

# Chapter 7 Transportation Infrastructure Investments



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## Introduction

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Up until this point, we really haven't Looked Ahead to 2050. We have spent a great deal of this document either looking at the past (or present) situation – our existing conditions, our existing natural and physical environment – or forecasting what our future will look like if our region keeps growing. We have an idea of where we are.

Now, it's time to program our GPS to our destination (our visionary statements) and set out on our journey toward 2050.

After all data analysis, public engagement, future forecasting, and budget projections, this section outlines a roadmap of how we can accomplish our transportation vision – through the implementation of surface transportation infrastructure projects.

As stated in the previous chapter, federal guidance states that projects within a Metropolitan Transportation Plan must be fiscally constrained. This is not a wish (or illustrative) list. The projects listed in this section have been vetted through a series of exercises – discussed below – and can reasonably be assumed to be completed by 2050.

In the first section of this chapter, we will explore how the initial transportation infrastructure project lists were developed. We will then dive into the fiscal constraint process using the information from Chapter 6. Next, we will do a comprehensive walkthrough of each project – this includes a discussion of fiscal constraint and comments received by both environmental planners as well as members of the public. Finally, we will conclude this section with a discussion on how these projects will impact future travel patterns as part of our 2050 Build Travel Demand Model scenario.

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## Developing the MTP Project List

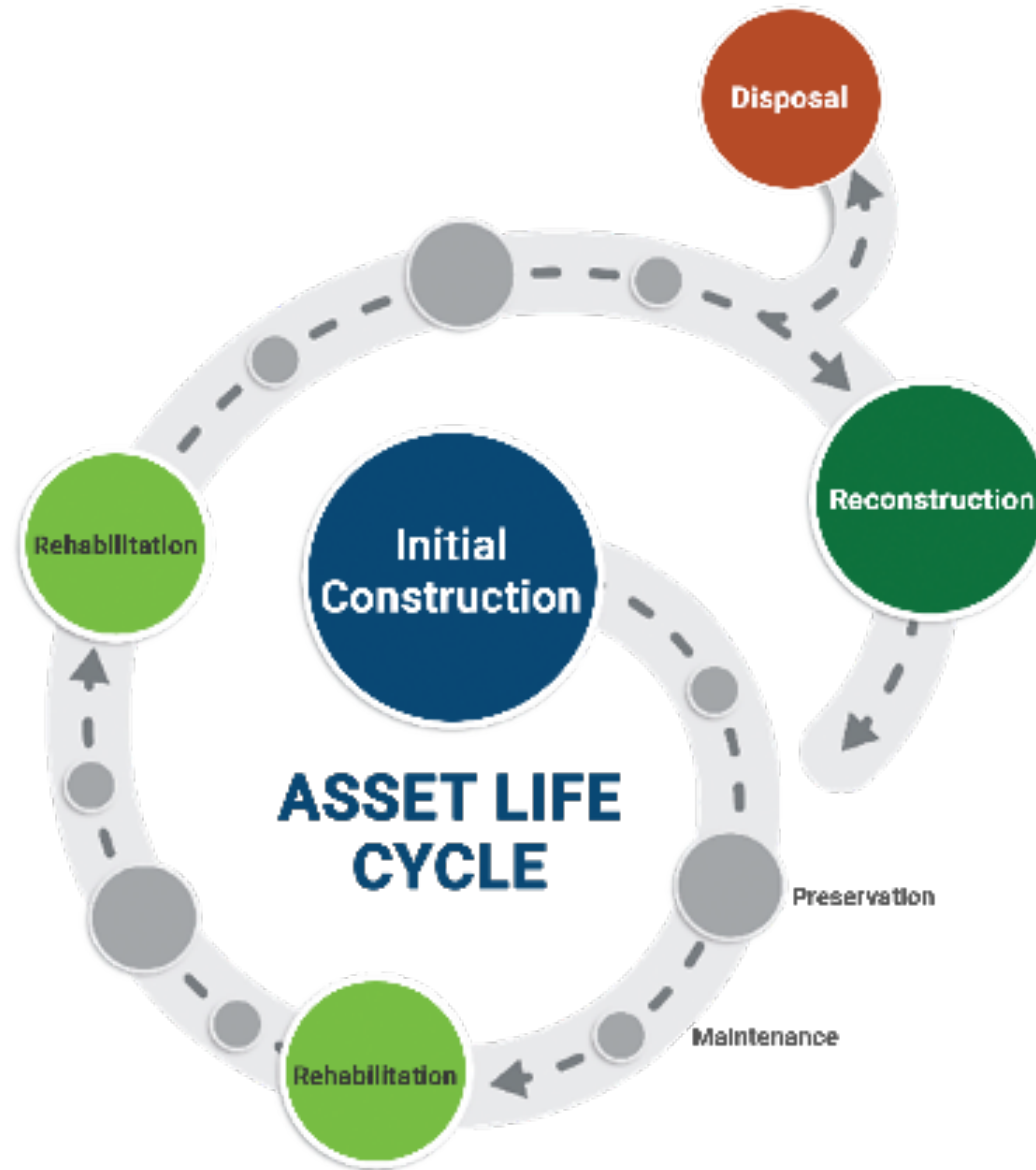
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### Existing Conditions and Public Engagement

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To understand which projects APO agencies/jurisdictions should be focusing on for the future, there must be an understanding of the current situation. This involves a comprehensive review of the existing conditions. Performance metrics and indicators regarding how the current surface transportation network is functioning is the first step in developing a list of needs. For example, roadways or bridges in fair condition today are more than likely going to need some sort of preservation treatment (rehabilitation or reconstruction) to remain drivable. Buses nearing the end of their useful life will need to be replaced to allow for a continuation of transit services. Roadways at or nearing capacity volumes today will more than likely continue operate poorly unless reliever routes or other capacity expansion projects are identified and constructed.



**Figure 7.1:** The lifecycle of roadways.  
Image courtesy of Applied Pavement Technology, Inc., 2017.

In addition to understanding what is happening with the system today, it is important to consider the end user of the system and their experiences. As documented in Appendix M, extensive public engagement was conducted by APO staff and relayed to the respective agencies/jurisdictions. Each individual story of transportation successes or shortcomings was documented and used to help inform future infrastructure projects.

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### **Local, Regional, and State Planning Documents**

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The APO tends to focus on the entire regional surface transportation network. But this higher-level evaluation of surface transportation conditions, needs, and issues identification can often overlook local areas of concern. These areas might not rise to the level of attention that would result in a major impact on the regional transportation network but could very well have a significant impact on the city, county, or state system.

In addition to reviewing data collected at the regional level, APO staff comb through various planning documents developed by member agencies/jurisdictions to assist in gaining additional insight into local priorities. Often, these documents can identify specific infrastructure projects that are important on the local level that may be missed when identifying regional needs.

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### **Travel Demand Modeling**

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#### **Base Year and No Build Situations**

If the 2020 travel demand model (TDM) appeared to be reasonably estimating trips based on known data, we can then assume that it will also reasonably estimate trips if we start to adjust the traffic analysis zone (TAZ) data and/or the network characteristics.

As discussed in Chapter 5 (Travel Demand Modeling) and Appendix E, after the initial 2020 base network was established, APO staff brought these results to city, county, and state planners and engineers for their review. The results of this model run outlined a preliminary understanding of the current network performance in terms of roadways under, approaching, or at/overcapacity – metrics known as the volume to capacity (V/C) ratio and level of service (LOS). The results of this model run helped inform agencies and jurisdictions within the APO’s planning area of current conditions – both where the network is functioning well and areas of concern and/or travel delay.

Once the base year was established, the next network model run was the 2050 “No-Build” model. This model run used the 2050 TAZ data forecasts (land use, population density, and employment centers) and applied that to the existing network plus the addition of projects already programmed to be completed through 2027. Projects through 2027 already have funding allocated to them and are essentially guaranteed to be completed within the next five years. The resulting 2050 “No-Build” scenario allows local planners and engineers to understand the implications future population growth and regional development will have on the existing network if we choose to “do nothing” but maintain the status quo. As demonstrated in Chapter 5 this model scenario further emphasizes the current network issues, but also calls attention to future V/C issues on additional roadway corridors.

## 2050 Build Scenarios

After considering all the information listed above, MPA agencies and jurisdictions begin the process of identifying projects to be incorporated into the 2050 “Build” model run. The 2050 “Build” model run includes the 2050 TAZ information and fiscally constrained capacity expansion projects identified by agency and/or jurisdictional staff. The goal of this process is to address as many approaching and/or at/overcapacity roadways as possible given the resources available.

It should be noted that the TDM only considers capacity expansion projects because those projects will have the greatest (and most noticeable) impact on travel patterns, V/C, and LOS. Agencies and jurisdictions within the APO’s planning area also provide a list of fiscally constrained system preservation projects to be listed within the APO’s MTP, but system preservation projects do not impact travel demand results.

In addition to the fiscally constrained 2050 “Build” model, the APO also explored the possibility of developing an urban minor arterial beltline around the urban core. An in-depth look at the urban arterial beltline corridor can be found in the next chapter.

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## Budgeting for Projects – Proving Fiscal Constraint

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Federal guidance states that any infrastructure project contained with the MTP must be fiscally constrained. In order to demonstrate fiscal constraint, we must look at both capacity expansion and system preservation projects and compare them to budgeted revenue and project costs.

### Capacity Expansion Fiscal Constraint

Capacity expansion projects were identified by each jurisdiction as well as MnDOT. Those entities, along with APO staff, worked to prioritize each of these projects to identify realistic and necessary capacity expanding projects that can be both undertaken and financed throughout the duration of Looking Ahead 2050. This process was based upon a holistic review of existing conditions (including performance metrics), public engagement, planning documents, and the TDM scenarios.

Refined cost estimates were developed by KLJ Engineering and were provided to APO staff in 2023 dollars. Based off the October 2022 Cost Estimate Inflation Conversion Factor provided by MnDOT (see Appendix Q), APO staff were able to inflate the cost of each project to the time bands and/or year desired by the agency/jurisdiction.

Some of the projects listed in the Short-Term (2025-2028) may already be receiving federal funding and have already been included in the [APO’s FY 2024-2027 Transportation Improvement Program \(TIP\)](https://tinyurl.com/kxjf72xe) (<https://tinyurl.com/kxjf72xe>). These projects have already been inflated to year of expenditure dollars and have been proven to be fiscally constrained.

For projects identified in the Short-Term (through 2028), Mid-Term, or Long-Term without a specific year, cost estimates were inflated to a mid-year within each time band – 2027, 2032, and 2043 respectively.

Fiscal constraint was then determined by comparing the projected expansion budget for the time band with the list of prioritized projects. If there was sufficient funding to complete the project, that project was determined to be fiscally constrained. If a



project could not be completed in the desired time band, the project was pushed back to the next time band. If a project could not be fiscally constrained within any time band, then it was not included in the 2050 MTP.

Fiscally constrained capacity expansion projects were subsequently included the 2050 “Build” TDM scenario as well as the urban beltline modeling scenario.

### System Preservation Fiscal Constraint

As stated in the Financial Chapter, system preservation encompasses a wide variety of work that is designed to preserve and maintain the existing roadway. However, it is impractical to forecast all the various construction work that will take place on any given roadway with the MPA over the duration of this MTP. Therefore, APO staff in coordination with local planners and engineers, narrowed the project selection for system preservation noted in the plan to major reconstructions on the functional class system. These projects are often more expensive, involve a lot more work, and jurisdictions/agencies are more likely to request some sort of federal financial aid to construct.

Reconstruction projects to be undertaken through 2050 were identified by each jurisdiction and MnDOT. Similar to the Capacity Expansion projects, cost estimates were developed by KLJ Engineering based upon the project scope and level of work needed. Those estimates were also provided to APO staff in 2023 dollars. Based off the October 2022 Cost Estimate Inflation Conversion Factor provided by MnDOT (see Appendix Q), APO staff were once again able to inflate the cost of each project to the time bands and/or year desired by the agency/jurisdiction.

Some of the projects listed in the Short-Term (2025-2028) may already be receiving federal funding and have already been included in the [APO’s FY 2024-2027 Transportation Improvement Program \(TIP\)](https://tinyurl.com/kxjf72xe) (https://tinyurl.com/kxjf72xe). These projects have already been inflated to year of expenditure dollars and have been proven to be fiscally constrained.

For projects identified in the Short-Term (through 2028), Mid-Term, or Long-Term without a specific year, cost estimates were inflated to a mid-year within each time band – 2027, 2032, and 2043 respectively.

Fiscal constraint was then determined by comparing the projected system preservation budget for the time band with the list of prioritized projects. If there was sufficient funding to complete the project, that project was determined to be fiscally constrained. If a project could not be completed in the desired time band, the project was pushed back to the next time band. If a project could not be fiscally constrained within any time band, then it was not included in the 2050 MTP.

Unlike fiscally constrained capacity expansion projects, fiscally constrained system preservation projects were not included in the APO’s TDM.

### Proving Fiscal Constraint for Counties and MnDOT

Calculating fiscal constraint for the three counties and for MnDOT District 3 varies from the individual cities. This is because only a portion of the county’s or MnDOT’s roadway network falls within the MPA. Financial information for these jurisdictions/agencies is based upon the percentage of the roadway network that falls within the APO’s MPA. For contextual information, the APO has also asked the three counties and MnDOT District 3 to provide both historical financial transportation

expenditures as well as future financial revenue projections for their entire respective jurisdiction – including those areas outside of the APO’s planning area. Because these entities have larger pools of money to pull from, fiscal constraint may or may not be met within the APO’s MPA but will be maintained on a countywide or districtwide level. An in-depth look at the countywide and/or MnDOT District 3 level financial analysis can be found in Appendix P.

### Proving Fiscal Constraint for Saint Cloud Metro Bus

Similar to system preservation among the municipalities, counties, and MnDOT District 3, it is hard to reasonably predict all of the system preservation, maintenance, and operational activities needed to continue operations at Saint Cloud Metro Bus.

However, one factor that has some predictability is the replacement of rolling revenue stock. To maintain a State of Good Repair (SGR), Metro Bus has a fleet replacement schedule for each of the buses within its fleet. Depending on bus type – Class 400 (typically Dial-a-Ride), Commuter Buses (Northstar Link), or Class 700 (Fixed Route) – a Useful Life Benchmark (ULB) is maintained by year. These replacement cycles dictate when Metro Bus should replace a vehicle in order to stay within an SGR.

While it is unclear as of the drafting of this plan if Metro Bus is intending to expand its current fleet, we can safely assume that all the buses within its current fleet will be replaced to maintain the existing level of service. As a result, Metro Bus fiscal constraint is based solely off the fleet replacement schedule.

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## Looking Ahead 2050 MTP Projects

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The APO’s jurisdictions are slated to complete 39 capacity expansion projects and 79 system preservation/reconstruction projects across the region through planning horizon 2050. This equates to a regional investment of approximately \$692.538 million between now and 2050.



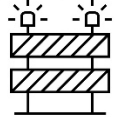
**Figure 7.2:** Roadway construction along CSAH 75 in Saint Joseph.  
Photo courtesy of Saint Cloud APO.

## Looking Ahead 2050 MTP Projects

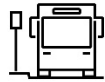
The projects identified in this chapter are listed by their respective agency or jurisdiction responsible and can be grouped into one of the three categories listed below.



**Capacity Expansion:** Projects resulting in new infrastructure, such as the building of a new roadway alignment or adding additional lane capacity along existing roadways.

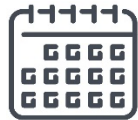


**System Preservation:** Projects that rebuild (reconstruct) facilities without adding additional capacity or altering the roadway alignment.



