Mankato/North Mankato Area Planning Organization  
Policy Board Meeting  
Thursday, September 8th, 2016 – 6:00PM  
Intergovernmental Center,  
Minnesota River Room  
10 Civic Center Plaza, Mankato, MN 56001

I. Call to Order  
II. Review of Agenda  
III. August 4th, 2016 Meeting Minutes  
IV. New Business  

1. Resolution Approving the 2017-2020 Transportation Improvement Program (TIP)  

2. MAPO Staff Presentation  

V. Policy Board Comments & Other Business  

VI. Adjournment
A Regular meeting of the Mankato/North Mankato Area Planning Organization Policy Board was held on August 4, 2016, at 6:00 p.m. in the Minnesota River Room of the Intergovernmental Center. Present Policy Board members, Dan Rotchadl, Chris Frederick, Bob Freyberg, Jack Kolars, and Mark Piepho (arrived at 6:10 p.m.) Also present was MAPO Transportation Planner Jake Huebsch, also in attendance were members from the Technical Advisory Committee (TAC) that included, Mark Anderson, Ryan Thilges and Mike Fischer. There were no members of the general public in attendance. There were no member of the media in attendance.

Call to Order
Vice Chair Mr. Frederick called the meeting to order at 6:03 p.m.

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

Motion to Approve May 5th, 2016 Meeting Minutes
Mr. Rotchadl moved to approve the May 5th Policy Board Meeting minutes. Mr. Freyberg seconded the motion. The motion carried unanimously.

New Business
1. Resolution approving the 2017 Unified Planning Work Program (UPWP) and Budget:
   Mr. Huebsch briefed the Policy Board on the status of Executive Director Paul Vogel’s wife and said that she is moving in a positive direction. Jake reviewed program and budget for 2017 questions / comments
   ✓ Mr. Frederick: Is the highway 22 corridor study going to run into 2018? Yes, Jake explained
   ✓ Mr. Fredrick: Will the intersection studies include the intersections at the borders? Yes, Mr. Huebsch explained.
   ✓ ADA timeline plan was discussed with Mr. Thilges providing some insight into the details. Mr. Huebsch also noted that Mr. Johnson thought that 2019 might be a target deadline for the feds so we moved ours back to 2018.
   • Discussion: Mr. Rotchadl asked about pavement management plans and was concerned that we might try to reinvent the wheel.
   • Mr. Frederick indicated that Mankato has a plan and Mr. Freyberg mentioned that North Mankato also has a plan as well. Mr. Freyberg asked what implementing a uniform pavement management plan gets us. Mr. Thilges provided some insight into pavement management ratings but did not believe that it was tied to any specific funding. Mr. Huebsch
concorded. It’s a uniform method to measure pavement in the MPO area so we’re comparing apples to apples.

Mr. Kolars moved to pass the resolution approving the 2017 UPWP and Mr. Rotchadl seconded the motion. The motion to pass the resolution approving the 2017 UPWP passed unanimously.

2) Draft 2017-2020 Transportation Improvement Program (TIP):
Mr. Huebsch reviewed the TIP with the Policy Board and informed them that he was asking them to release the TIP for a thirty day comment period. Chair Piepo asked if there were any comments; seeing none the Chair asked if there was a motion. Mr. Freyberg made a motion to release the TIP for a thirty day comment period. The motion was seconded by Mr. Frederick. The motion was unanimously approved.

3) Planning Study Updates:
Mr. Huebsch reviewed both the Belgrade Avenue Corridor study and the Riverfront Drive Corridor Study then asked for questions:
   ✓ Mr. Fredrick: Have the meetings already started for the corridor studies? Yes, Mr. Huebsch explained PMT just met.
   ✓ Mr. Frederick: Is the Old Town Master Plan work being incorporated into the Riverfront Drive Corridor Study? Yes, Mr. Huebsch explained
   ✓ Mr. Kolars: What do we hope to learn from these studies? Mr. Huebsch explained using North Mankato as the first example then went further and used the Riverfront Drive Corridor study. Critical intersections and street-scaping are several of the issues that will be looked at during the studies. Additionally there are 8-12 meetings with businesses to get their input.
   ✓ Mr. Kolars: Is the Belgrade Sherman intersection going to be addressed? Michael Fisher responded that it will be examined.
   ✓ Mr. Kolars: asked about the intersection between the river and the municipal building in North Mankato. It’s tough to get across that intersection. Mr. Fisher agreed.
   ✓ Mr. Frederick: There’s also concerns at Riverfront Drive when there’s events at Riverfront Park. Everybody agreed.

Mr. Huebsch provided an update on Intersection Control Evaluation Studies
- Howard Drive / Lor Ray Drive
- Pohl Road / Stadium Road
- Pohl Road / Balcerzak Drive

Mr. Huebsch reviewed the three intersection studies than asked for questions:
   ✓ Mr. Fisher stated that there are multiple uses at the four corners of Howard Drive and Lor Ray. That it’s currently rated as an F.
   ✓ Mr. Freyberg concurred citing Arnold Implement as an example of trying to get a combine loaded on a lowboy trailer out of there lot is almost impossible.
   ✓ Mr. Kolars: That intersection is a cluster. Everybody got a chuckle out of the comment.
Mr. Frederick: Is there anything the MPO can do to assist? Possibly to move the project up on a schedule? Mr. responded that it’s really a local issue, but that the MPO can support it.

