

**Surface Transportation Program (STP):**
Renamed the Surface Transportation Block Grant (STBG) program under the FAST Act, STP funds are designed to be flexible in their application. They can be used by States and localities for projects on any highway that is eligible for Federal-Aid funds, on bridge projects on any public road, on non-motorized paths, or on transit capital projects, including bus purchases. States and localities are responsible for a 20% share of project costs funded through this program.

**Highway Safety Improvement Program (HSIP):**
The Highway Safety Improvement Program is aimed at achieving a significant reduction in traffic fatalities and serious injuries on all public roads and is related to addressing 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, and publicly owned bicycle and pedestrian pathways or trails are also eligible for HSIP dollars. The federal share is 90% (for certain projects it 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.

**Transportation Alternatives Program (TAP):**
The Transportation Alternatives Program is a revision of the former Transportation Enhancements program under the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU; 2005) and now funds projects that were previously funded under the Recreational Trails and Safe Routes to School programs. It is derived as a set-aside from each state’s annual NHPP, STP, HSIP, and CMAQ apportionments. Eligible projects include, but are not limited to, the creation of facilities for pedestrians and bikes, environmental mitigation or habitat protection as related to highway construction or operations, as well as infrastructure and non-infrastructure related Safe Routes to School activities. States and localities are
responsible for 20% of TAP funds applied to projects. States may also transfer up to 50% of TAP funds to NHPP, STP, HSIP, CMAQ, and/or Metro Planning 50% of TAP funds to NHPP, STP, HSIP, CMAQ, and/or Metro Planning.

**Federal Transit Administration (FTA):**
Transit funding authorized by the FAST Act 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 be granted directly to the transit agency. Projects identified as FTA-funded in the 2018-2021 Mankato/North Mankato Area TIP generally represent one of a number of subcategories that represent different funding programs administered by the FTA to provide either capital or operating assistance to public transit providers.

**High Priority Project (HPP):**
The High Priority Projects program provides designated funding for specific projects as were identified in a previous federal transportation bill, the *Safe, Accountable, Flexible, and Efficient Transportation Equity Act (SAFETEA-LU)*. Funds designated for an HPP project are available only for that project. There are few technical exceptions that may alter how such funds are ultimately applied, but only within the same state for which those funds were originally designated.

**Local Funds (LF):**
Funding identified as “LF” in the 2018-2021 Mankato/North Mankato Area TIP indicates projects that are being funded almost exclusively with local funds, but are identified as regionally significant and are therefore included in the TIP.

**Other:**
Funding identified as other could include funding from State of Federal grants or other Federal funding sources.
The tables that follow on pages 9 - 12 list all the transportation projects scheduled for federal and/or state funding in the Mankato/North Mankato area. The map on page 14 depicts the location of each project. The structure of the tables is as follows:

**COLUMN TITLE**

- **LRTP Reference** – Page reference to where the project can be found in the LRTP.
- **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 for.
- **Agency** – The jurisdiction responsible for implementing project or for opening bids.
- **Project Description** – Scope of project, its location, length, etc.
- **Miles** – The length of project.
- **Type** – Identifies if project is primarily road, ped/bike, transit-related, etc.
- **Type of Work** – Identifies if project is maintenance, reconstruction, safety improvements, etc.
- **Proposed Funds** – Identifies the federal funding programs intended to be the primary funding sources for the project.
- **Project Total** – Total anticipated cost of the project.
- **FHWA** – The total estimated federal aid highway funding to be used for the project. This includes advance construction conversion funding.
- **AC** – The total estimated amount of future federal funds (AC) being committed to a project, front- ended by local/state funds.
- **FTA** – The total estimated federal aid transit funding to be used for the project.
- **TH** – The total estimated state trunk highway funding to be used for the project.
- **Bond** – The total estimated state bond to be used for the project.
- **Local** – Local fund
- **Other** – Funding coming from other sources, including local city, county, or transit agency.
### Table 1: FY 2018 Federal Funded Transportation Projects

