Mankato/North Mankato Area Planning Organization
Policy Board Meeting
Thursday, July 6, 2017 – 6:00PM
Intergovernmental Center,
Minnesota River Room
10 Civic Center Plaza, Mankato, MN 56001

I. Call to Order

II. Review of Agenda

III. May 4, 2017 Meeting Minutes

IV. New Business
   1. Resolution Amending the Adams Street Extension Project and 2017-2020 Transportation Improvement Program (TIP)
   2. Resolution Adopting the 2018 – 2021 Transportation Improvement Program (TIP)
   3. Future Work Plan Items for the MAPO
   4. Review MnDOT’s Capital Highway Improvement Program (CHIP)

V. Other Business, Discussion & Updates
   1. Transit Development Plan
   2. TH 22 Corridor Study
   3. MPO Summer Conference August 2-4 in Mankato

VI. TAC Comments (June 15, 2017 TAC Meeting Minutes Attached)

VII. Adjournment
A Regular meeting of the Mankato/North Mankato Area Planning Organization Policy Board was held on May 4, 2017, at 6:00 p.m. in the Minnesota River Room of the Intergovernmental Center. Present Policy Board members were Mark Piepho, Mike Laven, Brianna Anderson, Dan Rotchadl, Denny Kemp (for Jack Kolars) and Bob Freyberg. Also present was the MAPO Transportation Planner Jake Huebsch and Executive Director Paul Vogel. In attendance from the Technical Advisory Committee (TAC) was Ryan Thilges, Mark Anderson, Lisa Bigham and Seth Greenwood. Dennis Dieken from the Mankato City Council and Angie Bersaw from Bolton & Menk were 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 move the presentation of Riverfront Drive and Belgrade Avenue as well as the meeting minutes to the end of the agenda. Ms. Anderson seconded the motion. The motion carried unanimously.

New Business

4.1 Belgrade Avenue Contract Amendment
MAPO staff explained the Belgrade Avenue corridor study contract with Bolton & Menk currently has a contract end date of May 17, 2017. MAPO staff and Bolton & Menk wish to extend the completion date of the contract to August 31, 2017. Staff explained the plan is in its final stages, but the plan still needs to have the final public comment period as well as a presentation to the North Mankato City Council. The study is anticipated to be completed by the end of June 2017.

Mr. Rotchadl made a motion approving the presented contract amendment for the Belgrade Avenue corridor study contract with Bolton & Menk. Mr. Kemp seconded the motion. The motion carried unanimously.

4.2 Trunk Highway 22 Consultant Recommendation
The MAPO received 3 proposals for the Trunk Highway 22 Corridor Study that was released on March 1, 2017 and closed on March 31, 2017. On April 17th, MAPO staff, along with representatives from MnDOT, Blue Earth County, and the City of Mankato staff, reviewed and ranked the Trunk Highway 22 Corridor study proposals. MAPO staff summarized the scoring results at the Policy Board meeting via handout. Based on the review committees scoring and discussion, it was recommended that the MAPO policy Board accept SRF’s Trunk Highway 22 Corridor study proposal and execute a contract with SRF.
Mr. Freyberg made a Motion to accept SRF’s Trunk Highway 22 Corridor Study Proposal and to execute a contact with SRF not exceeding their proposed amount. Mr. Laven seconded the motion. The motion carried unanimously.

4.3 Unified Planning Work Program (UPWP) Budget Amendment.
MAPO staff explained the proposed changes in the UPWP don’t change the overall budget for 2017, but only reallocate existing funds within the budget. The 2017 budget included $5,000 for the development of a MPO web-site, however, MAPO was able to work with the City of Mankato Information Technology Department and develop the web-site in-house which saved the MAPO $5,000 by not having to hire an outside firm to develop the web-site. Additionally, the Policy Board approved changing the 2017 Pavement Management Plan to the ADA Transition Plan. The Riverfront Drive Corridor Study is a continued project from 2016 with $35,500 budgeted for 2017. The MAPO will increase that budget to $70,000. Finally, the 3 intersection controlled evaluation studies were budgeted at $32,000, but based on the MAPO’s executed contract with SRF, that budget number has been lowered to $25,000. The MAPO is anticipating allocating additional funds to the ADA plan in 2018. The below information was presented as a visual to the Policy Board to highlight the changes.

<table>
<thead>
<tr>
<th>Amended Task Number &amp; Name</th>
<th>Prior to Revision</th>
<th>After Revision</th>
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<tbody>
<tr>
<td>Development of MAPO web-site (Information Tech &amp; Web-site)</td>
<td>$5,000</td>
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<td>3 ICE Studies</td>
<td>$32,000</td>
<td>$25,000</td>
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<td>Riverfront Drive Corridor Study Continued from 2016</td>
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<td>Pavement Management Plan (Replace with ADA Plan)</td>
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<td>$172,500</td>
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</tr>
</tbody>
</table>

Mr. Rotchadl made a motion to accept the proposed changes to the 2017 UPWP. Mr. Laven seconded the motion. The motion carried unanimously.
4.4 Release of 2018-2021 Transportation Improvement Program (TIP)
Staff presented the 2018-2021 Transportation Improvement Program (TIP). The 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. Staff explained the TIP process serves to implement projects identified in the Mankato/North Mankato area Long Range Transportation Plan (LRTP). The MAPO TIP documents programs and project funding for metropolitan area. Staff explained that the draft TIP needs to follow the process outlined in the MAPO’s Public Participation Plan which includes the release of the draft TIP for 30 days.