**TAC Comments**
Mr. Huebsch asked if there were any comments from the TAC members that were present. Mr. Thilges said that he didn’t think so as everything that was covered at the TAC meeting was just discussed.

**Policy Board Comments & Other Business**
- **MAPO GIS Update:** Mr. Huebsch provided a visual demonstration of the improved GIS capabilities for the MPO area. He also noted that because of the partnerships that were formed, it cost everybody less money. This was a win/win situation that the MPO headed up.
  - Mr. Frederick: Is this program available to the general public. Mr. Huebsch said he didn’t believe so.
  - Everybody was impressed with the upgraded GIP map.
- **MAPO Outreach Meetings:** Mr. Huebsch provided the Policy Board with an update on the public outreach he and Executive Director, Mr. Vogel, were conducting. They had already met with Nicollet County and Mr. Kolars thought it was very beneficial. Everybody agreed that it’s a good idea to get some face time in front of the people that are contributing money to the organization to let them know what you’re doing on their behalf.

**Adjournment**
With no further business, Chair Piepo asked if there was a motion to adjourn the meeting? Mr. Bob Freyberg moved to adjourn the meeting. Mr. Rotchadl seconded the motion. With all in favor, the meeting was adjourned at 6:51 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 2017-2020 TIP was released for a 30 day public comment period on August 5th and ended on September 5th. 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 August 18th from 4:00 – 5:00. No formal comments were received during the public open house or the 30 day public comment period.

Attachments:
1) 2017-2020 Transportation Improvement Program
2) Resolution Adopting the 2017-2020 Transportation Improvement Program
Mankato / North Mankato
Area Planning Organization
Transportation Improvement Program
FY 2017-2020

Prepared by the

Mankato / North Mankato
Area Planning Organization

September 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

**September 2016**

<table>
<thead>
<tr>
<th><strong>Policy Board</strong></th>
<th><strong>Transportation Advisory Committee</strong></th>
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<tbody>
<tr>
<td>Mark Piepho – Blue Earth County <em>(chair)</em></td>
<td>Sheri Allen – Mankato Public School (District #77)</td>
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<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>
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<td>Bob Freyberg – City of North Mankato</td>
<td>Scott Fichtner – Blue Earth County</td>
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<td>Dan Rotchadl – Mankato Township</td>
<td>Ronald Fields – Minnesota State University, Mankato</td>
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<td>Jack Kolars – Nicollet County</td>
<td>Michael Fischer – City of North Mankato <em>(chair)</em></td>
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<td><strong>MAPO Staff</strong></td>
<td>Ryan Thilges – Blue Earth County</td>
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<td>Paul Vogel, Director</td>
<td>Karl Friedrichs – Lime Township</td>
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<td>Jake Huebsch, Transportation Planner</td>
<td>Seth Greenwood – Nicollet County</td>
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<td>Sam Parker – Region Nine Development Commission</td>
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<td>Paul Vogel – City of Mankato</td>
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- Project Selection Process
- Projects Funded through the Transportation Alternatives Program
Map Disclaimer

The information contained in the following maps is a compilation of data from various federal, state, county, regional, and municipal sources. Geographic information has limitations due to the scale, resolution, date and interpretation of the original source materials. Users should consult available data documentation to determine limitations and the precision to which the data depicts distance, direction, location or other geographic characteristics. These maps and/or data are not legal survey documents to be used for describing land for the purpose of ownership or title.
Decisions about transportation investments require collaboration and cooperation between different levels of government and neighboring jurisdictions. As a document, the Transportation Improvement Program (TIP) reports how the various jurisdictions within the Mankato/North Mankato Area Planning Organization (MAPO) area have prioritized their use of limited federal highway and transit funding.

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

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

**Mankato/North Mankato Area Planning Organization**

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

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

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

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

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

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

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

4) Increase accessibility and mobility of people and freight.

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

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

7) Promote efficient system management and operation.

8) Emphasize preservation of the existing transportation system.

9) Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.

10) Enhance travel and tourism

The Transportation Improvement Program

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

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

The TIP and its Connection to the Long Range Transportation Plan

As stated above, the projects in the 2017-2020 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 2017-2020 Mankato/North Mankato Area TIP will be funded by one of the following funding categories. Funding sources are identified on pages 6 – 7 by the acronym in parentheses after each funding name listed below. Legislation allows MnDOT to reserve the ability to determine which of these funding categories (and how much of each) will ultimately be used to fund any given project in the TIP. As such, the amounts and types of funding shown in the project tables may be subject to modification.

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

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

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

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

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

**Federal Transit Administration (FTA):**
Transit funding authorized by the FAST Act is managed in several ways. The largest amount is distributed to the states by formula; other program funds are discretionary. FTA transit allocations may be administered by the state or be granted directly to the transit agency. Projects identified as FTA-funded in the 2017-2020 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 2017-2020 Mankato/North Mankato Area TIP indicates projects that are being funded almost exclusively with local funds, but are identified as regionally significant and are therefore included in the TIP.

