Mankato/North Mankato Area Planning Organization
Policy Board Meeting
Thursday, March 17th, 2016 – 6:00PM
Intergovernmental Center,
Minnesota River Room
10 Civic Center Plaza, Mankato, MN 56001

I. Call to Order

II. Review of Agenda

III. February 4, 2016 Meeting Minutes

IV. New Business

1. Transportation Improvement Program (TIP)

2. Intersection Control Evaluation Proposal Recommendation

3. Request for Proposal Updates
   • Riverfront Drive Corridor Study
   • Belgrade Avenue Corridor Study

4. Local Projects Seeking Federal Funds in 2020 through the Mn/DOT District 7 Area Transportation Partnership

V. TAC Comments

VI. Policy Board Comments & Other Business

VII. Adjournment
A Regular meeting of the Mankato/North Mankato Area Planning Organization Policy Board was held on February 4, 2016, at 6:00 p.m. in the Minnesota River Room of the Intergovernmental Center. Present Policy Board members, Dan Rotchadl, Chris Frederick, Ryan Short and Mark Piepho. Also present was MAPO Executive Director Paul Vogel, MAPO Transportation Planner Jake Huebsch, also in attendance were members from the Technical Advisory Committee (TAC) that included, Al Forsberg and Lisa Bigham.

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

Motion to Approve Agenda
Mr. Rotchadl motioned to approve the agenda, Mr. Frederick seconded the motion. The motion carried unanimously.

Motion to Approve December 4, 2015 Meeting Minutes
Mr. Frederick moved to approve the October 1st Policy Board meeting minutes, Mr. Rotchadl seconded the motion. The motion carried unanimously.

New Business
Agenda 4.1 Request for Proposals Status Updates
Staff updated Policy Board members on three RFP’s. The Intersection Control Evaluations (ICE) RFP which includes the intersections of Pohl/Stadium, Pohl/Balcerzak and Howard/Lor Ray which has been released and the MAPO will be accepting proposals until Friday, February 12th. The Riverfront Corridor study RFP has been released and the MAPO will be accepting proposals until Tuesday March 1, 2016. The Belgrade Avenue Corridor Study RFP is expected to be released by March 1, 2016.

Agenda 4.2 Draft Transportation Improvement Program (TIP)
Staff presented the draft TIP to the Policy Board. The Transportation Improvement Program (TIP) reports how the various jurisdictions within the Mankato/North Mankato Area Planning Organization (MAPO) have prioritized their use of limited federal highway and transit funding. Staff explained the 2016-2019 TIP is a “catch-up” as the 2016-2019 Statewide Transportation Improvement Program (STIP) has already been adopted. Staff explained the 2016-2019 must be adopted by March 26, 2016.

Mr. Rotchadl motioned and Mr. Frederick seconded the motion to release the MAPO’s 2016-2019 TIP for a 30 Day Public Comment Period. The motion carried unanimously.
TAC Comments
Highway 169 Mobility Study – Lisa Bigham of the TAC discussed the current Highway 169 Mobility Study. One component of the study is looking at the feasibility of bus service between Mankato and the Twin Cities. Recently a meeting of stakeholders met in St. Peter to discuss this further. Also discussed was the current planning efforts of the Regional Transit Study that is looking at the possibility of creating a regional transit agency that could allow for public transportation between cities and throughout the counties. The involved cities and counties include: Saint Peter, Le Sueur, as well as the counties of Nicollet, Blue Earth and Le Sueur. In addition to the cities and counties, VINE Faith in Action, a volunteer organization that supports seniors and people with disabilities in the Minnesota River Valley, has participated in discussions.

Policy Board Comments & Other Business
Next MAPO Policy Board meeting is scheduled for Thursday, March 17, 2016

Adjournment
With no further business, Mr. Rotchadl moved to adjourn the meeting, Mr. Frederick seconded the motion. With all voting in favor the meeting was adjourned at 6:45 p.m.

________________________
Chair, Mr. Piepho
AGENDA RECOMMENDATION

Agenda Heading: Transportation Improvement Program (TIP) No: 4.1

Agenda Item: Transportation Improvement Program (TIP)

Recommendation Action(s): Approval of the Attached Resolution

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

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

The 2016-2019 TIP was released for a 30 day public comment period on February 5th and ended on March 4th. Staff followed the process outlined in the MAPO’s Public Participation Plan which included distribution methods of the draft TIP and hosting a public open house. The open house was held on February 25th from 3:00 – 5:00. No formal comment were received during the public open house or the 30 day public comment period.

Staff will be presenting the final 2016-2019 Transportation Improvement Program to the MAPO TAC on March 17th. Any comments or recommendations from the TAC will be verbally presented to the Policy Board.

Attachments:
1) 2016-2019 Transportation Improvement Program
2) Resolution Adopting the 2016-2019 Transportation Improvement Program
Mankato / North Mankato Area Planning Organization
Transportation Improvement Program
FY 2016-2019

Prepared by the
Mankato / North Mankato Area Planning Organization

March 2016

To view this plan online please visit
http://www.mankatomin.gov/mapo

Copies are also available by contacting
Mankato/North Mankato Area Planning Organization
10 Civic Center Plaza
Mankato, MN 56001
507-387-8613
# Mankato/North Mankato Planning Organization