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<thead>
<tr>
<th>LRTP REFERENCE</th>
<th>ROUTE SYSTEM</th>
<th>PROJECT NUMBER</th>
<th>YEAR</th>
<th>AGENCY</th>
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<td>9-33 BB</td>
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<td>2018 MNDOT</td>
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<td>SECT 5307: CITY OF MANKATO RR TRANSIT OPERATING ASSISTANCE</td>
<td>-</td>
<td>B9</td>
<td>OPERATE BUS</td>
<td>FTA 1,751,000</td>
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<td>B9</td>
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<td>CITY OF MANKATO PURCHASE 2 BUS (CLASS 400) AND BUS RELATED EQUIPMENT</td>
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<td>TRF-0028-12ZO</td>
<td>2018 MANKATO</td>
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<td>MANKATO: SFY 2018 GREATER MN NEW SERVICE EXPANSION OPERATING FUNDS (7/1/17-6/30/18)</td>
<td>TR</td>
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<td>OPERATION</td>
<td>LF 549,000</td>
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2018-2021 MAPO Area Transportation Improvement Program
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**NOTE: Totals will not balance because of the Advanced Construction (AC) Dollars**
## Table 2: FY 2019 Federal Funded Transportation Projects

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**NOTE: Totals will not balance because of the Advanced Construction (AC) Dollars**
**NOTE: Totals will not balance because of the Advanced Construction (AC) Dollars**

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### Table 4: FY 2021 Federal Funded Transportation Projects

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Total: 8,325,882 2,876,482 623,755 37,000 4,788,645
Chapter 2

Map 2: Location of 2018-2021 TIP Projects
Chapter 3

Project Selection

As the designated MPO for the Mankato/North Mankato area, the MAPO is responsible for developing a list of priority transportation projects for the Mankato metropolitan area for the purpose of programming funding through the FAST Act. It is required to work in cooperation with the Minnesota Department of Transportation, Mankato Transit, and local units of government to identify area transportation priorities and produce the annual TIP. The drafting of this document 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, SAFETEA-LU and MAP-21 the FAST Act continues to call for the prioritization of projects on a statewide basis, which leads to the development of a Statewide Transportation Improvement Program (STIP). The statewide program is informed by those projects developed at the local level. Therefore, the state and local projects programmed in the STIP must be reflected in the local TIPs.

MnDOT District 7 Area Transportation Partnership

The State of Minnesota uses a mechanism called the Area Transportation Partnership (ATP) for distributing federal transportation funds throughout the state. The Mankato/North Mankato Metropolitan Area is served by the MnDOT’s District 7 ATP, which 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, LeSueur, Martin, Nicollet, Nobles, Rock, Sibley, Waseca, and Watonwan counties (Figure 1, page 16). Similar to the MAPO, the purpose of the ATP is to prioritize projects in the larger region for receiving federal funding. This priority list is combined with priority lists from other ATPs around the state that ultimately make up the STIP.

Under the ATP 7, there are ATP subcommittees that represent each of the funding areas that the ATP helps program: TAP, STP-Small Urban, STP-Rural, and Transit. Representatives from the subcommittees include: counties; cities; transit; MnDOT; Region Nine RDC; Southwest RDC and the MAPO.
Although projects from the thirteen counties and the MAPO are competing, in a sense, for the limited federal funding that comes to MnDOT District 7, the process used by the ATP aims to provide a degree of equity, but is also based on merit. Proposed local projects are rated for regional significance by the appropriate RDO and MAPO as input to the ATP subcommittees. The subcommittees develop and recommend to the full ATP their ranked list of projects based on funding targets, local priorities, and ATP approved investment guidelines. MnDOT District 7 compiles all the local, and MnDOT projects into a draft ATIP based on MnDOT investment guidelines and after ATP review and approval, sends the Draft ATIP to MnDOT Central Office for review and compilation of the Draft STIP. The Draft STIP is again reviewed and potentially revised by the District and reviewed by the ATP. During this review period, the general public has the opportunity to comment on the ATIP. After all reviews and revisions are complete, the ATIP is submitted to MnDOT Central Office for inclusion in the final STIP.