**Vehicle Replacement:** The purchase of new transit vehicles to replace older vehicles for the purpose of maintaining service quality and managing ongoing maintenance costs.

The projects are fiscally constrained and are broken into three time bands based on prioritization.



**Short-Term Projects (2025-2028)**

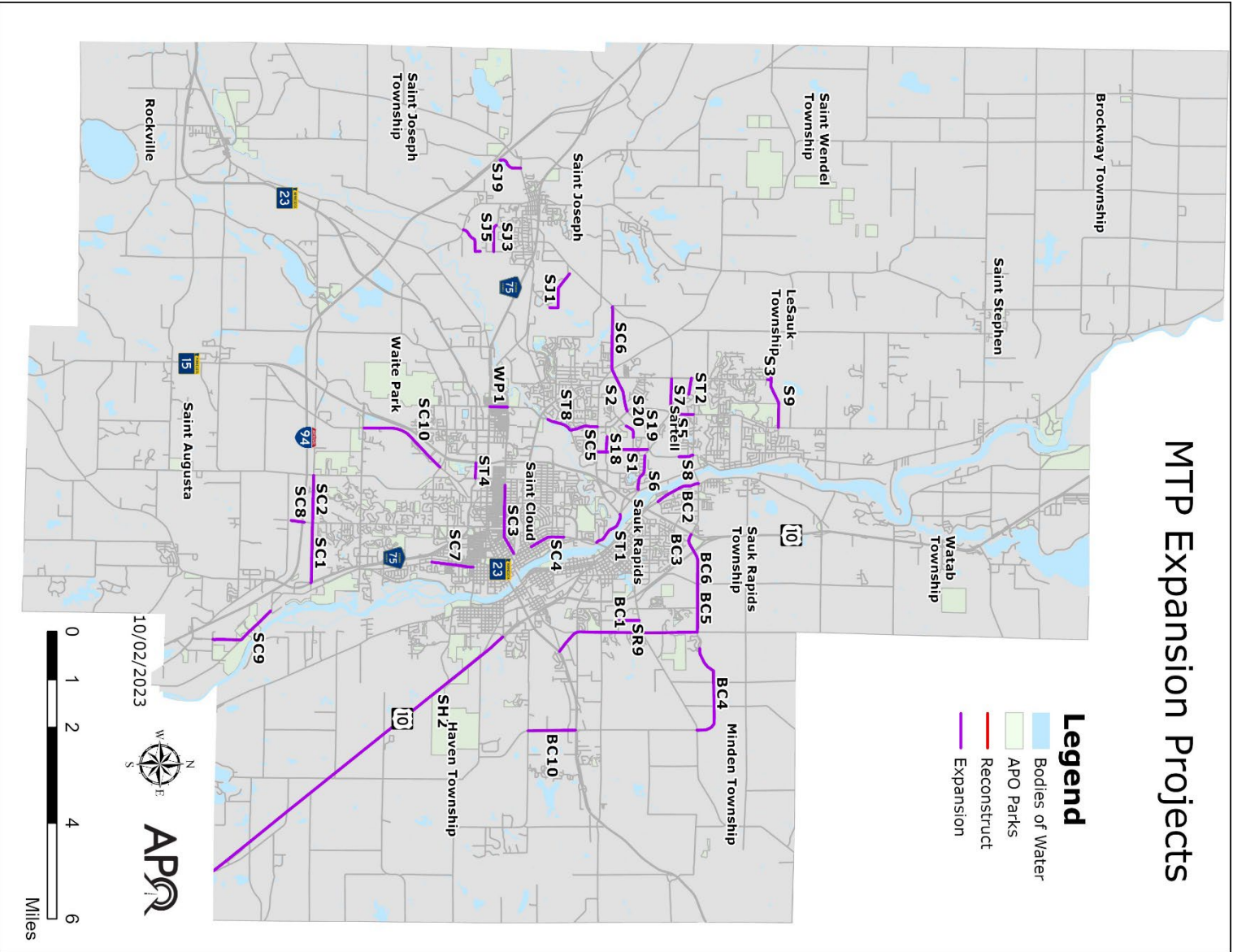


**Mid-Term Projects (2029-2034)**



**Long-Term Projects (2035-2050)**

**Figure 7.3:** Infographic detailing the breakdown of projects and time bands of construction.



**Figure 7.4:** Location of all fiscally constrained capacity expansion projects planned for the APO's MPA through planning horizon 2050.

Project ID	Agency / Jurisdiction	Roadway	Termini	Cost (in millions)*	Time Frame
<b>BC3</b>	Benton County	35 <sup>th</sup> Street NE (CSAH 29)	MN 15 to US 10	\$2.624	Short-Term (2025-2028)
<b>BC5</b>	Benton County	CSAH 29	Fifth Avenue NE (CR 57) to CSAH 1 (Mayhew Lake Road)	\$3.099	Short-Term (2025-2028)
<b>BC4</b>	Benton County	CSAH 29	Mayhew Lake Road (CSAH 1) to 35 <sup>th</sup> Avenue NE	\$6.692	Mid-Term (2029-2034)
<b>BC2</b>	Benton County	Benton Drive (CSAH 33)	First Street (CSAH 29) to 18 <sup>th</sup> Street NW	\$5.377	Mid-Term (2029-2034)
<b>BC6</b>	Benton County	CSAH 29	Fifth Avenue NE (CR 57) to US 10	\$2.109	Mid-Term (2029-2034)
<b>BC1</b>	Benton County	CSAH 1 (Mayhew Lake Road)	35 <sup>th</sup> Street (CSAH 29) to MN 23	\$42.665	Long-Term (2035-2050)
<b>BC10</b>	Benton County	CSAH 8	Second Street SE to MN 23	\$6.220	Long-Term (2035-2050)
<b>SH2</b>	Sherburne County	Adjacent to US 10 (unspecified county roadways)	15 <sup>th</sup> Avenue S in Saint Cloud to southern border of Haven Township	\$14.490	Long-Term (2035-2050)
<b>ST2</b>	Stearns County	CSAH 133	Existing CSAH 133 to 19 <sup>th</sup> Avenue (3/4 mile) in Sartell	\$2.309	Short-Term (2025-2028)
<b>ST8</b>	Stearns County	CR 134	Sauk River Bridge to Pinecone Road	\$5.008	Mid-Term (2029-2034)
<b>ST4</b>	Stearns County	CSAH 75	MN 15 to 33 <sup>rd</sup> Avenue S	\$4.364	Long-Term (2035-2050)
<b>ST1</b>	Stearns County	CSAH 1	Ninth Avenue N to CR 120 in Saint Cloud	\$9.719	Long-Term (2035-2050)
<b>SC9</b>	Saint Cloud	Heatherwood Road	47 <sup>th</sup> Street to 60 <sup>th</sup> Street S	\$8.389	Short-Term (2025-2028)
<b>SC2</b>	Saint Cloud	40 <sup>th</sup> Street S	Oak Grove Road to Cooper Avenue	\$7.090	Mid-Term (2029-2034)
<b>SC1</b>	Saint Cloud	40 <sup>th</sup> Street S	Cooper Avenue to Roosevelt Road	\$14.015	Mid-Term (2029-2034)
<b>SC6</b>	Saint Cloud	322 <sup>nd</sup> Street	CSAH 133 to CSAH 4	\$7.168	Mid-Term (2029-2034)
<b>SC5</b>	Saint Cloud	Pinecone Road S	CR 134 to CSAH 120	\$7.914	Long-Term (2035-2050)

Project ID	Agency / Jurisdiction	Roadway	Termini	Cost (in millions)*	Time Frame
<b>SC3</b>	Saint Cloud	Third Street N	31 <sup>st</sup> Avenue N to Ninth Avenue N	\$21.981	Long-Term (2035-2050)
<b>SC10</b>	Saint Cloud	West Saint Germain Street	Seventh Street S/22 <sup>nd</sup> Street S (CR 137) to 33 <sup>rd</sup> Street S	\$16.957	Long-Term (2035-2050)
<b>SC4</b>	Saint Cloud	Ninth Avenue N	15 <sup>th</sup> Street N to Eighth Street N/Veterans Drive (CSAH 4)	\$11.387	Long-Term (2035-2050)
<b>SC7</b>	Saint Cloud	Clearwater Road/Ninth Avenue S	University Drive to 22 <sup>nd</sup> Street S	\$5.525	Long-Term (2035-2050)
<b>SC8</b>	Saint Cloud	Cooper Avenue	Overpass of I-94	\$5.701	Long-Term (2035-2050)
<b>SJ19</b>	Saint Joseph	Gateway Avenue	Minnesota Street to Lake Sarah	\$2.035	Short-Term (2025-2028)
<b>SJ5</b>	Saint Joseph	20 <sup>th</sup> Avenue SE	Intersection of Jade Road and College Avenue to 16 <sup>th</sup> Avenue	\$4.721	Mid-Term (2029-2034)
<b>SJ19</b>	Saint Joseph	Westwood Parkway	Current terminus to Pearl Drive	\$11.578	Long-Term (2035-2050)
<b>SJ3</b>	Saint Joseph	Field Street	Seventh Avenue to 16 <sup>th</sup> Avenue	\$7.231	Long-Term (2035-2050)
<b>S1</b>	Sartell	Leander Avenue	CSAH 120 to Heritage Drive	\$6.426	Short-Term (2025-2028)
<b>S3</b>	Sartell	19 <sup>th</sup> Avenue N	11 <sup>th</sup> Street to 15 <sup>th</sup> Street	\$0.894	Short-Term (2025-2028)
<b>S2</b>	Sartell	Roberts Road	Pinecone Road to CSAH 4	\$7.284	Short-Term (2025-2028)
<b>S8</b>	Sartell	Fourth Avenue S	Second Street S to Fourth Street S	\$1.005	Short-Term (2025-2028)
<b>S9</b>	Sartell	15 <sup>th</sup> Street N	Pinecone Road to 19 <sup>th</sup> Avenue N	\$4.808	Mid-Term (2029-2034)
<b>S6</b>	Sartell	Heritage Drive	Huntington Drive (west leg) to CSAH 1	\$3.669	Mid-Term (2029-2034)
<b>S7</b>	Sartell	Heritage Drive	Pinecone Road to 19 <sup>th</sup> Avenue S	\$2.703	Mid-Term (2029-2034)
<b>S18</b>	Sartell	23 <sup>rd</sup> Street S	Seventh Avenue S to Leander Avenue	\$1.438	Mid-Term (2029-2034)

Project ID	Agency / Jurisdiction	Roadway	Termini	Cost (in millions)*	Time Frame
<b>S19</b>	Sartell	15 <sup>th</sup> Street S	Pinecone Road to Roberts Road	\$1.549	Mid-Term (2029-2034)
<b>S20</b>	Sartell	Beetle Boulevard	17 <sup>th</sup> Street S to Scout Drive	\$0.588	Mid-Term (2029-2034)
<b>S5</b>	Sartell	Pinecone Road	Heritage Drive to Second Street S	\$4.439	Mid-Term (2029-2034)
<b>SR9</b>	Sauk Rapids	13 <sup>th</sup> Avenue NE	Existing 19 <sup>th</sup> Street NE to Golden Spike Road	\$2.710	Long-Term (2035-2050)
<b>WP1</b>	Waite Park	10 <sup>th</sup> Avenue N	Third Street N to Division Street	\$3.095	Long-Term (2035-2050)

\*Costs are the estimated cost in year-of-construction.

**Figure 7.5:** Table of Looking Ahead 2050 roadway capacity expanding projects.



**Figure 7.6:** Construction of 33<sup>rd</sup> Street S in Saint Cloud.  
Photo courtesy of Saint Cloud APO.

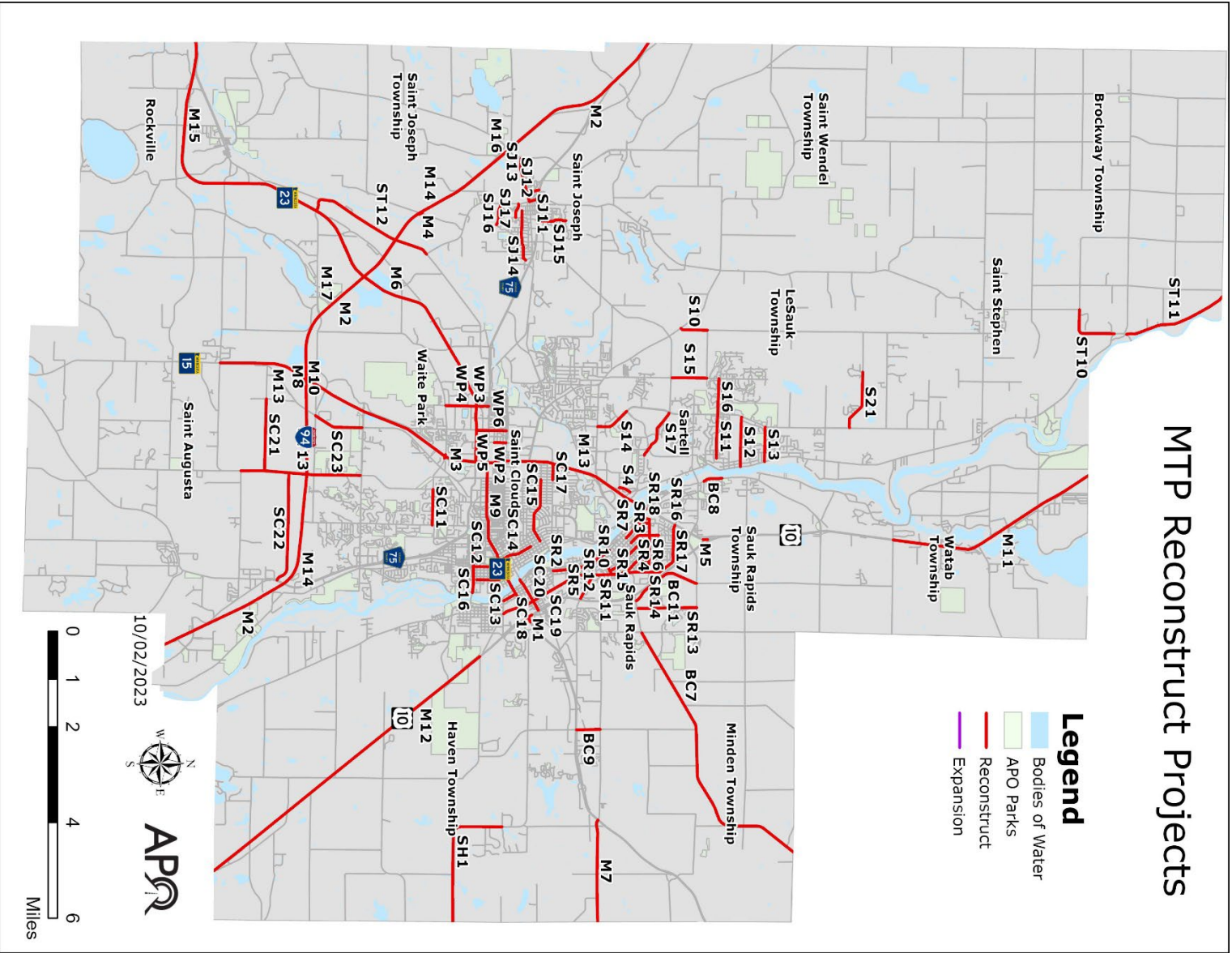


Figure 7.7: Location of all fiscally constrained system preservation (reconstruction) projects planned for the APO's MPA through planning horizon 2050.