## Member, Staff and Advisory Committee Listing

**February 2016**

<table>
<thead>
<tr>
<th>Policy Board</th>
<th>Transportation Advisory Committee</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mark Piepho – Blue Earth County <em>(chair)</em></td>
<td>Sheri Allen – Mankato Public School (District #77)</td>
</tr>
<tr>
<td>Chris Frederick – City of Mankato</td>
<td>Mark Anderson – City of Mankato, Transit</td>
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<tr>
<td>Ryan Short – City of Eagle Lake</td>
<td>Lisa Bigham – MnDOT (District 7)</td>
</tr>
<tr>
<td>Bob Freyberg – City of North Mankato</td>
<td>Scott Fichtner – Blue Earth County</td>
</tr>
<tr>
<td>Dan Rotchadl – Mankato Township</td>
<td>Ronald Fields – Minnesota State University, Mankato</td>
</tr>
<tr>
<td>Jack Kolars – Nicollet County</td>
<td>Michael Fisher – City of North Mankato</td>
</tr>
<tr>
<td>Bob Freyberg – City of North Mankato</td>
<td>Al Forsberg – Blue Earth County</td>
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<tr>
<td><strong>MAPO Staff</strong></td>
<td></td>
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<tr>
<td>Paul Vogel, MAPO Director</td>
<td>Seth Greenwood – Nicollet County</td>
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<tr>
<td>Jake Huebsch, Transportation Planner</td>
<td>Jeff Johnson – City of Mankato <em>(chair)</em></td>
</tr>
<tr>
<td></td>
<td>Curt Kloss – Leray Township</td>
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<tr>
<td></td>
<td>Mandy Landkamer – Nicollet County</td>
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<td></td>
<td>Loren Lindsey – Belgrade Township</td>
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<td></td>
<td>Brad Potter – City of Eagle Lake</td>
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<td></td>
<td>Ed Pankratz – Mankato township</td>
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<td></td>
<td>Dan Sarff – City of North Mankato</td>
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<td></td>
<td>Open – South Bend Township</td>
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<td></td>
<td>Sam Parker – Region Nine Development Commission</td>
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<tr>
<td></td>
<td>Paul Vogel – City of Mankato</td>
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Map Disclaimer

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

Federal Transportation Bill Disclaimer

The information contained in the following document references the previous Federal Surface Transportation Bill Moving Ahead for Progress in the 21st Century Act (MAP-21). On December 4th the current Federal Surface Transportation Bill “Fixing America’s Surface Transportation (FAST) Act” was signed into Law. Because the 2016-2019 STIP has already been adopted the MAPO will be referencing MAP-21 in this document.
Decisions about transportation investments require collaboration and cooperation between different levels of government and neighboring jurisdictions. As a document, the Transportation Improvement Program (TIP) reports how the various jurisdictions within the Mankato/North Mankato Area Planning Organization (MAPO) area have prioritized their use of limited federal highway and transit funding.

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

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

**Mankato/North Mankato Area Planning Organization**

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

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

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

- Maintaining a certified "3-C" transportation planning process: continuing, cooperative, and comprehensive.
- Coordinating the planning and implementation activities of local, regional, and state transportation agencies.
- Undertaking an effective public participation process, which ensures meaningful public input, is part of the decision-making process behind plans and programs.
- Providing leadership both in setting transportation policy and in metropolitan system planning.
- Lending technical support in planning and operations to local governments.
- Planning for an intermodal transportation system that is economically efficient, environmentally sound, provides the foundation to compete in the global economy, and will move people and goods in an efficient manner.
Map 1: Mankato/North Mankato Metropolitan Planning Area
The federal transportation bill, Moving Ahead for Progress in the 21st Century Act (MAP 21) retains the eight planning factors identified in 23 U.S.C. § 134(f) that must be considered in the transportation planning process. The process used to select projects to be programmed through the Mankato/North Mankato TIP is based on these factors:

1) *Support economic vitality* of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.

2) *Increase safety* of the transportation system for motorized and non-motorized users.

3) *Increase security* of the transportation system for motorized and non-motorized users.

4) *Increase accessibility and mobility* of people and freight.

5) *Protect and enhance the environment*, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.

6) *Enhance integration and connectivity* of the transportation system, across and between modes, people and freight.

7) *Promote efficient system management* and operation.

8) *Emphasize preservation* of the existing transportation system.

**The Transportation Improvement Program**

The TIP is a federally mandated, annually prepared document that contains highway, transit, and other transportation projects that are being recommended for federal funding during the next four years in the metropolitan area. The projects included in each year’s TIP ultimately come from the area’s long range transportation plan (LRTP), and are aimed at meeting the long-range needs of the transportation system. Implementing agencies, however, propose projects to the MAPO on an annual basis to be coordinated into a comprehensive listing of the area’s federally funded transportation improvements planned for the short range (next 4 years). These listings include information regarding cost, specific funding sources, project timing, etc. Once in the TIP, projects represent a commitment to fund those projects on the part of the implementing agency.

TIPs are developed in cooperation with the state (MnDOT) and the Mankato Transit. They must comply with regulations issued by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), but can be revised or amended at any time during the program year by action of the MPO. The TIP projects
programmed for Mankato/North Mankato area must match those included in the Minnesota statewide transportation improvement program (STIP).

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

The TIP and its Connection to the Long Range Transportation Plan

As stated above, the projects in the 2016-2019 TIP originate from the Mankato/North Mankato long range transportation plan (LRTP). The LRTP contains a list of short-, mid-, and long-range transportation projects that are planned for the metropolitan area over the next twenty five years.

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

Federal Funding Sources

Projects included in the 2016-2019 Mankato/North Mankato Area TIP will be funded by one of the following funding categories. Funding sources are identified on pages 6 – 7 by the acronym in parentheses after each funding name listed below. Legislation allows MnDOT to reserve the ability to determine which of these funding categories (and how much of each) will ultimately be used to fund any given project in the TIP. As such, the amounts and types of funding shown in the project tables may be subject to modification.
National Highway Performance Program (NHPP):
The National Highway Performance Program combines the former Interstate Maintenance (IM), the National Highway System (NHS), and Highway Bridge (BH) programs of SAFETEA-LU. NHPP funding is targeted at projects aimed at achieving national performance goals for improving the infrastructure condition, safety, mobility, and/or freight movement of facilities that are part of the National Highway System.

Surface Transportation Program (STP):
The Surface Transportation Program provides flexible funding that may be used by States and localities for projects on any highway designated eligible for Federal-Aid, bridge projects on any public road, on non-motorized paths, and on transit capital projects, including bus purchases. States and localities are responsible for a 20% share of STP-funded project costs.

Highway Safety Improvement Program (HSIP):
The Highway Safety Improvement Program is aimed at achieving a significant reduction in traffic fatalities and serious injuries on all public roads and is related to addressing conditions identified in a state’s Strategic Highway Safety Plan (SHSP). Funds may be used for a variety of safety improvements on any public road, and publicly owned bicycle and pedestrian pathways or trails are also eligible for HSIP dollars. The federal share is 90% (for certain projects it can be 100%), and up to 10% of a state’s HSIP funds can be used to help fund other activities including education, enforcement and emergency medical services.