**Eligibility for Roadway and Transit Projects**

Federal funds can be spent on any road functionally classified as a local collector or higher (i.e. principal and minor arterials). The FAST ACT 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 maintenance, expansion, safety, or operations-related, as well non-motorized related (bike & pedestrian improvements, scenic byways, etc.). Planning, technology and various other intermodal projects (airports, etc.) are also eligible for FHWA funds. A portion of Surface Transportation Program (STP) funding can also be “flexed” for transit improvements, which the ATP 7 has agreed to do in recent years in order to assist transit operators in the region to maintain their vehicle fleets.
Project Selection Process

The TIP process should result in projects that reflect the goals, objectives, and priorities of the Mankato/North Mankato area. As such, MAPO staff work with area jurisdictions to ensure that the projects that end up in the TIP are consistent with those goals, objectives, and priorities. The MAPO used a subcommittee and scoring sheet to assign a regional ranking score. The score was provided to MnDOT District 7 as part of their ranking projects. For projects in the 2018 – 2021 TIP, the MAPO Policy Board and TAC reviewed the list of projects from the MnDOT District 7 ATIP that were within the MAPO Planning Area. This process is discussed on page 15 and 16.

Projects funded through the Surface Transportation Block Grant Program

The FAST ACT eliminates the MAP-21 Transportation Alternatives Program (TAP) and replaces it with a set-aside of Surface Transportation Block Grant (STBG) program funding for transportation alternatives (TA). These set-aside funds include all projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to storm water and habitat connectivity. Similar to STP funds, TAP/STBG 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/TAP subcommittee made up of elected officials and transportation professionals that is facilitated by MnDOT District 7 Staff. The selected STBG/TAP projects are subject to the approval of the MnDOT District 7 ATP, but any funded TA projects that are located within the MAPO area are included in the MAPO’s TIP.
Community Impact Assessment

In 1994, Presidential Executive Order 12898 mandated that every federal agency incorporate environmental justice in its mission by analyzing and addressing the effects of all programs, policies, and activities on minority and low income populations. Drawing from the framework established by Title VI of the Civil Rights Act of 1964, as well as 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 minority and 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 by minority and low income populations.

Therefore, Environmental Justice/Community Impact Assessment is a public policy goal of ensuring that negative impacts resulting from government activities do not fall disproportionately on minority 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 of minority or low income populations.

A community impact assessment highlights those transportation projects that could potentially have a negative impact on disenfranchised neighborhoods. Map 3 and 4 on the following pages identifies the high-concentration areas of minority and low-income populations in the Mankato/North Mankato planning area and shows their location relative to the projects that are listed in this TIP.

Three projects – Mankato’s sidewalk and pedestrian project along Warren Street (137-138-001), North Mankato’s trail and crossing improvements (150-090-003) and North Mankato’s Monroe and Bridges Community School Safe Routes to School project (150-119-003) represent the extension or creation of infrastructure. These projects are improvements along existing facilities. In all cases, these improvements are expected to benefit, rather than hinder, low-income individuals and minorities living in the area.
Chapter 4

Community Impact Assessment

Map 3: Project Locations and Concentrations of Minority Populations

2018
- UP RR, INSTALL GATES, CSH 5, MANKATO, BLUE EARTH COUNTY
- I-35, BR, INSTALL GATES, CSH 5, S. LINCOLN AVENUE, BLUE EARTH COUNTY
- I-35, ADDITIONAL GATE, CSH 5, LAKE EAGLE, BLUE EARTH COUNTY
- I-35, BR, INSTALL GATES, CSH 5, UPHAM ROAD, BLUE EARTH COUNTY

2019
- I-35, BR, INSTALL GATES, CSH 5, LAKE EAGLE, MECHANIC ST
- I-35, GATE, CSH 5, LAKE EAGLE, MECHANIC ST
- I-35, BR, INSTALL GATES, CSH 5, LAKE EAGLE, MECHANIC ST

2020
- I-35, BR, INSTALL GATES, CSH 5, LAKE EAGLE, MECHANIC ST
- I-35, BR, INSTALL GATES, CSH 5, LAKE EAGLE, MECHANIC ST

Legend
MN TIP Improvement Year
2016
2019
2020
2021
Nonwhite Population
< 4%
4% - 8%
8% - 12%
12% - 18%
Railroads
Water Bodies
Weirocks
Airport Outline

Traffic calming projects are not depicted.