**Other:**
Funding identified as other could include funding from State of Federal grants or other Federal funding sources.
The tables that follow on pages 9 - 12 list all the transportation projects scheduled for federal and/or state funding in the Mankato/North Mankato area. The map on page 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.
- **Route/System** – Local jurisdiction responsible for the project and the route number where the project is occurring.
- **Project Number** – Project identifier. Most trunk highway projects state with the control section numbers. Local projects state with either a county number or the city number.
- **Year** – Year the project is programmed for.
- **Agency** – The jurisdiction responsible for implementing project or for opening bids.
- **Project Description** – Scope of project, its location, length, etc.
- **Miles** – The length of project.
- **Type** – Identifies if project is primarily road, ped/bike, transit-related, etc.
- **Type of Work** – Identifies if project is maintenance, reconstruction, safety improvements, etc.
- **Proposed Funds** – Identifies the federal funding programs intended to be the primary funding sources for the project.
- **Project Total** – Total anticipated cost of the project.
- **FHWA** – The total estimated federal aid highway funding to be used for the project. This includes advance construction conversion funding.
- **AC** – The total estimated amount of future federal funds (AC) being committed to a project, front- ended by local/state funds.
- **FTA** – The total estimated federal aid transit funding to be used for the project.
- **TH** – The total estimated state trunk highway funding to be used for the project.
- **Bond** – The total estimated state bond to be used for the project.
- **Other** – Funding coming from other sources, including local city, county, or transit agency.
**NOTE: Totals will not balance because of the Advanced Construction (AC) Dollars**
## Chapter 2

Table 2: FY 2018 Federal Funded Transportation Projects

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<tr>
<th>LRTP REFERENCE</th>
<th>ROUTE SYSTEM</th>
<th>PROJECT NUMBER</th>
<th>YEAR</th>
<th>AGENCY</th>
<th>PROJECT DESCRIPTION</th>
<th>MILES</th>
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<th>TYPE OF WORK</th>
<th>PROPOSED FUNDS</th>
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<td>9-33</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 1,751,000</td>
<td>- 435,755 - - - 1,315,245</td>
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<td>9-33</td>
<td>BB</td>
<td>TRS-0028-18</td>
<td>2018</td>
<td>MNDOT</td>
<td>City of Mankato Purchase 2 Bus (Class 400) and Bus Related Equipment</td>
<td>-</td>
<td>TR</td>
<td>PURCHASE BUS</td>
<td>STP 296,780</td>
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<td>9-30</td>
<td>RR</td>
<td>07-00127</td>
<td>2018</td>
<td>BLUE EARTH COUNTY</td>
<td>Up RR, Install Gates, CSAH 5, Mankato, Blue Earth County</td>
<td>SR</td>
<td>TRCD – TRAFFIC CONTROL DEVICES</td>
<td>RRS 250,000</td>
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<td>9-21</td>
<td>LOCAL</td>
<td>137-080-002AC1</td>
<td>2018</td>
<td>CITY OF MANKATO</td>
<td><strong>AC</strong>TED** Adams St from Roosevelt Circle to CSAH 12, Construct New Road (AC Payback 1 of 3)</td>
<td>MC</td>
<td>GRSU – GRADE AND SURFACE</td>
<td>STP 254,400</td>
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<td>MSAS 116</td>
<td>150-116-009AC</td>
<td>2018</td>
<td>NORTH MANKATO</td>
<td><strong>AC</strong> MSAS 116, On Lookout Drive from Carol Court to Howard Drive in North Mankato, Reconstruct and Mill and Overlay and ADA (Payback 1 of 1)</td>
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<td>GRADE AND SURFACE</td>
<td>STP 1,580,000</td>
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<td>MSAS 138</td>
<td>137-138-001</td>
<td>2018</td>
<td>MANKATO</td>
<td>MSAS 138, Along Warren Street from Balzerak Drive to Stadium Rd, Construct Sidewalk and Additional Pedestrian Channelization at Various Locations</td>
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<td>BT</td>
<td>PED./BIKE IMPROVEMENT</td>
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## 2017-2020 MAPO Area Transportation Improvement Program

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<td>9-28</td>
<td>MN22</td>
<td>0704-108</td>
<td>2018</td>
<td>MNDOT</td>
<td>MN 22 FROM CSAH 15 TO CSAH 90, REHAB ROADWAY AND AT JCT OF CSAH 90, CONSTRUCT ROUNDABOUT TIED TO 007-070-005 ASSOCIATE WITH 0704-108S</td>
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<td>0704-108S</td>
<td>2018</td>
<td>MNDOT</td>
<td>MN 22, AT JCT OF CSAH 90, CONSTRUCT ROUNDABOUT TIED TO 007-070-005) ASSOCIATED WITH 0704-108</td>
<td>2.3</td>
<td>SH</td>
<td>GRSU – GRADE AND SURFACE</td>
<td>HSIP</td>
<td>100,000</td>
<td>900,000</td>
<td>100,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**NOTE: Totals will not balance because of the Advanced Construction (AC) Dollars**
<table>
<thead>
<tr>
<th>MPO: MANKATO-NORTH MANKATO AREA PLANNING ORGANIZATION</th>
<th>FY 2017 – FY 2020 STIP</th>
</tr>
</thead>
<tbody>
<tr>
<td>LRTP REFERENCE  ROUTE SYSTEM  PROJECT NUMBER  YEAR  AGENCY  PROJECT DESCRIPTION  MILES  PROGRAM  TYPE OF WORK  PROPOSED FUNDS  TOTAL  FHWA  AC  FTA  TH  BOND  OTHER</td>
<td></td>
</tr>
<tr>
<td>9-33  BB  TRF-0028-19A  2019  MNDOT  SECT 5307: CITY OF MANKATO RR TRANSIT OPERATING ASSISTANCE  -  B9  OPERATE BUS  FTA  1,751,000  -  -  435,755  -  -  1,315,245</td>
<td></td>
</tr>
<tr>
<td>9-33  BB  2019  MNDOT  CITY OF MANKATO PURCHASE 1 BUS (CLASS 400) AND BUS RELATED EQUIPMENT  8B  PURCHASE BUS  FTA  139,870  111,896  27,974</td>
<td></td>
</tr>
<tr>
<td>9-28  MN22  0704-108SAC  2019  MNDOT  MN 22, AT JCT OF CSAH 90 CONSTRUCT ROUNDABOUT (TIED 007-070-005) ASSOCIATED TO 0704-108 (AC PAYBACK 1 OF 1)  2.3  SH  PVTB – RAVEMENT RESURFACING REHAB  HSIP  900,000  900,000</td>
<td></td>
</tr>
<tr>
<td>9-21  MN22  137-080-002AC2  2019  MANKATO  <strong>AC</strong>TED**ADAMS ST, FROM ROOSEVELT CIRCLE TO CSAH 12, CONSTRUCT NEW ROAD (PAYBACK 2 OF 3)  0.6  MC  GRSU – GRADE AND SURFACE  STP  384,000  384,000</td>
<td></td>
</tr>
<tr>
<td>9-28  CSAH 90  007-070-005AC  2019  BLUE EARTH COUNTY  AT JUNCTION OF CSAH 90 AND TH22 CONSTRUCT ROUNDABOUT ASSOC (704-108) (AC PAYBACK 1 of 1)  0.1  SH  CONSTRUCT ROUNDABOUT  HSIP  610,200  610,200</td>
<td></td>
</tr>
<tr>
<td>3,785,070  1,894,200  -  547,651  -  -  1,343,219</td>
<td></td>
</tr>
</tbody>
</table>