Transportation Alternatives Program (TAP):
The Transportation Alternatives Program is a revision of the former Transportation Enhancements program under SAFETEA-LU and now funds projects that were previously funded under the Recreational Trails and Safe Routes to School programs. It is derived as a set-aside from each state’s annual NHPP, STP, HSIP, and CMAQ apportionments. Eligible projects include, but are not limited to, the creation of facilities for pedestrians and bikes, environmental mitigation or habitat protection as related to highway construction or operations, as well as infrastructure and non-infrastructure related Safe Routes to School activities. States and localities are responsible for 20% of TAP funds applied to projects. States may also transfer up to 50% of TAP funds to NHPP, STP, HSIP, CMAQ, and/or Metro Planning.
Federal Transit Administration (FTA):
Transit funding authorized by MAP-21 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 2016-2019 Mankato/North Mankato Area TIP generally represent one of a number of subcategories that represent different funding programs administered by the FTA to provide either capital or operating assistance to public transit providers.

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

Local Funds (LF):
Funding identified as “LF” in the 2016-2019 Mankato/North Mankato Area TIP indicates projects that are being funded almost exclusively with local funds, but are identified as regionally significant and are therefore included in the TIP.

Other:
Funding identified as other could include funding from State of Federal grants or other Federal funding sources.
Chapter 2
FY 2016-2019 TIP Projects

The tables that follow on pages 9 - 12 list all the transportation projects scheduled for federal and/or state funding in the Mankato/North Mankato area. The map on page 13 depicts the location of each project. The structure of the tables is as follows:

COLUMN TITLE

LRTP Reference – Page reference to where the project can be found in the LRTP.

SEQ # Number – This Number is a unique number assigned to each project the STIP.

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

State Project ID – Links the project to the Statewide Transportation Improvement Program (STIP).

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.

Program Year – Year the project is programmed for.

Agency – The jurisdiction responsible for implementing project or for opening bids

Project Description – Scope of project, its location, length, etc.

Miles – The length of project.

Type of Work – Identifies if project is maintenance, reconstruction, safety improvements, etc.

Program Type – Identifies if project is primarily road, ped/bike, transit-related, etc.

Type of Funds – Identifies the federal funding programs intended to be the primary funding sources for the project.

Project Total $ – Total anticipated cost of the project.

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

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

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

TH – The total estimated state trunk highway funding to be used for the project.

Bond – The total estimated state bond to be used for the project.

Other $ – Funding coming from other sources, including local city, county, or transit agency.
Table 1: FY 2016 Federal & State Funded Transportation Projects

<table>
<thead>
<tr>
<th>LRTP REFERENCE</th>
<th>SEQ #</th>
<th>ROUTE SYSTEM</th>
<th>PROJECT NUMBER</th>
<th>YEAR</th>
<th>AGENCY</th>
<th>PROJECT DESCRIPTION</th>
<th>MILES</th>
<th>PROGRAM</th>
<th>TYPE OF WORK</th>
<th>PROPOSED FUNDS</th>
<th>FY 2016</th>
<th>FHWA</th>
<th>AC</th>
<th>FTA</th>
<th>TH</th>
<th>BOND</th>
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<td>9-33</td>
<td>1067</td>
<td>BB</td>
<td>TRF-0028-16A</td>
<td>2016</td>
<td>MNDOT</td>
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<td>B9</td>
<td>OPERATE BUS</td>
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<td>435,755</td>
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<td>SECT 5307: CITY OF MANKATO RR TRANSIT PREVENTATIVE MAINTENANCE</td>
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<td>FTA</td>
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<td>9-33</td>
<td>1069</td>
<td>BB</td>
<td>TRS-0028-16</td>
<td>2016</td>
<td>MNDOT</td>
<td>CITY OF MANKATO PURCHASE 1 BUS (CLASS 400) AND BUS RELATED EQUIPMENT</td>
<td>-</td>
<td>TR</td>
<td>PURCHASE BUS</td>
<td>STP</td>
<td>135,795</td>
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<td>MSAS 111</td>
<td>150-070-001AC</td>
<td>2016</td>
<td>NORTH MANKATO</td>
<td><strong>AC</strong> MSAS 111, LOOKOUT DRIVE AND TH 14 WEST BOUND RAMP, CONSTRUCT ROUNDABOUT (AC PAYBACK 1 OF 1)</td>
<td>-</td>
<td>SH</td>
<td>GRADE AND SURFACE</td>
<td>HSIP</td>
<td>630,000</td>
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<td>-</td>
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<td>9-15</td>
<td>1083</td>
<td>MSAS 117</td>
<td>137-117-001</td>
<td>2016</td>
<td>MANKATO</td>
<td>MSAS 117, ON MAY STREET FROM RIVERFRONT DRIVE TO NORTH 6TH STREET, RECONSTRUCT ROADWAY (FED $ CAPPED)</td>
<td>0.3</td>
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<td>GRADE AND SURFACE</td>
<td>STP</td>
<td>1,072,120</td>
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<td>9-28</td>
<td>1098</td>
<td>US 14</td>
<td>0702-116AC3</td>
<td>2016</td>
<td>MNDOT</td>
<td><strong>LGA</strong> US 14, CSAH 12 &amp; TH 14 BRIDGE #07587 &amp; RAMP (LGA PAYBACK TO COUNTY 3 OF 3 TIED 207-612-011)</td>
<td>-</td>
<td>BR</td>
<td>NEW BRIDGE</td>
<td>NHPP</td>
<td>2,225,962</td>
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<td>1099</td>
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<td>0702-121</td>
<td>2016</td>
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<td>US 14 NEAR JCT OF CSAH 55 AND LE RAY AVE, CONCRETE PAVEMENT REHAB</td>
<td>-</td>
<td>RD</td>
<td>CONCRETE PAVEMENT REHAB</td>
<td>DPS</td>
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<td>9-28</td>
<td>1100</td>
<td>US 14</td>
<td>0702-121S</td>
<td>2016</td>
<td>MNDOT</td>
<td><strong>SEC164 DPS</strong> US 14, 0.41 MI W OF CSAH 56 TO 0.19 MI E OF CSAH 17, NEAR EAGLE LAKE, INTERSECTION MODIFICATIONS &amp; LIGHTING</td>
<td>2.0</td>
<td>SC</td>
<td>CHANNELIZATION</td>
<td>DPS</td>
<td>1,800,000</td>
<td>1,800,000</td>
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<tr>
<td>9-17</td>
<td>1105</td>
<td>US 169</td>
<td>5211-59</td>
<td>2016</td>
<td>MNDOT</td>
<td><strong>FMP</strong> US 169, FROM 0.6 MI N OF TH 14 TO 0.1 MI S OF TH 99, GRADE, SURFACE AND MEDIAN WORK, REPLACE BR 8846 WITH NEW BR 52X07 &amp; EXTEND CULVERTS 52X02 &amp; 52X03 (CHAP 152)</td>
<td>8.8</td>
<td>RD</td>
<td>GRADE AND SURFACE</td>
<td>BF</td>
<td>6,000,000</td>
<td>-</td>
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<td>6,000,000</td>
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<tr>
<td>9-17</td>
<td>1108</td>
<td>US 169</td>
<td>5211-61</td>
<td>2016</td>
<td>MNDOT</td>
<td>US 169, FROM 1.0 MI N OF TH 14 TO 1.5 MI S OF SOUTH JCT TH 99, MILL AND CONCRETE OVERLAY &amp; SIGNING</td>
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<td>RD</td>
<td>MILL AND OVERLAY</td>
<td>SF</td>
<td>11,300,000</td>
<td>-</td>
<td>-</td>
<td>11,300,000</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>25,269,877</td>
<td>5,443,798</td>
<td>623,755</td>
<td>11,400,000</td>
<td>6,000,000</td>
<td>1,802,324</td>
<td></td>
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</tr>
</tbody>
</table>