Project ID	Agency / Jurisdiction	Roadway	Termini	Cost (in millions)*	Time Frame
<b>BC7</b>	Benton County	CSAH 3	CSAH 1 to APO eastern planning boundary	\$3.300	Short-Term (2025-2028)
<b>BC11</b>	Benton County	CR 57 (Quarry Road)	CSAH 3 to CSAH 29	\$6.269	Mid-Term (2029-2034)
<b>BC8</b>	Benton County	CSAH 33 (Benton Drive)	Third Street NE to Ninth Street	\$2.859	Long-Term (2035-2050)
<b>BC9</b>	Benton County	CSAH 8	MN 23 to CR 45/CR 80	\$2.012	Long-Term (2035-2050)
<b>SH1</b>	Sherburne County	CR 62 (17 <sup>th</sup> Street SW)	Tee-to-Green Street to CSAH 20	\$6.391	Short-Term (2025-2028)
<b>ST10</b>	Stearns County	CSAH 2	421 <sup>st</sup> Street to CSAH 1	\$3.534	Short-Term (2025-2028)
<b>ST11</b>	Stearns County	CSAH 1	CSAH 17 to northern Stearns County line	\$5.775	Short-Term (2025-2028)
<b>ST12</b>	Stearns County	CSAH 138	MN 23 to CR 121	\$12.929	Long-Term (2035-2050)
<b>ST13</b>	Stearns County	CSAH 136	CR 115 to 33 <sup>rd</sup> Street S	\$13.029	Long-Term (2035-2050)
<b>SC11</b>	Saint Cloud	22 <sup>nd</sup> Street S	Oak Grove Road (CR 136) to Cooper Avenue	\$2.987	Short-Term (2025-2028)
<b>SC19</b>	Saint Cloud	Lincoln Avenue SE	Seventh Street SE to northern city limits	\$8.098	Short-Term (2025-2028)
<b>SC15</b>	Saint Cloud	Centennial Drive/10 <sup>th</sup> Street N	Ninth Avenue N to 33 <sup>rd</sup> Avenue	\$4.991	Short-Term (2025-2028)
<b>SC20</b>	Saint Cloud	East Saint Germain Street	Mississippi River to US 10	\$3.784	Short-Term (2025-2028)
<b>SC16</b>	Saint Cloud	University Drive SE	Mississippi River to 15 <sup>th</sup> Avenue SE	\$4.384	Short-Term (2025-2028)
<b>SC18</b>	Saint Cloud	Wilson Avenue SE	Seventh Street SE to Division Street	\$1.096	Short-Term (2025-2028)
<b>SC17</b>	Saint Cloud	12 <sup>th</sup> Street N	MN 15 to 33 <sup>rd</sup> Avenue N	\$1.526	Short-Term (2025-2028)
<b>SC13</b>	Saint Cloud	Fifth Avenue S	Ninth Street S to Ramsey Place	\$1.851	Short-Term (2025-2028)
<b>SC12</b>	Saint Cloud	Ninth Avenue N	Fourth Street S to University Drive	\$2.272	Short-Term (2025-2028)

Project ID	Agency / Jurisdiction	Roadway	Termini	Cost (in millions)*	Time Frame
SC14	Saint Cloud	Ninth Avenue N	Fourth Street S to Veterans Drive/Eighth Street N (CSAH 4)	\$2.496	Short-Term (2025-2028)
SC22	Saint Cloud	255 <sup>th</sup> Street	CR 136 to CR 75	\$9.293	Short-Term (2025-2028)
SC21	Saint Cloud	250 <sup>th</sup> Street	CR 136 to CR 74	\$9.563	Short-Term (2025-2028)
SC23	Saint Cloud	CR 74	33 <sup>rd</sup> Street S to 40 <sup>th</sup> Street S	\$3.055	Short-Term (2025-2028)
SJ11	Saint Joseph	Second Avenue NW	Minnesota Street to CSAH 75	\$0.828	Short-Term (2025-2028)
SJ12	Saint Joseph	College Avenue	Minnesota Street to CSAH 75	\$0.419	Short-Term (2025-2028)
SJ13	Saint Joseph	Minnesota Street W	CSAH 2 to College Avenue	\$4.248	Short-Term (2025-2028)
SJ17	Saint Joseph	Callaway Street	College Avenue (CR 121) to Fourth Avenue S	\$1.334	Short-Term (2025-2028)
SJ14	Saint Joseph	Baker Street	Second Avenue SE to Minnesota Street E	\$4.309	Mid-Term (2029-2034)
SJ15	Saint Joseph	Northland Drive	CSAH 75 to 200LF north of Jasmine Lane E	\$2.558	Mid-Term (2029-2034)
SJ16	Saint Joseph	Field Street	College Avenue (CR 121) to Seventh Avenue SE	\$3.535	Mid-Term (2029-2034)
S15	Sartell	19 <sup>th</sup> Avenue S	Sixth Street S (CSAH 133) to First Street N	\$2.537	Short-Term (2025-2028)
S10	Sartell	Townline Road	CSAH 4 to First Street N	\$0.371	Short-Term (2025-2028)
S4	Sartell	LeSauk Drive	Riverside Drive (CSAH 1) to Dehler Drive	\$1.070	Short-Term (2025-2028)
S11	Sartell	2-1/2 Street N	Pinecone Road to Third Avenue N	\$3.862	Mid-Term (2029-2034)
S14	Sartell	Pinecone Road	CSAH 120 to Roberts Road	\$3.414	Mid-Term (2029-2034)
S16	Sartell	2-1/2 Street N	Pinecone Road to 19 <sup>th</sup> Avenue S	\$2.766	Mid-Term (2029-2034)
S17	Sartell	Heritage Drive	Pinecone Road to west leg of Huntington Drive	\$5.014	Mid-Term (2029-2034)

Project ID	Agency / Jurisdiction	Roadway	Termini	Cost (in millions)*	Time Frame
<b>S12</b>	Sartell	Seventh Street N	Pinecone Road to Riverside Drive	\$7.142	Long-Term (2035-2050)
<b>S13</b>	Sartell	12 <sup>th</sup> Street N	Pinecone Road to Riverside Drive	\$5.103	Long-Term (2035-2050)
<b>S21</b>	Sartell	35 <sup>th</sup> Street N	Pinecone Road to Blackberry Circle West	\$7.504	Long-Term (2035-2050)
<b>SR1</b>	Sauk Rapids	Second Avenue S	Benton Drive to 10 <sup>th</sup> Street S	\$1.288	Short-Term (2025-2028)
<b>SR19</b>	Sauk Rapids	11 <sup>th</sup> Street N	First Avenue N to Second Avenue N	\$0.263	Short-Term (2025-2028)
<b>SR18</b>	Sauk Rapids	First Avenue N	Benton Drive to 11 <sup>th</sup> Street N	\$0.641	Short-Term (2025-2028)
<b>SR2</b>	Sauk Rapids	Second Avenue S	10 <sup>th</sup> Street S to Searle Street	\$1.691	Short-Term (2025-2028)
<b>SR3</b>	Sauk Rapids	11 <sup>th</sup> Street N	Second Avenue N to Sixth Avenue N	\$2.135	Mid-Term (2029-2034)
<b>SR12</b>	Sauk Rapids	First Street S	Second Avenue S to Summit Avenue	\$1.805	Mid-Term (2029-2034)
<b>SR4</b>	Sauk Rapids	Fourth Avenue N	Eighth Street N to 13 <sup>th</sup> Street N	\$3.732	Long-Term (2035-2050)
<b>SR5</b>	Sauk Rapids	Fifth Street S	Summit Avenue to US 10	\$4.337	Long-Term (2035-2050)
<b>SR6</b>	Sauk Rapids	11 <sup>th</sup> Street N	Sixth Avenue N to Summit Avenue	\$3.449	Long-Term (2035-2050)
<b>SR7</b>	Sauk Rapids	Second Avenue N	Eighth Street N to 11 <sup>th</sup> Street N	\$3.372	Long-Term (2035-2050)
<b>SR8</b>	Sauk Rapids	Ninth Avenue N	Second Street N to 11 <sup>th</sup> Street N	\$3.258	Long-Term (2035-2050)
<b>SR10</b>	Sauk Rapids	Sixth Avenue South and North	First Street S to 11 <sup>th</sup> Street N	\$6.682	Long-Term (2035-2050)
<b>SR13</b>	Sauk Rapids	10 <sup>th</sup> Avenue NE	CSAH 3 to CSAH 29	\$9.686	Long-Term (2035-2050)
<b>SR14</b>	Sauk Rapids	Summit Avenue	Second Street N to Ninth Avenue N	\$7.508	Long-Term (2035-2050)
<b>SR15</b>	Sauk Rapids	Benton Drive	Third Street N to Second Avenue N	\$8.530	Long-Term (2035-2050)

Project ID	Agency / Jurisdiction	Roadway	Termini	Cost (in millions)*	Time Frame
<b>SR16</b>	Sauk Rapids	18 <sup>th</sup> Street N	MN 15 to 4-1/2 Avenue N	\$2.341	Long-Term (2035-2050)
<b>SR17</b>	Sauk Rapids	18 <sup>th</sup> Street N	Ninth Avenue N to 4-1/2 Avenue N	\$3.360	Long-Term (2035-2050)
<b>SR11</b>	Sauk Rapids	Summit Avenue	Benton Drive to Second Street N	\$7.028	Long-Term (2035-2050)
<b>WP2</b>	Waite Park	Waite Avenue	Third Street N to First Street N	\$1.465	Short-Term (2025-2028)
<b>WP5</b>	Waite Park	Second Avenue S	Second Street S/MN 23 to Division Street/CSAH 75	\$1.239	Short-Term (2025-2028)
<b>WP3</b>	Waite Park	10 <sup>th</sup> Avenue S	Division Street/CSAH 75 to Third Street N	\$1.284	Mid-Term (2029-2034)
<b>WP6</b>	Waite Park	Second Avenue N	Division Street/CSAH 75 to Third Street N	\$2.282	Mid-Term (2029-2034)
<b>WP4</b>	Waite Park	10 <sup>th</sup> Avenue S	Second Street S/MN 23 to Seventh Street S	\$6.777	Long-Term (2035-2050)
<b>M1</b>	MnDOT	MN 23	US 10 interchange (CURRENTLY IN PROGRESS)	\$49.000	Short-Term (2025-2028)
<b>M2</b>	MnDOT	I-94	From eastern planning area boundary to western planning area boundary (ITS project)	\$0.500	Short-Term (2025-2028)
<b>M3</b>	MnDOT	MN 15	Bridge 73019	\$0.800	Short-Term (2025-2028)
<b>M4</b>	MnDOT	I-94	Bridges 73877 and 73878	\$1.500	Short-Term (2025-2028)
<b>M5</b>	MnDOT	MN 15	Bridge 05003	\$1.850	Short-Term (2025-2028)
<b>M6</b>	MnDOT	MN 23	0.455 miles east of 93 <sup>rd</sup> Avenue to MN 15 in Waite Park (eastbound and westbound)	\$12.985	Short-Term (2025-2028)
<b>M7</b>	MnDOT	MN 95	From junction with MN 23 to eastern planning boundary (entire project extends to Benton/Mille Lacs County line)	\$7.470 (entire project)	Short-Term (2025-2028)
<b>M8</b>	MnDOT	I-94	Bridges 73855 and 73856 over MN 15	\$2.405	Mid-Term (2029-2034)

Project ID	Agency / Jurisdiction	Roadway	Termini	Cost (in millions)*	Time Frame
<b>M9</b>	MnDOT	MN 23	MN 15 to Fourth Avenue in Saint Cloud	\$7.155	Mid-Term (2029-2034)
<b>M10</b>	MnDOT	I-94	Bridge 73873 over MN 15	\$1.300	Mid-Term (2029-2034)
<b>M11</b>	MnDOT	US 10	CR 40 (Halfway Crossing) to Benton CSAH 4 in Benton County (only part of the project is in the MPA)	\$15.700 (entire project)	Mid-Term (2029-2034)
<b>M12</b>	MnDOT	US 10	1.2 miles east of MN 23 to southern planning boundary (eastbound lanes only)	\$18.490	Mid-Term (2029-2034)
<b>M13</b>	MnDOT	MN 15	Stearns CSAH 47 in Saint Augusta to Benton CSAH 3 (Benton Drive)	\$12.000	Mid-Term (2029-2034)
<b>M14</b>	MnDOT	I-94	Stearns CSAH 75/Roosevelt Road to Stearns CSAH 2 (ITS project)	\$0.750	Mid-Term (2029-2034)
<b>M15</b>	MnDOT	MN 23	1.1 miles east of CSAH 12 west of Richmond to 0.5 miles east of 93 <sup>rd</sup> Avenue (eastbound and westbound)	\$15.000 (entire project)	Mid-Term (2029-2034)
<b>M16</b>	MnDOT	I-94	Bridges 73869 and 73870	\$2.300	Mid-Term (2029-2034)
<b>M17</b>	MnDOT	I-94	East end of bridges 73865 and 73866 1.5 miles west of MN 23 to SE end of bridges 73853 and 73854 over CSAH 75 (eastbound and westbound)	\$14.614	Mid-Term (2029-2034)

\*Costs are the estimated cost in year-of-construction.

**Figure 7.8:** Table of Looking Ahead 2050 system preservation/reconstruction projects.

## Benton County

Benton County has identified 11 fiscally constrained projects through planning horizon 2050. This equates to approximately \$83.307 million in time band of expenditure dollars.

The following section details the projects and provides a summary of how these projects were fiscally constrained given the revenue forecasts provided in Chapter 6. In addition, because transportation infrastructure projects – particularly capacity expansion projects – can have major impacts on the natural environment (as discussed in Chapter 3: Environmental Conditions), APO staff facilitated discussions with local environmental planners to provide initial comments on projects listed within the MTP. Environmental comments specific to Benton County projects have been included here. Maps have also been

included that identify project locations in proximity to environmental areas of concern. Wrapping up the Benton County project section are public comments related to the proposed infrastructure improvements.

### Capacity Expansion Projects

Of the 11 fiscally constrained projects identified by Benton County, seven are capacity expanding projects totaling approximately \$68.867 million in time band of expenditure dollars.

Project ID	Project Location	Termini	Post-Construction Facility Type	Estimated Project Cost (in millions)*	Time Band of Construction
<b>BC3</b>	35 <sup>th</sup> Street NE	MN 15 to US 10	Rural four-lane undivided roadway with shared use path on one side	\$2.624	Short-Term (2025-2028)
<b>BC5</b>	CSAH 29	Fifth Avenue NE/CR 57 to CSAH 1/Mayhew Lake Road	Rural three-lane roadway with shared used path on one side	\$3.099	Short-Term (2025-2028)
<b>BC2</b>	Benton Drive	First Street/CSAH 29 to 18 <sup>th</sup> Street NW	Urban three-lane roadway with on-road bike lane facilities	\$5.377	Mid-Term (2029-2034)
<b>BC4</b>	CSAH 29	CSAH 1/Mayhew Lake Road to 35 <sup>th</sup> Avenue NE	Rural two-lane undivided roadway with no multimodal features	\$6.692	Mid-Term (2029-2034)
<b>BC6</b>	CSAH 29	Fifth Avenue NE/CR 57 to US 10	Rural three-lane roadway with shared use path on one side	\$2.190	Mid-Term (2029-2034)
<b>BC1</b>	CSAH 1/Mayhew Lake Road	35 <sup>th</sup> Street/CSAH 29 to MN 23	Urban/rural four-lane divided roadway with shared use path on one side	\$42.665	Long-Term (2035-2050)
<b>BC10</b>	CSAH 8	Second Street SE to MN 23	Urban three-lane roadway with no multimodal features	\$6.220	Long-Term (2035-2050)

\*Costs are the estimated cost in year-of-construction.

**Figure 7.9:** A list of the fiscally constrained capacity expansion projects to be completed by Benton County through planning horizon 2050.