**NOTE: Totals will not balance because of the Advanced Construction (AC) Dollars**
<table>
<thead>
<tr>
<th>LRTP REFERENCE</th>
<th>ROUTE SYSTEM</th>
<th>PROJECT NUMBER</th>
<th>YEAR</th>
<th>AGENCY</th>
<th>PROJECT DESCRIPTION</th>
<th>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>
</thead>
<tbody>
<tr>
<td>9-33 BB</td>
<td>MNDOT</td>
<td>2020</td>
<td></td>
<td></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>
</tr>
<tr>
<td>9-33 BB</td>
<td>MNDOT</td>
<td>2020</td>
<td></td>
<td></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>255,000</td>
<td>-</td>
<td>-</td>
<td>188,000</td>
<td>-</td>
<td>-</td>
<td>67,000</td>
</tr>
<tr>
<td>9-33 BB</td>
<td>MNDOT</td>
<td>2020</td>
<td></td>
<td></td>
<td>CITY OF MANKATO PURCHASE 1 BUS (CLASS 400) AND BUS RELATED EQUIPMENT</td>
<td></td>
<td>BB</td>
<td>PURCHASE BUS</td>
<td>FTA</td>
<td>165,318</td>
<td>-</td>
<td>-</td>
<td>132,254</td>
<td>-</td>
<td>-</td>
<td>33,064</td>
</tr>
<tr>
<td>9-21 CSAH 12</td>
<td>007-612-021AC</td>
<td>2020</td>
<td></td>
<td>MNDOT</td>
<td>BLUE EARTH COUNTY <strong>AC</strong>CSAH 12, FROM CSAH 17 TO TH83, CONSTRUCT NEW ROAD AND ROUNDABOUT AT JCT TH83 (TIED 0711-30)(AC PAYBACK 1 OF 1)</td>
<td>1.7</td>
<td>MC</td>
<td>GRSU – GRADE AND SURFACE</td>
<td>STP</td>
<td>1,368,000</td>
<td>1,368,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9-21 Local</td>
<td>137-080-002AC3</td>
<td>2020</td>
<td></td>
<td>MANKATO</td>
<td><strong>AC</strong>US7**ADAMS ST, FROM ROOSEVELT CIRCLE TO CSAH 12, CONSTRUCT NEW ROAD (PAYBACK 3 OF 3)</td>
<td>0.6</td>
<td>MC</td>
<td>GRSU – GRADE AND SURFACE</td>
<td>STP</td>
<td>636,000</td>
<td>636,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9-25 PED/BIKE</td>
<td>150-090-003</td>
<td>2020</td>
<td></td>
<td>MANKATO</td>
<td>AROUND DAKOTA MEADOWS SCHOOL IN NORTH MANKATO, IMPROVE VARIOUS CROSSINGS AND CONSTRUCT TRAIS</td>
<td>0</td>
<td>MC</td>
<td>GRSU – GRADE AND SURFACE</td>
<td>TAP</td>
<td>334,200</td>
<td>267,360</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9-5 US14</td>
<td>0702-125</td>
<td>2020</td>
<td></td>
<td>MNDOT</td>
<td>US14, FROM 0.3 MI W OF LOOKOUT TO TH22, MILL AND OVERLAY, END POSTS AND GUARDRAIL ON 8 BRIDGES AND REHAB BR91387</td>
<td>7</td>
<td>RS</td>
<td>RESURFACING</td>
<td>NHPP</td>
<td>6,000,000</td>
<td>4,800,000</td>
<td>1,200,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>10,509,518</td>
<td>7,071,360</td>
<td>756,009</td>
<td>1,200,000</td>
<td>-</td>
<td>1,482,149</td>
<td></td>
</tr>
</tbody>
</table>
Map 2: Location of 2017-2020 TIP Projects
As the designated MPO for the Mankato/North Mankato area, the MAPO is responsible for developing a list of priority transportation projects for the Mankato metropolitan area for the purpose of programming funding through the FAST Act. It is required to work in cooperation with the Minnesota Department of Transportation, Mankato Transit, and local units of government to identify area transportation priorities and produce the annual TIP. The drafting of this document is done in conjunction with the development of a larger regional program carried out with regional partners of the Minnesota Department of Transportation District 7 Area Transportation Partnership (ATP).