Mr. Rotchadl motioned to release the MAPO’s 2018-2021 TIP for a 30 Day Public Comment Period. Ms. Anderson seconded that motion. The motion carried unanimously.

4.5 Review of Policy Board Bylaws
MAPO staff explained that MAPO Policy Board bylaws were originally adopted March 7, 2013 and updated in July of 2015. MAPO staff and the Policy Board reviewed the bylaws and no changes were recommended.

4.6 Riverfront Drive and Belgrade Avenue Corridor Study Presentation.
Ms. Bersaw from Bolton & Menk provided an update on both the Riverfront Drive and Belgrade Avenue corridor studies. Mr. Bersaw provided the range of alternatives for each of the segments within the study area. Mr. Bersaw provided the next steps and timeline for the studies. Both studies are expected to be completed within the next 2 months.

Motion to Approve the April 6, 2017 Meeting Minutes
Mr. Rotchadl moved to approve the April 6, 2017 Policy Board Meeting minutes. Mr. Laven seconded the motion. The motion carried unanimously.

Other Business, Discussion & Updates
1. Mr. Anderson provided an update on the Transit Development Plan (TDP). He explained that the consultant in coordination with the City of Mankato have been in the data collection phase. Also, the consultant has been receiving input though various meetings and surveys.
2. Next MAPO Policy Board meeting is scheduled for July 6, 2017 at 6:00 p.m.

TAC Comments
None

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

________________________
Chair, Mr. Piepho
AGENDA RECOMMENDATION

Agenda Heading: Resolution Amending the Adams Street Extension Project and the 2017-2020 Transportation Improvement Program (TIP) No: 4.1

Agenda Item: Resolution Amending the Adams Street Extension Project and the 2017-2020 Transportation Improvement Program (TIP)

Recommendation Action(s): Approval of the attached resolution

Summary: Project SP 137-080-002 currently reads: “**AC**TED** ADAMS ST, FROM ROOSEVELT CIRCLE TO CSAH 12, CONSTRUCT NEW ROAD (AC PAYBACK IN 2018, 2019 & 2020. However, the work actually goes from TH 22 to CSAH 12 which corresponds with the project memo description. In addition, The STIP and TIP show 0.6 miles in length and the total project length according to the plan is 1.1 miles. Project 137-080-002 will be in FY18, but will still have FY17 federal funds.

Attachments:
1. Resolution
RESOLUTION OF THE MANKATO /NORTH MANKATO AREA PLANNING
AMENDING SP 137-080-002 (ADAMS STREET EXTENSION) AND THE 2017-
2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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

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

WHEREAS, staff and the MAPO Technical Advisory Committee has recommended Amendments to project SP-137-080-002 (Adams Street Extension) and the 2017-2020 Transportation Improvement Program (TIP); and

WHEREAS, the Amendments for Project SP 137-080-002 include updating the project description to read: **AC**TED** ADAMS ST FROM TH 22 TO CSAH 12, CONSTRUCT NEW ROAD, ROUNDABOUT AND PED/BIKE TRAIL (AC PAYBACK IN 2018, 2019 & 2020) and updating the project length to 1.1 miles; and

WHEREAS, the current 2017-2020 Transportation Improvement Program and future Transportation Improvement Programs will be updated to reflect the changes.

NOW, THEREFORE BE IT RESOLVED; that the Mankato/North Mankato Area Planning Organization Policy Board approves the Amendments as presented to project SP 0137-080-002 and the 2017-2020 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 ______ day of______, as shown by the minutes of said meeting in my possession.

____________________________________  ______________________
Chair  Date

____________________________________  ______________________
Executive Director  Date
AGENDA RECOMMENDATION

Agenda Heading: 2018-2021 Transportation Improvement Program
No: 4.2

Agenda Item: 2018-2021 Transportation Improvement Program (TIP)

Recommendation Action(s): Motion to Approve the Attached Resolution

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 TIP document programs project funding for the metropolitan area.

The 2018-2021 TIP was released for a 30 day public comment period on May 7, 2017 and ended on June 9, 2017. Staff followed the process outlined in the MAPO’s Public Participation Plan which included distribution methods of the draft TIP and hosting a public open house. The open house was held on May 25th from 4:00 – 5:00 p.m. No public comments were received during the public open house or the 30 day public comment period. MnDOT Central Office, FHWA and MnDOT District 7 also reviewed and provided comments on the 2018-2021 TIP. The MAPO TAC recommend approval of the 2018-2021 TIP at their June 15, 2017 meeting.

Attachments:
1. 2018-2021 TIP (resolution on last two pages of TIP document)
Mankato / North Mankato Area Planning Organization
Draft Transportation Improvement Program
FY 2018-2021

Prepared by the

Mankato / North Mankato Area Planning Organization

June 2017

To view this plan online please visit
www.mnmapo.org

Copies are also available by contacting
Mankato/North Mankato Area Planning Organization
10 Civic Center Plaza
Mankato, MN 56001
507-387-8613
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<th>Policy Board</th>
<th>Transportation Advisory Committee</th>
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<tr>
<td>Mark Piepho – Blue Earth County (chair)</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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<td>Jack Kolars – Nicollet County</td>
<td>Michael Fischer – City of North Mankato (chair)</td>
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<td>Ryan Thilges – Blue Earth County</td>
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<tr>
<td><strong>MAPO Staff</strong></td>
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<tr>
<td>Paul Vogel, Executive Director</td>
<td>Seth Greenwood – Nicollet County</td>
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<td>Jake Huebsch, Transportation Planner</td>
<td>Jeff Johnson – City of Mankato</td>
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<td>Curt Kloss – Leray Township</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.