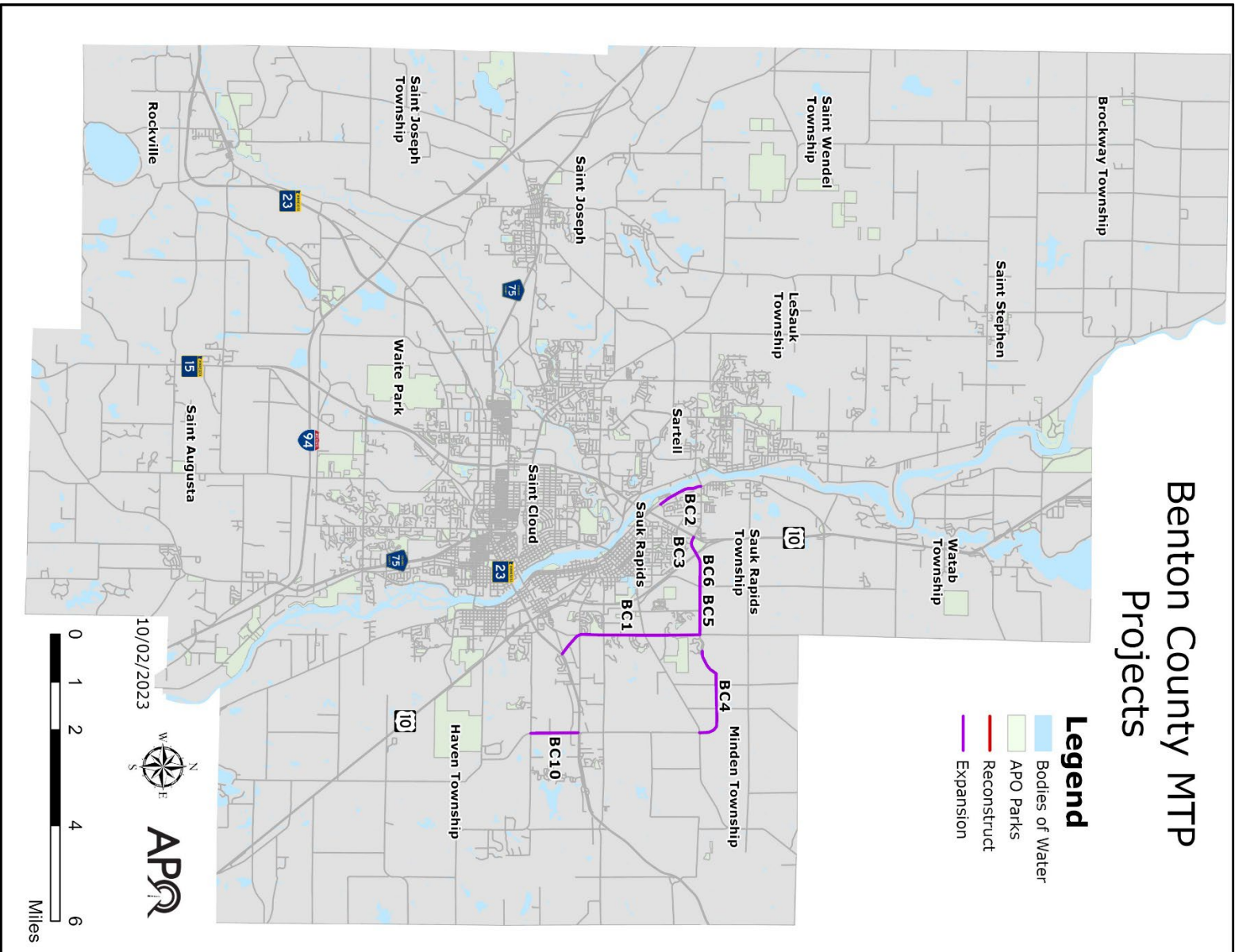


Figure 7.10: Map of Benton County capacity expansion projects identified within the APO's MPA.

### Fiscal Constraint for Capacity Expansion Projects

As discussed in Chapter 6 (Transportation Funding), it can be reasonably assumed that Benton County will have approximately \$73,222,032 available to complete capacity expansion projects for the portion of the county within the APO’s planning boundary by 2050. The total cost for the construction of the capacity expansion projects identified by Benton County for construction within the MPA totals \$68.867 million in time frame of expenditure dollars. Based upon this information, the county’s proposed capacity expansion projects identified in this plan are fiscally constrained.

Benton County	Short-Term (2025-2028)	Mid-Term (2029-2034)	Long-Term (2035-2050)	Total
Expansion Budget	\$7,848,940	\$13,725,644	\$51,647,448	<b>\$73,222,032</b>
Carry Over from Previous Time Band	\$0	\$2,125,940	\$1,592,584	<b>N/A</b>
Expansion Project Costs	<b>\$5,723,000</b>	<b>\$14,259,000</b>	<b>\$48,885,000</b>	<b>\$68,867,000</b>
<b>Expansion Balance</b>	<b>\$2,125,940</b>	<b>\$1,592,584</b>	<b>\$4,355,032</b>	<b>\$4,355,032</b>

**Figure 7.11:** Total of the projected available revenue for capacity expansion projects for the portion of Benton County within the APO’s MPA.

### Environmental Considerations

Local environmental planners were given the opportunity to provide initial feedback on the proposed capacity expansion projects. Additional environmental review and coordination from multiple agencies will be required prior to construction. However, the cursory discussions by the environmental agencies outlined below provide some initial considerations on specific MTP projects that the county should consider as these projects move from the planning phase to implementation/construction.

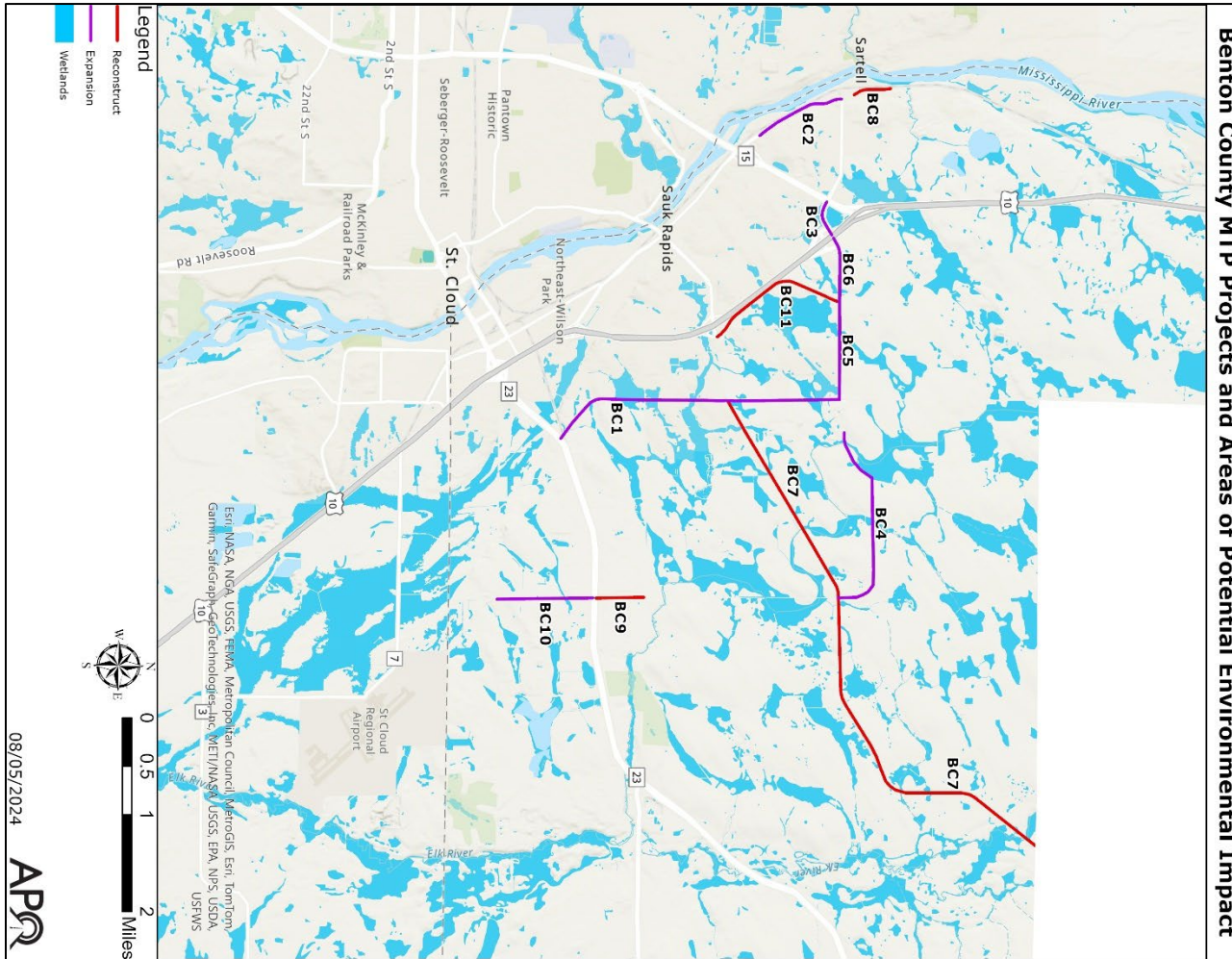
The comments below are specific to the following projects:

- BC5: Benton CSAH 29 from Fifth Avenue NE/CR 57 to CSAH 1/Mayhew Lake Road.
- BC6: Benton CSAH 29 from Fifth Avenue NE/CR 57 to US 10.
- BC1: Benton CSAH 1/Mayhew Lake Road from CSAH 29/35<sup>th</sup> Street to MN 23.

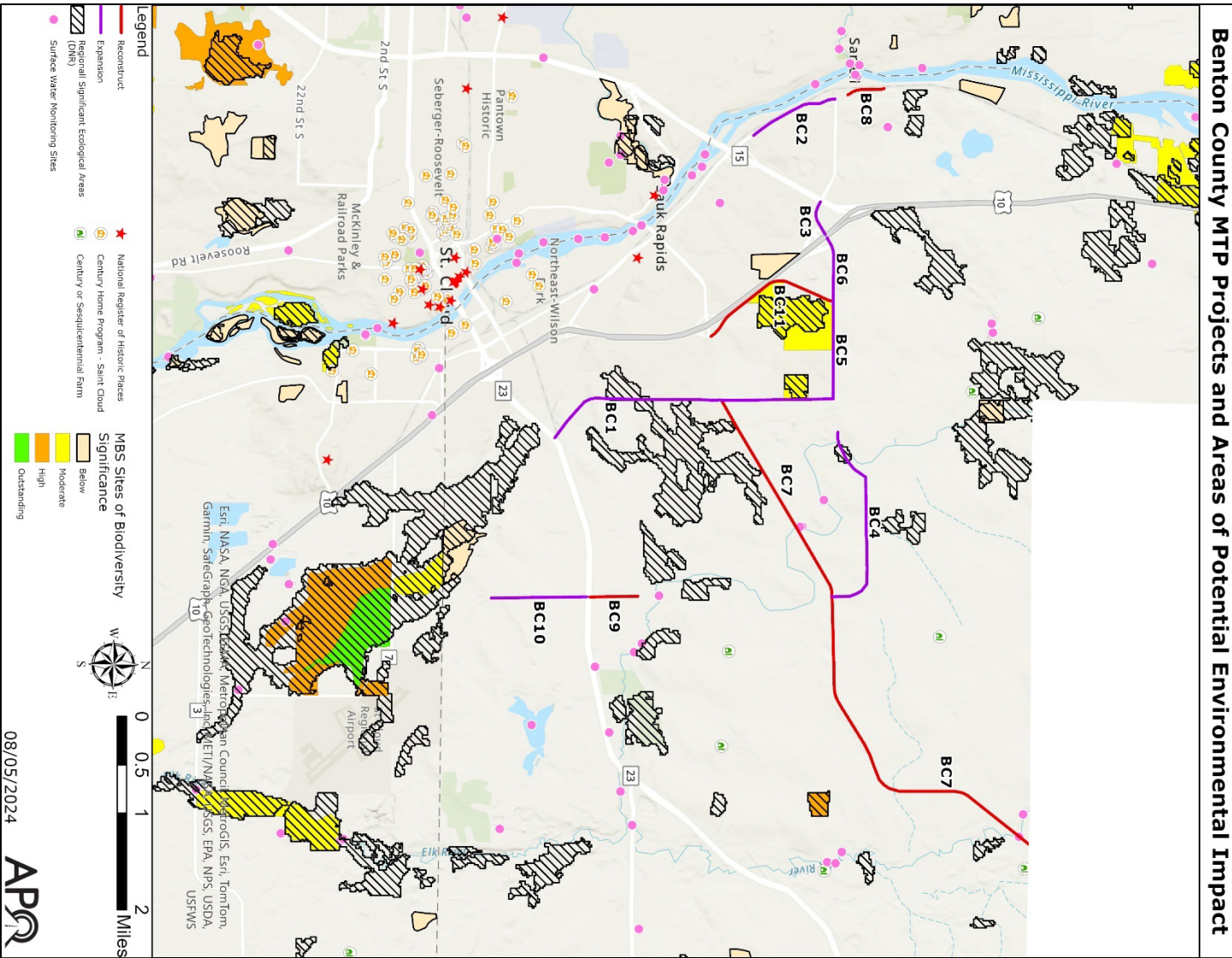
This roadway (Benton CSAH 29) is extremely busy, especially due to the connection to Sauk Rapids-Rice High School. Roadkill on this roadway is very common, and due to the project widening the roadway, it can be expected that more will occur. Wildlife or critter crossings should be considered along this corridor along with Mayhew Lake Road NE. A critter crossing would include installing larger culverts in areas where smaller animals cross, so they don’t need to go up and over the roadway. Fencing can also help route animals to critter crossings, like the turtle fencing on Summit Ave in Sauk Rapids. Animals such as raccoons, opossums, and snakes will all use them if they are big enough and accessible. Animals need space to feel safe crossing, so it can’t be a 12’ culvert. It needs to be big enough to provide movement through, and it doesn’t need to be in water. If they are set lower, they can act as a wetland equalizer, which can be beneficial. If wildlife and habitat are being considered, the County should discuss them with non-game wildlife staff; they can be helpful with siting and recommendations for crossing locations.



While local environmental planners provided a very preliminary review on these (and the system preservation) projects, as stated above, additional discussions between the county and local environmental stakeholders will be required to address multiple environmental factors prior to construction. Figures 7.12 and 7.13 provide additional information on potential environmental areas of concern in proximity to the proposed projects (both capacity expansion and system preservation projects) identified by Benton County.



**Figure 7.12:** Map of Benton County proposed capacity expansion and system preservation projects in relation to the location of area wetlands. Data courtesy of MnDNR.



**Figure 7.13:** Map of Benton County proposed capacity expansion and system preservation projects in relation to environmental areas of concern. Data courtesy of MnDNR, MPCA, Stearns History Museum, City of Saint Cloud, U.S. National Park Service, and Minnesota Farm Bureau.

### Public Comments

In addition to comments received from the local environmental planners, APO staff conducted several public engagement events to provide community members with the opportunity to learn more about the future proposed infrastructure improvements and provide their feedback/comments. During the APO's public engagement on the draft 2050 MTP, APO staff did not receive any public comments on the proposed Benton County capacity expansion projects.

### System Preservation Projects

Of the 11 fiscally constrained projects identified by Benton County, four are system preservation projects totaling approximately \$14.440 million in time band of expenditure dollars.