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

MnDOT District 7 Area Transportation Partnership

The State of Minnesota uses a mechanism called the Area Transportation Partnership (ATP) for distributing federal transportation funds throughout the state. The Mankato/North Mankato Metropolitan Area is served by the MnDOT’s District 7 ATP, which is made up of local elected officials, planners, engineers, modal representatives, and other agencies from MnDOT District 7 that serve the thirteen counties of Blue Earth, Brown, Cottonwood, Faribault, Jackson, LeSueur, Martin, Nicollet, Nobles, Rock, Sibley, Waseca, and Watonwan counties (Figure 1, page 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.
Figure 1: Membership Counties of the MnDOT District 7 ATP

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

Eligibility for Roadway and Transit Projects

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

The TIP process should result in projects that reflect the goals, objectives, and priorities of the Mankato/North Mankato area. As such, MAPO staff work with area jurisdictions to ensure that the projects that end up in the TIP are consistent with those goals, objectives, and priorities. The MAPO is still developing a process for reviewing and ranking projects. For projects in the 2017 – 2020 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 Surface Transportation Block Grant Program

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

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

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

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

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

Six projects – Mankato’s Safe Routes to School projects (137-591-003) & (137-080-002), Blue Earth County CSAH 12 road construction (007-612-021), Mankato’s sidewalk and pedestrian project along Warren Street (137-138-001), Mankato’s Adam’s Street Extension (137-080-002) and North Mankato’s trail and crossing improvements (150-090-003) represent the extension or creation of infrastructure. Only projects (007-612-021) and (137-080-002) represent new roadways while the other projects are improvements along existing facilities. In all cases, these improvements are expected to benefit, rather than hinder, low-income individuals and minorities living in the area.
Chapter 4
Community Impact Assessment

Map 3: Project Locations and Concentrations of Minority Populations
Map 4: Project Locations and Low-Income Population
As the federally designated MPO for the Mankato/North Mankato area, the MAPO must demonstrate fiscal constraint when programming funding for projects in the TIP. Under 23 CFR § 450.324(h), the MAPO is required to include a financial plan for the projects being programmed in the TIP, as well as demonstrate the ability of its jurisdictions to fund these projects while continuing to also fund the necessary operations and maintenance (O&M) of the existing transportation system. To comply with these requirements, the MAPO has examined past trends regarding federal, state, and local revenue sources for transportation projects in the area in order to determine what levels of revenue can be reasonably expected over the 2017-2020 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 2017-2020 TIP cycle.

Figure 2: STIP Funding in MAPO Planning Area
Table 6: Annual Funding Targets for the District 7 ATP (FHWA & FTA formula funds)

<table>
<thead>
<tr>
<th>Program</th>
<th>Target Federal Formula $ 2017-2020</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rail Crossings (administered statewide)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>Transit (Urban)</td>
<td>$0</td>
<td>0%</td>
</tr>
<tr>
<td>Transit (Rural)</td>
<td>$0</td>
<td>0%</td>
</tr>
<tr>
<td>Transp. Alternatives / Enhancements</td>
<td>$700,000</td>
<td>&lt;1%</td>
</tr>
<tr>
<td>Safety (Local HSIP)</td>
<td>$1,400,000</td>
<td>2%</td>
</tr>
<tr>
<td>STP Small Urban</td>
<td>$2,064,000</td>
<td>4%</td>
</tr>
<tr>
<td>STP Rural</td>
<td>$2,736,000</td>
<td>5%</td>
</tr>
<tr>
<td>MN/DOT (SPP Pavement, SPP Bridge, DRMP – STP, HSIP)</td>
<td>$50,600,000</td>
<td>88%</td>
</tr>
<tr>
<td>Total</td>
<td>$57,500,000*</td>
<td>100%</td>
</tr>
</tbody>
</table>

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

Financial Plan: Highway Investments

Table 7 on page 22 represents the MAPO Area’s financial plan for funding the highway projects being programmed in the 2017-2020 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: 2017-2020 MAPO TIP

<table>
<thead>
<tr>
<th>Source</th>
<th>2017</th>
<th>2018</th>
<th>2019</th>
<th>2020</th>
<th>2017-2020 TIP (4-year total)</th>
</tr>
</thead>
<tbody>
<tr>
<td>MnDOT District 7</td>
<td>$750,000</td>
<td>$1,922,000</td>
<td>$900,000</td>
<td>$6,000,000</td>
<td>$9,572,000</td>
</tr>
<tr>
<td>Blue Earth County</td>
<td>$9,671,905</td>
<td>$817,800</td>
<td>$610,200</td>
<td>$1,368,000</td>
<td>$12,467,905</td>
</tr>
<tr>
<td>Nicollet County</td>
<td></td>
<td></td>
<td></td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>Mankato</td>
<td>$5,727,027</td>
<td>$975,885</td>
<td>$384,000</td>
<td>$636,000</td>
<td>$7,722,912</td>
</tr>
<tr>
<td>North Mankato</td>
<td></td>
<td>$1,580,000</td>
<td></td>
<td>$334,200</td>
<td>$1,914,200</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>$16,148,932</td>
<td>$5,295,685</td>
<td>$1,894,200</td>
<td>$8,338,200</td>
<td>$31,680,017</td>
</tr>
</tbody>
</table>

* Source: 2017 – 2020 Draft STIP.