Disclaimer

The preparation of this report has been funded in part by the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration. 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.
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 and performance-based 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 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 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):**
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.

**Surface Transportation Block Grant (STBG) formally know as Transportation Alternatives Program (TAP):**
The Transportation Alternatives Program 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.

Other:
Funding identified as other could include funding from State of Federal grants or other funding sources including local funds.
Chapter 2

FY 2018-2021 TIP Projects

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.

*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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<th>LRTP REFERENCE</th>
<th>ROUTE SYSTEM</th>
<th>PROJECT NUMBER</th>
<th>YEAR</th>
<th>AGENCY</th>
<th>PROJECT DESCRIPTION</th>
<th>MILES</th>
<th>PROGRAM</th>
<th>TYPE OF WORK</th>
<th>PROPOSED FUNDS</th>
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<td>2018</td>
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<td>MANKATO; SFY 2018 GREATER MN NEW SERVICE EXPANSION CAPITAL FUNDS (7/1/17-6/30/18)</td>
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<td>07-00127</td>
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<td>RR XING IMPROVEMENTS</td>
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<td>137-080-002AC1</td>
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<td>1.1</td>
<td>MC</td>
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<td>STBGP 641,108</td>
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<td>URBAN RECONSTRUCTION</td>
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<td>YEAR</td>
<td>AGENCY</td>
<td>PROJECT DESCRIPTION</td>
<td>MILES</td>
<td>PROGRAM</td>
<td>TYPE OF WORK</td>
<td>PROPOSED FUNDS</td>
<td>TOTAL</td>
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<td>0704-108</td>
<td>2018</td>
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<td>MN22</td>
<td>0704-108S</td>
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<td>MNDOT</td>
<td><strong>AC</strong> MN 22, AT JCT OF CSAH 90, CONSTRUCT ROUNDABOUT (TIED 007-070-005) (ASSOC WITH 0704-108) (AC PAYBACK in 2019)</td>
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<td>007-070-005</td>
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<td>BLUE EARTH COUNTY</td>
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<td>CHAP 4</td>
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<td>SIGNING</td>
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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**
### Table 3: FY 2020 Federal Funded Transportation Projects

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<tr>
<th>LRTP REFERENCE</th>
<th>ROUTE SYSTEM</th>
<th>PROJECT NUMBER</th>
<th>YEAR</th>
<th>AGENCY</th>
<th>PROJECT DESCRIPTION</th>
<th>MILES</th>
<th>PROGRAM</th>
<th>TYPE OF WORK</th>
<th>PROPOSED FUNDS</th>
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<tbody>
<tr>
<td>9-33 BB</td>
<td>TRF-0028-20A</td>
<td>2020 MANKATO</td>
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<td>MANKATO</td>
<td>SECT 5307: CITY OF MANKATO RR TRANSIT OPERATING ASSISTANCE</td>
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<td>TRANSIT OPERATIONS</td>
<td>FTA: 2,000,000-</td>
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<td>2020 MANKATO</td>
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<td>MANKATO</td>
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<td>B9</td>
<td>TRANSIT OPERATIONS</td>
<td>FTA: 200,000-</td>
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<td>2020 MANKATO</td>
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<td>MC</td>
<td>GRADING ONLY</td>
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<td>9-25 PED/BIKE</td>
<td>150-090-003</td>
<td>2020 NORTH MANKATO</td>
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<td>NORTH MANKATO</td>
<td>AROUND DAKOTA MEADOWS SCHOOL IN NORTH MANKATO, IMPROVE VARIOUS CROSSINGS AND CONSTRUCT TRAILS</td>
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<td>MC</td>
<td>NEW TRAIL</td>
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### Table 4: FY 2021 Federal Funded Transportation Projects

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<th>YEAR</th>
<th>AGENCY</th>
<th>PROJECT DESCRIPTION</th>
<th>MILES</th>
<th>PROGRAM</th>
<th>TYPE OF WORK</th>
<th>PROPOSED FUNDS</th>
<th>TOTAL</th>
<th>FHWA</th>
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<td>MANKATO</td>
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<td>B9</td>
<td>TRANSIT OPERATIONS</td>
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<td>-</td>
<td>1,568,000</td>
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<td>MANKATO</td>
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<td>B9</td>
<td>TRANSIT OPERATIONS</td>
<td>FTA</td>
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<td>MANKATO</td>
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<td>NICOLLET COUNTY</td>
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<td>MILL AND OVERLAY</td>
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<td>-</td>
<td>2,404,000</td>
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<tr>
<td>9-25</td>
<td>PED/BIKE</td>
<td>150-591-001</td>
<td>2021</td>
<td>NORTH MANKATO</td>
<td>IN NORTH MANKATO ALONG MONROE AVE, GARFIELD AVE, CENTER ST, RANGE ST, AND WHEELER PARK, CONSTRUCT PED/BIKE TRAIL, ADA, CURB EXTENSIONS, STRIPING AND CREATE PICK UP/DROP OFF AREA</td>
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Total: 9,425,800, 2,876,428, 1,276,000, 37,000, 5,236,372
Map 2: Location of 2018-2021 TIP Projects