***Seq 1083 added $74,265 in TAP funding processed by an Administrative Modification per District 7 ATP***
## Chapter 2

### Table 2: FY 2017 Federal & State Funded Transportation Projects

<table>
<thead>
<tr>
<th>MPO: MANKATO-NORTH MANKATO AREA PLANNING ORGANIZATION</th>
<th>FY 2016 - FY 2019 STIP</th>
</tr>
</thead>
<tbody>
<tr>
<td>LRTP REFERENCE</td>
<td>SEQ #</td>
</tr>
<tr>
<td>9-33</td>
<td>1116</td>
</tr>
<tr>
<td>9-33</td>
<td>1117</td>
</tr>
<tr>
<td>9-33</td>
<td>1119</td>
</tr>
<tr>
<td>9-30</td>
<td>1126</td>
</tr>
<tr>
<td>9-21</td>
<td>1130</td>
</tr>
<tr>
<td>1133</td>
<td>LOCAL</td>
</tr>
<tr>
<td>9-28</td>
<td>1136</td>
</tr>
</tbody>
</table>

| 10,873,237 | 2,725,876 | 623,755 | - | 7,523,606 |
**Table 3: FY 2018 Federal & State Funded Transportation Projects**

<table>
<thead>
<tr>
<th>LRTP REFERENCE</th>
<th>SEQ #</th>
<th>ROUTE SYSTEM</th>
<th>PROJECT NUMBER</th>
<th>YEAR</th>
<th>AGENCY</th>
<th>PROJECT DESCRIPTION</th>
<th>MILES</th>
<th>PROGRAM</th>
<th>TYPE OF WORK</th>
<th>PROPOSED FUNDS</th>
<th>TOTAL</th>
<th>FHWA</th>
<th>AC</th>
<th>FTA</th>
<th>TH</th>
<th>BOND</th>
<th>OTHER</th>
</tr>
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<tbody>
<tr>
<td>9-33</td>
<td>1157</td>
<td>BB</td>
<td>TRF-0028-18A</td>
<td>2018</td>
<td>MNDOT</td>
<td>SECT 5307: CITY OF MANKATO RR TRANSIT OPERATING ASSISTANCE</td>
<td>-</td>
<td>B9</td>
<td>OPERATE BUS</td>
<td>FTA</td>
<td>1,751,000</td>
<td>-</td>
<td>-</td>
<td>435,755</td>
<td>-</td>
<td>-</td>
<td>1,315,245</td>
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<tr>
<td>9-33</td>
<td>1158</td>
<td>BB</td>
<td>TRF-0028-18B</td>
<td>2018</td>
<td>MNDOT</td>
<td>SECT 5307: CITY OF MANKATO RR TRANSIT PREVENTATIVE MAINTENANCE</td>
<td>-</td>
<td>B9</td>
<td>OPERATE BUS</td>
<td>FTA</td>
<td>263,000</td>
<td>-</td>
<td>-</td>
<td>188,000</td>
<td>-</td>
<td>75,000</td>
<td></td>
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<td>9-33</td>
<td>1159</td>
<td>BB</td>
<td>TRS-0028-18</td>
<td>2018</td>
<td>MNDOT</td>
<td>CITY OF MANKATO PURCHASE 1 BUS (CLASS 400) AND BUS RELATED EQUIPMENT</td>
<td>-</td>
<td>TR</td>
<td>PURCHASE BUS</td>
<td>STP</td>
<td>148,390</td>
<td>118,712</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>29,678</td>
</tr>
<tr>
<td>1172</td>
<td>MSAS 116</td>
<td>150-116-009AC</td>
<td>NORTH MANKATO</td>
<td>2018</td>
<td>MNDOT</td>
<td><strong>AC</strong> MSAS 116, ON LOOKOUT DRIVE FROM NORTHRIDGE DRIVE TO HOWARD DRIVE IN NORTH MANKATO, RECONSTRUCT (PAYBACK 1 OF 1)</td>
<td>-</td>
<td>MC</td>
<td>GRADE AND SURFACE</td>
<td>STP</td>
<td>1,580,000</td>
<td>1,580,000</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>9-25</td>
<td>MSAS 138</td>
<td>137-138-001</td>
<td>MANKATO</td>
<td>2018</td>
<td>MANKATO</td>
<td>MSAS 138, ALONG WARREN STREET FROM BALCERZAK DRIVE TO STADIUM RD, CONSTRUCT SIDEWALK AND ADDITIONAL PEDESTRIAN CHANNELIZATION AT VARIOUS LOCATIONS</td>
<td>0.4</td>
<td>BT</td>
<td>PED./BIKE IMPROVEMENT</td>
<td>TAP</td>
<td>721,485</td>
<td>400,000</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>321,485</td>
</tr>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>4,463,875</td>
<td>2,098,712</td>
<td>-</td>
<td>623,755</td>
<td>-</td>
<td>-</td>
<td>1,741,408</td>
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### Table 4: FY 2019 Federal & State Funded Transportation Projects