Project ID	Project Location	Termini	Estimated Project Cost (in millions)*	Time Band of Construction
BC7	CSAH 3	CSAH 1/Mayhew Lake Road to APO eastern planning boundary	\$3.300	Short-Term (2025-2028)
BC11	CR 57	CSAH 3 to CSAH 29	\$6.269	Mid-Term (2029-2034)
BC8	CSAH 33	Third Street N to Ninth Street	\$2.859	Long-Term (2035-2050)
BC9	CSAH 8	MN 23 to CR 45/CR 80	\$2.012	Long-Term (2035-2050)

\*Costs are the estimated cost in year-of-construction.

**Figure 7.14:** A list of the fiscally constrained system preservation projects to be completed by Benton County through planning horizon 2050.

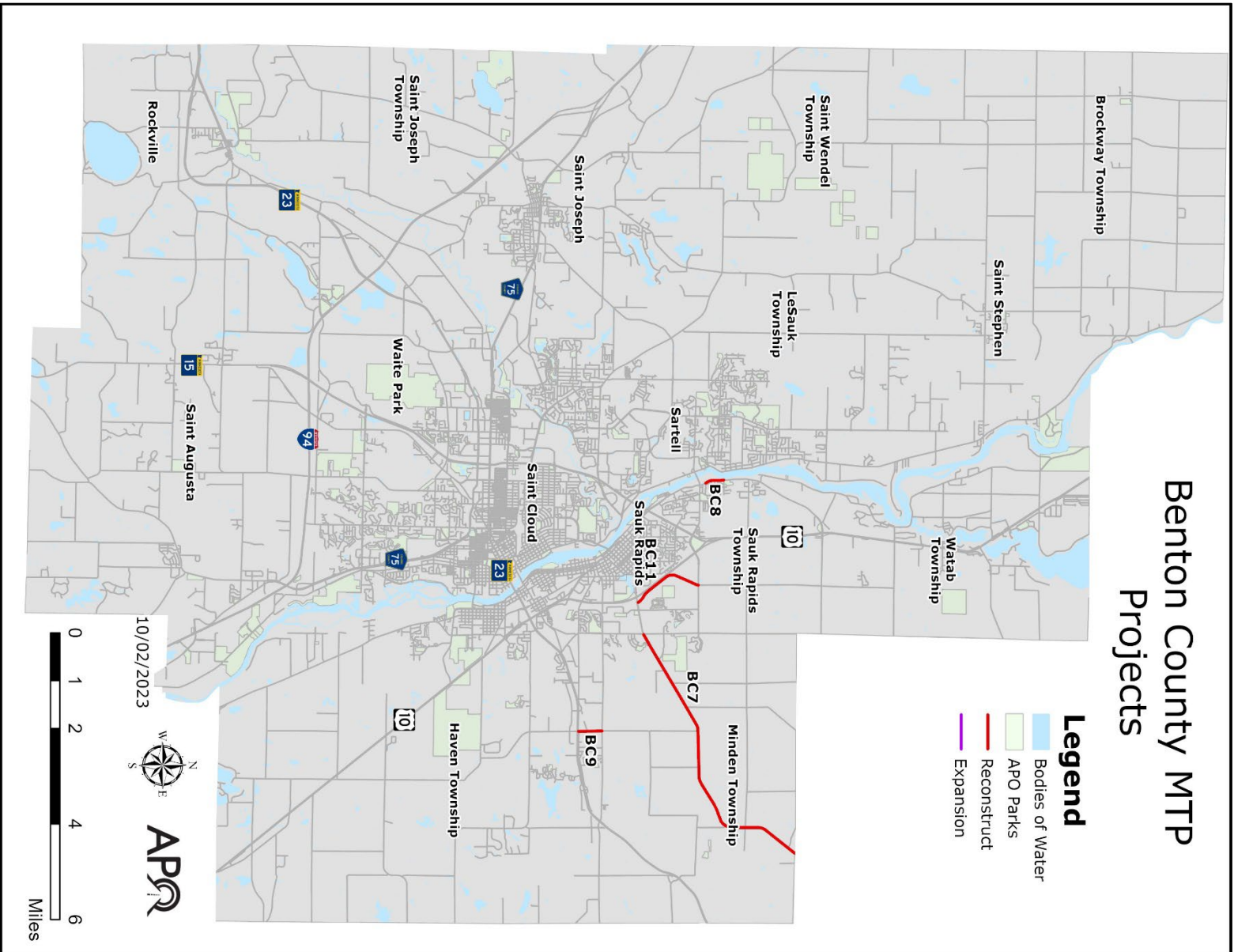


Figure 7.15: Map of Benton County system preservation projects identified within the APO's MPA.

### Fiscal Constraint for System Preservation Projects

As discussed in Chapter 6 (Transportation Funding), it can be reasonably assumed that Benton County will have approximately \$37,789,945 available to complete system preservation (reconstruction) projects for the portion of the county within the APO's planning boundary by 2050. The total cost for the construction of the system preservation projects identified by Benton County for construction within the MPA totals \$14.440 million in time frame of expenditure dollars. Based upon this information, the county's proposed system preservation projects identified in this plan are fiscally constrained.

Benton County	Short-Term (2025-2028)	Mid-Term (2029-2034)	Long-Term (2035-2050)	Total
System Preservation Budget	\$4,050,844	\$7,083,815	\$26,655,286	<b>\$37,789,945</b>
Carry Over from Previous Time Band	\$0	\$750,844	\$1,565,659	<b>N/A</b>
System Preservation Project Costs	<b>\$3,300,000</b>	<b>\$6,269,000</b>	<b>\$4,871,000</b>	<b>\$14,440,000</b>
<b>System Preservation Balance</b>	<b>\$750,844</b>	<b>\$1,565,659</b>	<b>\$23,349,945</b>	<b>\$23,349,945</b>

Figure 7.16: Total of the projected available revenue for system preservation projects for the portion of Benton County within the APO's MPA.

### Public Comments

APO staff conducted several public engagement events to provide community members with the opportunity to learn more about the future proposed infrastructure improvements and provide their feedback/comments. During the APO's public engagement on the draft 2050 MTP, APO staff did not receive any public comments on the proposed Benton County system preservation projects.

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### Sherburne County

Sherburne County has identified two fiscally constrained projects through planning horizon 2050. This equates to approximately \$20.881 million in time band of expenditure dollars.

The following section details the projects and provides a summary of how these projects were fiscally constrained given the revenue forecasts provided in Chapter 6. In addition, because transportation infrastructure projects – particularly capacity expansion projects – can have major impacts on the natural environment (as discussed in Chapter 3: Environmental Conditions), APO staff facilitated discussions with local environmental planners to provide initial comments on projects listed within the MTP. While no environmental comments specific to Sherburne County projects were provided, maps have been included that identify the project locations in proximity to environmental areas of concern. Wrapping up the Sherburne County project section are public comments related to the proposed infrastructure improvements.

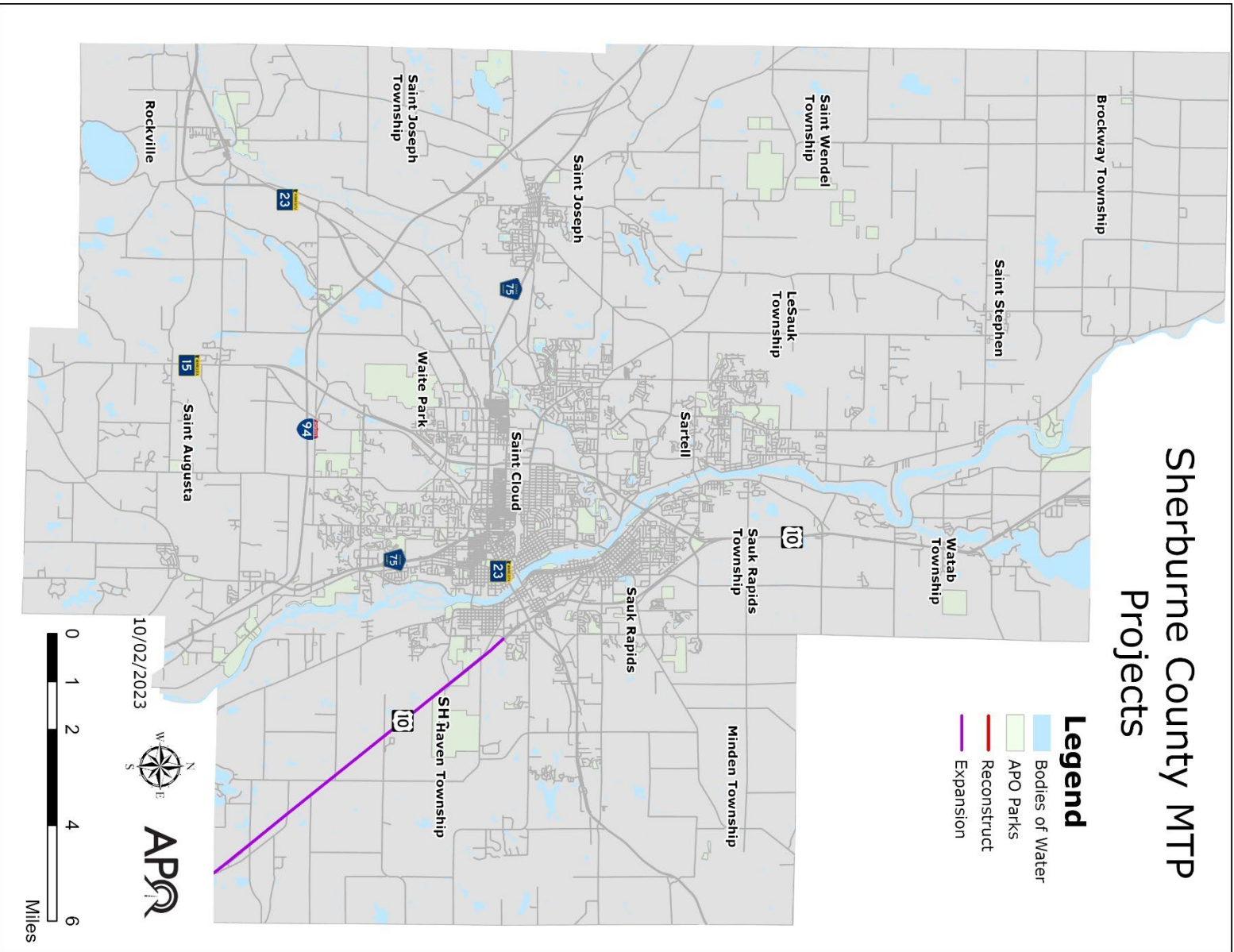
### Capacity Expansion Projects

One fiscally constrained project identified by Sherburne County was a capacity expanding project totaling approximately \$14.490 million in time band of expenditure dollars.

Project ID	Project Location	Termini	Post-Construction Facility Type	Estimated Project Cost (in millions)*	Time Band of Construction
SH2	County owned roadways adjacent to US 10	15 <sup>th</sup> Avenue S in Saint Cloud to southern border of Haven Township	Unspecified scope of work – could possibly include reconstruction of county roadways, consolidation of access points, and construction of new alignments as recommended by the <a href="#">US 10 corridor study</a> completed in April 2023 ( <a href="https://tinyurl.com/3nzacu7t">https://tinyurl.com/3nzacu7t</a> )	\$14.490	Long-Term (2035-2050)

\*Costs are the estimated cost in year-of-construction.

**Figure 7.17:** A list of the fiscally constrained capacity expansion projects to be completed by Sherburne County through planning horizon 2050.



**Figure 7.18:** Map of the Sherburne County capacity expansion project identified within the APO's MPA.

### Fiscal Constraint for Capacity Expansion Projects

As discussed in Chapter 6 (Transportation Funding), it can be reasonably assumed that Sherburne County will have approximately \$14,578,593 available to complete capacity expansion projects for the portion of the county within the APO's planning boundary by 2050. The total cost for the construction of the capacity expansion project identified by Sherburne County for construction within the MPA totals \$14.490 million in time frame of expenditure dollars. Based upon this information, the county's proposed capacity expansion project identified in this plan is fiscally constrained.

Sherburne County	Short-Term (2025-2028)	Mid-Term (2029-2034)	Long-Term (2035-2050)	Total
Expansion Budget	\$1,562,733	\$2,732,792	\$10,283,068	<b>\$14,578,593</b>
Carry Over from Previous Time Band	\$0	\$1,562,733	\$4,295,525	<b>N/A</b>
Expansion Project Costs	<b>\$0</b>	<b>\$0</b>	<b>\$14,490,000</b>	<b>\$14,490,000</b>
<b>Expansion Balance</b>	<b>\$1,562,733</b>	<b>\$4,295,525</b>	<b>\$88,593</b>	<b>\$88,593</b>

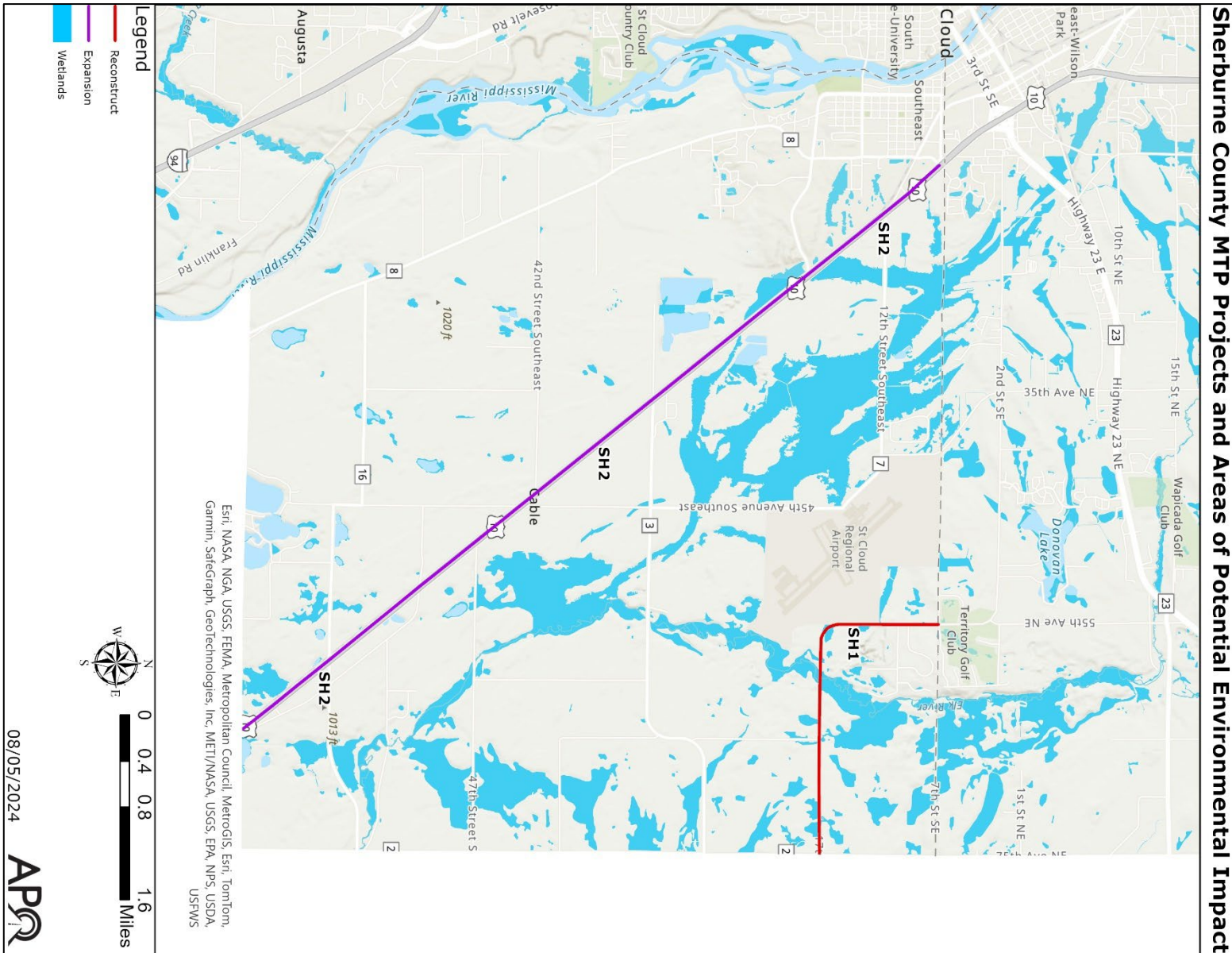
**Figure 7.19:** Total of the projected available revenue for the capacity expansion project for the portion of Sherburne County within the APO's MPA.