Legend
- MN TIP Improvement Year
  - 2016
  - 2019
  - 2020
  - 2021
- Railroads
- Water Bodies
- Wetlands
- Airport Outline
- Mankato-North Mankato Urban Area
- Mankato-North Mankato Planning Area

2018
- LA8, INSTALL GATES, CSBH 1, MANKATO, BLUE EARTH COUNTY
- LA9, INSTALL GATES, CSBH 16, 50TH ST MANKATO, BLUE EARTH COUNTY
- LA10, INSTALL GATES, CSBH 55, 59TH AVE EAGLE LAKE, BLUE EARTH COUNTY
- 103-085, 036AC
  - "ACT/CQ" ADAMS ST BETWEEN TH 22 AND CSBH 12, CONSTRUCTION ROAD, ROUNDABOUT AND PAVEMENT TRAIL (AC RPB 1 OF 3)
- 103-129, 001
  - CSBH 12, ALONG MAIN STREET FROM SALKOSKI DRIVE TO STADIUM RD, CONSTRUCT SIDEWALKS, SIGNALS AND ADDITIONAL PEDESTRIAN CROSSING AND SIGNALS AT VARIOUS LOCATIONS

2019
- 103-106, 094AC
  - "ACT/CQ" BONN RD BETWEEN TH 22 AND CSBH 12, INSTALL BONN RD, CONSTRUCTION ROAD, ROUNDABOUT AND PAVEMENT TRAIL (AC RPB 1 OF 3)
- 103-215, 013
  - "ACT/CQ" 22ND AVE BETWEEN 2ND ST AND CSBH 12, CONSTRUCT SIDEWALKS (AC RPB 1 OF 3)
- 103-215, 016
  - "ACT/CQ" 22ND AVE BETWEEN 2ND ST AND CSBH 12, CONSTRUCT SIDEWALKS (AC RPB 1 OF 3)
- 103-215, 017
  - "ACT/CQ" 22ND AVE BETWEEN 2ND ST AND CSBH 12, CONSTRUCT SIDEWALKS (AC RPB 1 OF 3)
- 103-215, 018
  - "ACT/CQ" 22ND AVE BETWEEN 2ND ST AND CSBH 12, CONSTRUCT SIDEWALKS (AC RPB 1 OF 3)

2020
- 103-215, 019
  - "ACT/CQ" 22ND AVE BETWEEN 2ND ST AND CSBH 12, CONSTRUCT SIDEWALKS (AC RPB 1 OF 3)
- 103-215, 020
  - "ACT/CQ" 22ND AVE BETWEEN 2ND ST AND CSBH 12, CONSTRUCT SIDEWALKS (AC RPB 1 OF 3)

2021
- 103-215, 021
  - "ACT/CQ" 22ND AVE BETWEEN 2ND ST AND CSBH 12, CONSTRUCT SIDEWALKS (AC RPB 1 OF 3)
- 103-215, 022
  - "ACT/CQ" 22ND AVE BETWEEN 2ND ST AND CSBH 12, CONSTRUCT SIDEWALKS (AC RPB 1 OF 3)
- 103-215, 023
  - "ACT/CQ" 22ND AVE BETWEEN 2ND ST AND CSBH 12, CONSTRUCT SIDEWALKS (AC RPB 1 OF 3)
- 103-215, 024
  - "ACT/CQ" 22ND AVE BETWEEN 2ND ST AND CSBH 12, CONSTRUCT SIDEWALKS (AC RPB 1 OF 3)
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 Regional Development Organization 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 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 Major Collector and above for rural roadways and Minor Collector and above for urban roadways. 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

Similar to STP funds, STBG/TA 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, 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
Chapter 4

Map 4: Project Locations and Low-Income Population

Map of 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 § 450.326(j), 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**

[Bar chart showing STIP funding in the 2018-2021 TIP cycle with a total of $39,076,919.00]
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 (administered statewide)</td>
<td>NA</td>
<td></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>MnDOT (SPP Pavement, SPP Bridge, DRMP – STP, HSIP)</td>
<td>$45,400,000</td>
<td>85%</td>
</tr>
<tr>
<td>Total</td>
<td>$53,200,000*</td>
<td>100%</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. The 4% rate of inflation is based on industry standards as well as Engineering News Record (ENR). Revenue estimates were held flat over this same period, as budget increases cannot be reasonably assumed at this time.
Financial Capability

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>$7,900,000</td>
<td>$370,000</td>
<td>$12,070,000</td>
<td></td>
</tr>
<tr>
<td>Blue Earth County</td>
<td>$1,275,326</td>
<td>$610,200</td>
<td>$1,596,000</td>
<td>$3,481,526</td>
<td></td>
</tr>
<tr>
<td>Nicollet County</td>
<td></td>
<td></td>
<td>$4,000,000</td>
<td>$4,000,000</td>
<td></td>
</tr>
<tr>
<td>Mankato</td>
<td>$1,362,593</td>
<td>$384,000</td>
<td>$636,000</td>
<td>$2,382,593</td>
<td></td>
</tr>
<tr>
<td>North Mankato</td>
<td>$1,580,000</td>
<td></td>
<td>$334,200</td>
<td>$2,025,800</td>
<td>$3,940,000</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$8,017,919</strong></td>
<td><strong>$8,894,200</strong></td>
<td><strong>$2,566,200</strong></td>
<td><strong>$6,395,800</strong></td>
<td><strong>$25,874,119</strong></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.
**Note Project 052-613-021 for Nicollet County in 2021 is only partially within the MAPO planning area and Table 8 shows estimated revenues within the planning area, for this reason Nicollet County is fiscally constrained within the MAPO 2018-2021 TIP.