Table 8: Estimated Funding Revenue: 2017-2020 MAPO TIP

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>2017-2020</th>
</tr>
</thead>
<tbody>
<tr>
<td>MnDOT District 7</td>
<td>$18,480,836</td>
</tr>
<tr>
<td>Blue Earth County</td>
<td>$26,672,767</td>
</tr>
<tr>
<td>Nicollet County</td>
<td>$2,543,767</td>
</tr>
<tr>
<td>Mankato</td>
<td>$30,678,750</td>
</tr>
<tr>
<td>North Mankato</td>
<td>$6,071,355</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$84,447,475</strong></td>
</tr>
</tbody>
</table>

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

Financial Plan: Transit Investments

Table 9 and Table 10 on page 23 represents the Mankato Transit System financial plan for funding the transit projects listed in the 2017-2020 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 2017 – 2020 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 2017-2020 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: 2017-2020 MAPO TIP

<table>
<thead>
<tr>
<th>Source</th>
<th>2017</th>
<th>2018</th>
<th>2019</th>
<th>2020</th>
<th>2017-2020 TIP (4-year total)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operations &amp; Maintenance</td>
<td>$1,751,000</td>
<td>$1,751,000</td>
<td>$1,751,000</td>
<td>$2,006,000</td>
<td>$7,259,000</td>
</tr>
<tr>
<td>Bus Purchases</td>
<td>$144,065</td>
<td>$296,780</td>
<td>$139,870</td>
<td>$165,318</td>
<td>$712,969</td>
</tr>
<tr>
<td>TOTAL</td>
<td>$1,895,065</td>
<td>$2,047,780</td>
<td>$1,890,870</td>
<td>$2,171,318</td>
<td>$8,005,033</td>
</tr>
</tbody>
</table>

* Source: 2016 – 2019 STIP.

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

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>2017-2020</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 8-4.
The MAPO is committed to being a responsive and participatory agency for regional decision-making. The public is given a continuous opportunity to view all TIP related materials on the MAPO website (http://www.mankatomin.gov/city-services-a-z/city-services-a-m/mankato-north-mankato-area-planning-organization-mapo) and provide comment via phone, or email.

**2017-2020 Mankato/North Mankato TIP Public Participation Summary**

As a newly established MPO and due to federally mandated timelines the Public Participation Process in the 2017-2020 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 2017-2020 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**

**Table 11: Comments Received Through TIP Public Outreach Efforts**

<table>
<thead>
<tr>
<th>None</th>
</tr>
</thead>
</table>
The MAPO has the responsibility of monitoring and documenting the progress of projects listed in the TIP each year. Specifically, the MAPO is asked to note changes in priorities from prior years, as well as list the major projects from the previous TIP that have been either implemented or significantly delayed. Updates and changes from the 2016 – 2019 TIP Include:

2017:
- Addition of project Safe Routes to School Project 137-591-003 intersection improvement between Sibley Street and Hubble Avenue
- Addition of project 007-612-021 construct new road from CSAH 17 to TH 83
- Addition of project 0711-30 new roundabout at new road and junction of TH (tied to project 007-612-021)
- Addition of project 137-080-002 construct new road from Roosevelt Circle to CSAH 12 (paybacks in 2018, 2019 & 2020)
- Remove project TRF-0028-17B transit preventative maintenance

2018:
- Remove project TRF-0028-18B transit preventative maintenance
- Update project TRS-0025-18 from purchase 1 bus to 2 buses
- Addition of project 07-00127 install gates at CSAH 5
- Addition of project 07-00128 install gates at CSAH 26 and 227th Street
- Addition of project 07-00129 install gates at CSAH 56 and 598th Avenue
- Addition of project 137-080-002AC1 – payback 1 of 3 for project 137-080-002
- Addition of project 0704-108 – tied to project 007-070-005 pavement rehab from CSAH 15 to CSAH 90 payback in 2019
- Addition of project 007-070-005 – construct roundabout at CSAH 90 and TH22 payback in 2019 HSIP MnDOT
- Addition of project 007-070-005 – construct roundabout at CSAH 90 and TH22 payback in 2019 HSIP Blue Earth County

2019:
- Remove project TRF-0028-19B transit preventative maintenance
- Add City of Mankato Purchase 1 class 400 bus, no project number
- Addition of project 137-080-002AC2 - Payback 2 of 3 for project 137-080-00

2016
- Project Status Report is on the following page
<table>
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<tr>
<th>PROJECT STATUS</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>
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<th>FTA</th>
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<td>GRADE AND SURFACE</td>
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|                  |              |                |      |        | 25,269,877 | 5,443,798 | 623,755 | 11,400,000 | 6,000,000 | 1,802,324 |
Common Acronyms

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

NOTICE OF 30-DAY PUBLIC COMMENT PERIOD

The Mankato/North Mankato Area Planning Organization (MAPO), located at the 10 Civic Center Plaza Mankato, MN 56001, has prepared a Draft Fiscal Year 2017-2020 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 2017-2020

Public comments are being taken through September 5th on the Draft TIP and the proposed projects. To view the Draft TIP online, visit http://www.mankatomn.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@mankatomn.gov or 507-387-8630. (Free TTY services are available through Minnesota Relay at 800-627-3529).