<table>
<thead>
<tr>
<th>LRTP REFERENCE</th>
<th>SEQ #</th>
<th>ROUTE SYSTEM</th>
<th>PROJECT NUMBER</th>
<th>YEAR</th>
<th>AGENCY</th>
<th>PROJECT DESCRIPTION</th>
<th>MILES</th>
<th>PROGRAM</th>
<th>TYPE OF WORK</th>
<th>PROPOSED FUNDS</th>
<th>FY 2016 – FY 2019 STIP</th>
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</thead>
<tbody>
<tr>
<td>9-33</td>
<td>1194</td>
<td>BB</td>
<td>TRF-0028-19A</td>
<td>2019</td>
<td>MNDOT</td>
<td>SECT 5307: CITY OF MANKATO RR TRANSIT OPERATING ASSISTANCE</td>
<td>-</td>
<td>B9</td>
<td>OPERATE BUS</td>
<td>FTA 1,751,000</td>
<td>435,755 - 1,315,245</td>
</tr>
<tr>
<td>9-33</td>
<td>1195</td>
<td>BB</td>
<td>TRF-0028-19B</td>
<td>2019</td>
<td>MNDOT</td>
<td>SECT 5307: CITY OF MANKATO RR TRANSIT PREVENTATIVE MAINTENANCE</td>
<td>-</td>
<td>B9</td>
<td>OPERATE BUS</td>
<td>FTA 255,000</td>
<td>188,000 - 67,000</td>
</tr>
</tbody>
</table>
Map 2: Location of 2016-2019 TIP Projects
Chapter 3
Project Selection

The federal funding and authorization bill for transportation, Moving Ahead for Progress in the 21st Century (MAP-21) was signed into law in July 2012, bringing changes to the levels of federal funding that are available to the various jurisdictions within the MAPO planning area and MnDOT District 7. Even though the flexibility created in previous transportation bills to direct money to the highest local priorities and across different modes has, for the most part, been retained, the amount of funding now available to local jurisdictions has increased. Federal priority has been shifted to the preservation of nationally significant infrastructure, and so more funding is now going to the states to maintain and operate those facilities that make up the national highway system.

As with the previous federal transportation bill, SAFETEA-LU (2005), MAP-21 continues to call for the prioritization of projects on a statewide basis, which leads to the development of a Statewide Transportation Improvement Program (STIP). The statewide program is informed by those projects developed at the local level. Therefore, the state and local projects programmed in the STIP must be reflected in the local TIPs.

As the designated MPO for the Mankato/North Mankato area, the MAPO is responsible for developing a list of priority transportation projects for the Mankato metropolitan area for the purpose of programming funding through MAP-21. It is required to work in cooperation with the Minnesota Department of Transportation, Mankato Transit, and local units of government to identify area transportation priorities and produce the annual TIP. The drafting of this document is done in conjunction with the development of a larger regional program carried out with regional partners of the Minnesota Department of Transportation District 7 Area Transportation Partnership (ATP).

MnDOT District 7 Area Transportation Partnership

The State of Minnesota uses a mechanism called the Area Transportation Partnership (ATP) for distributing federal transportation funds throughout the state. The Mankato/North Mankato Metropolitan Area is served by the MnDOT’s District 7 ATP, which is made up of local elected officials, planners, engineers, modal representatives, and other agencies from MnDOT District 7 that serve the thirteen counties of Blue Earth, Brown, Cottonwood, Faribault, Jackson, LeSueur, Martin, Nicollet, Nobles, Rock, Sibley, Waseca, and Watonwan counties (Figure 1, page 15). Similar to the MAPO, the purpose of the ATP is to prioritize projects in the larger region for receiving federal funding. This priority list is combined with priority lists from other ATPs around the state that ultimately make up the STIP.

Under the ATP 7, there are ATP subcommittees that represent each of the funding areas that the ATP helps program: TAP, STP-Small Urban, STP-Rural, and Transit.
Representatives from the subcommittees include: counties; cities; transit; MnDOT; Region Nine RDC; Southwest RDC and the MAPO.

Although projects from the thirteen counties and the MAPO are competing, in a sense, for the limited federal funding that comes to MnDOT District 7, the process used by the ATP aims to provide a degree of equity, but is also based on merit. Proposed local projects are rated for regional significance by the appropriate RDO and MAPO as input to the ATP subcommittees. The subcommittees develop and recommend to the full ATP their ranked list of projects based on funding targets, local priorities, and ATP approved investment guidelines. MnDOT District 7 compiles all the local, and MnDOT projects into a draft ATIP based on MnDOT investment guidelines and after ATP review and approval, sends the Draft ATIP to MnDOT Central Office for review and compilation of the Draft STIP. The Draft STIP is again reviewed and potentially revised by the District and reviewed by the ATP. During this review period, the general public has the opportunity to comment on the ATIP. After all reviews and revisions are complete, the ATIP is submitted to MnDOT Central Office for inclusion in the final STIP.
Eligibility for Roadway and Transit Projects

Federal funds can be spent on any road functionally classified as a local collector or higher (i.e. major and minor arterials). MAP-21 provides funding for roadway projects through Federal Highway Administration (FHWA) funding programs and transit projects through Federal Transit Administration (FTA) funding programs. FHWA-funded projects can be maintenance, expansion, safety, or operations-related, as well non-motorized related (bike & pedestrian improvements, scenic byways, etc.). Planning, technology and various other intermodal projects (airports, etc.) are also eligible for FHWA funds. A portion of Surface Transportation Program (STP) funding can also be “flexed” for transit improvements, which the ATP 7 has agreed to do in recent years in order to assist transit operators in the region to maintain their vehicle fleets.

Project Selection Process

The TIP process should result in projects that reflect the goals, objectives, and priorities of the Mankato/North Mankato area. As such, MAPO staff work with area jurisdictions to ensure that the projects that end up in the TIP are consistent with those goals, objectives, and priorities. The MAPO is still developing a process for reviewing and ranking projects. For projects in the 2016 – 2019 TIP, the MAPO Policy Board reviewed and approved the list of projects from the MnDOT District 7 ATIP that were within the MAPO Planning Area. This process is discussed on page 14 and 15.