### Environmental Considerations

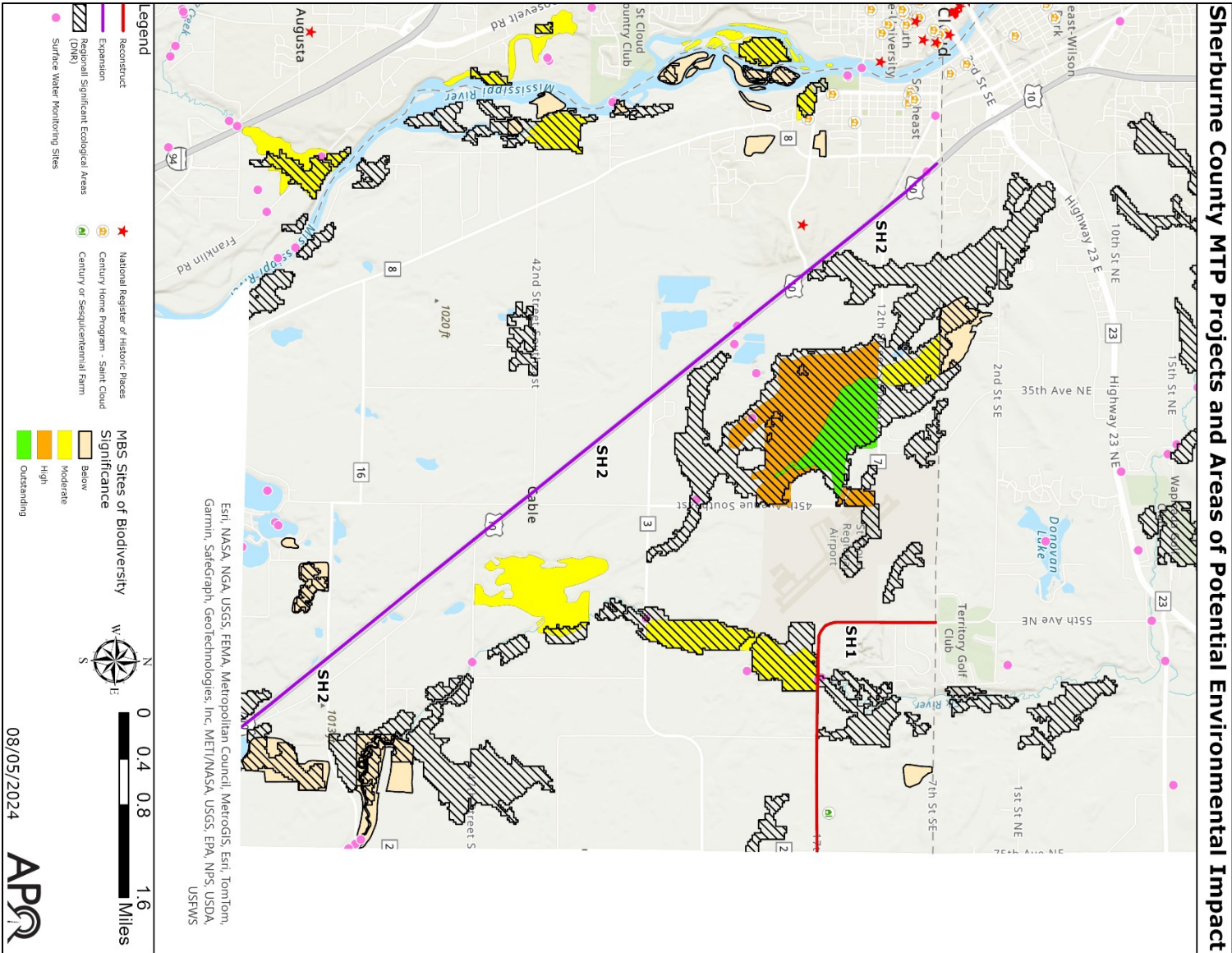
Local environmental planners were given the opportunity to provide initial feedback on the proposed capacity expansion projects. Additional environmental review and coordination from multiple agencies will be required prior to construction. However, the cursory discussions by the environmental agencies outlined below provide some initial considerations on specific MTP projects that the county should consider as these projects move from the planning phase to implementation/construction.

No environmental comments were received for the capacity expansion project identified by Sherburne County. While local environmental planners did not voice immediate concerns about this (and the system preservation) project proposed by the county, additional discussions between both the county and the local environmental stakeholders will be required to address multiple environmental factors prior to construction. Figures 7.20 and 7.21 provide additional information on potential environmental areas of concern in proximity to the proposed projects (both capacity expansion and system preservation projects) identified by Sherburne County.





**Figure 7.20:** Map of Sherburne County proposed capacity expansion and system preservation projects in relation to the location of area wetlands. Data courtesy of MnDNR.



**Figure 7.21:** Map of Sherburne County proposed capacity expansion and system preservation projects in relation to environmental areas of concern. Data courtesy of MnDNR, MPCA, Stearns History Museum, City of Saint Cloud, U.S. National Park Service, and Minnesota Farm Bureau.

*Public Comments*

APO staff conducted several public engagement events to provide community members with the opportunity to learn more about the future proposed infrastructure improvements and provide their feedback/comments. During the APO’s public engagement on the draft 2050 MTP, APO staff did not receive any public comments on the proposed Sherburne County capacity expansion project.

**System Preservation Projects**

Sherburne County has identified one system preservation project totaling approximately \$6.391 million in time band of expenditure dollars.

Project ID	Project Location	Termini	Estimated Project Cost (in millions)*	Time Band of Construction
SH1	CR 62/17 <sup>th</sup> Street SW	Tee-to-Green Street to CSAH 20	\$6.391	Short-Term (2025-2028)

*\*Costs are the estimated cost in year-of-construction.*

**Figure 7.22:** A list of the fiscally constrained system preservation project to be completed by Sherburne County through planning horizon 2050.

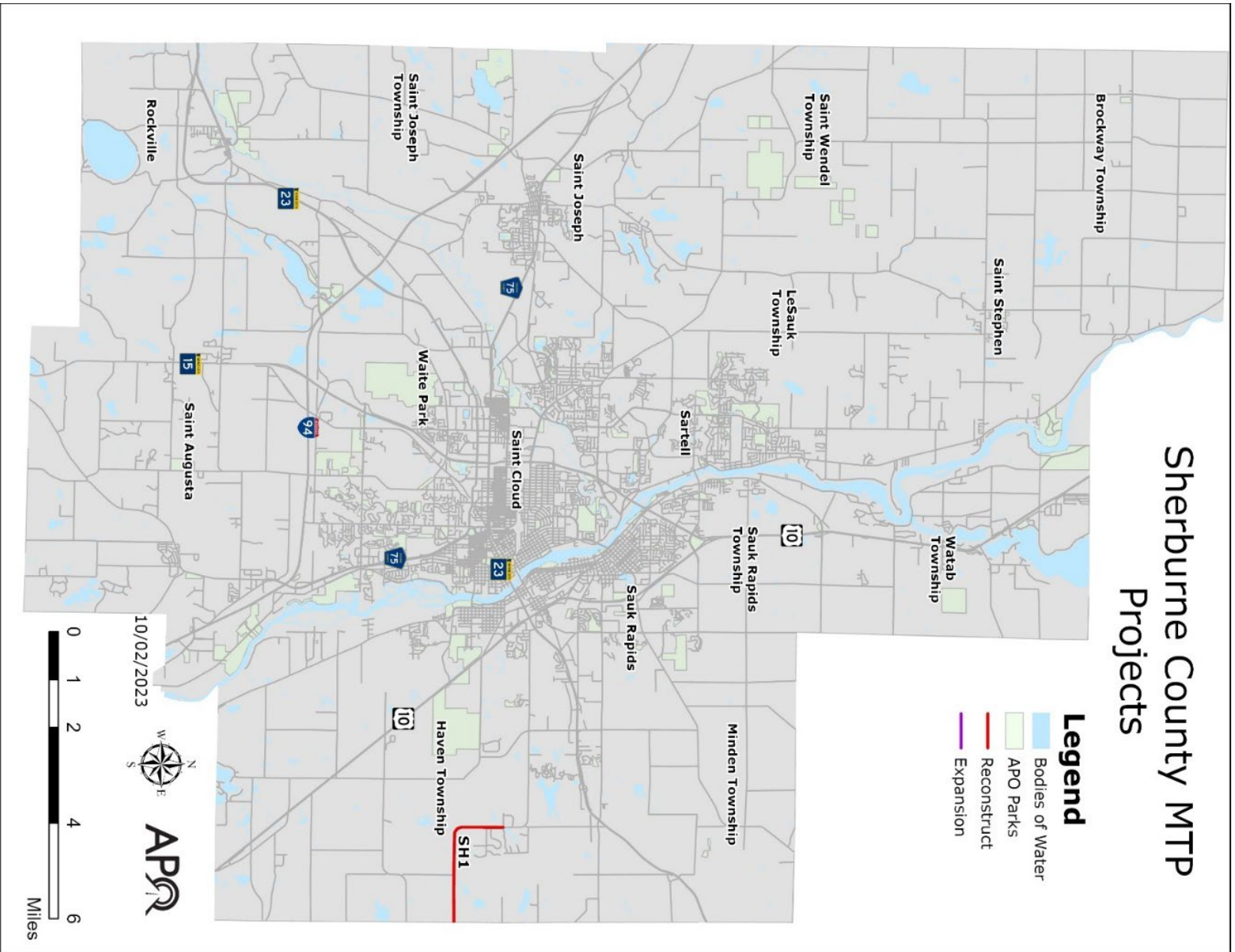


Figure 7.23: Map of the Sherburne County system preservation project identified within the APO's MPA.

### Fiscal Constraint for System Preservation Projects

As discussed in Chapter 6 (Transportation Funding), it can be reasonably assumed that Sherburne County will have approximately \$58,314,407 available to complete system preservation (reconstruction) projects for the portion of the county within the APO’s planning boundary by 2050. The total cost for the construction of the system preservation projects identified by Sherburne County for construction within the MPA totals \$6.391 million in time frame of expenditure dollars. However, based upon the information provided by Sherburne County, funding to complete this project using only the assumed funds set aside for transportation infrastructure projects within the portion of the county in the MPA (9% of the county’s transportation budget) will be insufficient in the short-term time band of expenditure as denoted in Figure 7.24. However, it is reasonably assumed the budget shortfall of \$140,064 will be taken from the larger countywide budget for system preservation/reconstruction and thus fiscal constraint of this project can be achieved as can be demonstrated in Figure 7.25.

Sherburne County	Short-Term (2025-2028)	Mid-Term (2029-2034)	Long-Term (2035-2050)	Total
System Preservation Budget	\$6,250,936	\$10,931,175	\$41,132,296	<b>\$58,314,407</b>
Carry Over from Previous Time Band	\$0	\$140,064	\$10,791,111	<b>N/A</b>
System Preservation Project Costs	\$6,391,000	\$0	\$0	<b>\$6,391,000</b>
<b>System Preservation Balance</b>	<b>-\$140,064</b>	<b>\$10,791,111</b>	<b>\$51,923,407</b>	<b>\$51,923,407</b>

Figure 7.24: Total of the projected available revenue for capacity expansion projects for the portion of Sherburne County within the APO's MPA.

Sherburne County (entire county)	Short-Term (2025-2028)	Mid-Term (2029-2034)	Long-Term (2035-2050)	Total
System Preservation Budget (entire county)	\$69,454,860	\$121,457,519	\$457,025,595	<b>\$647,937,974</b>
Carry Over from Previous Time Band	\$0	\$63,063,860	\$184,521,379	<b>N/A</b>
System Preservation Project Costs (within MPA)	\$6,391,000	\$0	\$0	<b>\$6,391,000</b>
<b>System Preservation Balance</b>	<b>\$63,063,860</b>	<b>\$184,521,379</b>	<b>\$641,546,974</b>	<b>\$641,546,974</b>

Figure 7.25: Total of the projected available revenue for the system preservation project identified by Sherburne County within the APO's planning area compared to projected system preservation budgets for the entirety of Sherburne County.

### *Public Comments*

APO staff conducted several public engagement events to provide community members with the opportunity to learn more about the future proposed infrastructure improvements and provide their feedback/comments. During the APO's public engagement on the draft 2050 MTP, APO staff did not receive any public comments on the proposed Sherburne County system preservation project.

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### **Stearns County**

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Stearns County has identified eight fiscally constrained projects through planning horizon 2050. This equates to approximately \$56.667 million in time band of expenditure dollars.

The following section details the projects and provides a summary of how these projects were fiscally constrained given the revenue forecasts provided in Chapter 6. In addition, because transportation infrastructure projects – particularly capacity expansion projects – can have major impacts on the natural environment (as discussed in Chapter 3: Environmental Conditions), APO staff facilitated discussions with local environmental planners to provide initial comments on projects listed within the MTP. Environmental comments specific to Stearns County projects have been included here. Maps have also been included that identify project locations in proximity to environmental areas of concern. Wrapping up the Stearns County project section are public comments related to the proposed infrastructure improvements.

#### **Capacity Expansion Projects**

Of the eight fiscally constrained projects identified by Stearns County, four are capacity expanding projects totaling approximately \$21.400 million in time band of expenditure dollars.

Project ID	Project Location	Termini	Post-Construction Facility Type	Estimated Project Cost (in millions)*	Time Band of Construction
ST2	CSAH 133 (Second Street) in Sartell	Existing CSAH 133 to 19 <sup>th</sup> Avenue (3/4 mile)	Urban two-lane roadway with a shared use path on one side	\$2.309	Short-Term (2025-2028)
ST8	CR 134 in Saint Cloud	Sauk River Bridge to Pinecone Road	Urban four-lane divided roadway with shared use path on one side	\$5.008	Mid-Term (2029-2034)
ST4	CSAH 75 (Second Street S) in Saint Cloud	MN 15 to 33 <sup>rd</sup> Avenue S	Urban six-lane roadway with sidewalks on both sides	\$4.364	Long-Term (2035-2050)
ST1	CSAH 1 in Saint Cloud	Ninth Avenue N to CR 120	Urban four-lane undivided roadway with shared use path on one side	\$9.719	Long-Term (2035-2050)

\*Costs are the estimated cost in year-of-construction.

**Figure 7.26:** A list of the fiscally constrained capacity expansion projects to be completed by Stearns County through planning horizon 2050.