2018–2021 MAPO Area Transportation Improvement Program
Map 4: Project Locations and Low-Income Population
As the federally designated MPO for the Mankato/North Mankato area, the MAPO must demonstrate fiscal constraint when programming funding for projects in the TIP. Under 23 CFR § 450.324(h), the 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 (O&M) of the existing transportation system. To comply with these requirements, the 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 2018-2021 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 the MnDOT District 7 ATP process (see page 15 for more information). The District 7 ATP receives a targeted amount of federal funding for the District 7 MnDOT region which is further directed using a state-established formula and funding targets. Although subject to flexibility, these targets are used during development of the Mankato/North Mankato TIP, the MnDOT District 7 ATIP, and the MN state STIP help establish the priority list of projects. Table 6 on the following page identifies the funding targets that have been established for the MnDOT ATP 7 Region in the 2018-2021 TIP cycle.

**Figure 2: STIP Funding in MAPO Planning Area**

<table>
<thead>
<tr>
<th>2018-2021 TIP</th>
<th>$36,914,203.00</th>
</tr>
</thead>
<tbody>
<tr>
<td>$0.00</td>
<td></td>
</tr>
<tr>
<td>$5,000,000.00</td>
<td></td>
</tr>
<tr>
<td>$10,000,000.00</td>
<td></td>
</tr>
<tr>
<td>$15,000,000.00</td>
<td></td>
</tr>
<tr>
<td>$20,000,000.00</td>
<td></td>
</tr>
<tr>
<td>$25,000,000.00</td>
<td></td>
</tr>
<tr>
<td>$30,000,000.00</td>
<td></td>
</tr>
<tr>
<td>$35,000,000.00</td>
<td></td>
</tr>
</tbody>
</table>
Table 6: Annual Funding Targets for the District 7 ATP (FHWA & FTA formula funds)

<table>
<thead>
<tr>
<th>Program</th>
<th>Target Federal Formula $ 2018-2021</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rail Crossings</td>
<td>(administered statewide)</td>
<td>NA</td>
</tr>
<tr>
<td>Transit (Urban)</td>
<td>$0</td>
<td>0%</td>
</tr>
<tr>
<td>Transit (Rural)</td>
<td>$0</td>
<td>0%</td>
</tr>
<tr>
<td>Transp. Alternatives / Enhancements</td>
<td>$700,000</td>
<td>&lt;1%</td>
</tr>
<tr>
<td>Safety (Local HSIP)</td>
<td>$1,700,000</td>
<td>3%</td>
</tr>
<tr>
<td>STP Small Urban</td>
<td>$2,300,000</td>
<td>4%</td>
</tr>
<tr>
<td>STP Rural</td>
<td>$3,100,000</td>
<td>6%</td>
</tr>
<tr>
<td>MN/DOT (SPP Pavement, SPP Bridge, DRMP – STP, HSIP)</td>
<td>$45,400,000</td>
<td>85%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$53,200,000</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>

* Total does not include Rail Crossing funding, which is handled centrally through MnDOT for entire state.

Financial Plan: Highway Investments

Table 7 on page 23 represents the MAPO Area’s financial plan for funding the highway projects being programmed in the 2018-2021 MAPO TIP. The table 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 with the Long Range Transportation Plan.

Assessment of Fiscal Constraint

The MAPO has assessed the ability of the area’s highway jurisdictions to meet their financial commitments with regards to the projects being programmed in the TIP while also continuing to fund their ongoing operations and maintenance (O&M). 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 9-13) to account for the effects of inflation at the year of expenditure. Revenue estimates were held flat over this same period, as budget increases cannot be reasonably assumed at this time.
Table 7: Total Highway & Local Project Costs: 2018-2021 MAPO TIP

