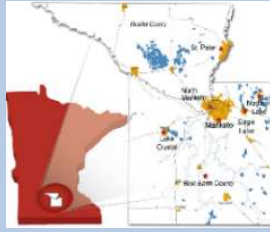


# Mankato/North Mankato Area Planning Organization (MAPO)



**2024 - 2027**

## Transportation Improvement Program (TIP)



Recommended for adoption by the MAPO Technical Advisory Committee (TAC)  
August 17, 2023

Adopted by the MAPO Policy Board  
September 7, 2023

**AMENDED 2-1-2024**

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North Mankato City Engineer – Dan Sarff  
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Skyline Council Member – Paige Attarian  
Belgrade Township – Shane Nelson  
LeRay Township – Kurt Anderson  
Lime Township – Karl Friedrichs  
Mankato Township – Scott Morgan  
South Bend Township – June Lonquist  
Mankato Transit System – Shawn Schloesser  
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### **Disclaimer**

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

### **Map Disclaimer**

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**RESOLUTION OF THE MANKATO /NORTH MANKATO AREA PLANNING ORGANIZATION ADOPTING THE 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM & SELF-CERTIFICATION FINDING**

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

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

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

**WHEREAS**, staff and the Technical Advisory Committee has developed and recommended for approval the Transportation Improvement Program for State Fiscal Years 2024-2027; and

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

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

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

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

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

- The provisions of the American with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR Parts 27, 37 and 38;
- 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
- Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR 27 regarding discrimination against individuals with disabilities.

**NOW, THEREFORE BE IT RESOLVED;** that the Mankato/North Mankato Area Planning Organization Policy Board approves the 2024-2027 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 seventh (7th) day of September, 2023 as shown by the minutes of said meeting in my possession.



Chair

Sept 7, 2023

Date



Executive Director

9/7/2023

Date

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## Glossary

**Administrative Modification:** This is required when a minor change or revision is needed for a TIP project which does not require a formal amendment.

**Advanced Construction (AC):** The total estimated amount of future federal funds (AC) being committed to a project, front- ended by local/state funds.

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

**Amendment:** A significant change or addition of a TIP project which requires opportunity for public input and consideration by the MAPO Policy Board prior to becoming part of the TIP. The TIP document provides guidance on what changes require an amendment, pursuant to CFR and MAPO’s adopted Public Participation Plan (PPP).

**Annual Listing of Obligated Projects (ALOP):** This section identifies projects which have been programmed and funding has been obligated. For example, projects are listed in the ALOP section if the project has been or will be bid or let prior the end of 2022 Federal Fiscal Year (September 30, 2022). The annual listing will represent 2022 projects as part of the current TIP.

**Area Transportation Improvement Program (ATIP):** The ATIP is a compilation of significant surface transportation improvements scheduled for implementation within a district of a state during the next four years. Minnesota has an ATIP for each District. MAPO’s TIP projects in Minnesota fall under the ATIP for MnDOT District 7. All projects listed in the TIP are required to be listed in the ATIP.

**Arterial:** An arterial road or arterial thoroughfare is a high-capacity urban road. May be principle (higher traffic) or minor (lower traffic).

**Classification:** This section provides the functional classification of the roadway or route as defined by MAPO and approved by State DOTs and FHWA.

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

**Collector:** service roads and principal or minor arterial roadways.

**Environmental Justice:** Identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.

**Estimated Cost and Funding:** The total estimated cost of the described project. Sources are defined by the following categories: federal, state, and other.

**F.A.S.T Act:** Fixing America’s Surface Transportation Act was introduced on October 15, 2016 as the transportation bill to replace MAP-21. The Fixing America’s Surface Transportation (FAST) Act is bipartisan, bicameral, five-year legislation to improve the Nation’s surface transportation infrastructure, including our roads, bridges, transit systems, and passenger rail network. In addition to authorizing programs to strengthen this vital infrastructure, the FAST Act also

enhances federal safety programs for highways, public transportation, motor carrier, hazardous materials, and passenger rail.

**Federal Functional Classification:** Sometimes referred to as “classification”, the federal functional classification system defines the current functioning role a road or street has in Metropolitan Planning Area network. Generally, the two basic functions of a roadway are: (1) to allow for access to property and (2) to allow travel mobility. The “classifications” of roadways include Arterial, Collector, and Local which determine the balance of the two roadway functions which range from high mobility/low access (Arterials) to high access/low mobility (Locals), with Collector roadways falling somewhere in between.

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

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

**Federal Revenue Source:** In the project tables, this column identifies the source of federal revenues proposed for funding the project. The categories are abbreviated to indicate the specific federal program planned for the scheduled improvement. The abbreviations to these categories are shown in the list on page 13.

**Fiscal Constraint:** Demonstrating with sufficient financial information to confirm that projects within said document can be implemented using committed or available revenue sources, with reasonable assurance that the federally supported transportation system is being adequately operated and maintained.

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

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

**Interstate:** A highway that provides for expeditious movement of relatively large volumes of traffic between arterials with no provision for direct access to abutting property. An interstate, by design, is a multi-lane road with grade separations at all crossroads with full control of access.

**Jurisdictions:** Also referred to as “partners.” The member units of government which are within MAPO’s planning area. The member jurisdictions include the following: The counties of Blue Earth and Nicollet; the cities of Eagle Lake, Mankato, North Mankato, and Skyline; and the townships of Belgrade, Le Ray, Lime, Mankato, and South Bend.

**Lead Agency:** In the project tables, this column identifies the agency or jurisdiction usually initiating the project, requesting funding, and carrying out the necessary paperwork associated with project completion.

**Length:** In the project tables, this column identifies the length of a project in miles, if applicable.

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

**Local Source:** The amount of funding that will be provided for the project from local jurisdictions. Generally local funding comes from state aid, sales taxes, assessments, general funds, or special funding sources.

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

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

**MAP-21:** Moving Ahead for Progress in the 21st Century, the previous surface transportation act that was signed into effect in July 6, 2012 and expired September 30, 2014.

**Minor Arterials:** A road or street that provides for through traffic movements between collectors with other arterials. There is direct access to abutting property, subject to control of intersection and curb cuts. The minor arterial, by design, usually has two lanes in rural areas and four or more in urban areas.

**MnDOT:** State of Minnesota Department of Transportation.

**Principal Arterials:** A road or street that provides for expeditious movement of relatively large volumes of traffic between other arterials. A principal arterial should, by design, provide controlled access to abutting land and is usually a multi-lane divided road with no provision for parking within the roadway.

**Project Description:** This section further identifies the project to be carried out on the previously stated “facility” by describing the limits and types of improvements.

**Project Location:** The physical location of a project. Projects may be located within multiple jurisdictions.

**Project Number:** This is a means of labeling each project with a unique identifier for reference and for tracking the project across multiple years. This number is not related to any project number that may be assigned to a project by any other agency, and it does not reflect the order of priority in which the responsible agency has placed the project or the order of construction.

**Project Prioritization:** This is an exercise in which the MPO and member jurisdictions evaluate candidate projects submitted for federal aid against other candidate projects within the same federal aid funding categories. The MPO then submits the prioritized candidate projects to the state to further assist in project selection.

**Project Solicitation:** This is a request sent out to jurisdictional members to submit applications requesting federal funding for federal aid eligible projects

**Project Year:** This is the year in which the project is funded, or the year in which funding is identified and programmed for the project. The project year is not necessarily the construction year however, it is typical that first year TIP projects are bid or let before the next annual TIP is developed.

**Public Participation Plan (PPP):** An adopted MAPO plan which identifies the public input process which will be used for all types of projects including introducing a new TIP and making amendments and modifications to the existing TIP.

**Regionally Significant Project:** A transportation project (existing or proposed) that is designated by MAPO to have regional significance. MAPO assesses these projects on a case-by-case basis.

**Safe Accountable Flexible Efficient Transportation Act, A Legacy for Users (SAFETEA-LU):** A previous surface transportation act that expired July 5, 2012 and was replaced with MAP-21.

**State Transportation Improvement Program (STIP):** The STIP is a compilation of significant surface transportation improvements scheduled for implementation within Minnesota over the next four years. All projects listed in the TIP are required to be listed in the STIP.

**Transit Operator:** The designated transit service operator providing public transit for the area. The transit operator for the MAPO urbanized area is the Mankato Transit System.

**Transportation Improvement Program (TIP):** The TIP is a compilation of significant surface transportation improvements scheduled for implementation in the MAPO area during the next four years.

**3-C Planning Process:** As outlined in 23 C.F.R. 450 related to Metropolitan Transportation Planning, the planning process between MPOs, state transportation departments and transportation operators is required to be continuous, cooperative, and comprehensive (3-C).

## Acronyms

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

## Funding Sources

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

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## Chapter 1: Introduction

The Transportation Improvement Program (TIP) is a multi-year program of transportation improvements for the Mankato/North Mankato Metropolitan Planning Area (MPA). Decisions about transportation investments require collaboration and cooperation between different levels of government and neighboring jurisdictions. As a document, the TIP reports how the various jurisdictions within the Mankato/North Mankato Area Planning Organization (MAPO) area have prioritized the use of limited federal highway and transit funding. This TIP is part of an annual effort to specify a coordinated, multimodal transportation program that includes the full range of transportation improvements to be considered for implementation during the next four-year period.

The TIP process serves to implement projects and advance goals identified in the Mankato/North Mankato area Long Range Transportation Plan (LRTP). The TIP also programs project funding for the metropolitan area.

Development of both the LRTP and the TIP are facilitated by MAPO, the area's federally-recognized Metropolitan Planning Organization (MPO).

### **About Mankato/North Mankato Area Planning Organization**

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

The Federal Surface Transportation Assistance Act of 1973 requires the formation of an MPO for any urbanized area with a population greater than 50,000. The Act also requires, as a condition for federal transportation financial assistance, that transportation projects be based upon a continuous, comprehensive, and cooperative (3-C) planning process for the Mankato\North Mankato Metropolitan Planning Area (MPA). MPOs help facilitate implementing agencies (including municipal public works departments, county highway departments, and state departments of transportation) prioritize their transportation investments in a coordinated way consistent with regional needs, as outlined in a long-range metropolitan transportation plan.

The core of an MPO is the urbanized area, which is initially identified and defined by the U.S. Census Bureau as part of the Decennial Census update. This boundary is adjusted by local officials and approved by the Federal Highway Administration (FHWA), the result of which is the official Adjusted Urban Area Boundary (known as the UZA). The UZA boundary is used to determine the type of transportation funding programs potential projects may be eligible to receive.

In addition to the UZA, the MPO boundary includes any contiguous areas, which may become urbanized within a twenty-year forecast period. Collectively, this area is known as the Metropolitan Planning Area (MPA). MAPO's MPA boundary was most recently established in 2013 and is currently comprised of approximately 131.31 square miles (84,040.35 acres), two counties, four cities, and five townships. The MPA boundary is effectively MAPO's "study area"

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or area of influence respective to the metropolitan transportation planning program (see Map 1). These areas are significant not only as potential future population centers, but also due to their proximity to existing and future transportation assets of regional significance. The MPO is approved by MnDOT.

As roads and other transportation systems do not start and stop at jurisdictional lines, MAPO meets and maintains a “3-C” (comprehensive, cooperative, and continuing) metropolitan transportation planning process to provide maximum service to citizens. Simply, the federal government wants to see federal transportation funds spent in a way that will positively impact the metropolitan region-wide and developed through intergovernmental collaboration, rational and performance-based analysis, and consensus-based decision making.

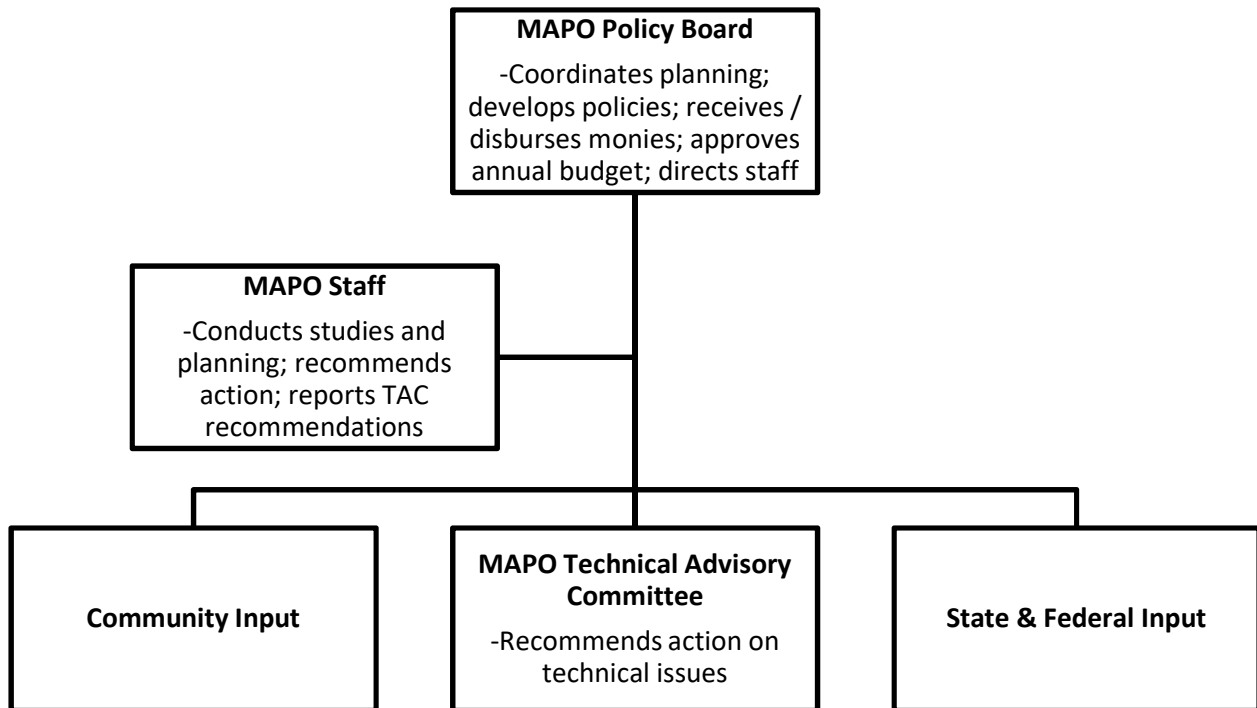
MAPO provides regional coordination and approves the use of federal transportation funds within the MPA. Responsibility for the implementation of specific transportation projects lies with MnDOT and the local units of government as transportation providers.

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

MAPO’s official website is [www.mnmapo.org](http://www.mnmapo.org) and MAPO can be followed on Twitter at the handle [@MinnesotaMAPO](https://twitter.com/MinnesotaMAPO).

### ***Governance and Organizational Structure***

*Chart 1: MAPO Organizational Chart*



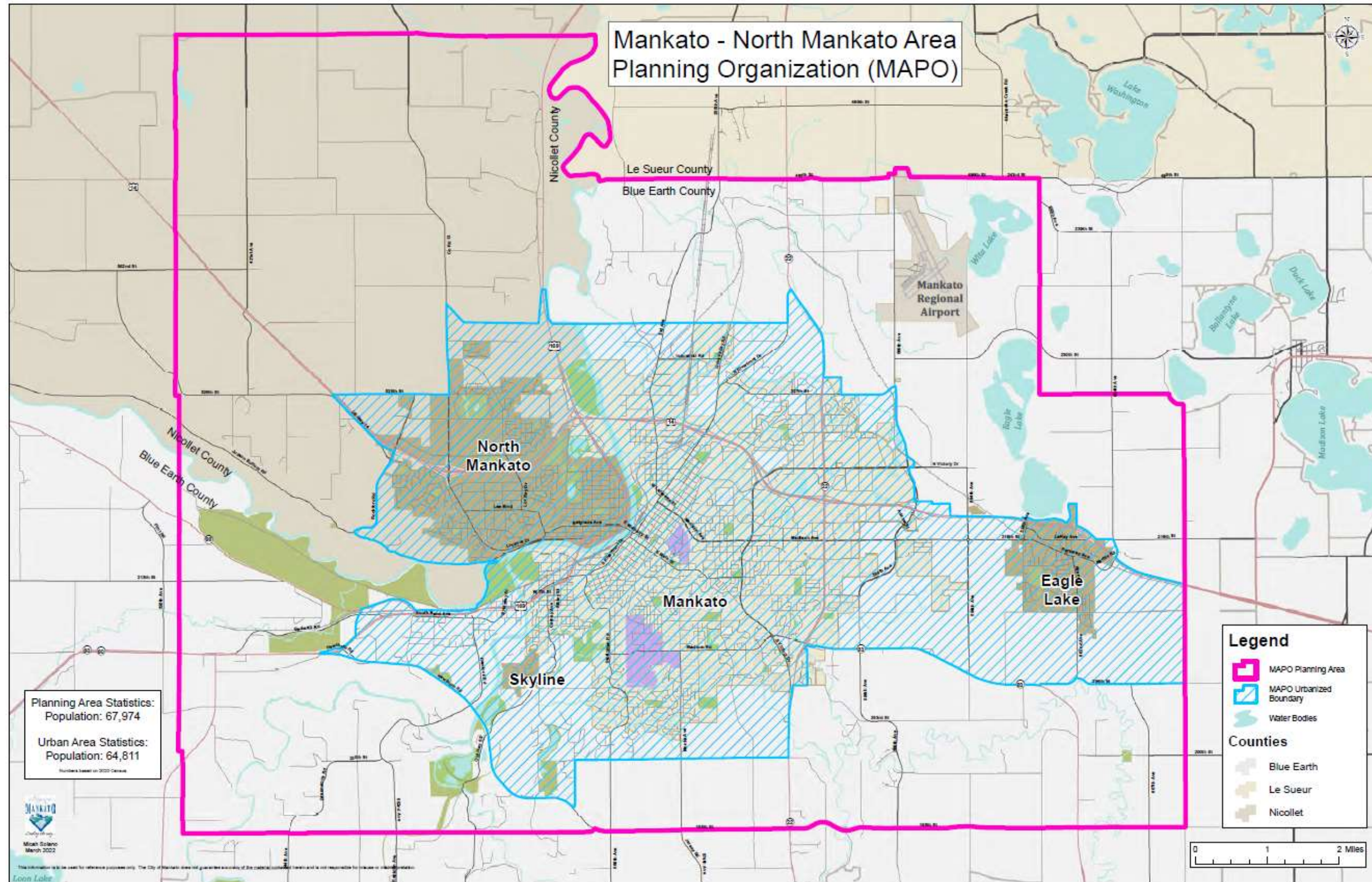
### ***MAPO’s Role in Planning Process***

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



- 
- Maintaining a certified "3-C" transportation planning process: comprehensive, cooperative, and continuing.
  - Coordinating the planning and implementation activities of local, regional, and state transportation agencies.
  - Ensuring that an effective public participation process, in which meaningful public input is obtained, 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 moves people and goods in an efficient manner.

Map 1: Mankato/North Mankato Metropolitan Planning Area



## Planning Factors

The federal transportation bill, the Infrastructure Investment and Jobs Act (IIJA) identifies ten planning factors that must be considered in the transportation planning process. 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, housing, and economic development patterns.
- 6) Enhance integration and connectivity of the transportation system across and between modes, people and freight.
- 7) Promote efficient system management and operation.
- 8) Emphasize preservation of the existing transportation system.
- 9) Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.
- 10) Enhance travel and tourism.

## Transportation Improvement Program (TIP)

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

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

Partner agencies propose projects to MAPO on an annual basis to be coordinated into a comprehensive listing of the area's federally funded transportation improvements planned for the next 4 years.

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

Projects programmed into the TIP must comply with federal regulations. If a project is 100% funded only with state and local funds, it does not have to meet federal requirements and does not have to be included in the TIP.

Projects can be amended at any time during the program year by action of the MAPO Policy Board. Administrative modifications to the TIP do not require Policy Board action. Over the

course of the year, changes may be necessary to project categories including cost, specific funding sources, project timing, etc.

As a management tool for monitoring the progress of implementing the LRTP, the TIP identifies criteria and a process for prioritizing implementation of transportation projects – including any changes in priorities from the previous TIP that were implemented – and identifies any significant delays in the planned implementation of other projects.

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

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

MAPO and its Transportation Advisory Committee (TAC) contribute to the development of the TIP, and the MAPO Policy Board reviews the TIP for approval.

### ***Regionally Significant Projects***

In addition, federal regulations dictate the MPO must include in their annual TIP “all regionally significant projects requiring an action by the FHWA or the FTA whether or not the projects are to be funded under title 23 U.S.C. Chapters 1 and 2 or title 49 U.S.C. Chapter 53 (e.g., addition of an interchange to the Interstate System with State, local, and/or private funds and congressionally designated projects not funded under 23 U.S.C. or 49 U.S.C. Chapter 53).”

Federal regulations go on to state:

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

Federal regulations have left the determination of “regionally significant” transportation projects up to individual MPOs.

Within the MAPO area, a project is assessed for regional significance on a case-by-case basis. Projects are reviewed by MAPO staff and the MAPO Technical Advisory Committee (TAC) using a Regional Significance scoresheet (Appendix E). The TAC then determines whether a recommendation for individual projects will be made to the MAPO Policy Board.

### ***Illustrative Projects***

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

### ***Advance Construction Projects***

A practice referred to as “Advanced Construction” (AC) may be used in order to maximize the area’s ability to expend federal funds. This practice provides project sponsors the ability to have a project occur in one fiscal year (FY) and be reimbursed with federal funds in one or more later FY(s). When AC is used, project sponsors may front the entire cost, or a portion of the project cost in the programmed FY with local or state funds. The project may then be included in subsequent FY(s) when federal funds become available to reflect a reimbursement of eligible project costs.

## **The TIP and its Connection to the Transportation Planning Process**

The projects in the fiscal year (FY) 2024-2027 TIP originate from the MAPO Long Range Transportation Plan (LRTP). The LRTP contains a list of short, mid, and long-range transportation projects, goals, and focus areas that are planned for the metropolitan area over a 20-year time frame.

The regional transportation goals and objectives identified in the LRTP set the broad policy framework for planning transportation improvements. The projects inventoried in the TIP are intended to come from the LRTP or support the long-range goals and objectives established in that framework. The MAPO LRTP identifies how each project or program in the TIP will support the MAPO key performance Goal Areas:

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

## **Consistency with Other Plans**

### ***Long Range Transportation Plan***

MAPO’s Long Range Transportation Plan (LRTP) documents the ongoing multimodal short-and long-term transportation planning process in the MAPO area. The LRTP sets a regional transportation vision for MAPO partner agencies and identifies major long-range transportation investments. Projects contained in the TIP must first either be identified in the LRTP, and/or

serve the goals outlined within the LRTP. Whereas the LRTP provides a long-term overview of transportation needs, the TIP is focused on the near term and is the means to program federal transportation funds for projects to meet those needs. In addition, the TIP is consistent, to the maximum extent feasible, with other plans developed by MAPO.

### ***Unified Planning Work Program***

MAPO's Unified Planning Work Program (UPWP) describes the transportation planning activities MAPO and other agencies propose to undertake during the next two calendar years. The UPWP promotes a unified regional approach to transportation planning in order to achieve regional goals and objectives. It serves to document the proposed expenditures of federal, state, and local transportation planning funds, and provides a management tool for MAPO and funding agencies in scheduling major transportation planning activities, milestones, and products.