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). 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 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 provided 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: 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>Operations &amp; Maintenance</td>
<td>$2,063,000</td>
<td>$2,163,000</td>
<td>$2,200,000</td>
<td>$2,300,000</td>
<td>$8,726,000</td>
</tr>
<tr>
<td>Bus Purchases</td>
<td>$200,000</td>
<td>$200,000</td>
<td>$730,000</td>
<td></td>
<td>$1,130,000</td>
</tr>
<tr>
<td>Greater MN New Service Expansion &amp; Capital</td>
<td>$2,266,800</td>
<td>$1,080,000</td>
<td></td>
<td></td>
<td>$3,346,800</td>
</tr>
<tr>
<td>TOTAL</td>
<td>$4,329,800</td>
<td>$3,443,000</td>
<td>$2,400,000</td>
<td>$3,030,000</td>
<td>$13,202,800</td>
</tr>
</tbody>
</table>

* Source: 2018 – 2021 Draft STIP.

Table 10: Estimated Transit Funding Revenue: 2018-2021 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><strong>Total</strong></td>
<td><strong>$10,916,800</strong></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

No public comments were received through the TIP public outreach efforts.
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-0028-18ZO Greater MN Service Expansion
- Addition of project TRF-0028-18ZC Greater MN Service Capital
- Move project 0704-108AC from 2019 to 2018

2019:
- Addition of project TRF-0028-19B Transit preventative maintenance
- Addition of project TRF-0028-19ZO Greater MN Service Expansion
- Addition of 0702-110, Landscaping MN 22
- Move project 0702-125 from 2020 to 2019, Mill and Overlay US 14

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

2017
- Project Status Report is on the following page
### 2017 Project Status:

<table>
<thead>
<tr>
<th>LRTP REFERENCE</th>
<th>ROUTE SYSTEM</th>
<th>PROJECT NUMBER</th>
<th>YEAR</th>
<th>AGENCY</th>
<th>PROJECT DESCRIPTION</th>
<th>STATUS</th>
</tr>
</thead>
<tbody>
<tr>
<td>9-33 BB</td>
<td>TRF-0028-17A</td>
<td>2017</td>
<td>MNDOT</td>
<td>SECT 5307: CITY OF MANKATO RR TRANSIT OPERATING ASSISTANCE</td>
<td>In Progress</td>
<td></td>
</tr>
<tr>
<td>9-33 BB</td>
<td>TRS-0028-17</td>
<td>2017</td>
<td>MNDOT</td>
<td>CITY OF MANKATO PURCHASE 1 BUS (CLASS 400) AND BUS RELATED EQUIPMENT</td>
<td>Received</td>
<td></td>
</tr>
<tr>
<td>9-30 RR</td>
<td>07-00125</td>
<td>2017</td>
<td>BLUE EARTH COUNTY</td>
<td>UP RR, UPGRADE EXISTING SIGNAL SYSTEM, CSAH 5, 3RD AVE, MANKATO, BLUE EARTH COUNTY</td>
<td>Agreement Executed 3/2/17</td>
<td></td>
</tr>
<tr>
<td>9-21 CSAH 12</td>
<td>007-612-021</td>
<td>2017</td>
<td>BLUE EARTH COUNTY</td>
<td><strong>AC</strong> CSAH 12, FROM CSAH 17 TO TH 83, CONSTRUCT NEW ROAD AND ROUNDABOUT AT JCT TH 83 (TIED TO 0711-30) (AC PAYBACK IN 2020)</td>
<td>In Progress</td>
<td></td>
</tr>
<tr>
<td>9-21 MN 83</td>
<td>0711-30</td>
<td>2017</td>
<td>MNDOT</td>
<td>MN83, JCT OF TH 83 &amp; NEW CSAH 1, CONSTRUCT NEW ROUNDABOUT (TIED 007-612-021)</td>
<td>In Progress</td>
<td></td>
</tr>
<tr>
<td>9-21 LOCAL</td>
<td>137-080-002</td>
<td>2017</td>
<td>MANKATO</td>
<td><strong>AC</strong> MN 22, FROM ROOSEVELT CIRCLE TO CSAH 12, CONSTRUCT NEW ROAD (AC PAYBACK IN 2018, 2019 &amp; 2020</td>
<td>In Progress</td>
<td></td>
</tr>
<tr>
<td>9-28 LOCAL</td>
<td>007-070-003</td>
<td>2017</td>
<td>BLUE EARTH COUNTY</td>
<td>COUNTY WIDE, CURVE AND INTERSECTION SAFETY IMPROVEMENTS</td>
<td>In Progress</td>
<td></td>
</tr>
<tr>
<td>9-28 PED/BIKE</td>
<td>137-591-003</td>
<td>2017</td>
<td>MANKATO</td>
<td><strong>SRTS</strong> INFRA MANKATO, ALONG MAIN ST, DIVISION ST, DANE ST, PF AU ST, CAPITAL DR &amp; MCCONNELL ST, CE &amp; CONSTRUCTION OF SIDEWALK</td>
<td>Project Removed</td>
<td></td>
</tr>
<tr>
<td>9-23</td>
<td>137-591-005</td>
<td>2017</td>
<td>MANKATO</td>
<td><strong>SRTS</strong> INFRA MANKATO, INTERSECTION IMPROVEMENT AND PAVEMENT PARKING ALONG S RIVERFRONT BETWEEN SIBLEY ST AND HUBBLE AVE</td>
<td>In progress</td>
<td></td>
</tr>
</tbody>
</table>
# Greater Minnesota New Service Expansion Grant Program Projects