<table>
<thead>
<tr>
<th>Source</th>
<th>2018</th>
<th>2019</th>
<th>2020</th>
<th>2021</th>
<th>2018-2021 TIP (4-year total)</th>
</tr>
</thead>
<tbody>
<tr>
<td>MnDOT District 7</td>
<td>$3,800,000</td>
<td>$900,000</td>
<td>$6,000,000</td>
<td>$370,000</td>
<td>$11,070,000</td>
</tr>
<tr>
<td>Blue Earth County</td>
<td>$818,000</td>
<td>$610,200</td>
<td>$1,596,000</td>
<td></td>
<td>$3,024,200</td>
</tr>
<tr>
<td>Nicollet County</td>
<td></td>
<td></td>
<td>$4,000,000</td>
<td></td>
<td>$4,000,000</td>
</tr>
<tr>
<td>Mankato</td>
<td>$721,485</td>
<td>$384,000</td>
<td>$636,000</td>
<td></td>
<td>$1,741,485</td>
</tr>
<tr>
<td>North Mankato</td>
<td>$1,580,000</td>
<td></td>
<td>334,200</td>
<td>$1,949,882</td>
<td>$3,864,082</td>
</tr>
<tr>
<td>TOTAL</td>
<td>$6,919,485</td>
<td>$1,894,200</td>
<td>$8,566,200</td>
<td>$6,319,882</td>
<td>$23,705,767</td>
</tr>
</tbody>
</table>

* Source: 2018 – 2021 Draft STIP.

Table 8: Estimated Funding Revenue: 2018-2021 MAPO TIP

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>2018-2021</th>
</tr>
</thead>
<tbody>
<tr>
<td>MnDOT District 7</td>
<td>$18,480,836</td>
</tr>
<tr>
<td>Blue Earth County</td>
<td>$26,672,767</td>
</tr>
<tr>
<td>Nicollet County</td>
<td>$2,543,767</td>
</tr>
<tr>
<td>Mankato</td>
<td>$30,678,750</td>
</tr>
<tr>
<td>North Mankato</td>
<td>$6,071,355</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$84,447,475</strong></td>
</tr>
</tbody>
</table>

* Source Mankato/North Mankato Long Range Transportation Plan 8-4.

Financial Plan: Transit Investments

Table 9 and Table 10 on page 24 represents the Mankato Transit System financial plan for funding the transit projects listed in the 2018-2021 MAPO TIP. The tables identify specific sources of funding that the Mankato Transit has determined to be reasonably expected and available during the next four years.

Assessment of Fiscal Constraint

The MAPO has assessed the ability of the Mankato Transit System to meet their financial commitments with regards to the transit investments being programmed in the TIP while also continuing to fund their ongoing O&M. The costs of these investments have been adjusted to reflect an inflation rate of 3% per year (as they are also presented in the project tables on pages 8-12). In general, revenue estimates were not adjusted for inflation, as significant budget increases cannot be reasonably assumed at this time.
Table 9 shows the Mankato Transit System cost and project type for 2018 – 2021 TIP. When compared with the estimated revenue funding based on the MAPO Long Range Transportation Plan in Table 10, it can be seen that the Mankato Transit programmed investments for years 2018-2021 exceed the overall 4-year revenue average of $10,916,800. The reason for this difference is the recent 100% funding provides by MnDOT through the Greater Minnesota new service expansion funds. These funds are programmed for 2018 and 2019. Minus the Greater Minnesota new service expansion funds, the rest of the program demonstrates that the costs of the transit projects being programmed for the MAPO area within the bounds of the level of revenue that can be reasonably assumed to be available to the Mankato Transit System.

Table 9: Total Transit Costs by Project Type: 2017-2020 MAPO TIP

<table>
<thead>
<tr>
<th>Source</th>
<th>2018</th>
<th>2019</th>
<th>2020</th>
<th>2021</th>
<th>2018-2021 TIP (4-year total)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operations &amp; Maintenance</td>
<td>$2,014,000</td>
<td>$2,006,000</td>
<td>$2,006,000</td>
<td>$2,006,000</td>
<td>$8,032,000</td>
</tr>
<tr>
<td>Bus Purchases</td>
<td>$583,000</td>
<td>$165,000</td>
<td>$330,636</td>
<td></td>
<td>$1,078,636</td>
</tr>
<tr>
<td>Greater MN New Service</td>
<td>$2,226,800</td>
<td>$1,080,000</td>
<td></td>
<td></td>
<td>$3,306,800</td>
</tr>
<tr>
<td>Expansion &amp; Capital</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TOTAL</td>
<td>$4,863,800</td>
<td>$1,445,600</td>
<td>$2,336,636</td>
<td>$2,006,000</td>
<td>$12,417,436</td>
</tr>
</tbody>
</table>

* Source: 2018 – 2021 Draft STIP.