### ***Public Participation Plan***

MAPO's adopted Public Participation Plan (PPP) serves as a framework of guidelines for MAPO's public engagement processes. Public involvement procedures are also required by federal regulations to be in place and periodically reviewed regarding the effectiveness of the process to ensure open access is provided to all. The PPP provides guidance for how the TIP is to be developed and made available for public review and comment.

### **Programming the TIP**

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

MnDOT District 7 is represented by [ATP 7](#).

As the designated MPO for the urbanized area, MAPO must develop its own TIP that is incorporated into the ATIP and subsequently, the STIP. The STIP must be consistent with the TIP.

The TIP project solicitation and development process begins in November. Projects originate from:

- MPO LRTP
- Implementing jurisdiction and/or agency project submittals

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

- Economic Factors
- Health and Safety
- Access

- Project Design

## Regional Significance

Due to the multijurisdictional nature of transportation, some projects located outside the MAPO planning area may have significant effect on and within the MAPO planning area. For example, a substantial expansion or improvement of an interregional corridor passing through or nearby the MAPO planning boundary may have transformative effect on traffic patterns to and from the MAPO area, and thus qualify as regionally significant. It is the intent of MAPO to show support for projects it classifies as regionally significant. MAPO will assess whether projects qualify as regionally significant on a case-by-case basis. In some cases, these projects are in conceptual stages and thus definitive cost projections are unavailable. Cost estimates are illustrative and may be adjusted.

The following is a list of regionally significant projects as determined by MAPO:

***St. Peter to Mankato*** – A full depth reclaim and overlay from CSAH 26 (Augusta Dr) to the Minnesota River bridge outside of the City of St. Peter is scheduled for 2025. This segment is one of two highways that connect Mankato and St. Peter. Resurfacing and improving this segment with roundabouts has significant potential impact on tourist, hobbyist, and commuter traffic to and from the MAPO area. In recognition of this impact, MAPO has designated the project as regionally significant.

## Funding Sources

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

- FHWA: those funds disbursed through the Federal Highway Administration
- Advanced Construction (AC): The total estimated amount of future federal funds (AC) being committed to a project, front-ended by local/state funds.
- FTA: those funds disbursed through the Federal Transit Administration (FTA)
- Trunk Highway (TH): Funds disbursed through the State of Minnesota
- State: The state match for transit projects
- Local Funds: Funds derived from other sources, commonly Local Matching Funds.

Legislation allows MnDOT to reserve the ability to determine which of these funding sources (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.

Funding sources are identified on the following pages by the acronym in parentheses after each funding name listed below.

The primary governing federal transportation bill, the Infrastructure Investment and Jobs Act (IIJA), aka Bipartisan Infrastructure Law (BIL) for the most part continues the structure of the various funding programs of the previous federal transportation bill, the Fixing America's Surface Transportation (FAST) Act. Local jurisdictions that are eligible for federal transportation

funds including the Surface Transportation Block Grant (STBG-TAP) program, which emphasize flexibility in the types of projects and activities that those funds can be applied.

### ***Bond Funds (BF)***

Funding identified as “BF” indicate that the project is being funded almost exclusively with bond funds.

### ***Bridge Replacement Off-System (BROS)***

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

### ***Carbon Reduction Program (CRP)***

Program created by Infrastructure Investment and Jobs Act to fund projects that reduce carbon emissions. Projects eligible for CRP funding are ranked by the MnDOT ATP district or the applicable MPO.

### ***DEMO***

HPP, Earmark, National Corridor Improvement Program, Projects of National & Regional Significance and all projects that have a Demo ID

### ***Early Let Late Encumbrance (ELLE)***

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

### ***Federal Transit Administration (FTA)***

Transit funding authorized by the IIJA 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 MAPO TIP generally represent one of several subcategories that represent different funding programs administered by the FTA to provide either capital or operating assistance to public transit providers.

### ***Highway Safety Improvement Program (HSIP)***

The Highway Safety Improvement Program 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, publicly owned bicycle and pedestrian pathways, or trails. 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.

### ***Highway Rail Grade Crossing & Rail Safety (RRS)***

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

### ***Local Funds (LF)***

Funding identified as "LF" indicates projects that are being funded almost exclusively with local funds but are identified as "regionally significant" and are therefore included.

### ***National Highway Freight Program (NHFP)***

The purpose, among other goals, of the National Highway Freight Program (NHFP) is to improve efficient movement of freight on the National Highway Freight Network (NHFN). NHFN replaces the National Freight Network and Primary Freight Network established under the Moving Ahead for Progress in the 21st Century Act (MAP-21). Section 1116 requires the re-designation of the NHFN every five years, and repeals Section 1116 of MAP-21, which allowed for an increased Federal share for certain freight projects. The intent of repeal was to re-designate the National Freight Network operational domain and replace it with the National Highway Freight Network. NHFP funds may be obligated for projects that contribute to the efficient movement of freight on the National Highway Freight Network (NHFN) and are consistent with the planning requirements of sections 134 and 135 of title 23, United States Code.

### ***National Highway Performance Program (NHPP)***

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

### ***State Funds (SF)***

Funding identified as "SF" indicates that a project has State Funds.

### ***Surface Transportation Block Grant Program (STBGTP)***

Formally known as the Surface Transportation Program (STP), the Surface Transportation Block Grant (STBGTP) program delivers funds designed to be flexible in their application. They may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road,

pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. States and localities are responsible for a 20% share of project costs funded through this program.

### ***Transportation Alternatives (TA)***

The Transportation Alternatives (TA) formally known as the Transportation Alternatives Program (TAP), 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. 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 TA funds applied to projects. States may also transfer up to 50% of TA funds to NHPP, STP, HSIP, CMAQ, and/or Metro Planning.

### ***Other***

Funding identified as “other” could include funding from State or Federal grants or other funding sources including local funds.

## **Project Solicitation, Prioritization, and Selection**

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

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

See Chapter 2 | Project Selection for additional information.

## **Fiscal Constraint**

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

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

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

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

## **Environmental Justice**

This TIP also includes an Environmental Justice (EJ) evaluation to determine if programmed projects will have a disproportionate impact on minority and/or low-income populations, consistent with the 1994 Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations.

A further look at TIP programmed projects in comparison to EJ areas can be found in Chapter 5.

## **Public Involvement**

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

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

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

Public comments can be found in Appendix B.

## **Self Certification**

Annually as part of the Transportation Improvement Program, MAPO self-certifies along with MnDOT that the metropolitan planning process is being carried out in accordance with all applicable requirements. Requirements relevant to MAPO processes include:

- Compliance with the metropolitan planning requirements;
- Title VI of the Civil Rights Act of 1964, as amended;
- Prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- Involvement of disadvantaged business enterprises in USDOT-funded projects;
- Implementation of an equal employment opportunity program on federal and federal-aid highway construction contracts;
- Provisions of the Americans with Disabilities Act of 1990;
- Prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance;
- Prohibiting discrimination based on gender; and
- Prohibiting discrimination against individuals with disabilities

A copy of the MAPO Policy Board statement of Self Certification is located in the front of this document.

## Chapter 2: Project Selection

As the designated MPO for the Mankato/North Mankato area, MAPO is responsible for developing a list of priority transportation projects for the Mankato metropolitan area for the purpose of programming funding through the Infrastructure Investment and Jobs Act. It is required to work in cooperation with local units of government, the Minnesota Department of Transportation, and the Mankato Transit System to identify area transportation priorities and produce the annual TIP. 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 the Fixing America's Surface Transportation (FAST) Act, MAPO-21 (2012), and Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU, 2005), the IJA 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 reflective of the local TIPs.

### **MnDOT District 7 Area Transportation Partnership (ATP-7)**

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 (ATP-7), 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, Le Sueur, Martin, Nicollet, Nobles, Rock, Sibley, Waseca, and Watonwan counties (Figure 1).

Similar to MAPO, the purpose of the ATP is to prioritize projects in the larger region for receiving federal funding. This priority list is called the Area Transportation Improvement Program (ATIP) is combined with the other ATIPs from other ATPs around the state that ultimately make up the STIP.

Although the ATP encompasses the MAPO MPA, the MAPO through the development of the TIP leads the project selection of the projects located within the MPA boundaries. The ATP leads the project selection outside the MPA boundaries.

Under the ATP-7, there are ATP subcommittees that represent each of the funding areas that the ATP helps program: TA, STP-Small Urban, and STP-Rural. Entities represented on the subcommittees include counties, cities, transit, MnDOT, MnDNR, Region Nine Regional Development Commission (RDC), Southwest RDC, and MAPO.

*Figure 1: Membership Counties of the MnDOT District 7 ATP*



Although projects from the thirteen counties and the MAPO area are in a sense competing for the limited federal funding that comes to District 7, the process used by the ATP provides a degree of merit-based equity.

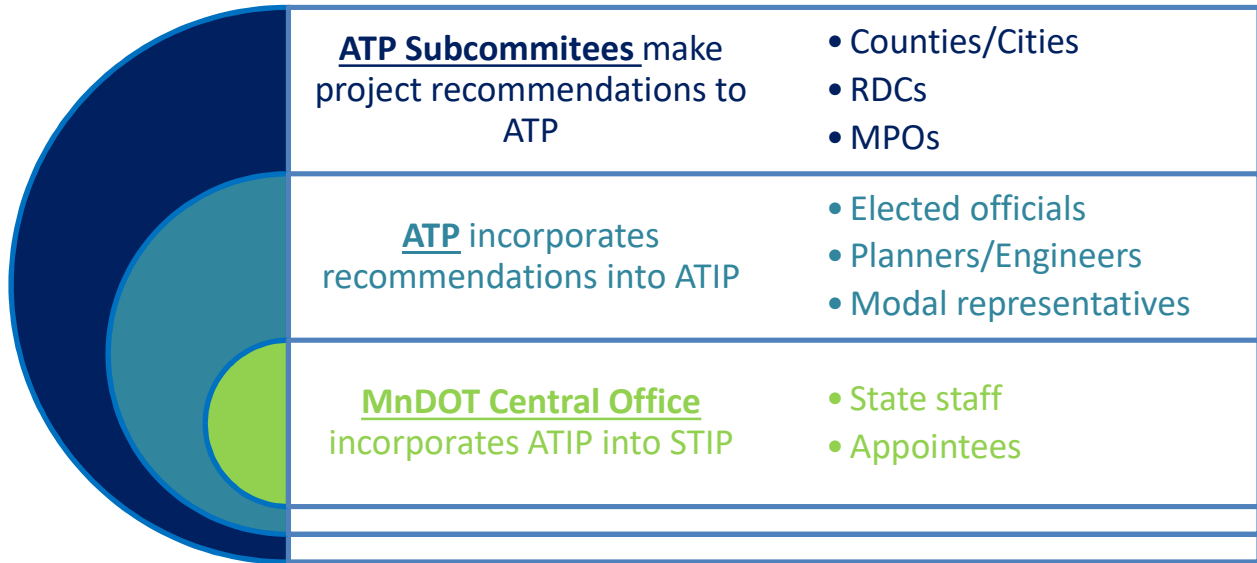
**Step 1:** Proposed local projects are rated for regional significance by MAPO and the respective Regional Development Commission (RDC) as input to the ATP subcommittees. The subcommittees develop and recommend to the full ATP their ranked list of projects based on funding targets, local priorities, and ATP approved investment guidelines.

**Step 2:** 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 with the Draft STIP.

**Step 3:** 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.

**Step 4:** After all reviews and revisions are complete, the ATIP is submitted to MnDOT Central Office for inclusion in the final STIP.

*Figure 2: TIP, ATIP, STIP organization*



### Eligibility for Roadway and Transit Projects

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

A portion of Surface Transportation Block Grant (STBG) funding can also be “flexed” for transit improvements, 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 and stakeholders to ensure that the projects included in the TIP are consistent with those goals, objectives, and priorities.

In selecting projects for inclusion in the TIP, MAPO utilizes the subcommittees of the ATP to ensure consistency with regional and interjurisdictional transportation goals. Applicant agencies seeking funding through the Transportation Alternatives (TA) program meet with MAPO staff prior to applying for project funding to review their Letters of Intent (LOIs) to ensure the proposed projects are congruent with MAPO goals. MAPO staff review the proposed project and eligibility requirements with the applicant and then makes a determination whether or not to recommend project funding to the ATP ranking subcommittee. A MAPO representative also serves on the ATP subcommittee.

### ***Project Evaluation and Prioritization***

MAPO’s project evaluation process establishes a framework for decision-makers to guide them in prioritizing project submittals. The process was designed to help ensure that projects are consistent with the goals and objectives of the MPA and that limited financial resources are used in the most effective manner possible.

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

#### ***TIP Project Scoring Criteria***

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

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

Funding eligibility for the Transportation Alternatives program (TA) includes the former Transportation Enhancements eligible projects, Recreational Trails, and Safe Routes to School programs. Construction, planning, and design for these types of projects are all eligible activities under TA, as well as projects related to environmental mitigation, or the maintenance and preservation of historic transportation facilities. STBG/TAP 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 TIP.



## Chapter 3: Performance Measures & Targets

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

In 2015, the FAST Act was signed into law and expanded upon MAP-21 performance-based outcomes and provided a foundation for surface transportation infrastructure planning and investment. Performance measures were built into the FAST Act to emphasize planning and programming philosophies that are based upon continuously collected transportation data.

Additionally, the FAST Act included requirements for state DOTs and MPOs to establish targets for various performance measures. These targets set measurable benchmarks for FHWA, state DOTs, and MPOs to easily track their progress on safety, pavement condition, and system reliability goals. There are funding implications that are associated with the accomplishment or progress toward each target to incentivize planning efforts be tied to performance targets and goals.

The current surface transportation legislation, the Infrastructure Investment and Jobs Act (IIJA) aka Bipartisan Infrastructure Law (BIL), was signed into law November 15, 2021. The IIJA continued previous surface transportation authorization requirements for regarding performance measurement.

The performance measures focus on several major areas; PM1 (transportation safety), PM2 (pavement and bridge condition), and PM3 (system reliability), as well as transit safety and Transit Asset Management (TAM). TAM targets emphasize improvement of the regional transit system, and MAPO must program projects accordingly. MAPO maintains current and compliant resolutions for PM1, PM2, PM3, TAM, and Public Transit Agency Safety Plan (PTASP).

The goals of MAPO's 2045 Long Range Transportation Plan (LRTP) support these performance measure areas by prioritizing projects which: increase the safety of all users of the MAPO's transportation system, preserve and maintain the existing transportation infrastructure, and increase access and reliability options for users. The LRTP also outlines compliance with MAP-21 and the FAST Act as a goal of the plan.

For Performance Measures 1 through 3, MPOs including MAPO may decide to adopt their own targets or choose to adopt the MnDOT set statewide targets. Support of these measures must be documented annually in the TIP document. On February 2, 2023, MAPO resolved to support MnDOT's targets for PM2 (Pavement and Bridge Condition) and PM3 (System Reliability).

### Performance Measure 1: Safety

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

- Number of Fatalities

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

Each of MnDOT’s individual targets is based on a five-year rolling average. Thus, 2021 targets were based on the total for 2016, 2017, 2018, 2019, and 2020 then divided by five (5). Subsequently, 2022 targets are based on the total of 2017, 2018, 2019, 2020, and 2021 then divided by five (5). Hence the average will change each year based on new data.

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

*Figure 4: MAPO PM1 incidences and rates*

| Year | MAPO Area Annual VMT | MAPO Area Fatalities | MAPO Fatality Rate [Fatalities/(VMT/100M)] | MAPO Area Serious Injuries | MAPO Area Serious Injury Rate (Injuries/VMT/100M) |
|------|----------------------|----------------------|--|----------------------------|---|
| 2015 |                      | 5                    |  | 6                          |   |
| 2016 | No data              | 3                    | -  | 22                         | -   |
| 2017 | 525,444,721          | 4                    | 0.761                                      | 13                         | 2.474   |
| 2018 | 535,177,975          | 1                    | 0.187                                      | 21                         | 3.924   |
| 2019 | 545,260,015          | 2                    | 0.367                                      | 19                         | 3.485   |
| 2020 | 470,123,185          | 2                    | 0.425                                      | 12                         | 2.553   |
| 2021 | 504,942,677          | 3                    | 0.594                                      | 19                         | 3.762   |

Source: MnDOT Office of Transportation System Management

### Crash Incidents

MnDOT’s Crash Mapping Analysis Tool (MnCMAT) provides a dataset of crash incidents which occurred within the MAPO boundary over 2017 – 2021 (Appendix E). Crashes in the MAPO area were distributed across various transportation infrastructure and municipal jurisdictions, indicating there is not any one overriding transportation improvement which can resolve the majority of crashes. However, trends are evident. Across 2017 – 2021 there was some clustering of crashes within the Trunk Highway 169 Corridor through Mankato/North Mankato, including two fatalities in 2021. This corridor was the subject of MAPO’s 2021 Highway 169 Corridor Study, which recommended a range of infrastructure improvements anticipated to increase multimodal safety. Similarly, in 2020 there was a multi-vehicle crash resulting in one fatality on CSAH 5 (Third Avenue) just north of Industrial Road. This corridor is currently being examined as part of MAPO’s ongoing CSAH 5 (Third Ave) Corridor Study. The CSAH 5 (Third Ave) study is anticipated to produce recommendations to enhance the safety of the corridor. MAPO

will continue to prioritize safety for all modes in work products and continue to partner with local jurisdictions to make the MAPO area a safer place to walk, bicycle, and drive.

Figure 5 outlines the specific safety performance measure, the MnDOT targets for that measurement, MAPO’s actual measurement, and MAPO’s adopted targets.

Figure 5: safety performance measures

| <i>Target</i>  | <b>MnDOT Target<br/>2023</b> | <b>MAPO (Actual<br/>2021)</b> | <b>MAPO Target<br/>2023*</b> |
|--|------------------------------|-------------------------------|------------------------------|
| <i>Number of Fatalities</i>                                    | 352.4                        | 3                             | 352.4                        |
| <i>Rate of Fatalities per 100 million VMT</i>                  | 0.582                        | 0.594                         | 0.582                        |
| <i>Number of Serious Injuries</i>                              | 1,463.4                      | 19                            | 1,463.4                      |
| <i>Rate of Serious Injuries per 100 million VMT</i>            | 2.470                        | 3.762                         | 2.470                        |
| <i>Number of Non-Motorized Fatalities and Serious Injuries</i> | 258.4                        | 3                             | 258.4                        |

\*MAPO supports MnDOT’s statewide targets

MAPO makes progress toward these goals by prioritizing safety in studies, plans, and policies. Safety is also a consideration in application scoring and project recommendation.

For Performance Measures 1 through 3, MPOs including MAPO may decide to adopt its own targets or choose to adopt the MnDOT set statewide targets. Support of these measures must be documented annually in the TIP document.

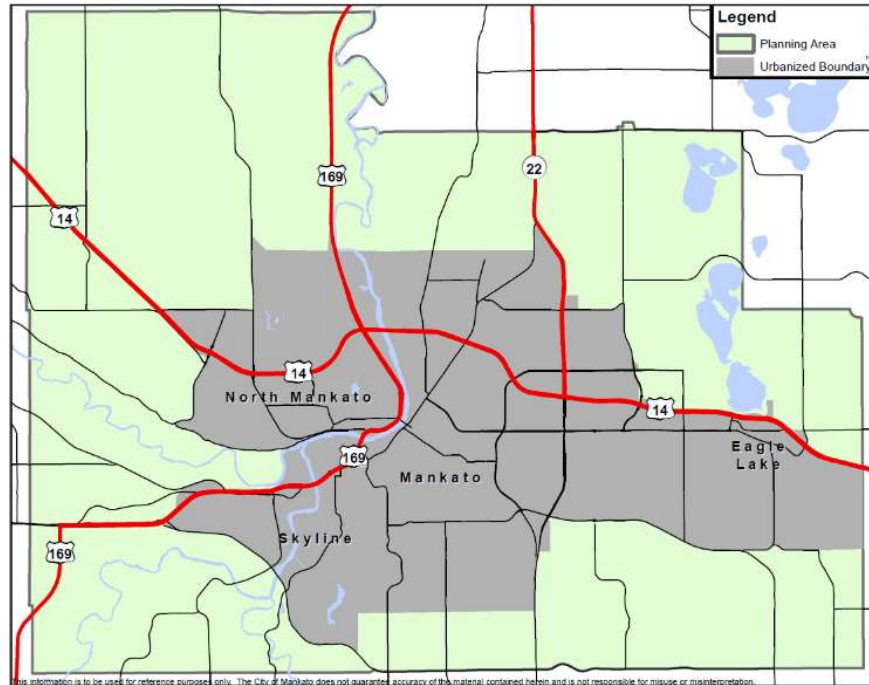
In 2022 MAPO resolved to support MnDOT’s calendar year 2023 PM1 (Safety) targets. This was done because MnDOT’s targets were in line with MAPO’s goals. MPOs must adopt PM1 targets on an annual basis.

The goals of MAPO’s 2045 Long Range Transportation Plan (LRTP) support these performance measure areas by prioritizing projects which: increase the safety of all users of the MAPO’s transportation system, preserve and maintain the existing transportation infrastructure, and increase access and reliability options for users. The LRTP also outlines compliance the FAST Act as a goal of the plan.

For example, projects currently programmed in the TIP supporting PM1 targets include: 137-090-006, construction of a pedestrian and bicyclist trail, and 137-157-001, construction of a roundabout at the intersection of Highway 22 and Augusta Drive.

Performance Measures 2 and 3 (PM2 and PM3) pertain to those roadways on the National Highway System (NHS). There are three such segments of the NHS located within the MAPO planning boundary: US 169, US 14, and TH 22 north of US 14 (see map 3). Because these targets are limited to the NHS, it is understood there will be years when the MAPO TIP will not have any projects programmed which contribute to PM2 and PM3.

*Map 3: NHS routes within MAPO planning boundary*



## **Performance Measure 2: Bridge and Pavement Condition**

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

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

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

### ***Bridge Condition***

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

- Good 7-9
- Fair 5-6

- Poor 0-4

The targets for bridge condition are set as two and four-year targets.

In October 2022, MnDOT established the 2 and four-year targets for the performance period of 2022-2025. MnDOT’s ability to inspect the bridges has improved, and as a result of the better data, we now have a better understanding of bridge conditions in the MAPO area. The bridges that are in poor condition are predominantly along the Highway 14 corridor. The Highway 14 bridge over Highway 169, over the Minnesota river, and over Riverfront Drive are all considered to be in poor condition. Bridges in fair condition do not appear in the PM2 targets. 62.72% of bridges in the MAPO area are considered in fair condition.

Figure 6 outlines the specific bridge condition performance measures, the MnDOT targets for that measurement, the MPO’s 2021 condition, and the MPO’s adopted targets.

*Figure 6: Performance Measure 2 – bridge condition measures and targets*

| <b>Target (%)</b>                    | <b>MnDOT 2-yr Target (2023)</b> | <b>MnDOT 4-yr Target (2025)</b> | <b>MAPO (Actual 2021)</b> | <b>MAPO 4-yr Target (2025)</b> |
|--------------------------------------|---------------------------------|---------------------------------|---------------------------|--------------------------------|
| <i>NHS Bridges in Good Condition</i> | 30%                             | 30%                             | 8.78%                     | 30%                            |
| <i>NHS Bridges in Poor Condition</i> | 5%                              | 5%                              | 27.02%                    | 5%                             |

Projects currently programmed in the TIP supporting PM2 targets include 0714-35, road reconstruction of Highway 22 from south of county road 57 and replacement of the River Bridge.