The Draft TIP, along with all comments received, will be considered for final approval at the MAPO Board meeting on September 8, 2016. The final version of the 2017-2020 TIP will be available to view after September 9th at http://www.mankatomn.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 2017-2020 TIP & Self-Certification Finding

RESOLUTION OF THE MANKATO /NORTH MANKATO AREA PLANNING
ADOPTING THE 2017-2020 TRANSPORTATION IMPROVEMENT PLAN
& SELF-CERTIFICATION FINDING

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

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

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

WHEREAS, staff and the Technical Advisory Committee has developed and recommended for approval the Transportation Improvement Program for State Fiscal Years 2017-2020; and

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

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

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

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

1. 23 U.S.C 134 and 49 U.S.C. 5303, and the subpart;
2. In non-attainment and maintenance areas, Section 174 and 176 (c) and (d) of the Clear Air Act as Amended (42 U.S.C 7504, 7506 (c) and (d) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Sections 1101 (b) of the FAST ACT (Pub. L. 114-357) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in the US DOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23, U.S.C regarding the prohibition of discrimination based on gender, and
NOW, THEREFORE BE IT RESOLVED; that the Mankato/North Mankato Area Planning Organization Policy Board approves the 2017-2020 Transportation Improvement Plan.

CERTIFICATION

State of Minnesota

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

______________________________  ____________
Chair                          Date

______________________________  ____________
Executive Director            Date
RESOLUTION OF THE MANKATO /NORTH MANKATO AREA PLANNING
ADOPTING THE 2017-2020 TRANSPORTATION IMPROVEMENT PLAN
& SELF-CERTIFICATION FINDING

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

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

WHEREAS, staff and the Technical Advisory Committee has developed and recommended for approval the Transportation Improvement Program for State Fiscal Years 2017-2020; 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

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WHEREAS, in accordance with 23 CFR 450.334(a) the MAPO hereby certifies that the metropolitan transportation planning process addressing major issues facing the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

1. 23 U.S.C 134 and 49 U.S.C. 5303, and the subpart;
2. In non-attainment and maintenance areas, Section 174 and 176 (c) and (d) of the Clean Air Act as Amended (42 U.S.C 7504, 7506 (c) and (d) and 40 CFR part 93;
3. Title VI of the Civic Rights Act of 1964, as amended (42 U.S.C 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Sections 1101 (b) of the Fast ACE (Pub. L. 114-357) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in the US DOT funded projects;
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______________________________
Chair

______________________________
Executive Director

______________________________
Date

______________________________
Date
AGENDA RECOMMENDATION

Agenda Heading: MAPO Staff Presentation
No: 4.2

**Agenda Item**: MAPO Staff Presentation

**Recommendation Action(s)**: Informational

**Summary**: MAPO staff will be presenting an overview and update of the Mankato/North Mankato Area Planning Organization. The presentation will include the MAPO organization & background, Long Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), current studies & activities and upcoming Initiatives.

**Attachments**:
1) MAPO Presentation
Mankato/North Mankato Area Planning Organization (MAPO)

Overview and Update of the MAPO

MAPO Policy Board Meeting
September 8, 2016
Summary of Today’s Presentation

• MAPO Organization & Background
• Long Range Transportation Plan (LRTP)
• Transportation Improvement Program (TIP)
• Current Studies & Activities
• Upcoming Initiatives
MPO’s In Minnesota

Metropolitan Planning Organizations (MPO) are entities designated by law with the lead responsibility for the development of a metropolitan area's transportation plans and to coordinate the transportation planning process. All urban areas over 50,000 in population are required to have an MPO if the agencies spend Federal funds on transportation improvements.

There are eight Metropolitan Planning Organizations in Minnesota:

- Duluth/Superior Metropolitan Interstate Council
- Grand Forks/East Grand Forks MPO
- Fargo-Moorhead Metropolitan Council of Governments
- St. Cloud Area Planning Organization
- Twin Cities Metropolitan Council
- Rochester/Olmsted Council of Governments
- La Crosse Area Planning Committee
- 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 (metropolitan statistical area—MSA, Previously designated in 2008), requiring the formation of a metropolitan planning agency.
MAPO Planning & Urbanized Area

- Planning Area Population: 61,698
- Urbanized Area Population: 58,265
- Total Square Miles: 131sq Miles
Organization Structure & Joint Powers Agreement

- Membership to be cities of Mankato, North Mankato, Eagle Lake, Skyline (Technical Committee), and counties of Blue Earth and Nicollet. Townships would designate one representative to represent all 5 Townships (Belgrade, LeRay, Mankato, Lime, South Bend)
- Elected representatives to be appointed by each jurisdiction – total of 7 on the Policy Board, which is the governing board of the MPO.
  - 1 member City of Mankato
  - 1 member City of North Mankato
  - 1 member Blue Earth County
  - 1 member Nicollet County
  - 1 member Eagle Lake
  - 1 member Townships
  - 1 member representing Transit Operator (future if separate entity)
- Operating budget for MPO (with match and grant funds) would fund staff resources and consultant services. Operation budget can also be used for corridor studies, intersection control evaluations, transit updates and other required transportation related plans that are currently funded by local budgets.
- Powers and duties of the MPO include adopting unified works plan, long range transportation plan, and transportation improvement program. In addition, MPO enters into MOU with State and transit operator regarding coordination of transit related planning activities.
Organization Structure