Table 10: Estimated Transit Funding Revenue: 2017-2020 Mankato Area TIP

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>2018-2021</th>
</tr>
</thead>
<tbody>
<tr>
<td>State Revenue</td>
<td>$6,188,800</td>
</tr>
<tr>
<td>Federal Revenue</td>
<td>$2,641,600</td>
</tr>
<tr>
<td>Farebox and Contract Revenue</td>
<td>$1,611,200</td>
</tr>
<tr>
<td>Local Property Tax Levy</td>
<td>$475,200</td>
</tr>
<tr>
<td>Total</td>
<td>$10,916,800</td>
</tr>
</tbody>
</table>

* Source Mankato/North Mankato Long Range Transportation Plan 8-4.
The MAPO is committed to being a responsive and participatory agency for regional decision-making. The public is given a continuous opportunity to view all TIP related materials on the MAPO website www.mnmapo.org and provide comment via phone, or email.

2018-2021 Mankato/North Mankato TIP Public Participation Summary

MAPO worked with area partners and the Minnesota Department of Transportation to ensure the TIP reflects the draft 2018-2021 Statewide Transportation Improvement Plan (STIP). MAPO will continue to coordinate with the Minnesota Department of Transportation to ensure both the TIP and STIP align.

Public Comments Received

Table 11: Comments Received Through TIP Public Outreach Efforts

<table>
<thead>
<tr>
<th>None</th>
</tr>
</thead>
</table>
The MAPO has the responsibility of monitoring and documenting the progress of projects listed in the TIP each year. Specifically, the MAPO is asked to note changes in priorities from prior years, as well as list the major projects from the previous TIP that have been either implemented or significantly delayed. Updates and changes from the 2017 – 2020 TIP Include:

2018:
- Addition of project TRF-0028-18B Transit preventative maintenance
- Addition of project TRF-0028-12ZO Greater MN Service Expansion
- Addition of project TRF-0028-18ZC Greater MN Service Capital
- Move project 0704-108 & 0704-108S from 2019 to 2018

2019:
- Addition of project TRF-0028-19B Transit preventative maintenance
- Addition of project TRF-0028-19ZO Greater MN Service Expansion

2020:
- Addition of project TRS-0028-20 Purchase 1 bus class 400

2017
- Project Status Report is on the following page
2017 Project status coming soon
Appendix

Common Acronyms

AC – Advance Construction
ADA – Americans with Disabilities Act
ADT – Average Daily Traffic
ATIP - Area Transportation Improvement Program
BR – Bridge Replacement
CBD - Central Business District
CSAH - County State Aid Highway
EPA - Environmental Protection Agency
FACT ACT - Fixing America’s Surface Transportation Act (Current Federal Transportation Bill)
FHWA - Federal Highway Administration
FTA - Federal Transit Administration
FY - Fiscal Year
HPP - High Priority Projects
LRTP - Long Range Transportation Plan
MAP-21 - Moving Ahead for Progress in the 21st Century (2012 Federal Transportation Bill)
MAPO – Mankato/North Mankato Area Planning Organization
MnDOT - Minnesota Department of Transportation
MPCA - Minnesota Pollution Control Agency
MPO - Metropolitan Planning Organization
NEPA - National Environmental Policy Act
NHPP - National Highway Preservation Program (formerly the NHS program)
NHS - National Highway System program
STIP - State Transportation Improvement Program
STP - Surface Transportation Program
TAC - Transportation Advisory Committee to the MAPO
TAP - Transportation Alternatives Program (formerly Transportation Enhancements program)
TDP - Transportation Development Program
TEA-21 - Transportation Equity Act for the 21st Century
TH - Trunk Highway
TIP - Transportation Improvement Program
SAFETEA-LU - Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users
Public Notice