Projects funded through the Transportation Alternatives Program

Several discretionary funding programs authorized under SAFETEA-LU are now combined under the Transportation Alternatives Program (TAP) of MAP-21. This includes funding for the former Transportation Enhancements, Recreational Trails, Safe Routes to School programs. Construction, planning, and design for these types of projects are all eligible activities under TAP, as well as projects related to environmental mitigation, or the maintenance and preservation of historic transportation facilities. Similar to STP funds, 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 TAP sub committee made up of elected officials and transportation professionals that is facilitated by MnDOT District 7 Staff. The selected TAP projects are subject to the approval of the MnDOT District 7 ATP, but any funded TAP projects that are located within the MAPO area are included in the MAPO’s TIP.
Chapter 4

Community Impact Assessment

In 1994, Presidential Executive Order 12898 mandated that every federal agency incorporate environmental justice in its mission by analyzing and addressing the effects of all programs, policies, and activities on minority and low income populations. Drawing from the framework established by Title VI of the Civil Rights Act of 1964, as well as the 1969 National Environmental Policy Act (NEPA), the U.S. Department of Transportation (USDOT) set forth the following three principles to ensure non-discrimination in its federally funded activities:

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

Therefore, Environmental Justice/Community Impact Assessment is a public policy goal of ensuring that negative impacts resulting from government activities do not fall disproportionately on minority or low income populations. While it is difficult to make significant improvements to transportation systems without causing impacts of one form or another, the concern is whether proposed projects negatively affect the health or environments of minority or low income populations. In the past, the impacts on these groups were often overlooked as potential criteria for project evaluation.

A community impact assessment highlights those transportation projects that could potentially have a negative impact on disenfranchised neighborhoods. Map 3 and 4 on the following page 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.

Only three projects - the City of Mankato’s Safe Routes to School Project (137-591-003), Blue Earth County CSAH 12 road construction (007-612-021) and City of Mankato’s sidewalk and pedestrian along Warren Street (137138-001) represent the extension or creation of infrastructure. The City’s project is improving pedestrian facilities along existing roadways and the county’s project is creating a new roadway where there is currently minimal development. In all three cases these improvements are expected to benefit, rather than hinder, low-income individuals and minorities living in the area.
Map 3: Project Locations and Concentrations of Minority Populations
Map 4: Project Locations and Low-Income Populations
As the federally designated MPO for the Mankato/North Mankato area, the MAPO must demonstrate fiscal constraint when programming funding for projects in the TIP. Under 23 CFR § 450.324(h), the MAPO is required to include a financial plan for the projects being programmed in the TIP, as well as demonstrate the ability of its jurisdictions to fund these projects while continuing to also fund the necessary operations and maintenance (O&M) of the existing transportation system. To comply with these requirements, the MAPO has examined past trends regarding federal, state, and local revenue sources for transportation projects in the area in order to determine what levels of revenue can be reasonably expected over the 2016-2019 TIP cycle. The resulting revenue estimates were then compared with the cost of the projects in the TIP, which are adjusted for inflation to represent year-of-expenditure.

Federal Funding Levels

Federally funded transportation projects within the MAPO area are programmed regionally through the MnDOT District 7 ATP process (see page 14 for more information). The District 7 ATP receives a targeted amount of federal funding for the District 7 MnDOT region which is further directed using a state-established formula and funding targets. Although subject to flexibility, these targets are used during development of the Mankato/North Mankato TIP, the MnDOT District 7 ATIP, and the MN state STIP help establish the priority list of projects. Table 6 on the following page identifies the funding targets that have been established for the MnDOT ATP 7 Region in the 2016-2019 TIP cycle.

Figure 2: FHWA & FTA Federal Funding to District 7
Table 6: Annual Funding Targets for the District 7 ATP (FHWA & FTA formula funds)

<table>
<thead>
<tr>
<th>Program</th>
<th>Target Federal Formula $ 2016-2019</th>
<th>Per Cent</th>
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</thead>
<tbody>
<tr>
<td>Rail Crossings (administered statewide)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>Transit (Urban)</td>
<td>$320,000</td>
<td>&lt;1%</td>
</tr>
<tr>
<td>Transit (Rural)</td>
<td>$436,000</td>
<td>&lt;1%</td>
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<tr>
<td>Transp. Alternatives (formerly Enhancements)</td>
<td>$900,000</td>
<td>&lt;1%</td>
</tr>
<tr>
<td>Safety</td>
<td>$1,400,000</td>
<td>2%</td>
</tr>
<tr>
<td>STP Small Urban</td>
<td>$1,580,000</td>
<td>3%</td>
</tr>
<tr>
<td>STP Rural</td>
<td>$2,500,000</td>
<td>5%</td>
</tr>
<tr>
<td>MN/DOT (SPP Pavement, SPP Bridge, DRMP - STP</td>
<td>$55,100,000</td>
<td>88%</td>
</tr>
<tr>
<td>Total</td>
<td>$62,236,000*</td>
<td>100%</td>
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</tbody>
</table>

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

Financial Plan: Highway Investments

Table 7 on page 22 represents the MAPO Area’s financial plan for funding the highway projects being programmed in the 2016-2019 MAPO TIP. The table identifies individual funding sources as specified by each of the jurisdictions to be expected and available during the next four years based on revenue forecast with the Long Range Transportation Plan.

Assessment of Fiscal Constraint

The MAPO has assessed the ability of the area’s highway jurisdictions to meet their financial commitments with regards to the projects being programmed in the TIP while also continuing to fund their ongoing operations and maintenance (O&M). To demonstrate fiscal constraint, project costs were compared with budget data from previous years. Project costs have been adjusted to reflect an inflation rate of 4% per year (as they are also presented in the project tables on pages 8-12) to account for the effects of inflation at the year of expenditure. Revenue estimates were held flat over this same period, as budget increases cannot be reasonably assumed at this time.
Table 7: Total Highway & Local Project Costs: 2016-2019 MAPO TIP