***Pavement Condition***

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

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

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

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

Figure 7 outlines the specific bridge condition performance measures, the MnDOT targets for that measurement, the MPO’s 2021 condition, and the MPO’s adopted targets.

*Figure 7: Performance Measure 2 – Pavement condition measures and targets*

| <b>Target (%)</b>                                    | <b>MnDOT 2-year Target (2023)</b> | <b>MnDOT 4-year Target (2025)</b> | <b>MAPO (2021)</b> | <b>MAPO 2-year Target (2023)</b> | <b>MAPO 4-year Target (2025)</b> |
|--|-----------------------------------|-----------------------------------|--------------------|----------------------------------|----------------------------------|
| <i>Interstate Pavement in Good Condition</i>         | 60%                               | 60%                               | N/A                | N/A                              | N/A                              |
| <i>Interstate Pavement in Poor Condition</i>         | 2%                                | 2%                                | N/A                | N/A                              | N/A                              |
| <i>Non-Interstate NHS Pavement in Good Condition</i> | 55%                               | 55%                               | 34.27%             | 55%                              | 55%                              |
| <i>Non-Interstate NHS Pavement in Poor Condition</i> | 2%                                | 2%                                | 0.13%              | 2%                               | 2%                               |

MAPO chose to support MnDOT’s two and four-year targets pavement targets because they are in line with MAPO goals.

Projects in the TIP supporting these goals include 0714-35, full depth reclaim and overlay of Highway 22 from 1600 feet south of CSAH 57 to the Minnesota River Bridge in St. Peter.

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

Targets for Congestion Mitigation and Air Quality Improvement (CMAQ) are set for the Twin Cities metropolitan area and are not required to be adopted by the MAPO.

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

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

State DOTs are required to establish 2- and 4-year targets. State DOTs report on the targets biannually. These three performance measures can be broken into two categories: travel time reliability and freight movement reliability. Reliability is defined by the consistency or dependability of travel times from day to day or across different times of the day.

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

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

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

Longer travel times (95<sup>th</sup> percentile of travel times)

to

Normal Travel Times (50<sup>th</sup> percentile of travel times)

The analysis periods are:

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

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

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

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

Figure 8 outlines the specific system reliability measures, including MnDOT targets, MPO’s, and the MPO’s adopted targets.

*Figure 8: Performance Measure 3 – System Reliability measures and targets*

| <i>Target (%)</i>                          | <b>MnDOT 4-yr Target (2025)</b> | <b>MAPO (Baseline 2021)</b> | <b>MAPO 4-yr Target (2025)</b> |
|--|---------------------------------|-----------------------------|--------------------------------|
| <i>Interstate Reliability</i>              | 82%                             | N/A                         | N/A                            |
| <i>Non-Interstate NHS Reliability</i>      | 90%                             | 98.9%                       | 90%                            |
| <i>Truck travel Time Reliability Index</i> | 1.4                             | N/A                         | N/A                            |

Projects in the TIP supporting these goals include 5203-110 Installation of a fiber optic line and vaults on US 14 from CR 17/77 to North Mankato.

### **Transit Asset Management (TAM)**

Transit agencies receiving Federal funding assistance are required to develop a Transit Asset Management (TAM) plan. The TAM plan will monitor and manage public transportation assets, improve safety, and increase reliability and performance.

TAM plan requirements fall into two categories.

- Tier I: Operates rail OR  $\geq 101$  vehicles across all fixed route modes OR  $\geq 101$  vehicles in one non-fixed route mode.
- Tier II: Subrecipient of 5311 funds OR American Indian Tribe OR  $\leq 100$  vehicles across all fixed route modes OR  $\leq 100$  vehicles in one non-fixed route mode.

Within the MPO’s planning area, Mankato Transit System (MTS) is required to develop a TAM plan falling under the Tier II requirements.

The TAM also establishes performance measures which will help the transit agency maintain a State of Good Repair (SGR) that aligns with the Useful Life Benchmark (ULB) for each asset. ULB is defined as the expected lifecycle of a capital asset or the acceptable period of use in service. Performance measures must be documented for the following assets:



1. Rolling Stock: Revenue vehicles by asset class.
2. Equipment: Non-revenue support-service and maintenance vehicles by asset class.
3. Facilities: Maintenance and administrative facilities; and passenger stations (buildings) and parking facilities. Facilities are measured on the Transit Economic Requirements Model (TERM) scale which assigns a numerical rating (1-5) based on conditions.
4. Infrastructure: Only rail-fixed guideway, track, signals, and systems.

Figure 9 outlines the MTS’s baseline measurement, and the MTS adopted targets which were adopted by the Mankato City Council on December 12, 2022.

*Figure 9: Transit Asset Management Performance Measures*

| <i>Performance Target</i>   | <b>MTS Baseline (2019)</b> | <b>MTS (2022)</b> |
|---|----------------------------|-------------------|
| <i>Rolling Stock-meet or exceed useful life benchmark</i>   | 20%                        | 20%               |
| <i>Equipment-meet or exceed useful life benchmark</i>   | 50%                        | 33%               |
| <i>Facilities-rated less than 3.0 on the TERM Scale</i>   | 0%                         | 0%                |
| <i>Infrastructure-track segments to the nearest 0.01 of a mile that have performance restrictions</i> | n/a                        | n/a               |

Source: MTS TAM updated 2022

On May 4, 2023 MAPO resolved to support the Mankato Transit System (MTS) Transit Asset Management (TAM) plan. This involved coordination with the MTS, MnDOT, and the FTA. MTS programs a significant number of projects in the MAPO TIP. The transit projects consist primarily of operating and preventative maintenance for fixed-route and paratransit services, as well as bus replacements.

MAPO plans and programs projects, so they contribute to the accomplishment of the MTS’s transit asset management performance targets. These performance measures are supported in the TIP by project TRF-0028-24A (Transit Operating Assistance and Preventative Maintenance) which funds the use and routine maintenance of assets, including staff needed to perform operational functions. TRS-0028-26A (Purchase five Class 400 replacement buses) and TRF-0028-26F (Purchase two Class 700 replacement buses) supports the state of good repair. MTS has 26% of Class 700 buses and 22% of Class 400 buses exceeding the useful life benchmark due to delays in bus delivery. Facilities are at 3.5 on the TERM Scale due to the conditions of the vehicle wash.

### **Public Transportation Agency Safety Plan (PTASP)**

The National Public Transportation Safety Plan requires covered public transportation providers and state DOTs to establish safety performance targets to address the safety performance measures identified in the National Public Transportation Safety Plan which can be found at the

following webpage: [www.transit.dot.gov/regulations-and-guidance/safety/national-public-transportation-safety-plan](http://www.transit.dot.gov/regulations-and-guidance/safety/national-public-transportation-safety-plan)

On February 2, 2023, MAPO resolved to support the PTASP targets set by the Mankato Transit System. The public transportation operator is required to update the PTASP on an annual basis, but MPOs are not required to adopt PTASP targets on an annual basis. Only when a new PTASP is adopted (at least once every four years) does the MPO adopt PTASP targets. The adopted targets by both the Mankato Transit System and MAPO are below:

*Figure 10: PTASP performance measures*

| Mode of Transit Service | Fatalities (total) | Fatalities (per 100 thousand VRM) | Injuries (total) | Injuries (per 100 thousand VRM) | Safety Events (total) | Safety Events (per 100 thousand VRM) | System Reliability (VRM/failures) |
|-------------------------|--------------------|-----------------------------------|------------------|---------------------------------|-----------------------|--------------------------------------|-----------------------------------|
| Fixed Route Bus         | 0                  | 0                                 | 5                | 1.670                           | 7                     | 1.670                                | 9,500                             |
| Demand Response         | 0                  | 0                                 | 1                | 3.490                           | 1                     | 3.490                                | 68,500                            |
| ADA/Paratransit         | 0                  | 0                                 | 1                | 1.916                           | 1                     | 1.916                                | 68,500                            |

*Figure 11: Safety Performance for 2022 reported to the National Transit Database*

| Mode of Transit Service | Fatalities (total) | Fatalities (per 100 thousand VRM) | Injuries (total) | Injuries (per 100 thousand VRM) | Safety Events (total) | Safety Events (per 100 thousand VRM) | System Reliability (VRM/failures) |
|-------------------------|--------------------|-----------------------------------|------------------|---------------------------------|-----------------------|--------------------------------------|-----------------------------------|
| Fixed Route Bus         | 0                  | 0                                 | 0                | 0                               | 2                     | 0.607                                | 9,984                             |
| Demand Response         | 0                  | 0                                 | 1                | 1.752                           | 1                     | 1.752                                | 28,535                            |
| ADA/Paratransit         | 0                  | 0                                 | 1                | 0.715                           | 1                     | 0.715                                | 13,977                            |

MAPO chose to support the PTASP targets selected by the Mankato Transit System because the targets were in line with MAPO goals. These targets are supported by projects programmed in the current TIP, including TRF-0028-24A (Transit Operating Assistance and Preventative Maintenance, as well as TRS-0028-26A and TRF-0028-26F, which fund new bus purchases. MTS has 26% of Class 700 buses and 22% of Class 400 buses exceeding the useful life benchmark due to delays in bus delivery which contribute to the system reliability failure where a bus experiences a failure during revenue service and must be replaced on the route.

### Anticipated Effect

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

table illustrates how selected programmed projects within the TIP support PM and TAM targets.

| <b>Target</b> | <b>Project Number / Description</b>  | <b>Target Support</b>  |
|---------------|--|--|
| PM1           | 137-101-011Reconstruct Riverfront Drive from Main St to Lafayette St.                                      | Reconstruction includes pedestrian upgrades for safer crossings.                                     |
| PM1           | 137-157-001 construct roundabout at intersection of MN 22 and Augusta Drive.                               | Roundabout construction anticipated to lead to decrease in intersection crash incidents and severity |
| PM2           | 0714-35 / MN22, from south of CR 57 to River Bridge in St. Peter. Medium mill and overlay, replace bridge. | Bridge replacement and pavement rehabilitation   |
| TAM           | TRF-0028-24A Transit Operating Assistance and Preventative Maintenance                                     | Achieving and maintaining a state of good repair   |

At this time, MAPO is anticipated to continue to support MnDOT’s state Performance Measure targets without modification. As of TIP adoption, combined projected funding levels from federal, state, and local sources are adequate to meet current scheduled projects. Performance Target achievement could potentially be hindered by a variety of factors, such as the availability of state and federal data. Additionally, target achievement could be delayed by MAPO’s level of influence when taken into consideration with other local, State, and Federal priorities as they arise.

### **MPO Investment Priorities**

MAPO has long supported the spirit of the federal PMs in its project selection process. The underlying values of safety, efficiency, and fiscal responsibility have historically been foundational elements of MAPO decision making. Since receiving guidance from MnDOT and FHWA on PM reporting requirements in 2018, MAPO has re-emphasized the significance of these target areas. PMs are integrated into the MAPO’s project selection process and play a significant role in staff decision-making, priorities, and recommendations. For example, the MAPO’s LRTP utilizes MAP-21’s national goals as guidance for its development. MAPO’s continued Intersection Control Evaluation (ICE) studies, as well as the ongoing 3rd Avenue-CSAH 5 Corridor Study, ADA Transition Plan update, Balcerzak Drive pedestrian crossing study and Riverfront Drive intersection improvement study abide by and support PM1 target area of user safety. The ongoing corridor studies also contribute to the PM2 goals of preserving the pavement system, and PM3 goals of providing reliable transportation of people and goods.

## Chapter 4: FY 2024-2027 TIP Projects

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

**LRTP Reference:** Page reference to where the project can be found in the MAPO Long Range Transportation Plan.

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

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

**Year:** Year the project is programmed.

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

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

**Miles:** The length of project.

**Type:** Identifies if project is primarily road, pedestrian/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:** “Advanced Construction,” 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:** “Trunk Highway,” 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.

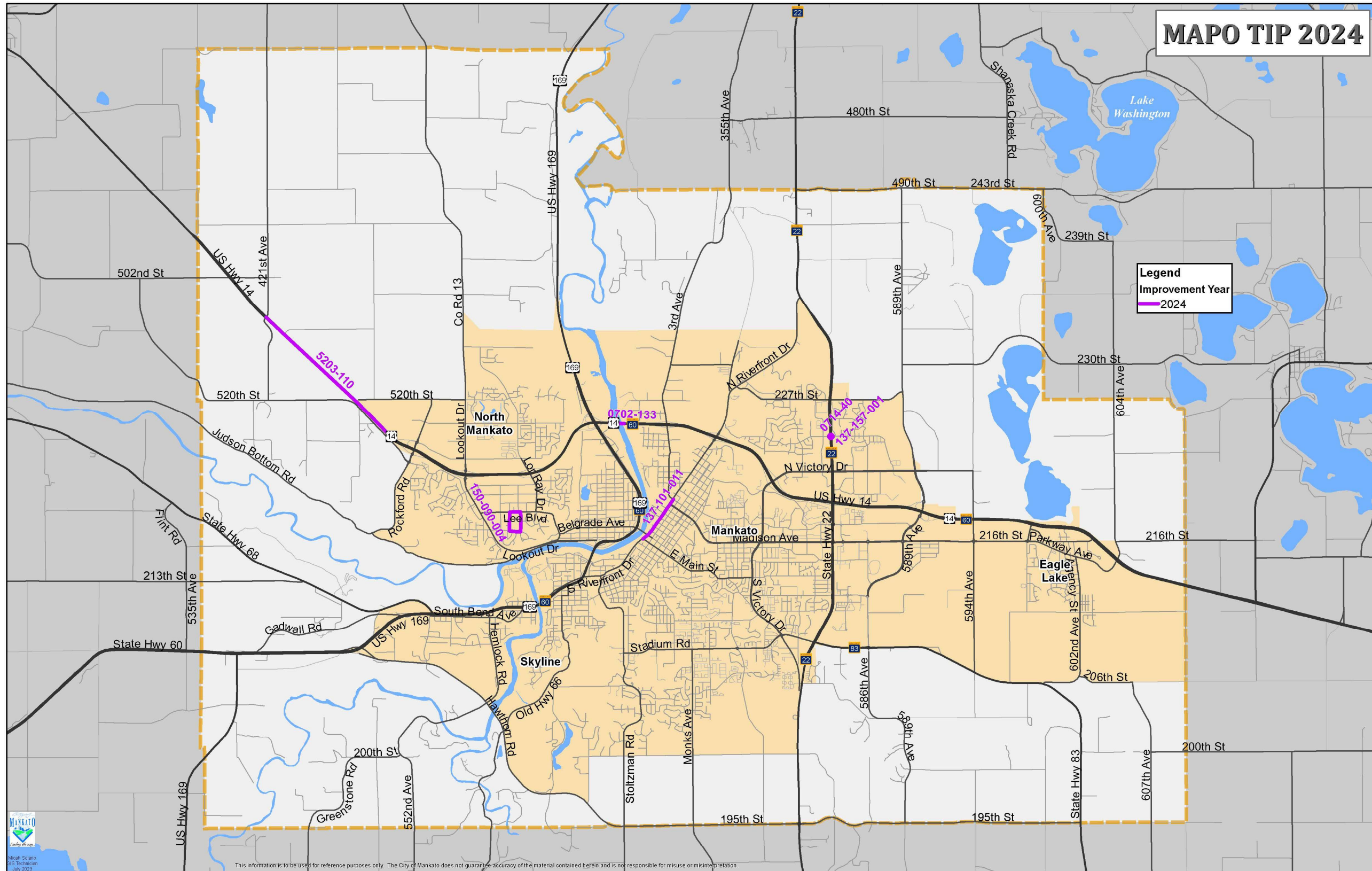
**State:** Funding coming from the State of Minnesota. Primarily as matching funds for Transit projects.

**Other:** Funding coming from other sources, (local city, county, transit agency).

**FY 2024 Federal Funded Transportation Projects**

| ROUTE SYSTEM     | PROJECT NUMBER | YEAR | AGENCY  | DESCRIPTION   | MILES                 | PROGRAM                            | WORK TYPE                                       | FUND TYPE      | STIP TOTAL                        | FHWA                              | AC LOCAL  | AC PAYBACK | FTA     | TH                            | STATE                 | LOCAL SHARE                       |
|------------------|----------------|------|---------|---|-----------------------|------------------------------------|---|----------------|-----------------------------------|-----------------------------------|-----------|------------|---------|-------------------------------|-----------------------|-----------------------------------|
| TRANSIT          | TRF-0028-23D   | 2024 | MANKATO | SECT 5339: CITY OF MANKATO BUS STOP IMPROVEMENTS  | 0                     | URBANIZED AREA FORMULA - (B9)      | TRANSIT   | FTA            | 129,536                           | 0                                 | 0         | 0          | 103,629 | 0                             | 0                     | 25,907                            |
| TRANSIT          | TRF-0028-23TA  | 2024 | MANKATO | SECT 5339: CITY OF MANKATO; PURCHASE ONE (1) CLASS 700 DIESEL REPLACEMENT BUS   | 0                     | URBANIZED AREA FORMULA - (BB)      | TRANSIT   | FTA            | 688,800                           | 0                                 | 0         | 0          | 585,480 | 0                             | 34,440                | 68,880                            |
| TRANSIT          | TRF-0028-24A   | 2024 | MANKATO | SECT 5307: CITY OF MANKATO RR TRANSIT OPERATING ASSISTANCE AND PREVENTATIVE MAINTENANCE   |                       | URBANIZED AREA FORMULA - SECT 5307 | TRANSIT OPERATIONS                              | FTA            | 4,049,520                         | 0                                 | 0         | 0          | 638,653 | 0                             | 2,600,963             | 809,904                           |
| TRANSIT          | TRF-0028-24C   | 2024 | MANKATO | CITY OF MANKATO PARATRANSIT OPERATING ASSISTANCE  |                       | TRANSIT (TR)                       | TRANSIT OPERATIONS                              | LOCAL NON-PAR  | 1,350,353                         | 0                                 | 0         | 0          | 0       | 0                             | 1,147,800             | 202,553                           |
| TRANSIT          | TRF-0028-24D   | 2024 | MANKATO | SECT 5307: CITY OF MANKATO PUBLIC WORKS CENTER FUEL ISLAND RELOCATION ENVIRONMENTAL STUDY (USAGE COST SHARE TOTAL PROJECT COST \$200,000)       |                       | URBANIZED AREA FORMULA - SECT 5307 | TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE) | FTA5307(B9)    | 100,000                           | 0                                 | 0         | 0          | 80,000  | 0                             | 0                     | 20,000                            |
| TRANSIT          | TRF-0028-24E   | 2024 | MANKATO | SECT 5307: CITY OF MANKATO BUS STOP IMPROVEMENTS  |                       | URBANIZED AREA FORMULA - SECT 5307 | TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE) | FTA5307(B9)    | 133,425                           | 0                                 | 0         | 0          | 106,740 | 0                             | 0                     | 26,685                            |
| TRANSIT          | TRF-0028-24F   | 2024 | MANKATO | SECT 5307: CITY OF MANKATO; SYSTEM TECHNOLOGY UPGRADES  |                       | URBANIZED AREA FORMULA - SECT 5307 | TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE) | FTA5307(B9)    | 400,000                           | 0                                 | 0         | 0          | 320,000 | 0                             | 0                     | 80,000                            |
| TRANSIT          | TRF-0028-24G   | 2024 | MANKATO | SECT 5307: CITY OF MANKATO; TRANSIT AUTOMATED VEHICLE ANNOUNCEMENT SYSTEM   |                       | URBANIZED AREA FORMULA - SECT 5307 | TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE) | FTA            | 350,000                           | 0                                 | 0         | 0          | 280,000 | 0                             | 0                     | 70,000                            |
| HIGHWAY US 14    | 0702-133       | 2024 | MNDOT   | **BFP**US14, 0.4 MI E OF LOOKOUT DRIVE TO 0.4 MI W OF 3 <sup>RD</sup> AVE TH-169, REHAB BRIDGE 07011 OVER MN RIVER AND CONSTRUCT CROSSOVERS     | <del>0.5</del><br>2.3 | BRIDGE IMPROVEMENT AND REPAIR      | BRIDGE DECK OVERLAY                             | BFP            | 2,200,000                         | <del>1,791,240</del><br>1,790,426 | 0         | 0          | 0       | <del>408,760</del><br>408,574 | <del>0</del><br>1,000 | 0                                 |
| HIGHWAY MSAS 101 | 137-101-011    | 2024 | MANKATO | **AC**MSAS 101 (RIVERFRONT DRIVE) FROM MAIN ST TO LAFAYETTE ST, RECONSTRUCT, UTILITIES AND ADA (ASSOC. 137-101-011T)(AC PAYBACK IN 2025 & 2026) | 0.7                   | RC-RECONSTRUCTION                  | NEW PAVEMENT                                    | STBGP 5K-200K  | <del>4,120,396</del><br>6,242,080 | 423,000                           | 2,382,965 | 0          | 0       | 0                             | 0                     | <del>3,697,396</del><br>5,819,080 |
| HIGHWAY MSAS 101 | 137-101-011T   | 2024 | MANKATO | **AC**MSAS 101 (RIVERFRONT DRIVE) FROM MAIN ST TO LAFAYETTE ST, RECONSTRUCT, UTILITIES AND ADA (ASSOC. 137-101-011)                             | 0.7                   | EN-ENHANCEMENT                     | SIDEWALKS                                       | STBGTA 5K-200K | <del>669,439</del><br>860,770     | <del>535,551</del><br>688,616     | 0         | 0          | 0       | 0                             | 0                     | <del>133,888</del><br>172,154     |

|                               |                             |                 |                      |  |              |                           |                                   |                                 |                    |                    |                   |              |                  |                |                  |                   |
|-------------------------------|-----------------------------|-----------------|----------------------|--|--------------|---------------------------|-----------------------------------|---------------------------------|--------------------|--------------------|-------------------|--------------|------------------|----------------|------------------|-------------------|
| HIGHWAY<br>MN 22,<br>MSAS 157 | 137-157-<br>001             | 2024            | MANKATO              | MN 22, AT THE INTERSECTION OF AUGUSTA DRIVE IN MANKATO, CONSTRUCT ROUNDABOUT (ASSOC. 0714-40)  | 0            | SC-SAFETY CAPACITY        | ROUNDABOUT                        | STBGP 5K-<br>200K               | 820,000            | 656,000            | 0                 | 0            | 0                | 0              | 0                | 164,000           |
| HIGHWAY<br>MN 22,<br>MSAS 157 | 0714-40                     | 2024            | MNDOT                | MN 22, AT THE INTERSECTION OF AUGUSTA DRIVE IN MANKATO, CONSTRUCT ROUNDABOUT (ASSOC. , 137-157-001)  | 0            | SH-SAFETY IMPROVEMENTS    | ROUNDABOUT                        | HSIP                            | 2,000,000          | 1,800,000          | 0                 | 0            | 0                | 200,000        | 0                | 0                 |
| HIGHWAY<br>US 14              | 5203-110                    | 2024            | MNDOT                | **ITS**US 14, FROM CR 17/77 TO NORTH MANKATO, INSTALL FIBER OPTIC LINE AND VAULTS  | 0            | EN-ENHANCEMENT            | TRAFFIC MANAGEMENT SYSTEM         | NHPP                            | 625,000            | 508,875            | 0                 | 0            | 0                | 116,125        | 0                | 0                 |
| LOCAL<br>STREETS              | 088-596-<br>002             | 2024            | BLUE EARTH<br>COUNTY | **CRP** DISTRICTWIDE, PURCHASE ELECTRIC TRUCK FOR BLUE EARTH, FARIBAULT, LE SUEUR, NICOLLET, SIBLEY, WASECA, AND WATONWAN COUNTY IN THE DISTRICT | 0            |                           | EV & CHARGING INFRA.              | CRP                             | 566175             | 452,940            | 0                 | 0            | 0                | 0              | 113,235          | 0                 |
| N/A                           | <del>137-090-<br/>006</del> | <del>2024</del> | <del>MANKATO</del>   | <del>**AC**CONSTRUCT TRAIL CONNECTION FOR LAND OF MEMORIES PARK—SIBLEY PARK(AC PAYBACK IN 2026)</del>  | <del>0</del> | <del>EN-ENHANCEMENT</del> | <del>NEW TRAIL</del>              | <del>STBGTAP 5K-<br/>200K</del> | <del>215,385</del> | <del>153,065</del> | <del>96,215</del> | <del>0</del> | <del>0</del>     | <del>0</del>   | <del>0</del>     | <del>62,320</del> |
| N/A                           | 150-090-<br>004             | 2024            | NORTH<br>MANKATO     | IN NORTH MANKATO, SURROUNDING HOOVER ELEMENTARY SCHOOL, PED/BIKE TRAIL, SIDEWALK, ADA AND STRIPING   | 0            | EN-ENHANCEMENT            | SIDEWALKS                         | STBGTAP 5K-<br>200K             | 451,000            | 360,800            | 0                 | 0            | 0                | 0              | 0                | 90,200            |
| N/A                           | 137-030-<br>004             | 2024            | MANKATO              | **CRP**MANKATO LED LIGHTING UPGRADE  | 0            | SC-SAFETY CAPACITY        | LIGHTING                          | CRP                             | 180,000            | 144,000            | 0                 | 0            | 0                | 0              | 0                | 36,000            |
| N/A                           | 8807-<br>CRPM-24            | 2024            | MANKATO              | **CRP**MAPO SETASIDES - REDUCE CARBON EMISSIONS - 2024   | 0            | EN-ENHANCEMENT            | GREEN INFRASTRUCTURE IMPROVEMENTS | CRP                             | 248,750            | 199,000            | 0                 | 0            | 0                | 0              | 0                | 49,750            |
| <b>Total</b>                  |                             |                 |                      |  |              |                           |                                   |                                 | <b>17,913,268</b>  | <b>6,571,531</b>   | <b>2,479,180</b>  | <b>0</b>     | <b>1,425,393</b> | <b>724,885</b> | <b>3,748,763</b> | <b>5,442,696</b>  |