NOTICE OF 30-DAY PUBLIC COMMENT PERIOD

The Mankato/North Mankato Area Planning Organization (MAPO), located at the 10 Civic Center Plaza Mankato, MN 56001, has prepared a Draft Fiscal Year 2018-2021 Transportation Improvement Program (TIP) for the Mankato/North Mankato Metropolitan Area. The Draft TIP lists all transportation projects in the greater metropolitan area that are recommended by the MAPO Board to receive federal transportation funds for FY 2018-2021.

Public comments are being taken through June 9 on the Draft TIP and the proposed projects. To view the Draft TIP online, visit www.mnmapo.org. To request a hard copy of the document, contact Jake Huebsch, who is taking all public comments on the document, at jhuebsch@mankatomin.gov or 507-387-8630. (Free TTY services are available through Minnesota Relay at 800-627-3529).

The Draft TIP, along with all comments received, will be considered for final approval at the MAPO Board meeting on July 6, 2017. The final version of the 2018-2021 TIP will be available to view after July 14, 2017 at www.mnmapo.org or in person at the MAPO office.

Public comment is solicited for a 30-day period in accordance with the MAPO's Public Involvement Plan for this Draft, as well as for the final TIP upon introduction of a major amendment.
Resolution Adopting the 2018-2021 TIP & Self-Certification Finding

RESOLUTION OF THE MANKATO /NORTH MANKATO AREA PLANNING
ADOPTING THE 2018-2021 TRANSPORTATION IMPROVEMENT PLAN
& 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 Plan by a Metropolitan Planning Organization; and

WHEREAS, staff and the Technical Advisory Committee has developed and recommended for approval the Transportation Improvement Program for State Fiscal Years 2018-2021; 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) the MAPO hereby certifies that the metropolitan transportation planning process addressing major issues facing the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

1. 23 U.S.C 134 and 49 U.S.C. 5303, and the subpart;
2. In non-attainment and maintenance areas, Section 174 and 176 (c) and (d) of the Clean Air Act as Amended (42 U.S.C 7504, 7506 (c) and (d) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Sections 1101 (b) of the FAST ACT (Pub. L. 114-357) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in the US DOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
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
NOW, THEREFORE BE IT RESOLVED; that the Mankato/North Mankato Area Planning Organization Policy Board approves the 2018-2021 Transportation Improvement Plan.

CERTIFICATION

State of Minnesota
A Regular meeting of the Mankato/North Mankato Area Planning Organization Policy Board was held on April 6, 2017, at 6:00 p.m. in the Minnesota River Room of the Intergovernmental Center. Present Policy Board members Mark Piepho, Mike Laven, Brianna Anderson and Bob Freyberg. Also present was MAPO Transportation Planner Jake Huebsch and Executive Director Paul Vogel. In attendance from the Technical Advisory Committee (TAC) was Ryan Thilges, Seth Greenwood. Dennis Dieken from the Mankato City Council was also in attendance.

Call to Order
Chair Mr. Piepho called the meeting to order at 6:00 p.m.

Motion to Approve Agenda
Mr. Laven motioned to approve the agenda. Mr. Freyberg seconded the motion. The motion carried unanimously.

Motion to Approve the February 2, 2017 Meeting Minutes
Mr. Freyberg moved to approve the February 2, 2017 Policy Board Meeting minutes. Mr. Laven seconded the motion. The motion carried unanimously.

New Business
4.1 Intersection Control Evaluation Proposal Recommendation
Staff explained that the MAPO received 3 proposals relating to Intersection Control Evaluations (ICE) RFP that was released on January 4th and closed on February 6th. On February 23rd MAPO staff along with 3 members of the MAPO TAC reviewed and ranked the ICE study proposals. The MAPO TAC recommended accepting SRF’s proposal at their March 16th meeting.

Mr. Freyberg made a Motion to accept SRF’s Intersection Control Evaluation Proposal and execute a contact with SRF not to exceed the proposed amount. Mr. Laven seconded the motion. The motion carried unanimously.