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td>MnDOT District 7</td>
<td>$21,425,962</td>
<td>$4,660,000</td>
<td></td>
<td></td>
<td>$26,085,962</td>
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<tr>
<td>Blue Earth County</td>
<td></td>
<td>$8,054,700</td>
<td></td>
<td></td>
<td>$8,054,700</td>
</tr>
<tr>
<td>Nicollet County</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mankato</td>
<td>$1,072,120</td>
<td></td>
<td>$721,485</td>
<td></td>
<td>$2,310,012</td>
</tr>
<tr>
<td>North Mankato</td>
<td>$630,000</td>
<td></td>
<td>$1,580,000</td>
<td></td>
<td>$2,210,000</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>$23,128,082</td>
<td>$13,231,107</td>
<td>$2,301,485</td>
<td></td>
<td>$38,660,674</td>
</tr>
</tbody>
</table>

* Source: 2016 – 2019 STIP.
** Note Project 5211-61 for 11.3M is only partially within the MAPO Planning Area

Table 8: Estimated Funding Revenue: 2016-2019 MAPO TIP

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>2016-2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>MnDOT District 7</td>
<td>$18,480,836</td>
</tr>
<tr>
<td>Blue Earth County</td>
<td>$26,672,767</td>
</tr>
<tr>
<td>Nicollet County</td>
<td>$2,543,767</td>
</tr>
<tr>
<td>Mankato</td>
<td>$30,678,750</td>
</tr>
<tr>
<td>North Mankato</td>
<td>$6,071,355</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$84,447,475</strong></td>
</tr>
</tbody>
</table>

* Source Mankato/North Mankato Long Range Transportation Plan.
** Note Project 5211-61 for 11.3M is only partially within the MAPO Planning Area

Financial Plan: Transit Investments

Table 9 and Table 10 on page 23 represents the Mankato Transit System financial plan for funding the transit projects listed in the 2016-2019 MAPO TIP. The tables identify specific sources of funding that the Mankato Transit has determined to be reasonably expected and available during the next four years.

Assessment of Fiscal Constraint

The MAPO has assessed the ability of the Mankato Transit System to meet their financial commitments with regards to the transit investments being programmed in the TIP while also continuing to fund their ongoing O&M. The costs of these investments have been adjusted to reflect an inflation rate of 3% per year (as they are also presented in the project tables on pages 8-12). In general, revenue estimates were not adjusted for inflation, as significant budget increases cannot be reasonably assumed at this time.
Table 9 shows the Mankato Transit System cost and project type for 2016 – 2019 TIP. When compared with the estimated revenue funding based on the MAPO Long Range Transportation Plan in Table 10, it can be seen that the Mankato Transit programmed investments for years 2016-2019 do not exceed the overall 4-year revenue average of $10,916,800. This demonstrates that the costs of the transit projects being programmed for the MAPO area within the bounds of the level of revenue that can be reasonably assumed to be available to the Mankato Transit System.

Table 9: Total Transit Costs by Project Type: 2016-2019 MAPO TIP

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Operations &amp; Maintenance</td>
<td>$2,006,000</td>
<td>$2,014,000</td>
<td>$2,014,000</td>
<td>$2,006,000</td>
<td>$8,040,000</td>
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<tr>
<td>Bus Purchases</td>
<td>$135,795</td>
<td>$288,130</td>
<td>$148,390</td>
<td></td>
<td>$572,315</td>
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<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$2,141,795</strong></td>
<td><strong>$2,302,130</strong></td>
<td><strong>$2,162,390</strong></td>
<td><strong>$2,006,000</strong></td>
<td><strong>$8,612,315</strong></td>
</tr>
</tbody>
</table>

* Source: 2016 – 2019 STIP.

Table 10: Estimated Transit Funding Revenue: 2016-2019 Mankato Area TIP

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>2016-2020</th>
</tr>
</thead>
<tbody>
<tr>
<td>State Revenue</td>
<td>$6,188,800</td>
</tr>
<tr>
<td>Federal Revenue</td>
<td>$2,641,600</td>
</tr>
<tr>
<td>Farebox and Contract Revenue</td>
<td>$1,611,200</td>
</tr>
<tr>
<td>Local Property Tax Levy</td>
<td>$475,200</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$10,916,800</strong></td>
</tr>
</tbody>
</table>

* Source: Mankato/North Mankato Long Range Transportation Plan.
The MAPO is committed to being a responsive and participatory agency for regional decision-making. The public is given a continuous opportunity to view all TIP related materials on the MAPO website (http://www.mankatomn.gov/city-services-a-z/city-services-a-m/mankato-north-mankato-area-planning-organization-mapo) and provide comment via phone, or email.

2016-2019 Mankato/North Mankato TIP Public Participation Summary
As a newly established MPO and due to federally mandated timelines the Public Participation Process in the 2016-2019 MAPO TIP was conducted on a limited basis. MAPO worked with area partners and the Minnesota Department of Transportation to ensure the TIP matched the already approved 2016-2019 Statewide Transportation Improvement Plan (STIP). As future TIP’s are developed MAPO staff will provide increased outreach throughout the TIP development process as outlined in the MAPO’s Public Participation Plan.

Public Comments Received
The MAPO received zero comments which can be read in the public comment log found below.

Table 11: Comments Received Through TIP Public Outreach Efforts

<table>
<thead>
<tr>
<th>None</th>
</tr>
</thead>
</table>
The MAPO has the responsibility of monitoring and documenting the progress of projects listed in the TIP each year. Specifically, the MAPO is asked to note changes in priorities from prior years, as well as list the major projects from the previous TIP that have been either implemented or significantly delayed. Since the 2016 – 2019 TIP is MAPO’s first TIP monitoring progress will take place as future TIPs are developed.
# Common Acronyms

<table>
<thead>
<tr>
<th>Acronym</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>AC</td>
<td>Advance Construction</td>
</tr>
<tr>
<td>ADA</td>
<td>Americans with Disabilities Act</td>
</tr>
<tr>
<td>ADT</td>
<td>Average Daily Traffic</td>
</tr>
<tr>
<td>ATIP</td>
<td>Area Transportation Improvement Program</td>
</tr>
<tr>
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<td>MAP-21</td>
<td>Moving Ahead for Progress in the 21st Century (2012 Federal Transportation Bill)</td>
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Public Notice

NOTICE OF 30-DAY PUBLIC COMMENT PERIOD

The Mankato/North Mankato Area Planning Organization (MAPO), located at the 10 Civic Center Plaza Mankato, MN 56001, has prepared a Draft Fiscal Year 2016-2019 Transportation Improvement Program (TIP) for the Mankato/North Mankato Metropolitan Area. The Draft TIP lists all transportation projects in the greater metropolitan area that are recommended by the MAPO Board to receive federal transportation funds for FY 2016-2019.