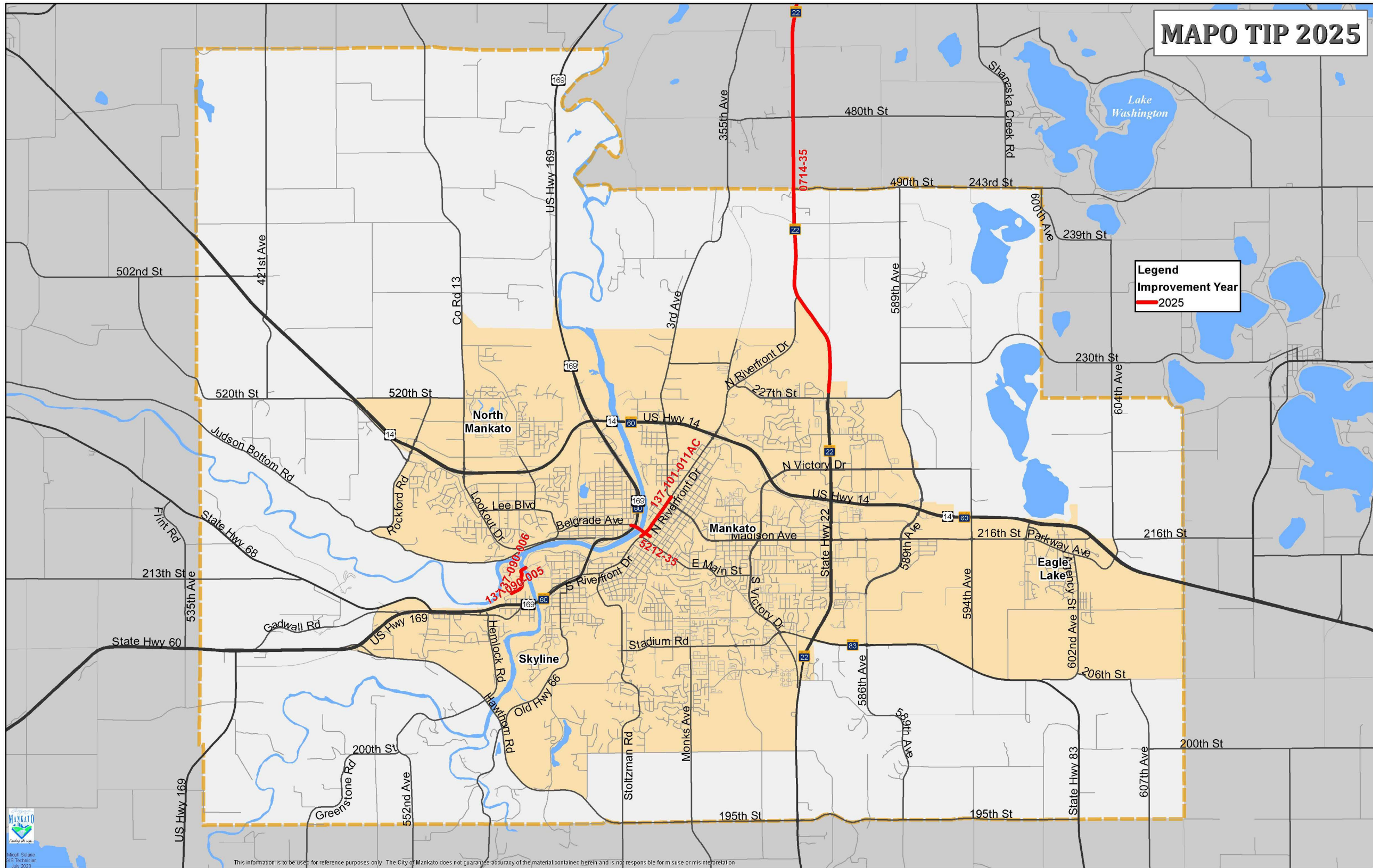
**FY 2025 Federal Funded Transportation Projects**

| ROUTE SYSTEM           | PROJECT NUMBER | YEAR | AGENCY  | DESCRIPTION  | MILES | PROGRAM                               | WORK TYPE                                       | FUND TYPE        | STIP TOTAL   | FHWA  | AC LOCAL   | AC PAYBACK | FTA     | TH  | STATE                                     | LOCAL SHARE                                   |
|------------------------|----------------|------|---------|--|-------|---------------------------------------|---|------------------|--|---|--|------------|---------|---|---|---|
| TRANSIT                | TRF-0028-25A   | 2025 | MANKATO | SECT 5307: CITY OF MANKATO RR TRANSIT OPERATING ASSISTANCE AND PREVENTATIVE MAINTENANCE  |       | URBANIZED AREA FORMULA - SECT 5307    | TRANSIT OPERATIONS                              | FTA              | 4,171,006  | 0   | 0  | 0          | 657,813 | 0   | 2,678,992                                 | 834,201                                       |
| TRANSIT                | TRF-0028-25E   | 2025 | MANKATO | CITY OF MANKATO PARATRANSIT OPERATING ASSISTANCE   |       | TRANSIT (TR)                          | TRANSIT OPERATIONS                              | LOCAL NON-PAR    | 1,390,863  | 0   | 0  | 0          | 0       | 0   | 1,182,234                                 | 208,629                                       |
| TRANSIT                | TRF-0028-25D   | 2025 | MANKATO | SECT 5339: CITY OF MANKATO; UPGRADE BUS STOPS  |       | BUS AND BUS FACILITIES - SECTION 5339 | TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE) | FTA              | 375,000  | 0   | 0  | 0          | 300,000 | 0   | 0   | 75,000  |
| N/A                    | 137-090-005    | 2025 | MANKATO | CONSTRUCT BRIDGE CROSSING OVER THE BLUE EARTH RIVER BETWEEN LAND OF MEMORIES AND SIBLEY PARK USING THE HISTORIC KERN BRIDGE(L5669), HISTORICAL WORK AND CONSTRUCTION ENGINEERING   | 0     | EN-ENHANCEMENT                        | BRIDGE NEW                                      | STBG TAP 5K-200K | 5,929,172  | 4,743,338   | 0  | 0          | 0       | 0   | 0   | 1,185,834                                     |
| HIGHWAY CSAH 21, MN 22 | 0714-35        | 2025 | MNDOT   | <b>**AC**ELLE**FLEX24**SEC164PROTECT**CRP**MN22, FROM 500' NORTH OF CSAH 26 TO APPROXIMATELY 1600' SOUTH OF CSAH 57, FULL DEPTH RECLAIM-MILL AND OVERLAY; FROM APPROXIMATELY 1600' SOUTH OF CSAH 57 TO MN RIVER BRIDGE IN ST PETER, RECONSTRUCT, LIGHTING, REPLACE BR 8436 AND REHAB BR 07036, 40003 (ASSOC. 040-070-007 &amp; 4012-44S &amp; 0714-35S &amp; 0714-35P &amp; 0714-35C) (AC PROJECT, PAYBACK IN 2026 and 2027)</b> | 7.1   | RECONSTRUCTION                        | NEW PAVEMENT - BIT                              | NHPP             | <del>18,841,505</del><br><del>16,957,111</del><br>14,332,106 | <del>11,957,665</del><br><del>12,543,637</del><br>7,159,015 | <del>16,486,273</del><br><del>19,850,667</del><br>19,354,005 | 0          | 0       | <del>6,883,840</del><br><del>7,392,363</del><br>6,418,091 | <del>0</del><br><del>5,000</del><br>5,000 | <del>0</del><br><del>750,000</del><br>750,000 |
| HIGHWAY CSAH 21, MN 22 | 0714-35P       | 2025 | MNDOT   | <b>**AC**ELLE**FLEX24**PROTECT**CRP**MN22, FROM 500' NORTH OF CSAH 26 TO APPROXIMATELY 1600' SOUTH OF CSAH 57, MILL AND OVERLAY; FROM APPROXIMATELY 1600' SOUTH OF CSAH 57 TO MN RIVER BRIDGE IN ST PETER, RECONSTRUCT, LIGHTING, REPLACE BR 8436 AND REHAB BR 07036, 40003 (ASSOC. 040-070-007 &amp; 4012-44S &amp; 0714-35S &amp; 0714-35P &amp; 0714-35C)</b>   | 7.1   | RECONSTRUCTION                        | NEW PAVEMENT - BIT                              | PROTECT          | 1,440,000  | 1,152,000   | 0  | 0          | 0       | 288,000   | 0   | 0   |
| HIGHWAY CSAH 21, MN 22 | 0714-35C       | 2025 | MNDOT   | <b>**AC**ELLE**FLEX24**PROTECT**CRP**MN22, FROM 500' NORTH OF CSAH 26 TO APPROXIMATELY 1600' SOUTH OF CSAH 57, MILL AND OVERLAY; FROM APPROXIMATELY 1600' SOUTH OF CSAH 57 TO MN RIVER BRIDGE IN ST PETER, RECONSTRUCT, LIGHTING, REPLACE BR 8436 AND REHAB BR 07036, 40003 (ASSOC. 040-070-007 &amp; 4012-44S &amp; 0714-35S &amp; 0714-35P &amp; 0714-35C) (AC PROJECT, PAYBACK IN 2026)</b>                                   | 7.1   | RECONSTRUCTION                        | NEW PAVEMENT - BIT                              | CRP              | 723,338  | 496,662   | 496,662  | 0          | 0       | 226,676   | 0   | 0   |
| HIGHWAY CSAH 57, MN 22 | 0714-35S       | 2025 | MNDOT   | <b>**ELLE**FLEX24**SEC164**MN22, INTERSECTION OF CSAH 57 &amp; TH 22, RECONSTRUCT/CONTINUOUS TEE (ASSOC. 0714-35 &amp; 040-070-007 &amp; 4012-44S &amp; 0714-35P &amp; 0714-35C)</b>   | 0.7   | RECONSTRUCTION                        | NEW PAVEMENT - BIT                              | HSIP             | 2,340,000  | 2,106,000   | 0  | 0          | 0       | 234,000   | 0   | 0   |



|                              |                    |      |                    |  |     |                       |   |                    |                                 |                   |                   |                |                |                  |                  |                              |
|------------------------------|--------------------|------|--------------------|--|-----|-----------------------|---|--------------------|---------------------------------|-------------------|-------------------|----------------|----------------|------------------|------------------|------------------------------|
| HIGHWAY<br>CSAH 21,<br>MN 22 | 040-070-<br>007    | 2025 | LE SUEUR<br>COUNTY | **ELLE**FLEX24**SEC164**MN22,<br>INTERSECTION OF CSAH 21 & TH 22<br>RECONSTRUCT/ROUNDBOUT (ASSOC. 0714-35<br>& 4012-44S & 0714-35S & 0714-35P & 0714-35C)        | 0.2 | RECONSTRUCTION        | NEW PAVEMENT -<br>BIT                   | HSIP               | <del>833,333</del><br>1,300,000 | 750,000           | 0                 | 0              | 0              | 0                | 0                | <del>83,333</del><br>550,000 |
| HIGHWAY<br>CSAH 21,<br>MN 22 | 4012-44S           | 2025 | MNDOT              | **ELLE**FLEX24**SEC164**MN22,<br>INTERSECTION OF CSAH 21 & TH 22<br>RECONSTRUCT/ROUNDBOUT (ASSOC. 0714-35<br>& 040-070-007 & 0714-35S & 0714-35P & 0714-<br>35C) | 0.2 | RECONSTRUCTION        | NEW PAVEMENT -<br>BIT                   | HSIP               | 1,388,889                       | 1,250,000         | 0                 | 0              | 0              | 138,889          | 0                | 0                            |
| HIGHWAY<br>MSAS 101          | 137-101-<br>011AC1 | 2025 | MANKATO            | **AC**MSAS 101 (RIVERFRONT DRIVE) FROM<br>MAIN ST TO LAFAYETTE ST, RECONSTRUCT,<br>UTILITIES AND ADA (AC PAYBACK 1 OF 2)   | 0.7 | RC-<br>RECONSTRUCTION | NEW PAVEMENT                            | STBGP<br>5K-200K   | 492,703                         | 0                 | 0                 | 492,703        | 0              | 0                | 0                | 0                            |
| N/A                          | 137-090-<br>006    | 2024 | MANKATO            | CONSTRUCT TRAIL CONNECTION FOR LAND OF<br>MEMORIES PARK - SIBLEY PARK  | 0   | EN-ENHANCEMENT        | NEW TRAIL                               | STBGTAP<br>5K-200K | 215,385                         | 153,065           | 96,215            | 0              | 0              | 0                | 0                | 62,320                       |
| N/A                          | 8807-<br>CRPM-25   | 2025 | MANKATO            | **CRP**MAPO SETASIDES - REDUCE CARBON<br>EMISSIONS - 2025  | 0   | EN-ENHANCEMENT        | GREEN<br>INFRASTRUCTURE<br>IMPROVEMENTS | CRP                | 275,000                         | 220,000           | 0                 | 0              | 0              | 0                | 0                | 55,000                       |
| <b>Total</b>                 |                    |      |                    |  |     |                       |   |                    | <b>36,037,471</b>               | <b>21,027,003</b> | <b>16,486,273</b> | <b>492,703</b> | <b>957,813</b> | <b>7,256,729</b> | <b>3,861,225</b> | <b>2,441,998</b>             |

Map 4: 2025 projects

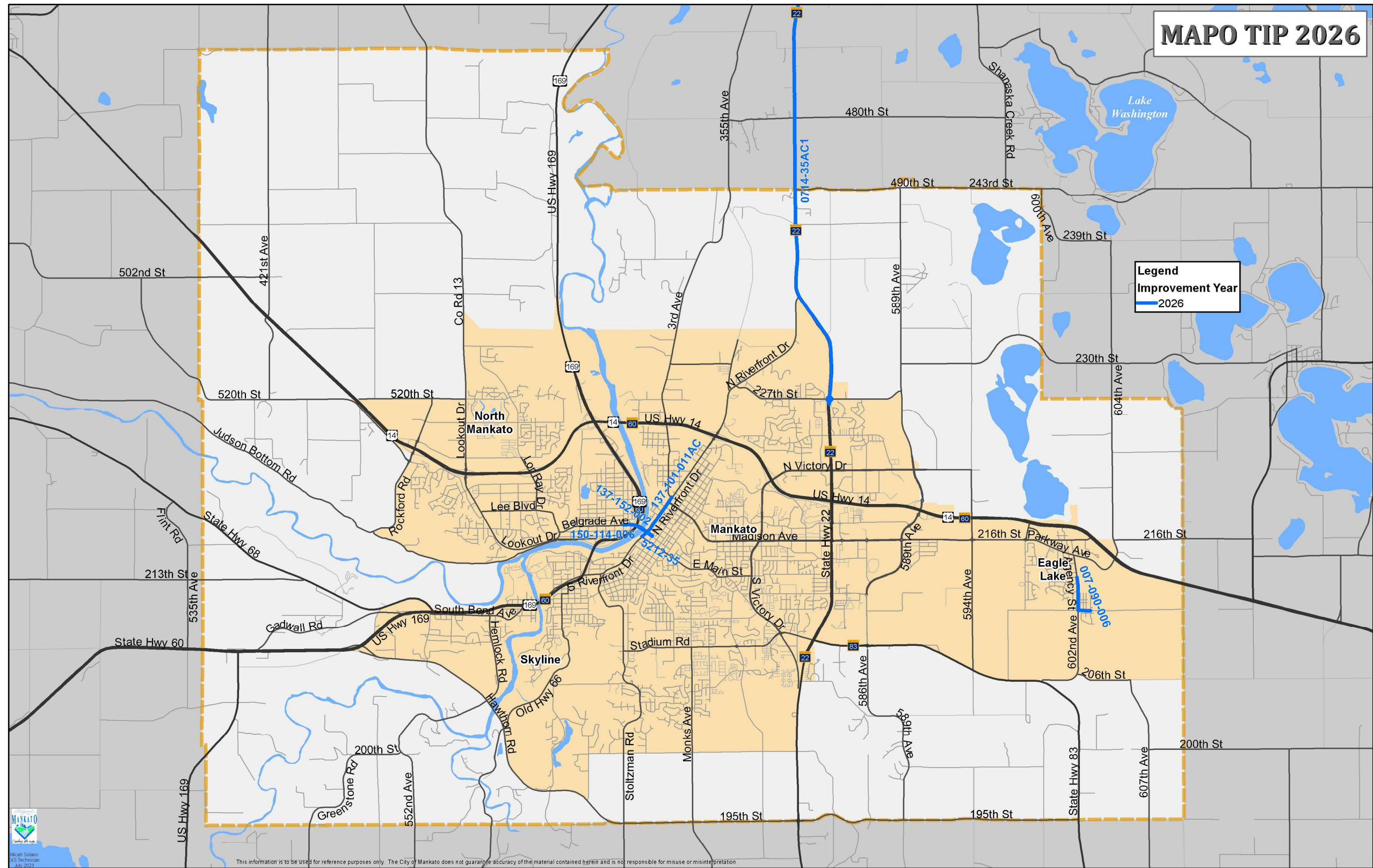


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**FY 2026 Federal Funded Transportation Projects**

| ROUTE SYSTEM            | PROJECT NUMBER | YEAR | AGENCY        | DESCRIPTION  | MILES | PROGRAM                                      | WORK TYPE                                       | FUND TYPE     | STIP TOTAL                                       | FHWA       | AC LOCAL  | AC PAYBACK                                       | FTA     | TH        | STATE     | LOCAL SHARE |
|-------------------------|----------------|------|---------------|--|-------|--|---|---------------|--|------------|-----------|--|---------|-----------|-----------|-------------|
| TRANSIT                 | TRF-0028-26A   | 2026 | MANKATO       | SECT 5307: CITY OF MANKATO RR TRANSIT OPERATING ASSISTANCE AND PREVENTATIVE MAINTENANCE  |       | URBANIZED AREA FORMULA - SECT 5307           | TRANSIT OPERATIONS                              | FTA           | 4,296,136  | 0          | 0         | 0  | 677,547 | 0         | 2,759,362 | 859,227     |
| TRANSIT                 | TRF-0028-26C   | 2026 | MANKATO       | CITY OF MANKATO PARATRANSIT OPERATING ASSISTANCE   |       | TRANSIT (TR)                                 | TRANSIT OPERATIONS                              | LOCAL NON_PAR | 1,432,589  | 0          | 0         | 0  | 0       | 0         | 1,217,701 | 214,888     |
| TRANSIT                 | TRF-0028-26D   | 2026 | MANKATO       | SECT 5307: CITY OF MANKATO PUBLIC WORKS CENTER FUEL ISLAND RELOCATION (USAGE COST SHARE WITH CITY TOTAL PROJECT COST \$900,000)  |       | URBANIZED AREA FORMULA - SECT 5307           | TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE) | FTA5307(B9)   | 450,000  | 0          | 0         | 0  | 360,000 | 0         | 0         | 90,000      |
| TRANSIT                 | TRF-0028-26E   | 2026 | MANKATO       | SECT 5307: CITY OF MANKATO PURCHASE OF TRANSIT ELECTRIC VEHICLE CHARGING STATION   |       | URBANIZED AREA FORMULA - SECT 5307           | TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE) | FTA5307(B9)   | 550,000  | 0          | 0         | 0  | 440,000 | 0         | 0         | 110,000     |
| TRANSIT                 | TRF-0028-26F   | 2026 | MANKATO       | SECT 5339; CITY OF MANKATO PURCHASE TWO (2) CLASS 400 LF GAS REPLACEMENT BUSES   |       | BUS AND BUS FACILITIES - SECTION 5339        | TRANSIT VEHICLE PURCHASE                        | FTA           | 610,000  | 0          | 0         | 0  | 518,500 | 0         | 30,500    | 61,000      |
| TRANSIT                 | TRS-0028-26A   | 2026 | MANKATO       | CITY OF MANKATO; PURCHASE FIVE (5) CLASS 400 LF GAS REPLACEMENT BUSES  |       | TRANSIT (TR)                                 | TRANSIT VEHICLE PURCHASE                        | STBGP 5K-200K | 1,525,000  | 1,220,000  | 0         | 0  | 0       | 0         | 152,500   | 152,500     |
| HIGHWAY MSAS 152        | 137-152-002    | 2026 | MANKATO       | **AC**MSAS 152 (MULBERRY ST) FROM TH 169 TO NORTH 2ND ST, REHABILITATION OF VETERANS MEMORIAL BRIDGE 07042 (ASSOC. 5212-35)(AC PAYBACK IN 2027)  | 0.2   | BRIDGE IMPROVEMENT AND REPAIR                | BRIDGE REPAIR                                   | STP5K-200K    | 10,340,030                                       | 500,000    | 100,000   | 0  | 0       | 0         | 0         | 9,840,030   |
| HIGHWAY US 169          | 5212-35        | 2026 | MNDOT         | **ADA**860D, OVER MN RIVER, UP RR, AND RIVERFRONT DRIVE, REHAB BR 07042; AND 960D, OVER US169, REHAB BR 52009 (ASSOC. 137-152-002)   | 0.2   | BI-BRIDGE IMPROVEMENT AND REPAIR             | BRIDGE DECK REPLACEMENT                         | NHPP          | 12,800,000                                       | 10,421,760 | 0         | 0  | 0       | 2,378,240 | 0         | 0           |
| HIGHWAY MSAS 114        | 150-114-006    | 2026 | NORTH MANKATO | **AC**MSAS 114 (BELGRADE AVE) FROM RANGE ST TO NICOLLET AVE, RECONSTRUCT FROM 4 LANE TO 3 LANE, ADA, LIGHTING, STORM SEWER, SANITARY SEWER AND WATERMAIN (AC PAYBACK IN 2027)  | 0.1   | MAJOR CONSTRUCTION                           | NEW PAVEMENT - CONC                             | STP5K-200K    | 571,360  | 0          | 1,224,640 | 0  | 0       | 0         | 0         | 571,360     |
| HIGHWAY CSAH 21, MN 22, | 0714-35AC1     | 2026 | MNDOT         | **AC**ELLE**FLEX24**SEC164PROTECT**CRP** MN22, FROM 500' NORTH OF CSAH 26 TO APPROXIMATELY 1600' SOUTH OF CSAH 57, <del>FULL DEPTH RECLAIM</del> MILL AND OVERLAY; FROM APPROXIMATELY 1600' SOUTH OF CSAH 57 TO MN RIVER BRIDGE IN ST PETER, RECONSTRUCT, LIGHTING, REPLACE BR 8436; REHAB BR 07036, 40003; EXTEND BRIDGE 40X02 AND CONSTRUCT NEW BRIDGE 40X08 (ASSOC. 040-070-007 & 4012-44S & 0714-35S & 0714-35P & 0714-35C) (AC PROJECT, PAYBACK 1 OF 2) | 7.8   | <del>RD-</del> RECONDITIONING RECONSTRUCTION | NEW PAVEMENT - BIT                              | NHPP          | <del>3,200,000</del><br>16,350,667<br>15,854,005 | 0          | 0         | <del>3,200,000</del><br>16,350,667<br>15,854,005 | 0       | 0         | 0         | 0           |