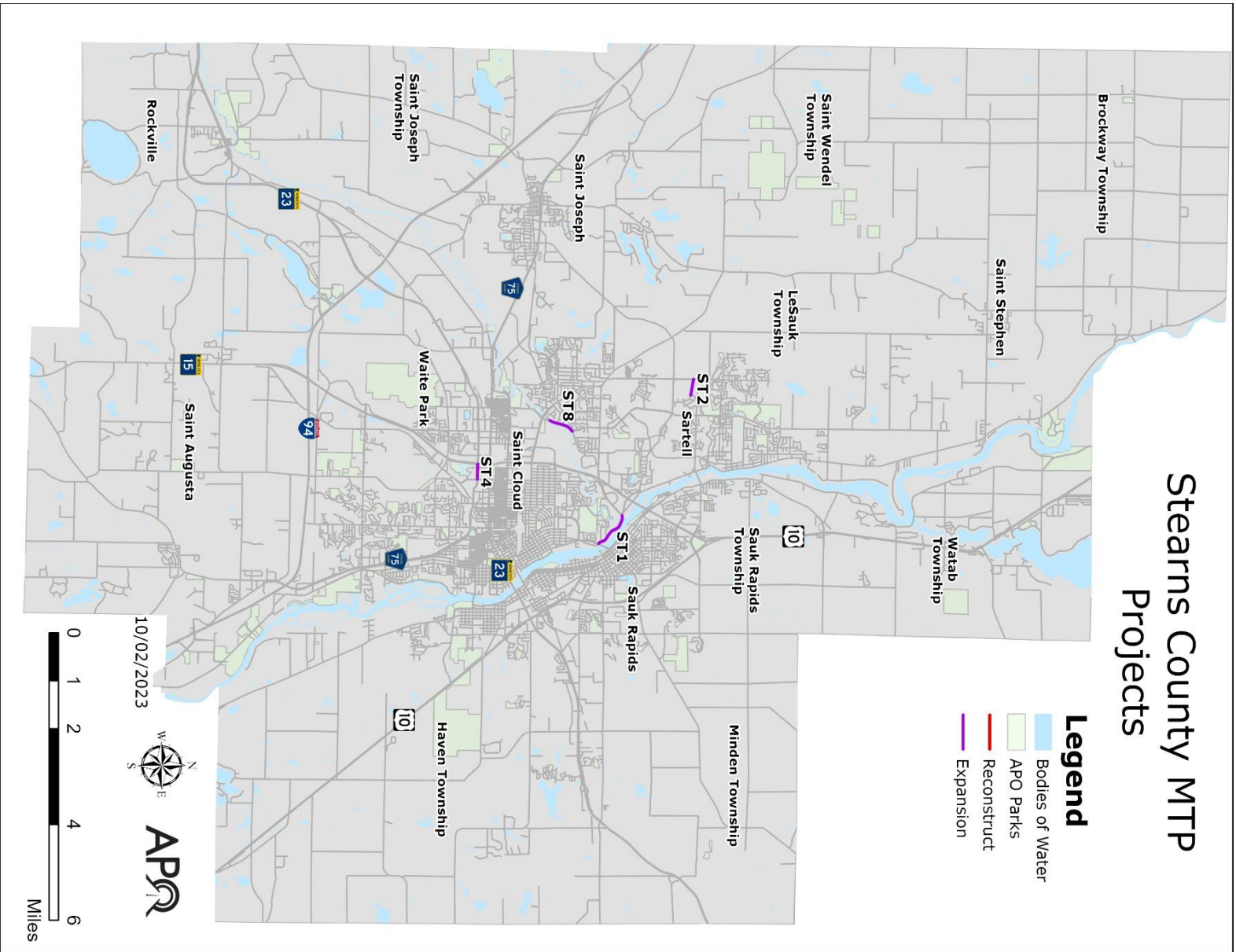


Figure 7.27: Map of Stearns County capacity expansion projects identified within the APO's MPA.



### Fiscal Constraint for Capacity Expansion Projects

As discussed in Chapter 6 (Transportation Funding), it can be reasonably assumed that Stearns County will have approximately \$27,190,432 available to complete capacity expansion projects for the portion of the county within the APO’s planning boundary by 2050. The total cost for the construction of the capacity expansion projects identified by Stearns County for construction within the MPA totals \$21.400 million in time frame of expenditure dollars. Based upon this information, the county’s proposed capacity expansion projects identified in this plan are fiscally constrained.

Stearns County	Short-Term (2025-2028)	Mid-Term (2029-2034)	Long-Term (2035-2050)	Total
Expansion Budget	\$2,914,643	\$5,096,911	\$19,178,878	<b>\$27,190,432</b>
Carry Over from Previous Time Band	\$0	\$605,643	\$694,554	<b>N/A</b>
Expansion Project Costs	<b>\$2,309,000</b>	<b>\$5,008,000</b>	<b>\$14,083,000</b>	<b>\$21,400,000</b>
<b>Expansion Balance</b>	<b>\$605,643</b>	<b>\$694,554</b>	<b>\$5,790,432</b>	<b>\$5,790,432</b>

**Figure 7.28:** Total of the projected available revenue for capacity expansion projects for the portion of Stearns County within the APO's MPA.

### Environmental Considerations

Local environmental planners were given the opportunity to provide initial feedback on the proposed capacity expansion projects. Additional environmental review and coordination from multiple agencies will be required prior to construction. However, the cursory discussions by the environmental agencies outlined below provide some initial considerations on specific MTP projects that the county should consider as these projects move from the planning phase to implementation/construction.

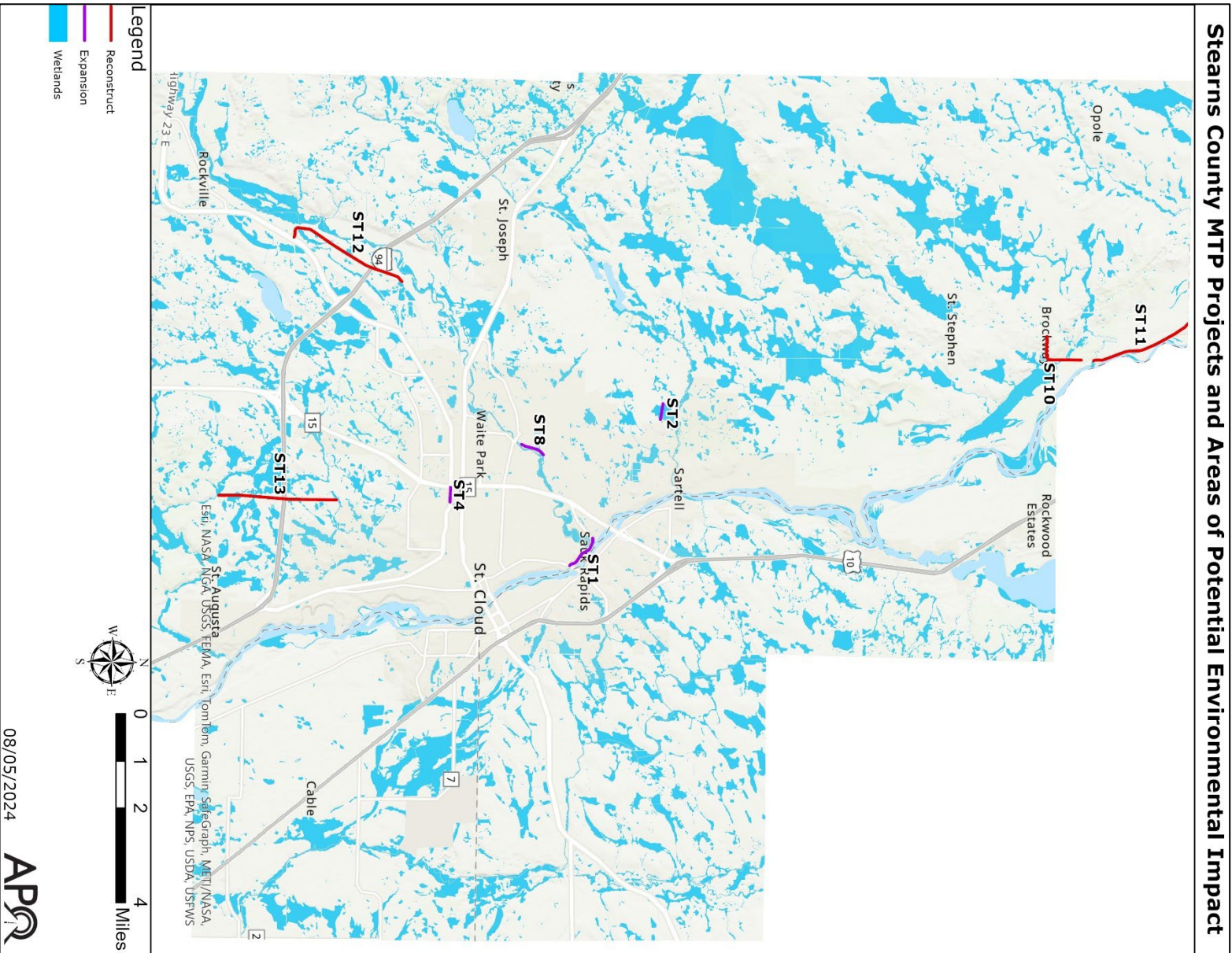
The following comments are specific to ST2 (Stearns County CSAH 133/Second Street in Sartell from existing roadway to 19<sup>th</sup> Avenue).

This entire project has many environmental concerns and will severely impact wetlands. The project will be expensive in terms of buying wetland credits. New roadways are not going to qualify for the road bank credits. All costs are going to be on the applicant (Sartell). The current alignment doesn’t appear to be trying to avoid wetlands, is not likely to be approved under the Wetland Conservation Act (WCA) and does not meet the Minnesota Board of Water and Soil Resources (BWSR) requirements. Since this is a new roadway, there needs to be justification for why the proposed alignment is the only possible location and that it is the best one under these circumstances. Why can’t the roadway go southwest and avoid the wetlands? Justifications such as the property owners do not want it there will not be good enough to get the project approved. The local road authority would be responsible for the replacement plan and purchasing of wetland credits. Sartell is the only municipality in Stearns County with their own WCA Local Government Unit (LGU). Stearns County wouldn’t be the one to issue a WCA permit; it would be the City of Sartell. The consensus is that this project would benefit from early coordination between Stearns County, Sartell, and the respective environmental agencies and that the current alignment will not be approved.

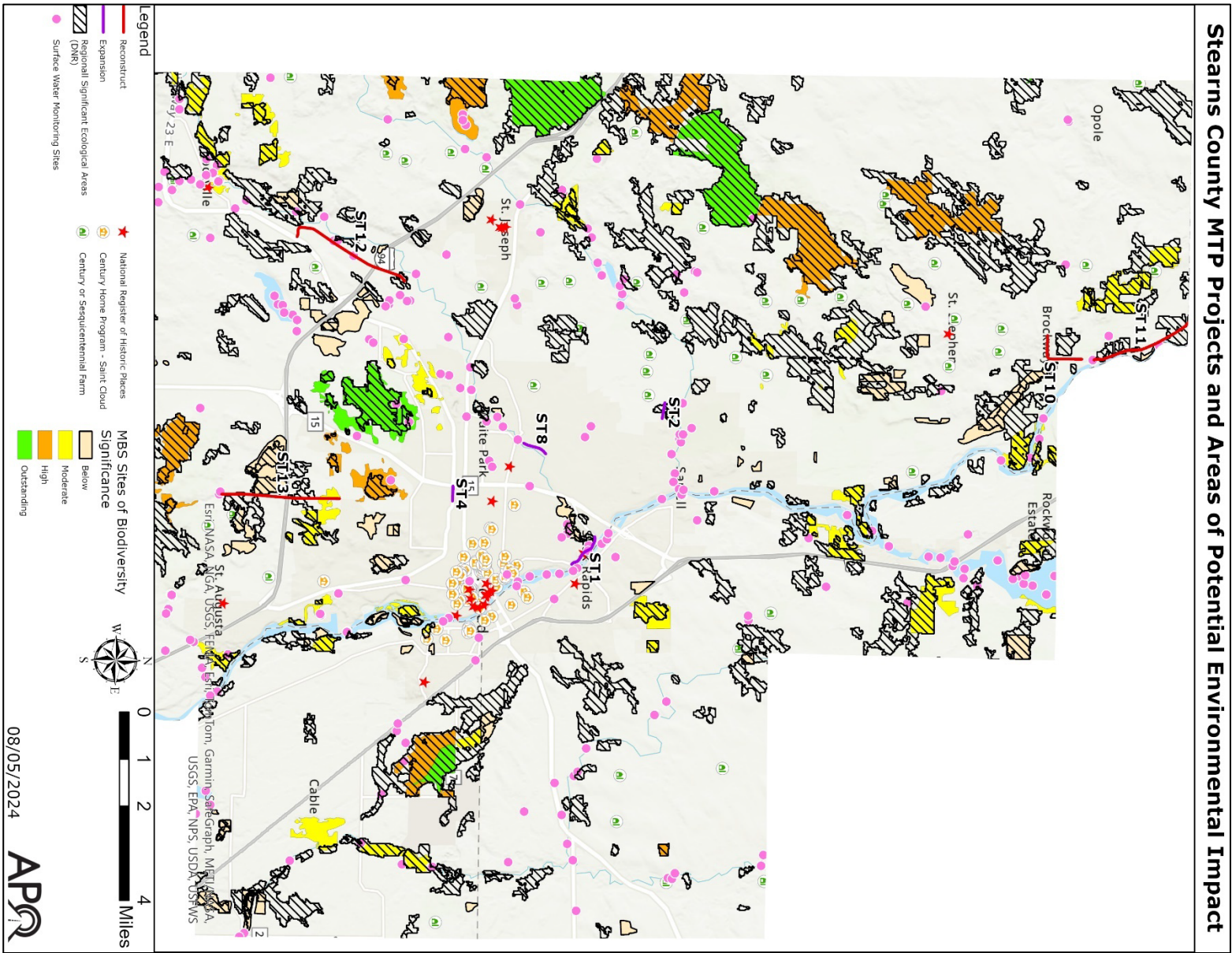
The following comments are specific to ST1 (Stearns County CSAH 1/River Avenue N in Saint Cloud from Ninth Avenue N to CR 120).

There was an eagle nest on the corner of County Road 1 and Ninth Avenue N; if it is still active, that would be a consideration. The Sauk River does have tiny mussel species; they are state-threatened and endangered, not federal. That would need to be checked. They are sensitive to sedimentation. A National Pollutant Discharge Elimination System (NPDES) permit would be critical to obtain; erosion control measures would be overseen and installed correctly.

While local environmental planners provided a very preliminary review on these (and the system preservation) projects, as stated above, additional discussions between the county and local environmental stakeholders will be required to address multiple environmental factors prior to construction. Figures 7.29 and 7.30 provide additional information on potential environmental areas of concern in proximity to the proposed projects (both capacity expansion and system preservation projects) identified by Stearns County.



**Figure 7.29:** Map of Stearns County proposed capacity expansion and system preservation projects in relation to the location of area wetlands. Data courtesy of MnDNR.



**Figure 7.30:** Map of Stearns County proposed capacity expansion and system preservation projects in relation to environmental areas of concern. Data courtesy of MnDNR, MPCA, Stearns History Museum, City of Saint Cloud, U.S. National Park Service, and Minnesota Farm Bureau.

### Public Comments

In addition to comments received from the local environmental planners, APO staff conducted several public engagement events to provide community members with the opportunity to learn more about the future proposed infrastructure improvements and provide their feedback/comments. During the APO’s public engagement on the draft 2050 MTP, APO staff did not receive any public comments on the proposed Stearns County capacity expansion projects.

### System Preservation Projects

Of the eight fiscally constrained projects identified by Stearns County, four are system preservation projects totaling approximately \$35.267 million in time band of expenditure dollars.