## MnDOT Office of Transit NSEx Award Notice

**City of Mankato**

<table>
<thead>
<tr>
<th>OPERATING SFY 2018 (7/1/2017-6/30/2018)</th>
<th>OPERATING SFY 2019 (7/1/2018-6/30/2019)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>UPIN</strong></td>
<td><strong>COST</strong></td>
</tr>
<tr>
<td>DAR 3 Expansion - 2080 hrs</td>
<td>BCG0003940</td>
</tr>
<tr>
<td>DAR 4 Expansion - 2080 hrs (evening)</td>
<td>BCG0003946</td>
</tr>
<tr>
<td>Add 60 hrs of comp. ADA serv for Saturday</td>
<td>BCG0003952</td>
</tr>
<tr>
<td>Expand Service in Mankato/Interline Rts 2 &amp; 6</td>
<td>BCG0003954</td>
</tr>
<tr>
<td>Fill gaps in North Mankato Fixed Routes</td>
<td>BCG0003969</td>
</tr>
<tr>
<td>Non ADA DAR to low density areas</td>
<td>BCG0003963</td>
</tr>
<tr>
<td>Mankato to City of Eagle Lake Service: Sunday</td>
<td>BCG0003961</td>
</tr>
<tr>
<td>Mankato to City of Eagle Lake Service: M-F</td>
<td>BCG0003960</td>
</tr>
<tr>
<td><strong>CONTRACT AWARD OP FOR SFY 2018</strong></td>
<td></td>
</tr>
</tbody>
</table>

## Capital SFY 2018 (7/1/2017-6/30/2018)

| **UPIN** | **COST** | **REVENUE** | **OP DEFICIT** | **STATE AMOUNT** |
|-----------------------------------------|------------------------------------------|
| FLOOR SCRUBER: Support Equip/facilities-equipment | BCG0003947 | $40,000 | $0 | $40,000 |
| Scissors lift: Support Equip/facilities-equipment | BCG0003948 | $20,000 | $0 | $20,000 |
| Purchase Computer Software - Remix | BCG0003949 | $12,000 | $0 | $12,000 |
| Buy 30 ft (Class 400) Expansion Bus for DAR 3 | BCG0003950 | $150,700 | $0 | $150,700 |
| Buy 30 ft (Class 400) Expansion Bus for DAR 4 | BCG0003951 | $150,700 | $0 | $150,700 |
| Buy 40 ft (Class 700) Expansion Bus for Rt 2 & 6 | BCG0003956 | $460,000 | $0 | $460,000 |
| Buy 30 ft (Class 400) Expansion Bus for Rt 7 expansion | BCG0003958 | $163,600 | $0 | $163,600 |
| Buy 30 ft (Class 400) Expansion Bus for fixed service | BCG0003954 | $163,600 | $0 | $163,600 |
| Purchase Radios: update to ARMER | BCG0003965 | $99,000 | $0 | $99,000 |
| 13 bus shelters | BCG0003968 | $131,000 | $0 | $131,000 |
| Purchase Expansion 30-ft Bus | BCG0004015 | $163,600 | $0 | $163,600 |
| **CONTRACT AWARD CAP FOR SFY 2018** | | | | $1,717,800 |

## Projected SFY 2019 (7/1/2018-6/30/2019)

<table>
<thead>
<tr>
<th>OPERATING SFY 2019</th>
<th>CAPITAL SFY 2019</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>COST</strong></td>
<td><strong>REVENUE</strong></td>
</tr>
<tr>
<td>OPERATING SFY 2019</td>
<td>$1,080,000</td>
</tr>
<tr>
<td><strong>CONTRACT AWARD OP FOR SFY 2019</strong></td>
<td></td>
</tr>
</tbody>
</table>

## Projected Total Award (SFY 2018 & 2019)

$3,185,800
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@mankatomn.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:

23 U.S.C 134 and 49 U.S.C. 5303, and the subpart;
In non-attainment and maintenance areas, Section 174 and 176 (c) and (d) of the Clear Air Ace 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 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;
23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
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;
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

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 _______ day of _______, as shown by the minutes of said meeting in my possession.

____________________________________
Chair

____________________________________
Executive Director

Date

Date
AGENDA RECOMMENDATION

Agenda Heading: Future Work Plan Items for the MAPO No: 4.3

Agenda Item: Future Work Plan Items for the MAPO

Recommendation Action(s): Informational & Discussion

Summary: Staff would like input from the Policy Board members on future work plan studies and projects. The below graph shows the draft plan for major study projects planned for the MAPO.