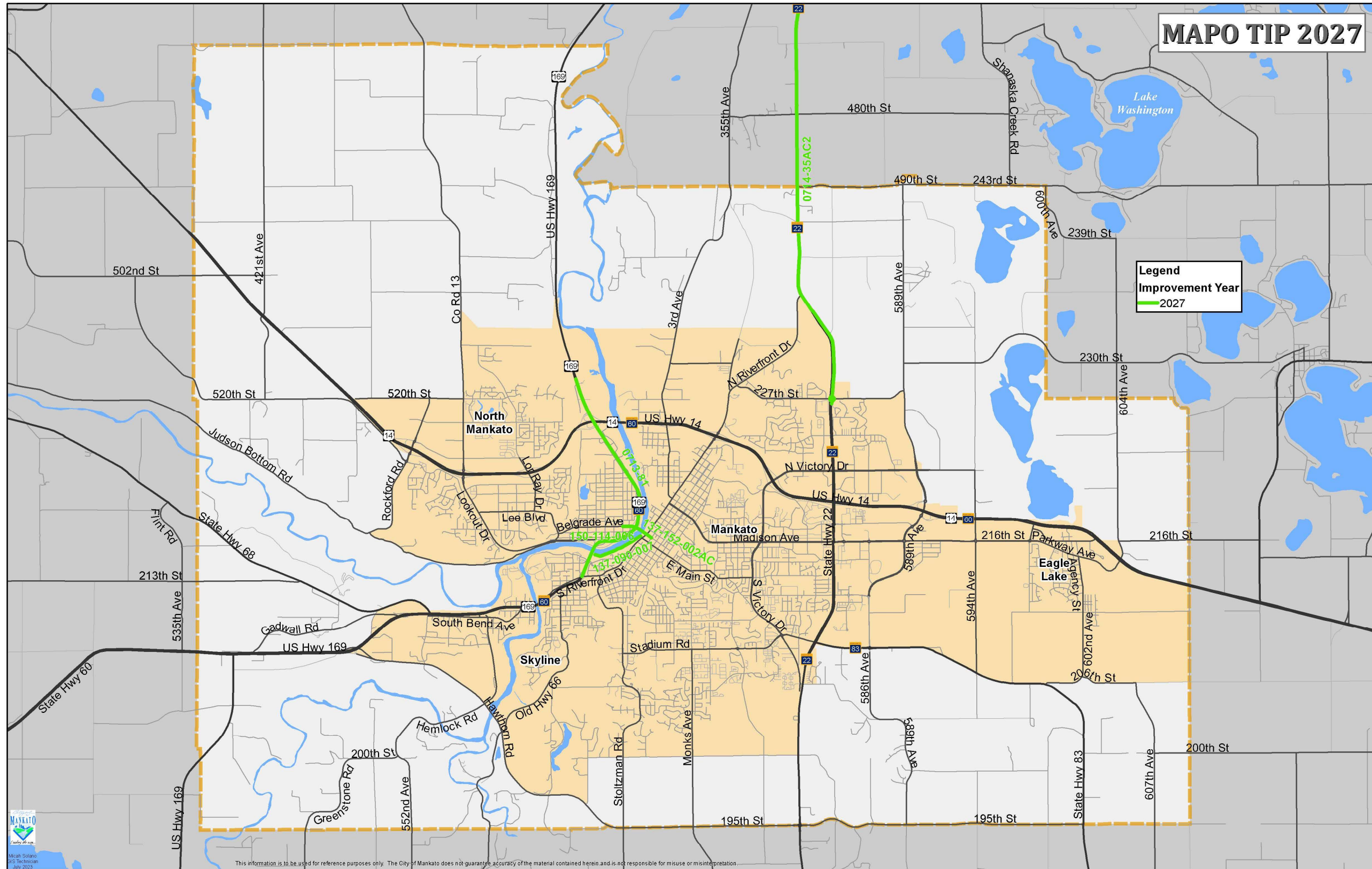
|                               |                               |      |               |   |     |   |   |                                |                   |                   |                  |                   |                  |                  |                  |                   |
|-------------------------------|-------------------------------|------|---------------|---|-----|---|---|--------------------------------|-------------------|-------------------|------------------|-------------------|------------------|------------------|------------------|-------------------|
| HIGHWAY<br>CSAH 21,<br>MN 22, | 0714-<br>35CAC                | 2026 | MNDOT         | **AC**ELLE**FLEX24**PROTECT**CRP**MN22,<br>FROM 500' NORTH OF CSAH 26 TO<br>APPROXIMATELY 1600' SOUTH OF CSAH 57, MILL<br>AND OVERLAY; FROM APPROXIMATELY 1600'<br>SOUTH OF CSAH 57 TO MN RIVER BRIDGE IN ST<br>PETER, RECONSTRUCT, LIGHTING, REPLACE BR<br>8436; REHAB BR 07036, 40003; EXTEND BRIDGE<br>40X02 AND CONSTRUCT NEW BRIDGE 40X08<br>(ASSOC. 040-070-007 & 4012-44S & 0714-35S &<br>0714-35P & 0714-35C) (AC PROJECT, PAYBACK) | 7.8 | RD-<br>RECONDITIONING<br>RECONSTRUCTION | NEW PAVEMENT -<br>BIT                   | CRP                            | 496,662           | 0                 | 0                | 496,662           | 0                | 0                | 0                | 0                 |
| HIGHWAY<br>MSAS<br>101        | 137-101-<br>011AC2            | 2026 | MANKATO       | **AC**MSAS 101 (RIVERFRONT DRIVE) FROM<br>MAIN ST TO LAFAYETTE ST, RECONSTRUCT,<br>UTILITIES AND ADA (AC PAYBACK 2 OF 2)  | 0.7 | RC-<br>RECONSTRUCTION                   | NEW PAVEMENT                            | STBGP 5K-<br>200K              | 1,890,262         | 0                 | 0                | 1,890,262         | 0                | 0                | 0                | 0                 |
| N/A                           | <del>137-090-<br/>006AC</del> | 2026 | MANKATO       | <del>**AC**CONSTRUCT TRAIL CONNECTION FOR<br/>LAND OF MEMORIES PARK - SIBLEY PARK (AC<br/>PAYBACK 1 OF 1)</del>   | 0   | EN-ENHANCEMENT                          | NEW TRAIL                               | <del>STBGTAP<br/>5K-200K</del> | <del>96,215</del> | <del>0</del>      | <del>0</del>     | <del>96,215</del> | <del>0</del>     | <del>0</del>     | <del>0</del>     | <del>0</del>      |
| N/A                           | 007-090-<br>006               | 2026 | EAGLE<br>LAKE | ALONG CSAH 27 & 211TH ST. FROM BLACE AVE<br>TO MAPLE LANE, CONSTRUCT PED/BIKE TRAIL<br>AND ADA  | 0.6 | EN-ENHANCEMENT                          | NEW TRAIL                               | TAP<5K                         | 917,978           | 475,982           | 0                | 0                 | 0                | 0                | 0                | 441,996           |
| N/A                           | 8807-<br>CRPM-26              | 2026 | MANKATO       | **CRP**MAPO SETASIDES - REDUCE CARBON<br>EMISSIONS - 2026   | 0   | EN-ENHANCEMENT                          | GREEN<br>INFRASTRUCTURE<br>IMPROVEMENTS | CRP                            | 287,500           | 230,000           | 0                | 0                 | 0                | 0                | 0                | 57,500            |
| <b>Total</b>                  |                               |      |               |   |     |   |   |                                | <b>38,967,070</b> | <b>12,847,742</b> | <b>1,324,640</b> | <b>5,186,477</b>  | <b>1,996,047</b> | <b>2,378,240</b> | <b>4,160,062</b> | <b>12,398,502</b> |



**FY 2027 Federal Funded Transportation Projects**

| ROUTE SYSTEM           | PROJECT NUMBER | YEAR | AGENCY        | DESCRIPTION  | MILES | PROGRAM                            | WORK TYPE                         | FUND TYPE     | STIP TOTAL                         | FHWA              | AC LOCAL          | AC PAYBACK                         | FTA            | TH                | STATE            | LOCAL SHARE       |
|------------------------|----------------|------|---------------|--|-------|------------------------------------|-----------------------------------|---------------|------------------------------------|-------------------|-------------------|------------------------------------|----------------|-------------------|------------------|-------------------|
| TRANSIT                | TRF-0028-27A   | 2027 | MANKATO       | SECT 5307: CITY OF MANKATO RR TRANSIT OPERATING ASSISTANCE AND PREVENTATIVE MAINTENANCE  |       | URBANIZED AREA FORMULA - SECT 5307 | TRANSIT OPERATIONS                | FTA5307(B9)   | 4,425,020                          | 0                 | 0                 | 0                                  | 697,872        | 0                 | 2,842,144        | 885,004           |
| TRANSIT                | TRF-0028-27C   | 2027 | MANKATO       | CITY OF MANKATO PARATRANSIT OPERATING ASSISTANCE   |       | TRANSIT (TR)                       | TRANSIT OPERATIONS                | LOCAL NON-PAR | 1,475,567                          | 0                 | 0                 | 0                                  | 0              | 0                 | 1,254,232        | 221,335           |
| TRANSIT                | TRS-0028-27A   | 2027 | MANKATO       | CITY OF MANKATO; PURCHASE ONE (1) CLASS 700 DIESEL REPLACEMENT BUS   |       | TRANSIT (TR)                       | TRANSIT VEHICLE PURCHASE          | STBGP 5K-200K | 763,000                            | 610,400           | 0                 | 0                                  | 0              | 0                 | 76,300           | 76,300            |
| HIGHWAY MSAS 152       | 137-152-002AC  | 2027 | MANKATO       | **AC**MSAS 152 (MULBERRY ST) FROM TH 169 TO NORTH 2ND ST, REHABILITATION OF VETERANS MEMORIAL BRIDGE 07042 (ASSOC. 5212-35)(AC PAYBACK 1 OF 1)   | 0.2   | BRIDGE IMPROVEMENT AND REPAIR      | BRIDGE REPAIR                     | STP5K-200K    | 100,000                            | 0                 | 0                 | 100,000                            | 0              | 0                 | 0                | 0                 |
| HIGHWAY US 169         | 0713-81        | 2027 | MNDOT         | **ELLE**AC**US169, FROM RIVERFRONT DRIVE TO 400' NORTH OF LAKE STREET, MED. MILL & OVERLAY AND RECONSTRUCTION; BOTH DIRECTIONS; REHAB BR 52012; 9098; 07029 (AC PROJECT, PAYBACK IN 2028 & 2029)   | 3.5   | RS-RESURFACING                     | NEW PAVEMENT - CONC               | NHPP          | 39,000,000                         | 16,771,120        | 30,500,000        | 0                                  | 0              | 11,628,880        | 0                | 10,600,000        |
| HIGHWAY CSAH 21, MN 22 | 0714-35AC2     | 2027 | MNDOT         | **AC**ELLE**FLEX24**SEC164PROTECT**CRP**MN22, FROM 500' NORTH OF CSAH 26 TO APPROXIMATELY 1600' SOUTH OF CSAH 57, FULL-DEPTH RECLAIM MILL AND OVERLAY; FROM APPROXIMATELY 1600' SOUTH OF CSAH 57 TO MN RIVER BRIDGE IN ST PETER, RECONSTRUCT, LIGHTING, REPLACE BR 8436; REHAB BR 07036, 40003; EXTEND BRIDGE 40X02 AND CONSTRUCT NEW BRIDGE 40X08 (ASSOC. 040-070-007 & 4012-44S & 0714-35S & 0714-35P & 0714-35C) (AC PROJECT, PAYBACK 2 OF 2) | 7.8   | RD-RECONDITIONING RECONSTRUCTION   | NEW PAVEMENT - BIT                | NHPP          | <del>13,286,273</del><br>3,500,000 | 0                 | 0                 | <del>13,286,273</del><br>3,500,000 | 0              | 0                 | 0                | 0                 |
| HIGHWAY MSAS 114       | 150-114-006AC  | 2027 | NORTH MANKATO | **AC**MSAS 114 (BELGRADE AVE) FROM RANGE ST TO NICOLLET AVE, RECONSTRUCT FROM 4 LANE TO 3 LANE, ADA, LIGHTING, STORM SEWER, SANITARY SEWER AND WATERMAIN (AC PAYBACK 1 OF 1)   | 0.1   | MAJOR CONSTRUCTION                 | NEW PAVEMENT - CONC               | STP5K-200K    | 1,224,640                          | 0                 | 0                 | 1,224,640                          | 0              | 0                 | 0                | 0                 |
| N/A                    | 137-090-007    | 2027 | MANKATO       | ALONG THE MINNESOTA RIVER, FROM TH 169 TO MAIN ST, RECONSTRUCT THE MINNESOTA RIVER TRAIL   | 0.7   | EN-ENHANCEMENT                     | IMPROVE EXISTING TRAIL            | TAP 5K-200K   | 843,554                            | 674,843           | 0                 | 0                                  | 0              | 0                 | 0                | 168,711           |
| N/A                    | 8807-CRPM-27   | 2027 | MANKATO       | **CRP**MAPO SETASIDES - REDUCE CARBON EMISSIONS - 2027   | 0     | EN-ENHANCEMENT                     | GREEN INFRASTRUCTURE IMPROVEMENTS | CRP           | 180,000                            | 144,000           | 0                 | 0                                  | 0              | 0                 | 0                | 36,000            |
| <b>Total</b>           |                |      |               |  |       |                                    |                                   |               | <b>61,298,054</b>                  | <b>18,200,363</b> | <b>30,500,000</b> | <b>14,610,913</b>                  | <b>697,872</b> | <b>11,628,880</b> | <b>4,172,676</b> | <b>11,987,350</b> |

Map 6: 2027 projects



Regionally Significant Projects

| MPO: MANKATO-NORTH MANKATO AREA PLANNING ORGANIZATION |                |        |  |       |        |                    |                |
|---|----------------|--------|--|-------|--------|--------------------|----------------|
| L RTP REFERENCE                                       | PROJECT NUMBER | AGENCY | PROJECT DESCRIPTION  | MILES | PHASE  | TYPE OF WORK       | ESTIMATED COST |
| 65  | 0714-35        | MNDOT  | **AC**FLEX24**SEC164**MN22, FROM 500' NORTH OF CSAH 26 TO APPROXIMATELY 1600' SOUTH OF CSAH 57, FULL DEPTH RECLAIM AND OVERLAY; FROM APPROXIMATELY 1600' SOUTH OF CSAH 57 TO MN RIVER BRIDGE IN ST PETER, RECONSTRUCT, LIGHTING, REPLACE BR 8436 AND REHAB BR 07036, 40003 (ASSOC. 040-070-007 & 4012-44S & 0714-35S) (AC PROJECT, PAYBACK IN 2026 and 2027) | 7.1   | DESIGN | NEW PAVEMENT - BIT | \$35,327,778   |





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## Chapter 5: 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. The term “minority” may refer to persons of lineage including American Indian, Alaskan Native, Black (not of Hispanic origin), Hispanic (including persons of Mexican, Puerto Rican, Cuban, and Central or South American origin), Pacific Islander or other ethnic group. For metropolitan areas, the term “low-income” refers to a person whose income (adjusted for family size) does not exceed 80 percent of the area median income.

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

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on 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.

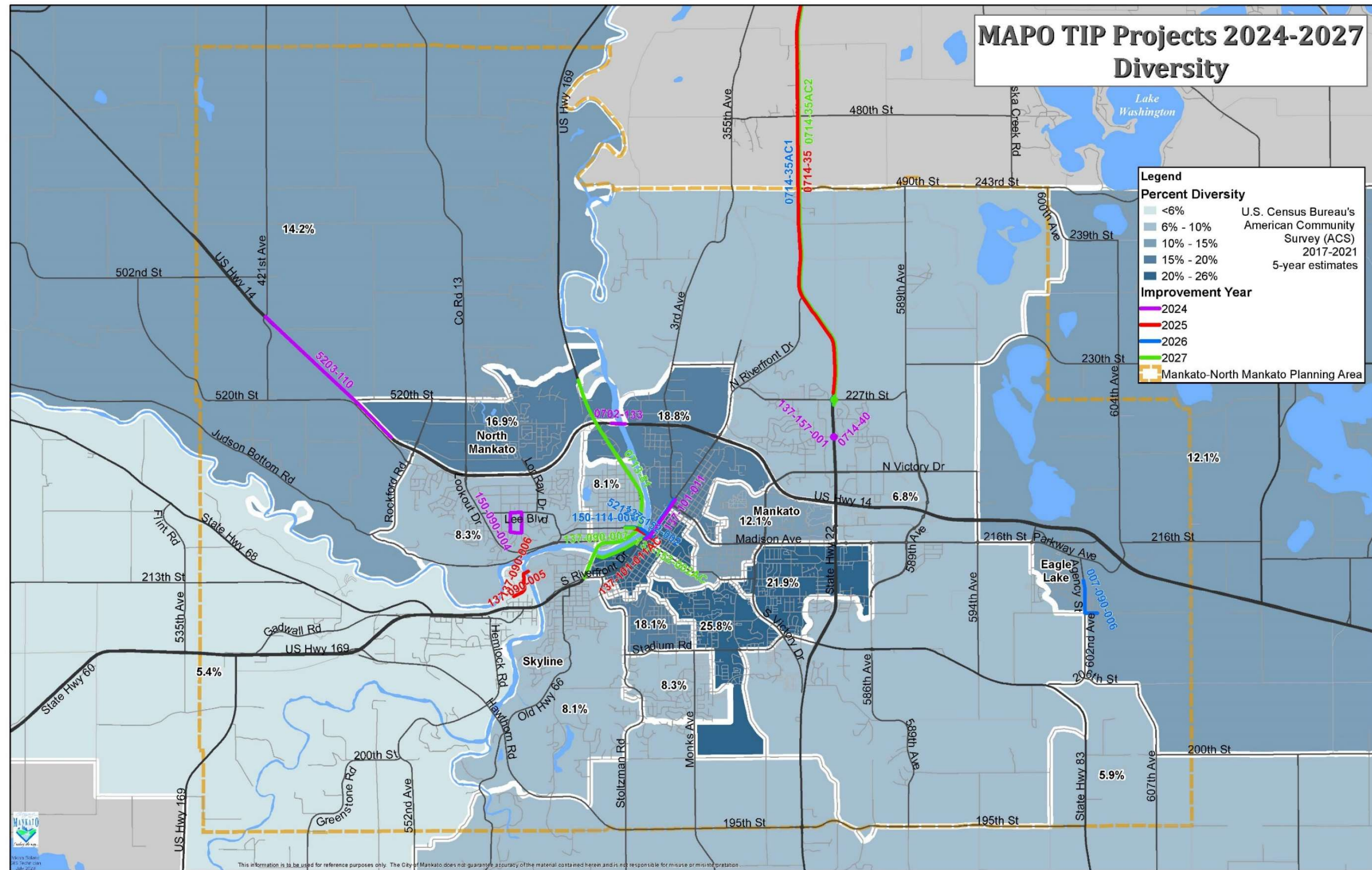
A community impact assessment highlights those transportation projects that could potentially have a negative impact on minority/low income neighborhoods. Maps 4 and 5 on the following pages identifies the high-concentration areas of minority and low-income populations in the Mankato/North Mankato planning area and shows their location relative to the projects that are listed in this TIP.

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

- 1) Reconstruct Riverfront Drive (137-101-011) in 2024.
- 2) Rehabilitation of bridge 07042 over US 169 (5212-35) in 2026

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

Map 8: Project Locations and Concentrations of Minority Populations





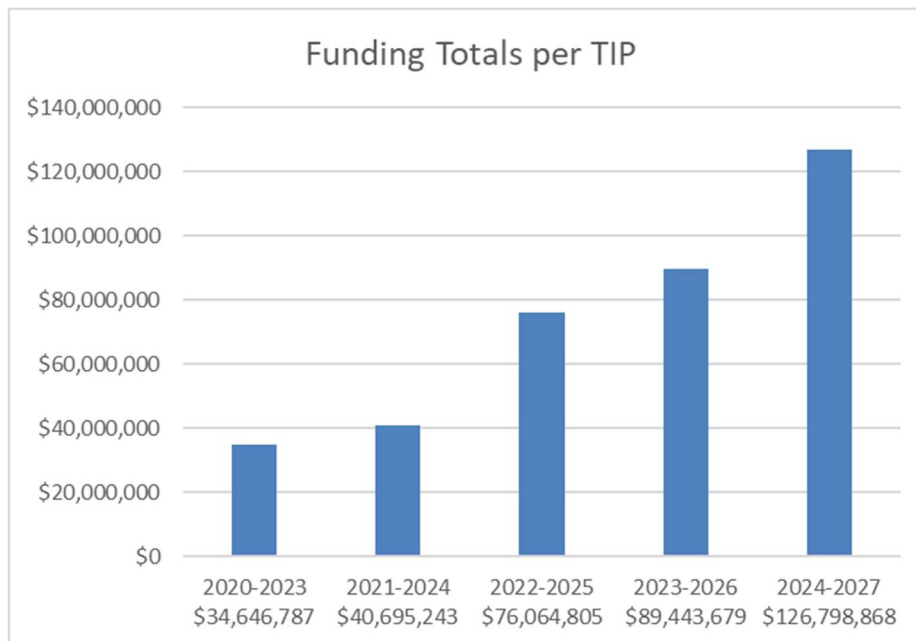
## Chapter 6: Financial Plan & Fiscal Constraint

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

### Federal Funding Levels

Federally-funded transportation projects within the MAPO area are programmed regionally through MnDOT District 7 ATP process (see Chapter 2 for more information). The District 7 ATP receives a targeted amount of federal funding for the District 7 MnDOT region which is further directed using state-established formulas and funding targets. Although subject to flexibility, these targets are used during development of the TIP, the MnDOT District 7 ATIP, and the state STIP to 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 2024-2027 TIP cycle.