Public comments are being taken through March 4th on the Draft TIP and the proposed projects. To view the Draft TIP online, visit http://www.mankatomm.gov/city-services-a-z/city-services-a-m/mankato-north-mankato-area-planning-organization-mapo. To request a hard copy of the document, contact Jake Huebsch, who is taking all public comments on the document, at jhuebsch@mankatomm.gov or 507-387-8630. (Free TTY services are available through Minnesota Relay at 800-627-3529).

The Draft TIP, along with all comments received, will be considered for final approval at the MAPO Board meeting on March 17, 2015. The final version of the 2016-2019 TIP will be available to view after March 16th at http://www.mankatomm.gov/city-services-a-z/city-services-a-m/mankato-north-mankato-area-planning-organization-mapo or in person at the MAPO office.

Public comment is solicited for a 30-day period in accordance with the MAPO’s Public Involvement Plan for this Draft, as well as for the final TIP upon introduction of a major amendment.
Resolution Adopting the 2016-2019 TIP

RESOLUTION OF THE MANKATO /NORTH MANKATO AREA PLANNING ADOPTING THE 2016-2019 TRANSPORTATION IMPROVEMENT PROGRAM

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 (MPO); and

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

WHEREAS, staff and the Technical Advisory Committee has developed and recommended for approval the Transportation Improvement Program for State Fiscal Years 2016-2019; 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 (STIP).

NOW, THEREFORE BE IT RESOLVED; that the Mankato/North Mankato Area Planning Organization Policy Board approves the 2016-2019 Transportation Improvement Plan.

CERTIFICATION

State of Minnesota

I hereby certify that the foregoing Resolution is a true and correct copy of the resolution presented to and adopted by the Mankato/North Mankato Area Planning Organization at a duly authorized meeting thereof, held on the 17th day of March 2016, as shown by the minutes of said meeting in my possession.

____________________________________
Chair                                    Date

____________________________________
Executive Director                      Date
RESOLUTION OF THE MANKATO /NORTH MANKATO AREA PLANNING
ADOPTING THE 2016-2019 TRANSPORTATION IMPROVEMENT PROGRAM

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

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WHEREAS, the projects are adopted from and consistent with the Minnesota Department of Transportation State Transportation Improvement Program (STIP).

NOW, THEREFORE BE IT RESOLVED; that the Mankato/North Mankato Area Planning Organization Policy Board approves the 2016-2019 Transportation Improvement Plan.

CERTIFICATION

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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 17th day of March 2016, as shown by the minutes of said meeting in my possession.

Chair Date

Executive Director Date
Meeting Date: March 17, 2016

AGENDA RECOMMENDATION

Agenda Heading: Intersection Control Evaluation Proposal Recommendation No: 4.2

Agenda Item: Intersection Control Evaluation Proposal Recommendation

Recommendation Action(s): Motion to Accept SRF Intersection Control Evaluation Proposal

Summary: The MAPO received 6 proposals relating to Intersection Control Evaluations (ICE) RFP that was released on January 12th and closed on February 12th. On February 25th, MAPO staff along with 3 members of the MAPO TAC reviewed and ranked the ICE study proposals

Members based their scoring on the criteria outlined in the RFP which included:

Specialized expertise, capabilities and technical competence, as demonstrated by the Responder’s expressed project understanding, proposed project approach and methodology, project work plan, and project management techniques.

Project background and experience, as demonstrated by the Responder’s ability, familiarity and experience with handling similar projects, and the qualifications and related experience of key staff members.

The Responder’s record of past performance, including quality of work, ability to control costs, and ability to meet schedules.

The availability of personnel and other specialized resources to perform the work within the specified time limit.

Total price compared to other proposals.

On the following page, the cost and hours associated with the received proposals as well as the total and average scores based on the review and ranking process.
Meeting Date: March 17, 2016

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Any comments or recommendations from the March 17th MAPO TAC meeting will be verbally presented to the Policy Board.

**Attachments:**
None
AGENDA RECOMMENDATION

Agenda Heading: Request for Proposal Updates No: 4.3

**Agenda Item:** Request for Proposal Updates

**Recommendation Action(s):** Informational

**Summary:** The Riverfront Drive Corridor Study RFP was released on February 1st and closed on March 1st. The MAPO received 4 proposals and on April 1st the proposals will be reviewed and ranked by MAPO staff and members of the TAC. Note, the TAC members that are reviewing the Riverfront Drive Proposals will be different than the ones who reviewed the Intersection Control Evaluation proposals.

The Belgrade Avenue Corridor Study RFP was released on March 1st and proposals are due by April 1st. The review and ranking of the Belgrade Avenue proposals will most likely take place in the month of April. The review and ranking will also be coordinated with North Mankato.

Any comments or recommendations from the March 17th MAPO TAC meeting will be verbally presented to the Policy Board.

**Attachments:**
None
AGENDA RECOMMENDATION

Agenda Heading: Local Projects Seeking Federal Funds through the Mn/DOT District 7 Area Transportation Partnership
No: 4.4

Agenda Item: Local Projects Seeking Federal Funds through the Mn/DOT District 7 Area Transportation Partnership

Recommendation Action(s): Informational

Summary: The following projects applied through the Mn/DOT District 7 Area Transportation Partnership (ATP) which are seeking Federal Funds in FY2020 and inclusion in the Statewide Transportation Improvement Program (STIP).

Surface Transportation Program (STP) Rural:
- Blue Earth County, CSAH 12 Extension

Surface Transportation Program (STP) Small Urban:
- City of Mankato, Adams Street Extension
- City of North Mankato, Commerce Drive

Transportation Alternatives Program (TAP):
- City of Mankato, Riverfront Drive and Sibley Street Intersection Improvement
- City of North Mankato, Monroe Elementary and Garfield Elementary Safe Routes to School Project
- City of North Mankato, Dakota Meadows Safe Routes to School Project

The Mn/DOT District 7 ATP is scheduled to meet on March 14th at 10:00. Staff will provide a verbal update based upon the outcomes of the ATP meeting on Monday the 14th.

Any comments or recommendations from the March 17th MAPO TAC meeting will be verbally presented to the Policy Board.

Attachments: None