<table>
<thead>
<tr>
<th>Major Program Actives</th>
<th>2017</th>
<th>2018</th>
<th>2019</th>
<th>2020</th>
</tr>
</thead>
<tbody>
<tr>
<td>Belgrade Ave Corridor Study</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Riverfront Drive Corridor Study</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Transit Development Plan</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Three ICE Studies</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Highway 22 Corridor Study</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ADA Transition Plan</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pavement Management Plan</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Warren Street Corridor Study</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Intelligent Trans Plan</td>
<td></td>
<td></td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Bike &amp; Pedestrian Plan</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>MAPO Transportation Modeling</td>
<td></td>
<td>X</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Long Range Transportation Plan Update</td>
<td></td>
<td></td>
<td>X</td>
<td>X</td>
</tr>
</tbody>
</table>

Items TAC members discussed during their July 15th meeting included: US169/Highway14 flood mitigation study, 3rd Avenue / Highway 14 ICE studies, Hoffman Road extension to Eagle Lake Report.

Attachments: None
**AGENDA RECOMMENDATION**

**Agenda Heading:** MnDOT’s 10-Year Capital Improvement Program (CHIP) No: 5.4

**Agenda Item:** MnDOT’s Capital Improvement Program (CHIP)

**Recommendation Action(s):** Informational & Discussion

**Summary:** The 10-Year Capital Highway Investment Plan (CHIP) details MnDOT’s capital highway investments for the next ten years on the state highway network. The primary purpose of the document is to communicate programmed and planned capital highway projects over the next 10 years.

The first four years represents state highway projects in the State Transportation Improvement Program (STIP) representing MnDOT’s committed construction program. The CHIP also identifies projects in the six years after the current STIP as the agency’s planned investments. While projects are not commitments until they reach the State Transportation Improvement Program, listing the agency’s priorities 5-10 years out allows for advanced coordination and ultimately better, more appropriate projects for all those served.

Lisa Bigham with MnDOT District 7 will be presenting on the District’s 10-year CHIP.

**Attachments:**
- 2022-2027 CHIP Map
District 7’s Ten Year Plan
2018-2037 MN State Highway Investment Plan

Total Needs: $39 Billion

Total Revenue: $21 Billion

Total Needs: $39 Billion

Total Revenue: $21 Billion

View the plan at Minnesota GO | http://minnesotago.org/index.php?cID=475
### Revenue Source

<table>
<thead>
<tr>
<th></th>
<th>FY2018</th>
<th>FY2019</th>
<th>FY2020</th>
<th>FY2021</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>State Road Construction</strong></td>
<td></td>
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<td></td>
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<tr>
<td>Regular State Road Construction (SRC)</td>
<td>$911 M</td>
<td>$842 M</td>
<td>$842 M</td>
<td>$842 M</td>
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<tr>
<td>One-Time Increase in SRC</td>
<td>$92 M</td>
<td>$42 M</td>
<td>$23 M</td>
<td>$7 M</td>
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<tr>
<td>Carryover (FY18 ELLAs funded in FY17 &amp; End of Year adjustments)</td>
<td>$30 M</td>
<td></td>
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<tr>
<td><strong>Existing Bond Programs</strong></td>
<td></td>
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<tr>
<td>Chapter 152 Bond Release</td>
<td></td>
<td>$30 M</td>
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<tr>
<td>Chapter 5 Bond Release</td>
<td></td>
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<td>$25 M</td>
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<tr>
<td>Chapter 117 Bonds (approved for I-35W MnPASS)</td>
<td>$19 M</td>
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<tr>
<td><strong>New Funding</strong></td>
<td></td>
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<tr>
<td>Trunk Highway Bonds</td>
<td>$100 M</td>
<td>$100 M</td>
<td>$220 M</td>
<td>$220 M</td>
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<tr>
<td>Corridors of Commerce TH Funds</td>
<td>$25 M</td>
<td>$25 M</td>
<td>$25 M</td>
<td>$25 M</td>
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<tr>
<td>Corridors of Commerce Bonds</td>
<td>$50 M</td>
<td>$50 M</td>
<td>$100 M</td>
<td>$100 M</td>
</tr>
</tbody>
</table>

Blue = Bond Funds
Green = Trunk Highway Funds

Shaded funds have budget authority.
Pavement Performance

• Percent Poor Targets:
  • Interstate Pavements: \( \leq 2.0\% \)
  • Other National Highway System (NHS) Pavements: \( \leq 4.0\% \)
  • Non-NHS Pavements: \( \leq 10.0\% \)

• Percent Good Targets:
  • Interstate Pavements: \( \geq 70\% \)
  • Other NHS Pavements: \( \geq 65\% \)
  • Non-NHS Pavements: \( \geq 60\% \)

• Remaining Service Life
Former District 7 Pavement Strategy

- Keeping the good roads good!
  - Catch roads before they reach poor condition, when fixes are less expensive.
    - Work on roads with RQI >= 2.5, which is the point where most users feel uncomfortable, and the roadway will require major rehab to repair.
  - Fix poor roads RQI < 2.5 when extra funding becomes available.
    - Without extra funding these roads do not get worked on and continue to deteriorate.
New District 7 Pavement Strategy

• “Worst First” mentality:
  • Select roadways that are already in poor condition, preferably those in the worst condition, and apply cost effective fixes.
  • Select long term pavement fixes to provide for increased remaining service life
  • Preliminary results show by 2027 the system will have:
    • Higher remaining service life
    • Increased % good
    • Decreased % poor
District 7 Poor Ride Quality Index, Non-NHS System
(RQI <= 2.0)
2018 – 2021 District 7 ATIP
NEW DRAFT 2022 – 2027 District 7 CHIP
A meeting of the Technical Advisory Committee (TAC) of the Mankato/North Mankato Area Planning Organization was held on June 15, 2017, at 1:30 p.m. in the Minnesota River Room of the Intergovernmental Center. Present, Paul Vogel – MAPO Executive Director, Lisa Bigham – District 7 Minnesota Department of Transportation, Jake Huebsch – MAPO Transportation Planner, Ed Pankratz – Mankato Township, Karl Friedrichs – Lime Township, Mark Anderson – City of Mankato Transit, Mike Fischer – City of North Mankato, Stefan Gantert – Blue Earth County, Mandy Landkamer – Director of Environmental Services Nicollet County, Sam Parker, Region Nine Development Commission, Jeff Johnson – Public Works Director City of Mankato, Nate Huettl - Facilities Management, Minnesota State University, Mankato, Brad Potter – City of Eagle Lake. Others present: Bobbi Retzlaff – MnDOT, Scott Poska – SRF

I. Call to Order

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

II. Introductions

Introductions were made.