*Figure 3: Historical TIP Funding in MAPO Planning Area*



Note that in comparison to previous funding totals, the total amount of funding for 2024- 2027 continues the upward trend due to large projects being added in the MAPO area. Projects 137-

152-002 and 5212-35 are for rehabilitation of Veterans Memorial Bridge scheduled for 2026 with a total project cost of \$23 million, project 0713-81 is a full reconstruction of Riverfront Drive scheduled for 2027 with a total project cost of \$32.8 million, and project 0714-35 on MN TH 22 spans geography both within and outside the MAPO planning boundary.

*Table 6: MnDOT Funding Targets*

| <b>MnDOT D7 Annual Funding Targets for the ATIP (FHWA &amp; FTA formula funds)</b> |                     | Percent       |
|--|---------------------|---------------|
| Rail Crossings   | \$0                 | NA            |
| Transit (Urban, non-federal funds)   | \$0                 | NA            |
| Transit (Rural, non-federal funds)   | \$0                 | NA            |
| Transp. Alternatives/Enhancements  | \$1,500,000         | 3.62%         |
| Safety (Local HSIP)  | \$1,800,000         | 4.35%         |
| STBGP  | \$7,700,000         | 18.60%        |
| Carbon Reduction and Resiliency  | \$1,830,000         | 4.42%         |
| MnDOT (SPP Pavement, SPP Bridge, DRMP-STP, HSIP)                                   | \$28,070,000        | 67.80%        |
| <b>Total</b>   | <b>\$41,400,000</b> | <b>100.0%</b> |

Totals do not include rail crossing funding, which is handled centrally through MnDOT for entire state. Source: MnDOT District 7 (2023)

## Financial Plan

The MPO accepts the responsibility to act in the public interest to program and fund transportation projects to be accomplished in the Metropolitan area. The 2024-2027 TIP is fiscally constrained to those funding categories in which the MPO has direct responsibility. It is assumed that MnDOT projects programmed with federal funds are fiscally constrained at the state level through the STIP. Local funds for federal match, operations and maintenance, and Regionally Significant projects are assumed fiscally constrained at the local level, based on each state or local jurisdiction’s ability to acquire revenues and associated budgets to cover costs including accurate cost estimates as developed through the most recent Capital Improvement Programs (CIPs).

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

## Highway Investments

Table 7 represents the MAPO area’s financial plan for funding the highway projects being programmed in the TIP. Table 8 identifies individual funding sources as specified by each of the jurisdictions to be expected and available during the next four years based on revenue forecast with the Long-Range Transportation Plan (Table 8-1: “MAPO Highway Revenue Forecasts by Jurisdiction” Mid-Term 1 projection).

### Assessment of Fiscal Constraint

MAPO has assessed the ability of the area’s highway jurisdictions to meet their financial commitments with regard to the projects being programmed in the TIP while also continuing to fund their ongoing operations and maintenance. To demonstrate fiscal constraint, project costs were compared with budget data from previous years. Project costs have been adjusted to reflect an inflation rate of 4% per year (as they are also presented in the project tables on pages 9-12) to account for the effects of inflation at the year of expenditure. The 4% rate of inflation is based on industry standards as well as Engineering News Record (ENR). 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 by Lead Agency: 2024-2027 MAPO TIP*

| Lead Agency       | Total project cost by year (may include multiple funding agencies per project) |                   |                   |                   | Expenses                     |
|-------------------|--|-------------------|-------------------|-------------------|------------------------------|
|                   | 2024   | 2025              | 2026              | 2027              | 2024-2027 TIP (4-year total) |
| MnDOT District 7  | 5,415,000  | 24,270,394        | 14,300,000        | 54,286,273        | 98,271,667                   |
| Blue Earth County | -  | -                 | -                 | -                 | -                            |
| Nicollet County   | -  | -                 | -                 | -                 | -                            |
| Mankato           | 9,959,619  | 2,132,543         | 12,326,507        | 943,554           | 25,362,223                   |
| North Mankato     | 451,000  | -                 | 571,360           | 1,224,640         | 2,247,000                    |
| Eagle Lake        | -  | -                 | 917,978           | -                 | 917,978                      |
| <b>Total</b>      | <b>15,825,619</b>  | <b>26,402,937</b> | <b>28,115,845</b> | <b>56,454,467</b> | <b>126,798,868</b>           |

Source: Draft 2024 – 2027 STIP

Table 8 provides estimated funding levels by lead agency for the four-year TIP period. The sources of revenue vary by project and agency and may include local, state, and federal sources.

*Table 8: Estimated Funding Revenue for TIP period*

| REVENUES          | 2024-2027                       |
|-------------------|---------------------------------|
| MNDOT DISTRICT 7  | \$148,210,000                   |
| BLUE EARTH COUNTY | NO PROJECTS IN 2024-2027 PERIOD |
| NICOLLET COUNTY   | NO PROJECTS IN 2024-2027 PERIOD |
| MANKATO           | \$25,362,223                    |
| NORTH MANKATO     | \$2,247,000                     |
| EAGLE LAKE        | \$917,978                       |

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

**Transit Investments**

Table 9 and Table 10 represent the Mankato Transit System (MTS) financial plan for funding the transit projects listed in the TIP. The tables identify specific sources of funding that the MTS has determined to be reasonably expected and available during the next four years.

*Table 9: Total Transit Costs by Project Type*

| Source                   | 2024             | 2025             | 2026             | 2027             | 2024-2027 TIP (4-year total) |
|--------------------------|------------------|------------------|------------------|------------------|------------------------------|
| Operations & Maintenance | 5,399,873        | 5,561,869        | 5,728,725        | 5,900,587        | 22,591,054                   |
| Bus Purchases            | 0                | 0                | 2,135,000        | 763,000          | 2,898,000                    |
| Facilities               | 983,425          | 375,000          | 1,000,000        | 0                | 2,358,425                    |
| <b>TOTAL</b>             | <b>6,383,298</b> | <b>5,936,869</b> | <b>8,863,725</b> | <b>6,663,587</b> | <b>25,489,054</b>            |

\* Source: Draft 2024-2027 ATIP



***Table 10: Estimated Transit Funding Revenue***

| Funding Source             | 2024-2027           |
|----------------------------|---------------------|
| Federal Revenue: Operating | \$2,671,885         |
| State Revenue - Operating  | \$15,683,427        |
| Federal Capital Revenue    | \$4,235,640         |
| State Capital Revenue      | \$259,300           |
| Farebox & Contract Revenue | \$3,408,669         |
| <b>Total</b>               | <b>\$26,258,921</b> |

Source: Mankato Transit System, 2022

### ***Assessment of Fiscal Constraint***

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

Table 9 shows the MTS cost and project type for the current TIP. When compared with the estimated revenue listed in Table 10, it can be seen that there are sufficient anticipated revenues to fund anticipated costs.

### **Year of Expenditure**

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

### **Operations and Maintenance**

Since 2005, MPOs are required to consider operations and maintenance of transportation systems, as part of fiscal constraint. The FAST Act reinforces the need to address operations and maintenance, in addition to capital projects, when demonstrating fiscal constraint of the TIP.

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

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

**Revenue trends by agency**

| <b>Blue Earth County</b>  |                      |                      |
|---------------------------|----------------------|----------------------|
| <b>Revenue Source</b>     | <b>2021 budget</b>   | <b>2022 budget</b>   |
| Property Taxes            | \$39,186,458         | \$40,206,394         |
| Tax Increments            | \$0                  | \$0                  |
| All Other Taxes           | \$5,704,500          | \$6,677,000          |
| Special Assessments       | \$2,662,039          | \$3,150,145          |
| Licenses and Permits      | \$320,360            | \$316,190            |
| Federal Grants            | \$9,520,717          | \$9,501,005          |
| State General Purpose Aid | \$4,255,888          | \$4,281,145          |
| State Categorical Aid     | \$33,034,509         | \$22,211,894         |
| Other Revenue Sources     | \$16,697,647         | \$15,772,765         |
| <b>Total Revenues</b>     | <b>\$111,382,118</b> | <b>\$102,116,538</b> |

Source: Minnesota State Auditor Local Government Finances Report – Counties

| <b>Mankato</b>            |                     |                     |
|---------------------------|---------------------|---------------------|
| <b>Revenue Source</b>     | <b>2021 budget</b>  | <b>2022 budget</b>  |
| Property Taxes            | \$20,268,000        | \$20,767,966        |
| Tax Increments            | \$300,000           | \$300,000           |
| All Other Taxes           | \$2,071,352         | \$2,185,000         |
| Special Assessments       | \$3,740,000         | \$2,865,000         |
| Licenses and Permits      | \$1,437,100         | \$1,441,375         |
| Federal Grants            | \$341,703           | \$373,628           |
| State General Purpose Aid | \$6,556,038         | \$7,463,042         |
| State Categorical Aid     | \$1,218,254         | \$1,165,674         |
| Other Revenue Sources     | \$6,302,557         | \$6,355,803         |
| <b>Total Revenues</b>     | <b>\$42,235,004</b> | <b>\$42,917,488</b> |

Source: Minnesota State Auditor Local Government Finances Report – Cities

| <b>Nicollet County</b>    |                     |                     |
|---------------------------|---------------------|---------------------|
| <b>Revenue Source</b>     | <b>2021 budget</b>  | <b>2022 budget</b>  |
| Property Taxes            | \$23,782,117        | \$24,257,237        |
| Tax Increments            | \$0                 | \$0                 |
| All Other Taxes           | \$2,224,700         | \$2,297,000         |
| Special Assessments       | \$292,000           | \$295,000           |
| Licenses and Permits      | \$65,558            | \$91,000            |
| Federal Grants            | \$6,158,047         | \$4,875,373         |
| State General Purpose Aid | \$1,861,620         | \$1,878,673         |
| State Categorical Aid     | \$7,592,179         | \$8,292,098         |
| Other Revenue Sources     | \$5,121,492         | \$7,361,698         |
| <b>Total Revenues</b>     | <b>\$47,097,713</b> | <b>\$49,348,079</b> |

Source: Minnesota State Auditor Local Government Finances Report – Counties

| <b>North Mankato</b>      |                     |                     |
|---------------------------|---------------------|---------------------|
| <b>Revenue Source</b>     | <b>2021 budget</b>  | <b>2022 budget</b>  |
| Property Taxes            | \$6,983,329         | \$7,122,995         |
| Tax Increments            | \$456,429           | \$545,401           |
| All Other Taxes           | \$1,310,605         | \$1,595,998         |
| Special Assessments       | \$281,011           | \$283,966           |
| Licenses and Permits      | \$494,295           | \$506,770           |
| Federal Grants            | \$7,000             | \$4,000             |
| State General Purpose Aid | \$2,344,362         | \$2,437,420         |
| State Categorical Aid     | \$185,105           | \$185,105           |
| Other Revenue Sources     | \$4,537,050         | \$8,654,178         |
| <b>Total Revenues</b>     | <b>\$16,599,186</b> | <b>\$21,335,833</b> |

Source: Minnesota State Auditor Local Government Finances Report – Counties

## Chapter 7: Public Engagement

MAPO is committed to being a responsive, inclusive, and participatory agency for regional decision-making. Every year the public is given continuous opportunity to view all TIP-related materials on the MAPO website [www.mnmapo.org](http://www.mnmapo.org) and is encouraged to provide comment via phone, email, online comment, in person, U.S. mail, or via a physical dropbox outside of the Intergovernmental Center. Prior to project solicitation, MAPO encourages eligible jurisdictions to submit projects that have had or will have some level of public input. This information then becomes part of the criteria used to prioritize TIP project submittals.

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

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

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

### **2024-2027 TIP Public Participation Summary**

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

The 30-day public comment period and online open house ran from June 15 to July 15, 2023. Advertisement for the public comment period included notice in the Mankato Free Press, the MAPO website, the MAPO stakeholder email list, and distribution to partner agencies.

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

## Chapter 8: Monitoring Progress

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

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

Updates and changes from the 2023 – 2026 TIP include:

### **2024**

- *TRF-0028-24E: project added*
- *TRF-0028-24F: project added*
- *TRF-0028-24G: project added*
- *TRS-0028-24CA: project removed*
- *TRS-0028-24TA: project removed*
- *0702-133: project added*
- *8807-CRPM-24: project added*

### **2025**

- *TRF-0028-25C: project removed*
- *TRS-0028-25A: project removed*
- *TRF-0028-25E: project added*
- *0714-35: project modified*
- *040-070-007: project added*
- *4012-44S: project added*
- *137-101-011AC1: project added*
- *8807-CRPM-25: project added*

### **2026**

- *TRF-0028-26F: project added*
- *TRS-0028-26A: project added*
- *137-101-011AC2: project added*
- *007-090-006: project added*
- *137-152-002: project added*
- *150-114-006: project added*
- *8807-CRPM-26 project added*

### **2027**

- *Addition of new project year*

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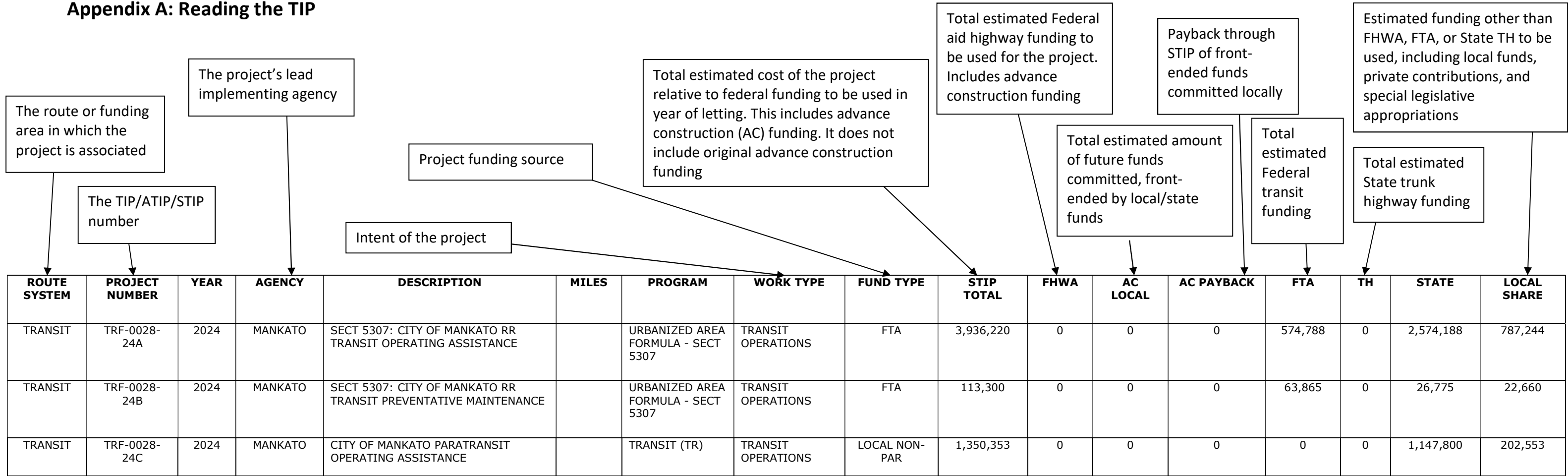
The status of the projects programmed in the previous TIP have been updated with this TIP. Projects programmed for FY 2023, however, are presently being constructed and are dropping out of this updated TIP. The table on the following page provides a status report on those projects.

## 2023 Project Status

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

| Route System               | Project Number | Year | Agency            | Technical Description   | Miles | Program                     | Type of Work                   | Proposed Funds   | STIP Total | FHWA      | AC      | FTA     | TH | Other     | Project Total | Status      |
|----------------------------|----------------|------|-------------------|---|-------|-----------------------------|--------------------------------|------------------|------------|-----------|---------|---------|----|-----------|---------------|-------------|
| MSAS 139                   | 137-139-001AC  | 2023 | MANKATO           | **AC**MSAS 139, (TIMBERWOLF DR) FROM THE INTERSECTION OF HERON DR TO 0.2 MI E, CONSTRUCT PEDESTRIAN CROSSING AND HAWK SYSTEM (AC PAYBACK 1 OF 1)            | 0.2   | EN-ENHANCEMENT              | BIKE/PED                       | TAP 5K-200K      | 167,746    | 0         | 167,746 | 0       | 0  | 0         | 0             | Completed   |
| HIGHWAY CSAH 16            | 007-090-005AC  | 2023 | BLUE EARTH COUNTY | **AC**ALONG CSAH 16 (STOLTZMAN RD) FROM EXISTING TRAIL, 0.1 MI N OF CSAH 60 (STADIUM RD) TO W PLEASANT STREET, CONSTRUCT PED/BIKE TRAIL (AC PAYBACK 1 OF 1) | 0.9   | EN-ENHANCEMENT              | BIKE/PED                       | STBG TAP 5K-200K | 50,828     | 0         | 50,828  | 0       | 0  | 0         | 0             | Completed   |
| TRANSIT N/A                | TRF-0028-23A   | 2023 | MANKATO           | SECT 5307: CITY OF MANKATO; RR TRANSIT OPERATING ASSISTANCE   | 0     | URBANIZED AREA FORMULA (B9) | TRANSIT                        | FTA              | 3,539,853  | 0         | 0       | 851,097 | 0  | 2,688,756 | 3,539,853     | In progress |
| TRANSIT N/A                | TRF-0028-23B   | 2023 | MANKATO           | SECT 5307: CITY OF MANKATO; RR TRANSIT PREVENTATIVE MAINTENANCE   | 0     | URBANIZED AREA FORMULA (B9) | TRANSIT                        | FTA              | 250,000    | 0         | 0       | 44,000  | 0  | 206,000   | 250,000       | In progress |
| TRANSIT N/A                |                | 2023 | MANKATO           | SECT 5307; CITY OF MANKATO; PARATRANSIT OPERATING ASSISTANCE  | 0     | URBANIZED AREA FORMULA (B9) | TRANSIT                        | LF               | 1,258,653  | 0         | 0       | 0       | 0  | 1,258,653 | 1,258,653     | In progress |
| TRANSIT N/A                | TRF-0028-23C   | 2023 | MANKATO           | SECT 5307; CITY OF MANKATO; AUTOMATED VEHICLE PA SYSTEM   | 0     | URBANIZED AREA FORMULA (B9) | TRANSIT                        | FTA              | 350,000    | 0         | 0       | 280,000 | 0  | 70,000    | 350,000       | In progress |
| TRANSIT N/A                | TRF-0028-23D   | 2023 | MANKATO           | SECT 5339: CITY OF MANKATO; BUS STOP IMPROVEMENTS   | 0     | URBANIZED AREA FORMULA (B9) | TRANSIT                        | FTA              | 129,536    | 0         | 0       | 103,629 | 0  | 25,907    | 129,536       | In progress |
| TRANSIT N/A                | TRF-0028-23TA  | 2023 | MANKATO           | SECT 5339: CITY OF MANKATO; PURCHASE ONE (1) CLASS 700 DIESEL REPLACEMENT BUS   | 0     | BUS AND BUS FACILITIES (BB) | TRANSIT                        | FTA              | 688,800    | 0         | 0       | 585,480 | 0  | 103,320   | 688,800       | In progress |
| HIGHWAY MSAS 117, MSAS 255 | 150-117-007    | 2023 | NORTH MANKATO     | MSAS 117 (LOR RAY DR) & MSAS 255 (HOWARD DR), AT THE INTERSECTION OF LOR RAY DR AND HOWARD DR, CONSTRUCT A ROUNDABOUT                                       | 0.0   | MC-MAJOR CONSTRUCTION       | TRAFFIC CONTROL DEVICES/SAFETY | STBGP 5K-200K    | 2,139,234  | 1,671,387 | 0       | 0       | 0  | 467,847   | 2,139,234     | In progress |

**Appendix A: Reading the TIP**



| ROUTE SYSTEM | PROJECT NUMBER | YEAR | AGENCY  | DESCRIPTION  | MILES | PROGRAM                            | WORK TYPE          | FUND TYPE     | STIP TOTAL | FHWA | AC LOCAL | AC PAYBACK | FTA     | TH | STATE     | LOCAL SHARE |
|--------------|----------------|------|---------|--|-------|------------------------------------|--------------------|---------------|------------|------|----------|------------|---------|----|-----------|-------------|
| TRANSIT      | TRF-0028-24A   | 2024 | MANKATO | SECT 5307: CITY OF MANKATO RR TRANSIT OPERATING ASSISTANCE     |       | URBANIZED AREA FORMULA - SECT 5307 | TRANSIT OPERATIONS | FTA           | 3,936,220  | 0    | 0        | 0          | 574,788 | 0  | 2,574,188 | 787,244     |
| TRANSIT      | TRF-0028-24B   | 2024 | MANKATO | SECT 5307: CITY OF MANKATO RR TRANSIT PREVENTATIVE MAINTENANCE |       | URBANIZED AREA FORMULA - SECT 5307 | TRANSIT OPERATIONS | FTA           | 113,300    | 0    | 0        | 0          | 63,865  | 0  | 26,775    | 22,660      |
| TRANSIT      | TRF-0028-24C   | 2024 | MANKATO | CITY OF MANKATO PARATRANSIT OPERATING ASSISTANCE               |       | TRANSIT (TR)                       | TRANSIT OPERATIONS | LOCAL NON-PAR | 1,350,353  | 0    | 0        | 0          | 0       | 0  | 1,147,800 | 202,553     |



**Program:**  
*Categories included are in the following tables.*

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

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

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

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

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## Appendix B: Public Notice

### NOTICE OF 30-DAY PUBLIC COMMENT PERIOD

**Publish: June 15, 2023**

NOTICE IS HEREBY GIVEN that on the 15th day of June, 2023, the Mankato/North Mankato Area Planning Organization (MAPO) has released the area's draft 2024-2027 Transportation Improvement Program (TIP) for 30-day public comment. MAPO's public notice of public involvement activities and time established for public review and comment on the TIP satisfy the Program of Projects requirements of the Federal Transit Administration Section 5307 Program.

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

Public comment period and online information will be available from June 15, 2023 to July 15, 2023 at [www.mnmapo.org/tip](http://www.mnmapo.org/tip).

MAPO will hold an in-person open house on Wednesday, June 21, 2023 from 4 – 6p.m. in the Minnesota Valley Room (first floor) of the Intergovernmental Center, 10 Civic Center Plaza, Mankato.

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

Paul Vogel  
Executive Director  
Mankato/North Mankato Area Planning Organization

## NOTICE OF 30-DAY PUBLIC COMMENT PERIOD

**Publish: June 30, 2023**

NOTICE IS HEREBY GIVEN that on the 15th day of June, 2023, the Mankato/North Mankato Area Planning Organization (MAPO) has released the area's draft 2024-2027 Transportation Improvement Program (TIP) for 30-day public comment.