4.2 Proposed 2017-2020 Transportation Improvement Program (TIP) Amendments & Modifications
Staff presented on the three TIP changes. Project 137-591-003 (Mankato Washington Elementary Transportation Alternatives Program) is in FY17 and is sequence #999 in the 2017-2020 Statewide Transportation Improvement Program (STIP). The Mankato City Council voted on March 27th to not move forward with the project. The project was initially awarded $356,142 in Federal funds. The funds will be redistributed by the Mn DOT District 7 Area Transportation Partnership (ATP).
Project 137-080-002 – (Adams Street Extension) is FY17 and is sequence #988 in the 2017-2020 Statewide Transportation Improvement Program (STIP). This project received additional federal funds in the amount of $515,600 therefore a modification is needed.

Project 007-612-021 – (Blue Earth County CSAH 12 New Road) is in FY17 and is sequence #994 in the 2017-2020 Statewide Transportation Improvement Program (STIP). This project received additional federal funds in the amount of $228,000 therefore a modification is needed.

Mr. Freyberg motioned to amend the 2017-2020 TIP to include amendments & modifications to projects 137-591-003, 007-612-021, 137-080-002. Ms. Anderson seconded the motion. With all voting in favor, the motion carried unanimously.

4.3 2021 Transportation Improvement Program (TIP) Project.

MAPO staff updated on the Policy Board on four projects that received federal funding in 2021 through the MnDOT District 7 Area Transportation Partnership (ATP).

The City of North Mankato Monroe and Bridges Safe Routes to School Project, Federal Amount: $224,428. The project includes infrastructure improvements in the areas surrounding Monroe Elementary School and Bridges Elementary School (formerly Garfield Elementary) as outlined in the North Mankato Safe Routes to School Plan that will facilitate the ability of children to walk and bike to school safely. In addition, North Mankato received for a partial reconstruction of Commerce Drive between Lookout Drive and Lee Boulevard, Federal amount: $908,000. The project would include the complete removal of the existing full-depth bituminous pavement section and replacement of a new bituminous pavement section with aggregate base and edge drains. The project would include isolated removal and replacement of the existing curb and gutter and sidewalk as well as ADA pedestrian ramp improvements at the intersecting streets. The new street section will be re-striped to provide for one lane in each direction, a center turn lane and designated bicycle lanes on both sides of the street. New street lights are proposed along the length of the project. It is anticipated that the project will also include the closure of some of the driveways between Roe Crest Drive and Lor Ray Drive to improve safety by reducing conflicting left turn movements and reduce traffic congestion.

Nicollet County CSAH 13 from 506th Street to Trunk Highway 99, Federal amount $1,596,000. Mill existing bituminous surface, bituminous joint repair, repair drainage structures, concrete overlay, concrete/bit shoulders, striping, seeding.

MnDOT – At Intersection of US 169 & Owatonna Street replace signal system in the City of Mankato. Mr. Vogel explained the upgraded signal system could accommodate an additional left turn lane in the future based on an alternative in the Riverfront Drive Corridor Study.
Other Business, Discussion & Updates

1. Transit Development Plan (TDP). Mr. Anderson explained the TDP recently started with the consultant Kimly Horn. Mr. Anderson and Mr. Vogel outlined the public engagement process for the study. Mr. Laven recommended that in addition to the student input meeting planned at MSU this spring, we should plan another input meeting when the University starts up again in the fall.

2. Trunk Highway 22 Corridor Study. MAPO staff explained that three proposals were received for the TH22 Corridor Study. The review committee will be meeting on April 17th to discuss and rank the proposals.

3. The Riverfront Drive Corridor Study Open House is scheduled for April 20th from 5:30 – 7:30 with a short presentation at 6:00. This will be the final open house for the study.

4. The Belgrade Avenue Corridor Study will not have a final open house but will have the draft plan available online for review and comment.

TAC Comments
None

Adjournment
With no further business, Mr. Freyberg moved to adjourn the meeting. Mr. Laven seconded the motion. With all voting in favor the meeting was adjourned.

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Chair, Mr. Piepho