III. Approval of Agenda

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

IV. Approval of Minutes, April 20, 2017

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

1. **Adams Street TIP Amendment**
   Project SP 137-080-002 currently reads: "**AC**TED** ADAMS ST, FROM ROOSEVELT CIRCLE TO CSAH 12, CONSTRUCT NEW ROAD (AC PAYBACK IN 2018, 2019 & 2020. However, the work actually goes from TH 22 to CSAH 12 which corresponds with the project memo description. In addition, the STIP and TIP show 0.6 miles in length and the total project length according to the plan is 1.1 miles. Project 137-080-002 will be in FY18, but will still have FY17 federal funds.

   Mr. Friedrichs motioned and Mr. Parker seconded the motion to recommend to the MAPO Policy Board that project SP 137-080-002 and the 2017-2020 TIP be amended to reflect the changes as shown above.

2. **2018-2021 Transportation Improvement Program**
   Staff explained that the 2018-2021 TIP was released for a 30 day public comment period on May 7, 2017 and ended on June 9, 2017. Staff followed the process outlined in the MAPO’s Public Participation Plan which included distribution methods of the draft TIP and hosting a public open house. The open house was held on May 25th from 4:00 – 5:00 p.m. No public comments were received during the public open house or the 30 day public comment period. MnDOT Central Office, FHWA and MnDOT District 7 also reviewed and provided comments on the 2018-2021 TIP.

   Staff noted that MnDOT District 7 staff provided a few additional corrections that were not reflected in the presented 2018-2021 TIP document. In addition, TAC members requested that MAPO staff follow up on the description of rail crossing improvements in 2018, specifically if the rail line is still DM&E or CP.

   Mr. Friedrichs motioned and Mr. Johnson seconded the motion to recommend approval with the discussed modifications of MAPO’s 2018-2021 TIP to the MAPO Policy Board. With all voting in favor, the motion carried unanimously.

3. **The 10-Year Capital Highway Investment Plan (CHIP)**
   Lisa Bingham from MnDOT District 7 presented on the District’s 10-year CHIP. The Capital Highway Investment Plan shows the planned investments for the next ten years on the state highway network. Ms. Bingham explained that the first four years represents state highway projects in the State Transportation Improvement Program (STIP) representing MnDOT’s committed construction program. The CHIP also identifies projects in the six years after the current STIP as the agency’s planned investments. While projects are not commitments until they reach the State Transportation Improvement Program, listing the agency’s
priorities 5-10 years out allows for advanced coordination and ultimately better, more appropriate projects for all those served.

4. **Future Work Plan Items for the MAPO**
Staff presented future work plan items and solicited feedback from TAC members on future work plan studies and projects. MAPO staff asked TAC members to follow up with their jurisdictions to seek additional feedback. Items TAC members discussed during the meeting included: US169/Highway14 flood mitigation study, 3rd Avenue / Highway 14 ICE studies, Hoffman Road extension to Eagle Lake Report.

5. **2017 Intersection Control Evaluation (ICE) Studies Update**
In April of 2017 the MAPO contracted with SRF Consulting Group, Inc. to perform three intersection control evaluation studies at Lookout Drive / Howard Drive, Lor Ray Drive / Carlson Drive and Pleasant Street / Stoltzman Road. Scott Poska with SRF provided an update on the studies.

**VI. Other Business & Updates**

Mr. Anderson provided an update on the Transit Development Plan including the upcoming outreach meetings. The meeting will be held at the Verizon Center June 22nd and 24th. MAPO explained that Trunk Highway 22 contract has been executed with SRF and MnDOT is finalizing their contract and work will begin soon. Staff included the Safety Target Measure that MnDOT provided, MAPO has 180 days beginning August 1st to develop their own targets or adopt MnDOT’s targets.

The May 4, 2017 MAPO Policy Board Minutes were included as Informational

**VII. Adjournment**

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

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Chair, Mr. Fischer
Publish: June 29th & July 5th, 2017

NOTICE IS HEREBY GIVEN that on the 6th Day of July at 6:00 p.m. the Mankato/North Mankato Area Planning Organization (MAPO) Policy Board will hold their regularly scheduled meeting.

The Meeting will be held in the Minnesota River Room of the Intergovernmental Center, 10 Civic Center Plaza, Mankato, Minnesota.

Copies of the agenda and materials will be available upon request by June 30th, 2017 at the Intergovernmental Center, 10 Civic Center Plaza, Mankato, Minnesota, during regular business hours. To receive electronic copies please visit www.mnmapo.org or call (507) 387-8630 for additional information.

Paul Vogel
Executive Director
Mankato/North Mankato Area Planning Organization