Public comment period and online information will be available from June 15, 2023 to July 15, 2023 at [www.mnmapo.org/tip](http://www.mnmapo.org/tip).

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

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

Paul Vogel  
Executive Director  
Mankato/North Mankato Area Planning Organization

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**NOTICE OF 30-DAY PUBLIC COMMENT PERIOD**

**Publish: July 13, 2023**

NOTICE IS HEREBY GIVEN that on the 15th day of June, 2023, the Mankato/North Mankato Area Planning Organization (MAPO) released the area’s draft 2024-2027 Transportation Improvement Program (TIP) for 30-day public comment. The comment period is being extended due to adjustments made to proposed project costs.

Public comment period and online information will be available until August 14, 2023 at [www.mnmapo.org/tip](http://www.mnmapo.org/tip).

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

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

Paul Vogel  
Executive Director  
Mankato/North Mankato Area Planning Organization

## Appendix C: Public Comments Received

| Comment   | Method                   | Date      | Response  |
|---|--------------------------|-----------|---|
| Provide more bus options and routes in Mankato.   | Website                  | 6/16/2023 | Thank you for your input. Your comment will be included in the final version of the Transportation Improvement Program. |
| Why can't highway 169 be dug down 15 feet and put an overpass above it all the problems will be solved. It was done at veterans bridge. You can put in a median and bring the 4 lanes closer to make room for on and off ramps. | Website                  | 6/21/2023 | Thank you for your input. Your comment will be included in the final version of the Transportation Improvement Program. |
| How much imported soil for roundabouts along highway 169?   | Open house               | 6/21/2023 | Verbal  |
| For the intersection of 169/webster we need to make sure that semi-trailer and truck traffic can run from 169 on to and from webster avenue.  | Open house               | 6/21/2023 | Verbal  |
| concern about speed of traffic after lights taken out - live by Minneopa and getting onto 169 from 68 I need space to get in. Also how do peds and bikes get across N 169 with no lights?                                       | Open house               | 6/21/2023 | Verbal  |
| Some roundabouts are good, some are bad. I hate them.   | Songs on the lawn pop up | 6/22/2023 | Verbal  |
| Mankato doesn't have public transit, it is public trasit that you pay for.  | Songs on the lawn pop up | 6/22/2023 | Verbal  |
| When will HWY 14 Nicollet to Mankato open?  | Songs on the lawn pop up | 6/22/2023 | Verbal  |
| Don't understand the changes to Riverfront Drive  | Songs on the lawn pop up | 6/22/2023 | Verbal  |
| How many roundabouts are in Mankato?  | Songs on the lawn pop up | 6/22/2023 | Verbal  |
| Is there bus service to Eagle Lake?   | Songs on the lawn pop up | 6/22/2023 | Verbal  |

|  |                          |           |   |
|--|--------------------------|-----------|---|
| Planned trail to Minneopa is cool.   | Songs on the lawn pop up | 6/22/2023 | Verbal  |
| I am from New York and transit is lacking around MSU (October and November).   | Songs on the lawn pop up | 6/22/2023 | Verbal  |
| Impressed with MnDOT and how fast and efficient they get projects done   | Songs on the lawn pop up | 6/22/2023 | Verbal  |
| As long as Mankato gets a train service to the Twin Cities within the next 10 years Mankato's plans look good  | Website                  | 6/22/2023 | Thank you for your input. Your comment will be included in the final version of the Transportation Improvement Program. |
| <p>Pleased to see the pedestrian over pass has been eliminated from the planned reconstruction of N. 169. The FHWA only recommends them as a last resort at this website:<a href="https://safety.fhwa.dot.gov/saferjourney1/library/countermeasures/07.htm">https://safety.fhwa.dot.gov/saferjourney1/library/countermeasures/07.htm</a></p> <p>Safe pedestrian and bicycle crossings should be created at grade along this corridor.</p> <p>Also pleased to see that plans for the River Trail include widening it and putting a railing up for safety purposes.</p> <p>I have been to two open houses in the past couple of weeks and LOS for traffic was always one of the components shared with the attendees. LOS for pedestrians and bicyclists wasn't reported or presented. The open house hosted by Bolton and Menk. The other open house had some LOS info when talking to staff, but wasn't presented front and center as LOS for traffic is presented Please start reporting and presenting on LOS for pedestrian and bicyclists, since it is a component of safety and is evaluated in all MAPO studies.</p> | Website                  | 6/26/2023 | Thank you for your input. Your comment will be included in the final version of the Transportation Improvement Program. |

|   |                       |           |   |
|---|-----------------------|-----------|---|
| <p>These comments pertain to the Highway 169 corridor study -- specifically, the bicycle and pedestrian connectivity challenges posed by the current design. Multiple lane high speed roundabouts are awful for pedestrians, cyclists, and vulnerable road users. I understand the safety benefits -- for drivers -- but my experience both as a pedestrian and cyclist at the Highway 22 and Adams/Madison facilities shows multilane roundabout to be worse than signalized intersections. So you are about to eliminate two intersections for the benefit of drivers (and to the detriment of pedestrians and bicyclists), and if the 6/20/2023 edition of the Mankato Free Press is to be believed, there's not enough funding in this \$70m project to get people across the road safely. An overpass would be a vital connection for cyclists on the regional trail system. And I would like to see some design alternatives for the roundabouts that slow vehicle entry/exit speeds, and increase the visibility of pedestrians.</p> | Website               | 6/28/2023 | Thank you for your input. Your comment will be included in the final version of the Transportation Improvement Program. |
| Commerce and Lookout Drive is a good place for a roundabout.  | Farmers market pop up | 7/10/2023 | Verbal  |
| 45 mile per hour zone changing to a 50 on look out drive is crazy.  | Farmers market pop up | 7/10/2023 | Verbal  |
| Good improvements. Like 169 projects and roundabouts.   | Farmers market pop up | 7/10/2023 | Verbal  |
| Dislike the one way roads near Tourtellotte.  | Farmers market pop up | 7/10/2023 | Verbal  |
| Would like improvements for bike trails. Not upkept as good as the Paul Bunyan Trail. I've ridden on all the trails in Minnesota. Mankato is on the cusp of attracting as a bicycling destination but trails lack wayfinding signage and proper maintenance.  | Farmers market pop up | 7/10/2023 | Verbal  |
| So you are going to make more roundabouts.  | Farmers market pop up | 7/10/2023 | Verbal  |
| Crosswalks at Highway 14 on LorRay Drive. All I do is walk or ride my bike. I would ride the bus but it doesn't come to North Mankato.  | Farmers market pop up | 7/10/2023 | Verbal  |
| I Like the trail at Monks   | Farmers market pop up | 7/10/2023 | Verbal  |
| Safety improvements are only part of the solution, people need to pay attention.  | Farmers market pop up | 7/10/2023 | Verbal  |
| Pedestrian friendly and safety. Riverfront needs improved crossings.  | Farmers market pop up | 7/10/2023 | Verbal  |

|  |                |                  |  |
|--|----------------|------------------|--|
| <p>The STIP and the MAPO LRTP are supposed to contain fiscally constrained projects/plans where federal, state, and local shares are approved and secured. The City of Mankato has been trying, but unable to leverage other sources of funding to accomplish the estimated \$9,480,030 local share of the project to date. How will MnDOT accomplish this project if local share is not funded and when does MnDOT intend to share how the costs shares were arrived at?</p> <p>The 932.7-foot Veterans Bridge (Bridge 07042) passes over Riverfront Drive, the railroad tracks, and the Minnesota River and has a 70,885 square foot roadway surface. A 410-foot section (44%) of Bridge 07042 was transferred to the City of Mankato in February 2009 under MnDOT Agreement 94006. The agreement stipulates, "All major maintenance of the Veterans Bridge shall be the responsibility of the City or State for their respective areas of the bridge. The City and the State shall work together to determine required repair and timing of repair or replacement of the bridge." That has not happened. Additionally, at the time of transfer, MnDOT contemplated transferring portions of the Veterans Bridge (Bridge 07042) and/or the TH 169 Bridge (Bridge 52009) to other jurisdictions, but ultimately did not. Why?</p> <p>The 144.6-foot TH 169 Bridge (Bridge 52009) passes over TH 169 and has an 11,808 square foot roadway surface. This is important to note as the total square footage of these two bridges is approximately 82,693 square feet, not including touch down areas on either sides of each of these bridges. If the City of Mankato is responsible for 44% of the veterans bridge, or roughly 37% of both bridges roadway surfaces, not including the touchdown areas, how does MnDOT arrive at a local share of \$9,840,030 (42%) of the total project cost of \$23,140,030. This remains to be discussed with City of Mankato staff and elected officials. When will this occur?</p> <p>Is it normal for the citizens of a jurisdiction to have to shoulder \$9.8 million in estimated construction costs 14-years after a transfer?</p> | <p>Website</p> | <p>7/13/2023</p> | <p>Thank you for your input. Your comment will be included in the final version of the Transportation Improvement Program.</p> |
|--|----------------|------------------|--|



**Appendix D: MnDOT Checklist**



**Minnesota MPO TIP Checklist**

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

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

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

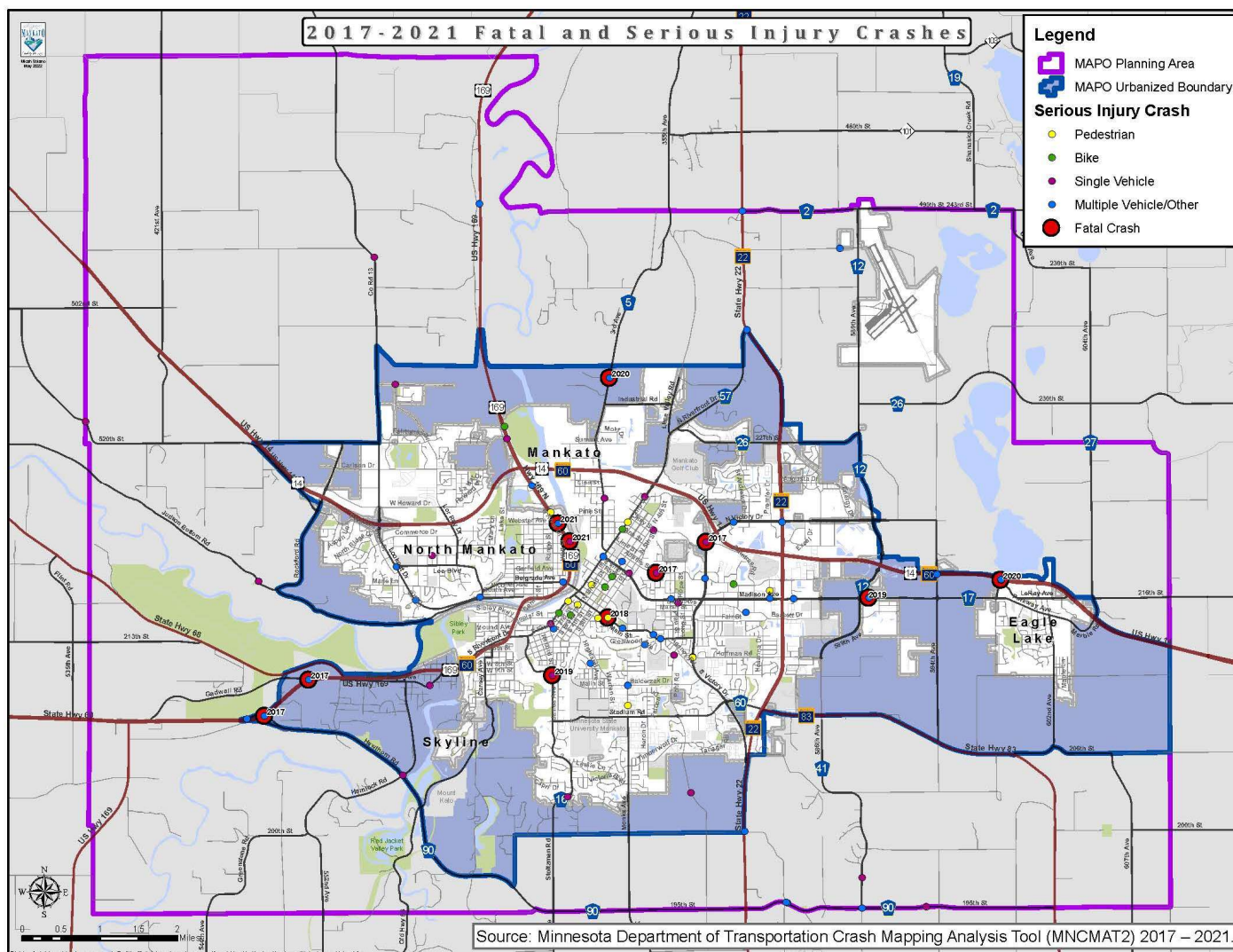
| <b>Regulatory Citation (23 CFR)</b> | <b>Key Content of Rule</b> | <b>Review Guidance</b>   | <b>Included in TIP?</b> | <b>If yes, which page(s)?</b> |
|-------------------------------------|----------------------------|--|-------------------------|-------------------------------|
| 450.326(j)    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

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

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

MPO comments:

## Appendix E: MAPO 2017 – 2021 Crash Map





## Appendix F: MAPO Regional Significance Scoresheet

| 2024-2027 Surface Transportation Program - Small Urban (STP - SU)<br>applications within MAPO boundary |        |  | City of Mankato –<br>Veterans Bridge<br>Rehabilitation | City of North<br>Mankato –<br>Belgrade Avenue<br>Reconstruction |
|--|--------|--|--|---|
| Criteria   | Points | Evaluation Question  | Score  | Score   |
| a. Regional Benefit  | 30     | What are the project's merits/benefits and intended effect upon the regional transportation network?       | 30   | 30  |
| b. Mobility  | 30     | How will the project improve the mobility of people and goods?   | 30   | 30  |
| c. Planning Support  | 15     | Is the project identified in MAPO's Long Range Transportation Plan or other transportation study/document? | 15   | 15  |
| d. Multi-modalism  | 10     | How does the project encompass multiple modes of travel?   | 10   | 10  |
| e. Environmental Impacts   | 10     | How will the project respond to environmental impacts and mitigation measures?                             | 10   | 10  |
| f. Public Participation  | 5      | What public participation has been undertaken or will take place with this project?                        | 5  | 5   |
| Total  |        |  | 100  | 100   |

## Appendix G: TIP Amendment/Modification Policy

### TIP Amendment Process

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

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

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

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

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

### FHWA and MnDOT GUIDANCE FOR STIP AMENDMENTS AND ADMINISTRATIVE MODIFICATIONS

#### **FORMAL STIP AMENDMENTS**

Are needed when:

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

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

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

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

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

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

### ***STIP ADMINISTRATIVE MODIFICATIONS***

Are needed when:

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

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

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



10 Civic Center Plaza  
Mankato, MN 56001  
Phone: (507) 387-8613  
mnmapo.org

December 27, 2023

To: Deb Yates, MnDOT District 7  
From: Paul Vogel, Executive Director, MAPO  
RE: MAPO 2024-2027 TIP Administrative Modifications

---

This memorandum serves as notification of updates made to the MAPO 2024-2027 Transportation Improvement Program (TIP). Appendix A of this document includes the full details of the projects indicated below, which received minor modifications.

**137-090-006**

Land of Memories trail. Adjust year. Previously scheduled for 2024, project is now scheduled for 2025 and the 2026 payback has been removed.

**137-101-011T**

Riverfront Drive reconstruction. Cost adjustments. Additional federal funding in FY 24, released by 137-090-006. Overall cost and scope remain the same.

Updates to the TIP are guided by MAPO's Public Participation Plan, which in turn is based on requirements issued by the Federal Highway Administration. The Administrative Modifications were processed and approved December 11, 2023.

Please do not hesitate to contact Chris Talamantez at (507) 387-8389 if clarification is needed.

Paul Vogel  
Executive Director  
Mankato/North Mankato Area Planning Organization (MAPO)  
10 Civic Center Plaza  
Mankato, MN 56001

**Attachment: Appendix A**

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# Appendix A

## 137-090-006

| Currently approved project status |              |                     |      |  |         |  |      |           |           |            |         |        |     |    |      |        |
|-----------------------------------|--------------|---------------------|------|--|---------|--|------|-----------|-----------|------------|---------|--------|-----|----|------|--------|
| Prime/CHIMES project number       | Route system | STIP project number | Year | Public project description                               | Agency  | Technical project description  | Mile | Work type | Fund type | STIP total | FHWA    | AC     | FTA | TH | Bond | Other  |
| 137-090-006                       | PED/BIKE     | 137-090-006         | 2024 | Construct trail between Land of Memories and Sibley Park | MANKATO | **AC**: CONSTRUCT TRAIL CONNECTION FOR LAND OF MEMORIES PARK - SIBLEY PARK(AC PROJECT PAYBACK IN 2026) | 0    | NEW TRAIL | STBGP-TA  | 215,385    | 153,065 | 96,215 | -   | -  | -    | 62,320 |

| Proposed project change     |              |                     |      |  |         |  |      |           |           |            |         |    |     |    |      |        |
|-----------------------------|--------------|---------------------|------|--|---------|--|------|-----------|-----------|------------|---------|----|-----|----|------|--------|
| Prime/CHIMES project number | Route system | STIP project number | Year | Public project description                               | Agency  | Technical project description                                      | Mile | Work type | Fund type | STIP total | FHWA    | AC | FTA | TH | Bond | Other  |
| 137-090-006                 | PED/BIKE     | 137-090-006         | 2025 | Construct trail between Land of Memories and Sibley Park | MANKATO | CONSTRUCT TRAIL CONNECTION FOR LAND OF MEMORIES PARK - SIBLEY PARK | 0    | NEW TRAIL | STBGP-TA  | 311,600    | 249,280 | -  | -   | -  | -    | 62,320 |

## 137-101-011T

| Currently approved project status |              |                     |      |  |         |   |      |           |           |            |         |    |     |    |      |         |
|-----------------------------------|--------------|---------------------|------|--|---------|---|------|-----------|-----------|------------|---------|----|-----|----|------|---------|
| Prime/CHIMES project number       | Route system | STIP project number | Year | Public project description   | Agency  | Technical project description   | Mile | Work type | Fund type | STIP total | FHWA    | AC | FTA | TH | Bond | Other   |
| 137-101-011                       | MSAS 101     | 137-101-011T        | 2024 | Reconstruct Riverfront Drive from Main St to Lafayette St; replace or improve underground utilities; improve sidewalks | MANKATO | **AC**: MSAS 101 (RIVERFRONT DRIVE) FROM MAIN ST TO LAFAYETTE ST, RECONSTRUCT, UTILITIES AND ADA (ASSOC. 137-101-011) | 0.7  | SIDEWALK  | STBGP-TA  | 669,439    | 535,551 |    |     |    |      | 133,888 |

| Proposed project change     |              |                     |      |  |         |   |      |           |           |            |         |    |     |    |      |         |
|-----------------------------|--------------|---------------------|------|--|---------|---|------|-----------|-----------|------------|---------|----|-----|----|------|---------|
| Prime/CHIMES project number | Route system | STIP project number | Year | Public project description   | Agency  | Technical project description   | Mile | Work type | Fund type | STIP total | FHWA    | AC | FTA | TH | Bond | Other   |
| 137-101-011                 | MSAS 101     | 137-101-011T        | 2024 | Reconstruct Riverfront Drive from Main St to Lafayette St; replace or improve underground utilities; improve sidewalks | MANKATO | **AC**: MSAS 101 (RIVERFRONT DRIVE) FROM MAIN ST TO LAFAYETTE ST, RECONSTRUCT, UTILITIES AND ADA (ASSOC. 137-101-011) | 0.7  | SIDEWALK  | STBGP-TA  | 860,770    | 688,616 |    |     |    |      | 172,154 |



10 Civic Center Plaza  
Mankato, MN 56001  
Phone: (507) 387-8613  
mnmapo.org

January 4, 2024

To: Deb Yates, MnDOT District 7  
From: Paul Vogel, Executive Director, MAPO  
RE: MAPO 2024-2027 TIP Administrative Modifications

---

This memorandum serves as notification of updates made to the MAPO 2024-2027 Transportation Improvement Program (TIP). Appendix A of this document includes the full details of the projects indicated below, which received minor modifications.

**0715-35:** Removed SEC 164, added ELLE, PROTECT, and CRP, and cost adjustments

**0714-35S:** Removed SEC 164, added ELLE

**040-070-007:** Removed SEC 164, added ELLE

**4012-44S:** Removed SEC 164, added ELLE

**0714-35AC1:** Removed SEC 164, added ELLE, PROTECT, and CRP, and cost adjustments

**0714-35AC2:** Removed SEC 164, added ELLE, PROTECT, and CRP, and cost adjustments

**0713-81:** Removed ELLE

Updates to the TIP are guided by MAPO's Public Participation Plan, which in turn is based on requirements issued by the Federal Highway Administration. The Administrative Modifications were processed and approved January 4, 2024.

Please do not hesitate to contact Chris Talamantez at (507) 387-8389 if clarification is needed.