**MAPO Policy Board:**
Mark Piepho, chair, Blue Earth County Board of Commissioners  
Christopher Frederick, vice chair, city of Mankato  
Robert Freyberg, city of North Mankato  
Jack Kolars, Nicollet County Board of Commissioners  
Daniel Rotchadl, Mankato Township  
Ryan Short, city of Eagle Lake

**MAPO Technical Advisory Committee (TAC):**
Sheri Allen, superintendent, Mankato Area Public Schools (District #77)  
Mark Anderson, transit superintendent, city of Mankato  
Lisa Bigham, District 7, Minnesota Department of Transportation  
Scott Fichtner, director of environmental services, Blue Earth County  
Ronald Fields, assistant vice president for facilities management, Minnesota State University, Mankato  
Michael Fisher, director of community development, city of North Mankato  
Ryan Thilges, director of public works, Blue Earth County  
Karl Friedrichs, chair, Lime Township  
Seth Greenwood, county engineer, Nicollet County  
Travis Javens, city council, city of Skyline  
Jeff Johnson, director of public works, city of Mankato  
Curt Kloss, chair, Leray Township  
Mandy Landkamer, director of environmental services, Nicollet County  
Loren Lindsay, chair, Belgrade Township  
Sam Parker, Region 9 Development Commission  
Brad Potter, city administrator, city of Eagle Lake  
Ed Pankratz, board member, Mankato Township  
Dan Sarff, engineer, North Mankato  
Open, South Bend Township  
Paul Vogel, executive director, Mankato/North Mankato Area Planning Organization

**MAPO Staff:**
Paul Vogel – Executive Director  
Jake Huebsch – Transportation Planner
Key Actions of the MAPO

- Joint Powers Agreement/MPO designation - Established 2012
- Continued Legacy of Mankato Area Transportation And Planning Study (MATAPS)
- Unified Planning Work Program (updated annually)
- Long Range Transportation Plan – LRTP (updated every 5 years)
- Transportation improvement program – TIP (updated annually)
- TIP is based on the LRTP and must demonstrate compliance with the LRTP
- Local Planning Studies
How is the MAPO Funded?

2015 Budget $329,687
- Federal Funds: 78%
- State Funds: 12%
- Local Funds: 10%

2016 Budget $352,671
- Federal Funds: 82%
- State Funds: 9%
- Local Funds: 9%

2016 Local Share $31,530
- Blue Earth County: 38%
- City of Mankato: 37%
- City of North Mankato: 12%
- Nicollet County: 13%
MAPO 2016 Funding Allocation

- Consultant Services & Contracts for Local Studies: 52%
- Staffing / Personnel: 44%
- Commodities / Other Services & Charges: 4%
Long Range Transportation Plan

Table of contents
Chapter 1 - Introduction
Chapter 2 - Public engagement process
Chapter 3 - Existing system conditions
Chapter 4 - Safety and crash assessment
Chapter 5 - Goals, objectives, and performance measures
Chapter 6 - Traffic forecasts and operations
Chapter 7 - Range of alternatives
Chapter 8 - Financial report
Chapter 9 - Implementation report
  • Preservation
  • Major Rehab/Reconstruct
  • Corridor Capacity Expansion
  • Bike & Ped
  • Safety
  • Freight
  • Airport
  • Transit
Chapter 10 - Recommended future network
Chapter 11 - System management
Chapter 12 - Next Steps

Adopted December 2015
Transportation Improvement Program (TIP)

- Developed in cooperation with MnDOT and public transit operator
- Includes all regionally significant projects and all projects receiving federal transportation funds located within metropolitan planning area
- Covers at least 4 years
- Is fiscally constrained
- Is consistent with the MPO transportation plan
- Provides opportunity for public comment
- All amendments for projects within metropolitan planning area must be approved by MAPO Policy Board
Current Studies & Activities

- Identified in the Annual Work Program
- Local studies determined by local agencies, TAC and Policy Board
- 2016 Studies Include:
  - Intersection Control Evaluations
    - Lor Ray Dr. & Howard Dr.
    - Pohl Rd. & Stadium Rd.
    - Pohl Rd. & Balcerzak Dr.
  - Riverfront Drive Corridor Study
  - Belgrade Avenue Corridor Study
  - North Mankato Complete Streets Plan
  - Aerial Imagery & GIS coordination
  - Mankato Old Town Planning
  - Mankato Complete Streets Planning & Implementation
  - Others
Upcoming Initiatives

- Transit Development Plan
- Trunk Highway 22 Corridor Study
- Pavement Management Plan
- Bike & Pedestrian Planning
- Warren Street Corridor Study
- Others Projects or Studies Identified by Local Agencies, TAC or Policy Board
- Requests from Local Members and Partners
Questions & Contact Information

Contact Information:
Paul Vogel  pvogel@mankatomn.gov  507-387-8613
Jake Huebsch  jhuebsch@mankatomn.gov  507-387-8630
NOTICE IS HEREBY GIVEN that on the 8th day of September at 6:00 p.m. the Mankato/North Mankato Area Planning Organization (MAPO) Policy Board will hold their regularly scheduled meeting.

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

Copies of the agenda and materials will be available upon request by September 2, 2016 at the Intergovernmental Center, 10 Civic Center Plaza, Mankato, Minnesota, during regular business hours. To receive electronic copies please visit http://www.mankatomn.gov/mapo or call (507) 387-8630 for additional information.

Paul Vogel
Executive Director
Mankato/North Mankato Area Planning Organization