Paul Vogel  
Executive Director  
Mankato/North Mankato Area Planning Organization (MAPO)  
10 Civic Center Plaza  
Mankato, MN 56001

**Attachment: Appendix A**

# Appendix A

## 2025 Modifications

| ROUTE SYSTEM           | PROJECT NUMBER | YEAR | AGENCY          | DESCRIPTION   | MILES | PROGRAM        | WORKTYPE           | FUND TYPE | STIP TOTAL                          | FRWA                                | AC LOCAL                            | AC PAYBACK | FTA | TH                                | STATE | LOCAL SHARE             |
|------------------------|----------------|------|-----------------|---|-------|----------------|--------------------|-----------|-------------------------------------|-------------------------------------|-------------------------------------|------------|-----|-----------------------------------|-------|-------------------------|
| HIGHWAY CSAH 21, MN 22 | 0714-35        | 2025 | MNDOT           | **AC**ELLE**FLEX24**SEG164*<br>*PROTECT**C3P**MN22 FROM 500' NORTH OF CSAH 26 TO APPROXIMATELY 1600' SOUTH OF CSAH 57, FULL DEPTH RECLAIM AND OVERLAY; FROM APPROXIMATELY 1600' SOUTH OF CSAH 57 TO MN RIVER BRIDGE IN ST PETER, RECONSTRUCT, LIGHTING, REPLACE BR 8436 AND REHAB BR 07036, 40003 (ASSOC. 040-070-007 & 4012-44S & 0714-35S) (AC PROJECT, PAYBACK IN 2026 and 2027) | 7.1   | RECONSTRUCTION | NEW PAVEMENT - BIT | NHPP      | <del>18,841,505</del><br>16,957,111 | <del>11,957,665</del><br>12,543,637 | <del>16,486,273</del><br>19,850,667 | 0          | 0   | <del>6,883,840</del><br>7,392,363 | 0     | <del>0</del><br>750,000 |
| HIGHWAY CSAH 57, MN 22 | 0714-35S       | 2025 | MNDOT           | **ELLE**FLEX24**SEG164**MN2<br>2, INTERSECTION OF CSAH 57 & TH 22, RECONSTRUCT/CONTINUOUS TEE (ASSOC. 0714-35 & 040-070-007 & 4012-44S)   | 0.7   | RECONSTRUCTION | NEW PAVEMENT - BIT | HSIP      | 2,340,000                           | 2,106,000                           | 0                                   | 0          | 0   | 234,000                           | 0     | 0                       |
| HIGHWAY CSAH 21, MN 22 | 040-070-007    | 2025 | LE SUEUR COUNTY | **ELLE**FLEX24**SEG164**MN2<br>2,2 RECONSTRUCT/ROUNDABOUT (ASSOC. 0714-35 & 4012-44S & 0714-35S)  | 0.2   | RECONSTRUCTION | NEW PAVEMENT - BIT | HSIP      | 833,333                             | 750,000                             | 0                                   | 0          | 0   | 0                                 | 0     | 83,333                  |
| HIGHWAY CSAH 21, MN 22 | 4012-44S       | 2025 | MNDOT           | **ELLE**FLEX24**SEG164**MN2<br>2, INTERSECTION OF CSAH 21 & TH 22 RECONSTRUCT/ROUNDABOUT (ASSOC. 0714-35 & 040-070-007 & 0714-35S)  | 0.2   | RECONSTRUCTION | NEW PAVEMENT - BIT | HSIP      | 1,388,889                           | 1,250,000                           | 0                                   | 0          | 0   | 138,889                           | 0     | 0                       |

## 2026 Modifications

| ROUTE SYSTEM           | PROJECT NUMBER | YEAR | AGENCY | DESCRIPTION  | MILES | PROGRAM           | WORKTYPE           | FUND TYPE | STIP TOTAL                         | FRWA | AC LOCAL | AC PAYBACK                         | FTA | TH | STATE | LOCAL SHARE |
|------------------------|----------------|------|--------|--|-------|-------------------|--------------------|-----------|------------------------------------|------|----------|------------------------------------|-----|----|-------|-------------|
| HIGHWAY CSAH 21, MN 22 | 0714-35AC1     | 2026 | MNDOT  | **AC**ELLE**FLEX24**SEG164*<br>*PROTECT**C3P**MN22 FROM 500' NORTH OF CSAH 26 TO APPROXIMATELY 1600' SOUTH OF CSAH 57, FULL DEPTH RECLAIM AND OVERLAY; FROM APPROXIMATELY 1600' SOUTH OF CSAH 57 TO MN RIVER BRIDGE IN ST PETER, RECONSTRUCT, LIGHTING, REPLACE BR 8436; REHAB BR 07036, 40003; EXTEND BRIDGE 40X02 AND CONSTRUCT NEW BRIDGE 40X08 (ASSOC. 040-070-007 & 4012-44S & 0714-35S) (AC PROJECT, PAYBACK 1 OF 2) | 7.8   | RD-RECONDITIONING | NEW PAVEMENT - BIT | NHPP      | <del>3,200,000</del><br>16,350,667 | 0    | 0        | <del>3,200,000</del><br>16,350,667 | 0   | 0  | 0     | 0           |

# 2027 Modifications

| ROUTE SYSTEM           | PROJECT NUMBER | YEAR | AGENCY | DESCRIPTION   | MILES | PROGRAM           | WORK TYPE           | FUND TYPE | STIP TOTAL                         | FHWA       | AC LOCAL   | AC PAYBACK                         | FTA | TH         | STATE | LOCAL SHARE |
|------------------------|----------------|------|--------|---|-------|-------------------|---------------------|-----------|------------------------------------|------------|------------|------------------------------------|-----|------------|-------|-------------|
| HIGHWAY CSAH 21, MN 22 | 0714-35AC2     | 2027 | MNDOT  | **AC**ELLE**FLEX24**SEC164*<br>*PROTECT**CRP**MN22, FROM 500' NORTH OF CSAH 26 TO APPROXIMATELY 1600' SOUTH OF CSAH 57, FULL DEPTH RECLAIM AND OVERLAY; FROM APPROXIMATELY 1600' SOUTH OF CSAH 57 TO MN RIVER BRIDGE IN ST PETER, RECONSTRUCT, LIGHTING, REPLACE BR 8436; REHAB BR 07036, 40003; EXTEND BRIDGE 40X02 AND CONSTRUCT NEW BRIDGE 40X08 (ASSOC. 040-070-007 & 4012-445 & 0714-355) (AC PROJECT, PAYBACK 2 OF 2) | 7.8   | RD-RECONDITIONING | NEW PAVEMENT - BIT  | NHPP      | <del>13,286,273</del><br>3,500,000 | 0          | 0          | <del>13,286,273</del><br>3,500,000 | 0   | 0          | 0     | 0           |
| HIGHWAY US 169         | 0713-81        | 2027 | MNDOT  | **ELLE**AC**US169, FROM RIVERFRONT DRIVE TO 400' NORTH OF LAKE STREET, MED. MILL & OVERLAY AND RECONSTRUCTION; BOTH DIRECTIONS; REHAB BR 52012; 9098; 07029 (AC PROJECT, PAYBACK IN 2028 & 2029)  | 3.5   | RS-RESURFACING    | NEW PAVEMENT - CONC | NHPP      | 39,000,000                         | 16,771,120 | 30,500,000 | 0                                  | 0   | 11,628,880 | 0     | 10,600,000  |





10 Civic Center Plaza  
Mankato, MN 56001  
Phone: (507) 387-8613  
mnmapo.org

January 5, 2024

To: Deb Yates, MnDOT District 7  
From: Paul Vogel, Executive Director, MAPO  
RE: MAPO 2024-2027 TIP Administrative Modifications

---

This memorandum serves as notification of updates made to the MAPO 2024-2027 Transportation Improvement Program (TIP). Appendix A of this document includes the full details of the projects indicated below, which received minor modifications.

**137-101-011**

Cost adjustments. More current cost estimate has increased the project cost.

Updates to the TIP are guided by MAPO's Public Participation Plan, which in turn is based on requirements issued by the Federal Highway Administration. The Administrative Modifications were processed and approved January 5, 2024.

Please do not hesitate to contact Chris Talamantez at (507) 387-8389 if clarification is needed.

Paul Vogel  
Executive Director  
Mankato/North Mankato Area Planning Organization (MAPO)  
10 Civic Center Plaza  
Mankato, MN 56001

**Attachment: Appendix A**

# Appendix A

## 137-101-011

### Currently approved project status

| Prime/<br>CHIMES<br>project<br>number | Route<br>system | STIP project<br>number | Year | Public project description   | Agency  | Technical project description  | Mile | Work<br>type | Fund<br>type | STIP total | FHWA    | AC        | FTA | TH | Bond | Other     |
|---------------------------------------|-----------------|------------------------|------|--|---------|--|------|--------------|--------------|------------|---------|-----------|-----|----|------|-----------|
| 137-101-011                           | MSAS IC1        | 137-101-011            | 2024 | Reconstruct Riverfront Drive from Main St to Lafayette St; replace or improve underground utilities; improve sidewalks | MANKATO | **AC**MSAS 101 (RIVERFRONT DRIVE) FROM MAIN ST TO LAFAYETTE ST, RECONSTRUCT, UTILITIES AND ADA (AC PROJECT PAYBACK IN 2025 & 2026) | 0.7  | NEW PVMIT.   | STP          | 4,120,396  | 423,000 | 2,382,965 | -   | -  | -    | 3,697,396 |

### Proposed project change

| Prime/<br>CHIMES<br>project<br>number | Route<br>system | STIP project<br>number | Year | Public project description   | Agency  | Technical project description  | Mile | Work<br>type | Fund<br>type | STIP total | FHWA    | AC        | FTA | TH | Bond | Other     |
|---------------------------------------|-----------------|------------------------|------|--|---------|--|------|--------------|--------------|------------|---------|-----------|-----|----|------|-----------|
| 137-101-011                           | MSAS IC1        | 137-101-011            | 2024 | Reconstruct Riverfront Drive from Main St to Lafayette St; replace or improve underground utilities; improve sidewalks | MANKATO | **AC**MSAS 101 (RIVERFRONT DRIVE) FROM MAIN ST TO LAFAYETTE ST, RECONSTRUCT, UTILITIES AND ADA (AC PROJECT PAYBACK IN 2025 & 2026) | 0.7  | NEW PVMIT.   | STP          | 6,242,080  | 423,000 | 2,382,965 | -   | -  | -    | 5,819,080 |

**RESOLUTION OF THE MANKATO/NORTH MANKATO AREA PLANNING  
ORGANIZATION AMENDING THE 2024-2027 TRANSPORTATION  
IMPROVEMENT PROGRAM (TIP)**

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

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

**WHEREAS**, staff and the MAPO Technical Advisory Committee has recommended an Amendment to the 2024-2027 Transportation Improvement Program (TIP); and

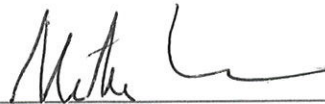
**WHEREAS**, the Amendment to the 2024-2027 TIP is described in EXHIBIT A; and

**WHEREAS**, the current 2024-2027 Transportation Improvement Program and future Transportation Improvement Programs will be updated to reflect the changes.

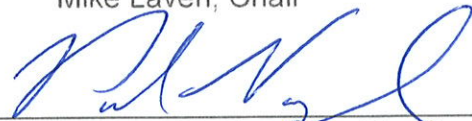
**NOW, THEREFORE BE IT RESOLVED**; that the Mankato / North Mankato Area Planning Organization Policy Board approves the Amendment as presented to the 2024-2027 Transportation Improvement Program.

**CERTIFICATION**

I hereby certify that the foregoing Resolution is a true and correct copy of the resolution presented to and adopted by the Mankato/North Mankato Area Planning Organization at a duly authorized meeting thereof, held on the 1st day of February 2024 as shown by the minutes of said meeting in my possession.



Mike Laven, Chair



Paul Vogel, Executive Director

EXHIBIT A

| ROUTE SYSTEM  | PROJECT NUMBER | YEAR | AGENCY            | DESCRIPTION   | MILES      | PROGRAM                       | WORK TYPE            | FUND TYPE | STIP TOTAL | FHWA                   | AC LOCAL | AC PAYBACK | FTA     | TH                 | STATE      | LOCAL SHARE |
|---------------|----------------|------|-------------------|---|------------|-------------------------------|----------------------|-----------|------------|------------------------|----------|------------|---------|--------------------|------------|-------------|
| TRANSIT       | TRF-0028-23D   | 2024 | MANKATO           | SECT 5339: CITY OF MANKATO BUS STOP IMPROVEMENTS  | 0          | URBANIZED AREA FORMULA - (89) | TRANSIT              | FTA       | 129,536    | 0                      | 0        | 0          | 103,829 | 0                  | 0          | 25,907      |
| TRANSIT       | TRF-0028-23TA  | 2024 | MANKATO           | SECT 5339: CITY OF MANKATO; PURCHASE ONE (1) CLASS 700 DIESEL REPLACEMENT BUS.  | 0          | BUS AND BUS FACILITIES (88)   | TRANSIT              | FTA       | 688,800    | 0                      | 0        | 0          | 585,480 | 0                  | 34,440     | 68,880      |
| LOCAL STREETS | 088-586-002    | 2024 | BLUE EARTH COUNTY | **CRP** DISTRICTWIDE, PURCHASE ELECTRIC TRUCK FOR BLUE EARTH, FARIBAULT, LE SUEUR, NICOLLET, SIBLEY, WASECA AND WATONWAN COUNTY IN THE DISTRICT       | 0          |                               | EV & CHARGING INFRA. | CRP       | 586,175    | 452,940                |          |            |         |                    | 113,235    | 0           |
| HIGHWAY US 14 | 0702-133       | 2024 | MNDOT             | **BFP**US14, 0.4 MILE OF LOOKOUT DRIVE TO 0.4 MI W OF 3RD AVE, <del>0.4 MILE OFF</del> 489, REHAB BRIDGE 07011 OVER MN RIVER AND CONSTRUCT CROSSOVERS | 0.5<br>2.3 | BRIDGE IMPROVEMENT AND REPAIR | BRIDGE DECK OVERLAY  | BFP       | 2,200,000  | 4,794,240<br>1,790,426 | 0        | 0          | 0       | 408,760<br>408,574 | 0<br>1,000 | 0           |



10 Civic Center Plaza  
Mankato, MN 56001  
Phone: (507) 387-8613  
mnmapo.org

February 21, 2024

To: Deb Yates, MnDOT District 7  
From: Paul Vogel, Executive Director, MAPO  
RE: MAPO 2024-2027 TIP Administrative Modifications

---

This memorandum serves as notification of updates made to the MAPO 2024-2027 Transportation Improvement Program (TIP). Appendix A of this document includes the full details of the projects indicated below, which received minor modifications.

**0714-35**

Change from full depth Reclaim to Mill and Overlay. A portion of the Advanced Construction (AC) amount has been reduced and applied as Carbon Reduction Program funding.

**0714-35P**

PROTECT funding requires separate line in the TIP and STIP. Associated project was created to identify the PROTECT funding.

**0714-35C**

Carbon Reduction Program (CRP) funding requires separate line in the TIP and STIP. Associated project was created to identify the CRP funding.

**0714-35S**

Updated project description. Includes newly created associated projects for PROTECT and CRP funding.

**040-070-007**

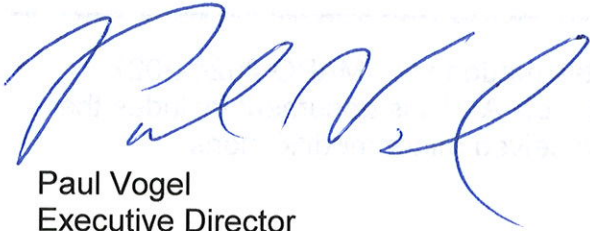
Updated project description. Includes newly created associated projects for PROTECT and CRP funding, and cost adjustments.

**4012-44S**

Updated project description. Includes newly created associated projects for PROTECT and CRP funding.

Updates to the TIP are guided by MAPO's Public Participation Plan, which in turn is based on requirements issued by the Federal Highway Administration. The Administrative Modifications were processed and approved February 21, 2024.

Please do not hesitate to contact Chris Talamantez at (507) 387-8389 if clarification is needed.



Paul Vogel  
Executive Director  
Mankato/North Mankato Area Planning Organization (MAPO)  
10 Civic Center Plaza  
Mankato, MN 56001

**Attachment: Appendix A**

# Appendix A

## FY2025

| ROUTE SYSTEM           | PROJECT NUMBER | YEAR | AGENCY          | DESCRIPTION   | MILES | PROGRAM        | WORKTYPE           | FUNDTYPE | STIP TOTAL               | FHWA                    | AC LOCAL               | AC PAYBACK | FTA | TH                     | STATE      | LOCAL SHARE       |
|------------------------|----------------|------|-----------------|---|-------|----------------|--------------------|----------|--------------------------|-------------------------|------------------------|------------|-----|------------------------|------------|-------------------|
| HIGHWAY CSAH 21, MN 22 | 0714-35        | 2025 | MNDOT           | **AC**ELLE**FLEX24**PROTECT*<br>*CRP**MN22, FROM 500' NORTH OF CSAH 26 TO APPROXIMATELY 1600' SOUTH OF CSAH 57, FULL-DEPTH-RECLAIM MILL AND OVERLAY; FROM APPROXIMATELY 1600' SOUTH OF CSAH 57 TO MN RIVER BRIDGE IN ST PETER, RECONSTRUCT, LIGHTING, REPLACE BR 8436 AND REHAB BR 07036, 40003 (ASSOC. 040-070-007 & 4012-44S & 0714-35S & 0714-35P & 0714-35C) (AC PROJECT, PAYBACK IN 2026 and 2027) | 7.1   | RECONSTRUCTION | NEW PAVEMENT - BIT | NHPP     | 16,957,111<br>14,332,106 | 12,543,627<br>7,159,015 | 19850667<br>19,394,005 | 0          | 0   | 7,992,263<br>6,416,091 | 0<br>5,000 | 750,000           |
| HIGHWAY CSAH 21, MN 22 | 0714-35P       | 2025 | MNDOT           | **AC**ELLE**FLEX24**PROTECT*<br>*CRP**MN22, FROM 500' NORTH OF CSAH 26 TO APPROXIMATELY 1600' SOUTH OF CSAH 57, FULL-DEPTH-RECLAIM MILL AND OVERLAY; FROM APPROXIMATELY 1600' SOUTH OF CSAH 57 TO MN RIVER BRIDGE IN ST PETER, RECONSTRUCT, LIGHTING, REPLACE BR 8436 AND REHAB BR 07036, 40003 (ASSOC. 040-070-007 & 4012-44S & 0714-35S & 0714-35P & 0714-35C)  | 7.1   | RECONSTRUCTION | NEW PAVEMENT - BIT | PROTECT  | 1,440,000                | 1,152,000               | 0                      | 0          | 0   | 288,000                | 0          | 0                 |
| HIGHWAY CSAH 21, MN 22 | 0714-35C       | 2025 | MNDOT           | **AC**ELLE**FLEX24**PROTECT*<br>*CRP**MN22, FROM 500' NORTH OF CSAH 26 TO APPROXIMATELY 1600' SOUTH OF CSAH 57, FULL-DEPTH-RECLAIM MILL AND OVERLAY; FROM APPROXIMATELY 1600' SOUTH OF CSAH 57 TO MN RIVER BRIDGE IN ST PETER, RECONSTRUCT, LIGHTING, REPLACE BR 8436 AND REHAB BR 07036, 40003 (ASSOC. 040-070-007 & 4012-44S & 0714-35S & 0714-35P & 0714-35C) (AC PROJECT, PAYBACK IN 2026)          | 7.1   | RECONSTRUCTION | NEW PAVEMENT - BIT | CRP      | 723,338                  | 496,662                 | 496,662                | 0          | 0   | 226,676                | 0          | 0                 |
| HIGHWAY CSAH 57, MN 22 | 0714-35S       | 2025 | MNDOT           | **ELLE**FLEX24**MN22,<br>INTERSECTION OF CSAH 57 & TH 22, RECONSTRUCT/CONTINUOUS TEE (ASSOC. 0714-35 & 040-070-007 & 4012-44S & 0714-35P & 0714-35C)  | 0.7   | RECONSTRUCTION | NEW PAVEMENT - BIT | HSIP     | 2,340,000                | 2,106,000               | 0                      | 0          | 0   | 234,000                | 0          | 0                 |
| HIGHWAY CSAH 21, MN 22 | 040-070-007    | 2025 | LE SUEUR COUNTY | **ELLE**FLEX24**MN22,<br>INTERSECTION OF CSAH 21 & TH 22 RECONSTRUCT/ROUNDABOUT (ASSOC. 0714-35 & 4012-44S & 0714-35S & 0714-35P & 0714-35C)  | 0.2   | RECONSTRUCTION | NEW PAVEMENT - BIT | HSIP     | 833,333<br>1,300,000     | 750,000                 | 0                      | 0          | 0   | 0                      | 0          | 83,333<br>550,000 |
| HIGHWAY CSAH 21, MN 22 | 4012-44S       | 2025 | MNDOT           | **ELLE**FLEX24**MN22,<br>INTERSECTION OF CSAH 21 & TH 22, RECONSTRUCT/ROUNDABOUT (ASSOC. 0714-35 & 040-070-007 & 0714-35S & 0714-35P & 0714-35C)  | 0.2   | RECONSTRUCTION | NEW PAVEMENT - BIT | HSIP     | 1,386,889                | 1,250,000               | 0                      | 0          | 0   | 136,889                | 0          | 0                 |

FY 2026

| ROUTE SYSTEM            | PROJECT NUMBER | YEAR | AGENCY | DESCRIPTION  | MILES | PROGRAM        | WORK TYPE          | FUND TYPE | STIP TOTAL          | FHWA | AC LOCAL | AC PAYBACK          | FTA | TH | STATE | LOCAL SHARE |
|-------------------------|----------------|------|--------|--|-------|----------------|--------------------|-----------|---------------------|------|----------|---------------------|-----|----|-------|-------------|
| HIGHWAY CSAH 21, MN 22, | 0714-35AC1     | 2026 | MINDOT | **AC**ELLE**FLEX24**PROTECT*<br>*CRP**MN22, FROM 500' NORTH OF CSAH 26 TO APPROXIMATELY 1600' SOUTH OF CSAH 57, FULL-DEPTH RECLAIM MILL AND OVERLAY; FROM APPROXIMATELY 1600' SOUTH OF CSAH 57 TO MN RIVER BRIDGE IN ST PETER, RECONSTRUCT, LIGHTING, REPLACE BR 8436; REHAB BR 07036, 40003; EXTEND BRIDGE 40X02 AND CONSTRUCT NEW BRIDGE 40X08 (ASSOC. 040-070-007 & 4012-44S & 0714-35S & 0714-35P & 0714-35C) (AC PROJECT, PAYBACK 1 OF 2) | 7.8   | RECONSTRUCTION | NEW PAVEMENT - BIT | NHPP      | 46350667-15,854,005 | 0    | 0        | 46350667-15,854,005 | 0   | 0  | 0     | 0           |
| HIGHWAY CSAH 21, MN 22, | 0714-35CAC     | 2026 | MINDOT | **AC**ELLE**FLEX24**PROTECT*<br>*CFP**MN22, FROM 500' NORTH OF CSAH 26 TO APPROXIMATELY 1600' SOUTH OF CSAH 57, FULL-DEPTH RECLAIM MILL AND OVERLAY; FROM APPROXIMATELY 1600' SOUTH OF CSAH 57 TO MN RIVER BRIDGE IN ST PETER, RECONSTRUCT, LIGHTING, REPLACE BR 8436; REHAB BR 07036, 40003; EXTEND BRIDGE 40X02 AND CONSTRUCT NEW BRIDGE 40X08 (ASSOC. 040-070-007 & 4012-44S & 0714-35S & 0714-35P & C714-35C) (AC PROJECT, PAYBACK)        | 7.8   | RECONSTRUCTION | NEW PAVEMENT - BIT | CRP       | 496,662             | 0    | 0        | 496,662             | 0   | 0  | 0     | 0           |

FY 2027

| ROUTE SYSTEM           | PROJECT NUMBER | YEAR | AGENCY | DESCRIPTION  | MILES | PROGRAM        | WORK TYPE          | FUND TYPE | STIP TOTAL | FHWA | AC LOCAL | AC PAYBACK | FTA | TH | STATE | LOCAL SHARE |
|------------------------|----------------|------|--------|--|-------|----------------|--------------------|-----------|------------|------|----------|------------|-----|----|-------|-------------|
| HIGHWAY CSAH 21, MN 22 | 0714-35AC2     | 2027 | MINDOT | **AC**ELLE**FLEX24**PROTECT*<br>*CRP**MN22, FROM 500' NORTH OF CSAH 26 TO APPROXIMATELY 1600' SOUTH OF CSAH 57, FULL-DEPTH RECLAIM MILL AND OVERLAY; FROM APPROXIMATELY 1600' SOUTH OF CSAH 57 TO MN RIVER BRIDGE IN ST PETER, RECONSTRUCT, LIGHTING, REPLACE BR 8436; REHAB BR 07036, 40003; EXTEND BRIDGE 40X02 AND CONSTRUCT NEW BRIDGE 40X03 (ASSOC. 040-070-007 & 4012-44S & 0714-35S & 0714-35P & C714-35C) (AC PROJECT, PAYBACK 2 OF 2) | 7.8   | RECONSTRUCTION | NEW PAVEMENT - BIT | NHPP      | 3,500,000  | 0    | 0        | 3,500,000  | 0   | 0  | 0     | 0           |