Project ID	Project Location	Termini	Estimated Project Cost (in millions)*	Time Band of Construction
ST10	CSAH 2 in Brockway Township	421 <sup>st</sup> Street to CSAH 1	\$3.534	Short-Term (2025-2028)
ST11	CSAH 1 in Brockway Township	CSAH 17 to northern Stearns County border	\$5.775	Short-Term (2025-2028)
ST12	CSAH 138 in Waite Park and Saint Joseph Township	MN 23 to CR 121	\$12.929	Long-Term (2035-2050)
ST13	CSAH 136 in Saint Cloud and Saint Augusta	CR 115 to 33 <sup>rd</sup> Street S	\$13.029	Long-Term (2035-2050)

\*Costs are the estimated cost in year-of-construction.

**Figure 7.31:** A list of the fiscally constrained system preservation projects to be completed by Stearns County through planning horizon 2050.

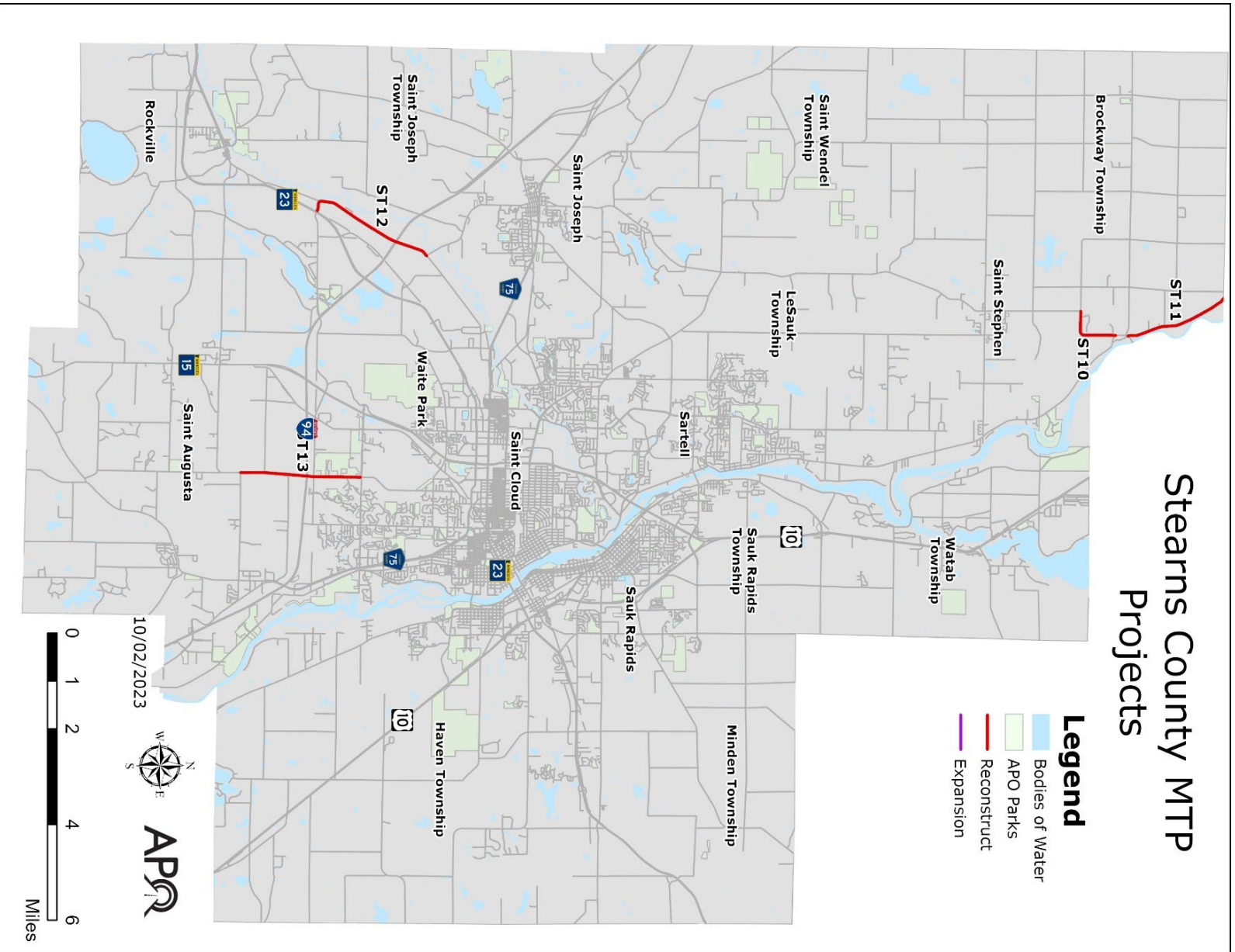


Figure 7.32: Map of Stearns County system preservation projects identified within the APO's MPA.

### Fiscal Constraint for System Preservation Projects

As discussed in Chapter 6 (Transportation Funding), it can be reasonably assumed that Stearns County will have approximately \$244,713,893 available to complete system preservation (reconstruction) projects for the portion of the county within the APO’s planning boundary by 2050. The total cost for the construction of the system preservation projects identified by Stearns County for construction within the MPA totals \$35.267 million in time frame of expenditure dollars. Based upon this information, the county’s proposed system preservation projects identified in this plan are fiscally constrained.

Stearns County	Short-Term (2025-2028)	Mid-Term (2029-2034)	Long-Term (2035-2050)	Total
System Preservation Budget	\$26,231,784	\$45,872,203	\$172,609,906	<b>\$244,713,893</b>
Carry Over from Previous Time Band	\$0	\$16,922,784	\$62,794,987	<b>N/A</b>
System Preservation Project Costs	<b>\$9,309,000</b>	<b>\$0</b>	<b>\$25,958,000</b>	<b>\$35,267,000</b>
<b>System Preservation Balance</b>	<b>\$16,922,784</b>	<b>\$62,794,987</b>	<b>\$209,446,893</b>	<b>\$209,446,893</b>

Figure 7.33: Total of the projected available revenue for system preservation projects for the portion of Stearns County within the APO’s MPA.

### Public Comments

APO staff conducted several public engagement events to provide community members with the opportunity to learn more about the future proposed infrastructure improvements and provide their feedback/comments. During the APO’s public engagement on the draft 2050 MTP, APO staff did not receive any public comments on the proposed Stearns County system preservation projects.

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### City of Saint Cloud

The City of Saint Cloud has identified 23 fiscally constrained projects through planning horizon 2050. This equates to approximately \$161.524 million in time band of expenditure dollars.

The following section details the projects and provides a summary of how these projects were fiscally constrained given the revenue forecasts provided in Chapter 6. In addition, because transportation infrastructure projects – particularly capacity expansion projects – can have major impacts on the natural environment (as discussed in Chapter 3: Environmental Conditions), APO staff facilitated discussions with local environmental planners to provide initial comments on projects listed within the MTP. Environmental comments specific to Saint Cloud projects have been included here. Maps have also been included that identify project locations in proximity to environmental areas of concern. Wrapping up the City of Saint Cloud project section are public comments related to the proposed infrastructure improvements.

### Capacity Expansion Projects

Of the 23 fiscally constrained projects identified by the City of Saint Cloud, 10 are capacity expanding projects totaling approximately \$106.127 million in time band of expenditure dollars.

Project ID	Project Location	Termini	Post-Construction Facility Type	Estimated Project Cost (in millions)*	Time Band of Construction
<b>SC9</b>	Heatherwood Road	47 <sup>th</sup> Street to 60 <sup>th</sup> Street S	Urban roadway (50% three-lane, 50% two-lane) with a shared use path on one side and a sidewalk on the other	\$8.389	Short-Term (2025-2028)
<b>SC1</b>	40 <sup>th</sup> Street S	Cooper Avenue to Roosevelt Road	Urban four-lane undivided roadway with a shared use path on one side and a sidewalk on the other	\$14.015	Mid-Term (2029-2034)
<b>SC2</b>	40 <sup>th</sup> Street S	Oak Grove Road to Cooper Avenue	Urban four-lane undivided roadway with a shared use path on one side and a sidewalk on the other	\$7.090	Mid-Term (2029-2034)
<b>SC6</b>	322 <sup>nd</sup> Street	CSAH 133 to CSAH 4	Urban three-lane roadway with shared use path on one side and sidewalk on the other	\$7.168	Mid-Term (2029-2034)
<b>SC3</b>	Third Street N	31 <sup>st</sup> Avenue N to Ninth Avenue N	Urban four-lane divided roadway with a constrained (8-foot wide) shared use path on one side – will widen multimodal component to 10-feet where possible	\$21.981	Long-Term (2035-2050)
<b>SC10</b>	West Saint Germain Street	Seventh Street S/22 <sup>nd</sup> Street S to 33 <sup>rd</sup> Street S	Urban three-lane roadway with a shared use path on one side and sidewalk on the other	\$16.957	Long-Term (2035-2050)
<b>SC5</b>	Pinecone Road S	CR 134 to CSAH 120	Urban four-lane divided roadway with a shared use path on one side and a sidewalk on the other	\$7.914	Long-Term (2035-2050)
<b>SC4</b>	Ninth Avenue N	15 <sup>th</sup> Street N to Eighth Street N/Veterans Drive	Urban four-lane divided roadway with sidewalks on both sides	\$11.387	Long-Term (2035-2050)
<b>SC7</b>	Clearwater Road/Ninth Avenue S	University Drive to 22 <sup>nd</sup> Street S	Urban three-lane roadway with no planned multimodal components	\$5.525	Long-Term (2035-2050)



Project ID	Project Location	Termini	Post-Construction Facility Type	Estimated Project Cost (in millions)*	Time Band of Construction
SC8	Cooper Avenue	Overpass of I-94	Urban two-lane roadway with shared use path on one side and a sidewalk on the other	\$5.701	Long-Term (2035-2050)

\*Costs are the estimated cost in year-of-construction.

**Figure 7.34:** A list of the fiscally constrained capacity expansion projects to be completed by the City of Saint Cloud through planning horizon 2050.

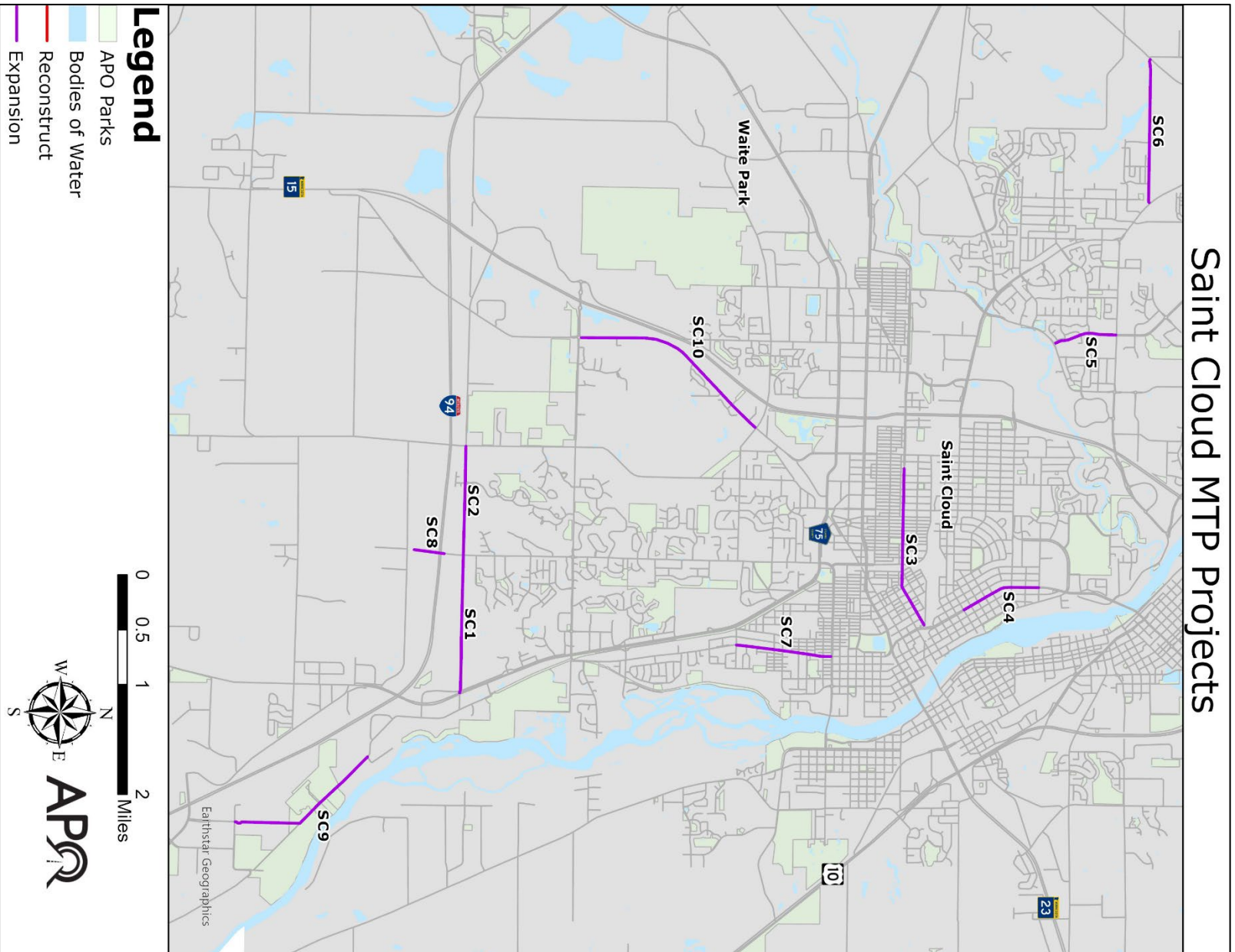


Figure 7.35: Map of the City of Saint Cloud’s capacity expansion projects.

### Fiscal Constraint for Capacity Expansion Projects

As discussed in Chapter 6 (Transportation Funding), it can be reasonably assumed the City of Saint Cloud will have approximately \$134,606,881 available to complete capacity expansion projects by 2050. The total cost for the construction of the capacity expansion projects identified by the City of Saint Cloud for construction within the MPA totals \$106.127 million in time frame of expenditure dollars. Based upon this information, the city’s proposed capacity expansion projects identified in this plan are fiscally constrained.

City of Saint Cloud	Short-Term (2025-2028)	Mid-Term (2029-2034)	Long-Term (2035-2050)	Total
Expansion Budget	\$14,429,008	\$25,232,381	\$94,945,492	<b>\$134,606,881</b>
Carry Over from Previous Time Band	\$0	\$6,040,008	\$2,999,389	<b>N/A</b>
Expansion Project Costs	<b>\$8,389,000</b>	<b>\$28,273,000</b>	<b>\$69,465,000</b>	<b>\$106,127,000</b>
<b>Expansion Balance</b>	<b>\$6,040,008</b>	<b>\$2,999,389</b>	<b>\$28,479,881</b>	<b>\$28,479,881</b>

Figure 7.36: Total of the projected available revenue for capacity expansion projects for the City of Saint Cloud.

### Environmental Considerations

Local environmental planners were given the opportunity to provide initial feedback on the proposed capacity expansion projects. Additional environmental review and coordination from multiple agencies will be required prior to construction. However, the cursory discussions by the environmental agencies outlined below provide some initial considerations on specific MTP projects the city should consider as these projects move from the planning phase to implementation/construction.

The following comments are specific to SC1 (City of Saint Cloud’s 40<sup>th</sup> Street S from Cooper Avenue to Roosevelt Road).

For the Wetland Conservation Act (WCA), Stearns County would be the Local Government Unit (LGU). Since this new roadway impacts wetlands, there needs to be justification for why the proposed alignment is the only possible location and that it is the best one under these circumstances. Since it’s new, it’ll be up to the road authority to pay for wetland credits. Explain the justification for adding a new roadway when there is a parallel route, 255<sup>th</sup> Street, less than half a mile, that would provide a connector. This area has Blanding’s turtles. When dissecting wetlands, we must pay special attention to wildlife passage. This could affect culvert sizing, fencing, etc.

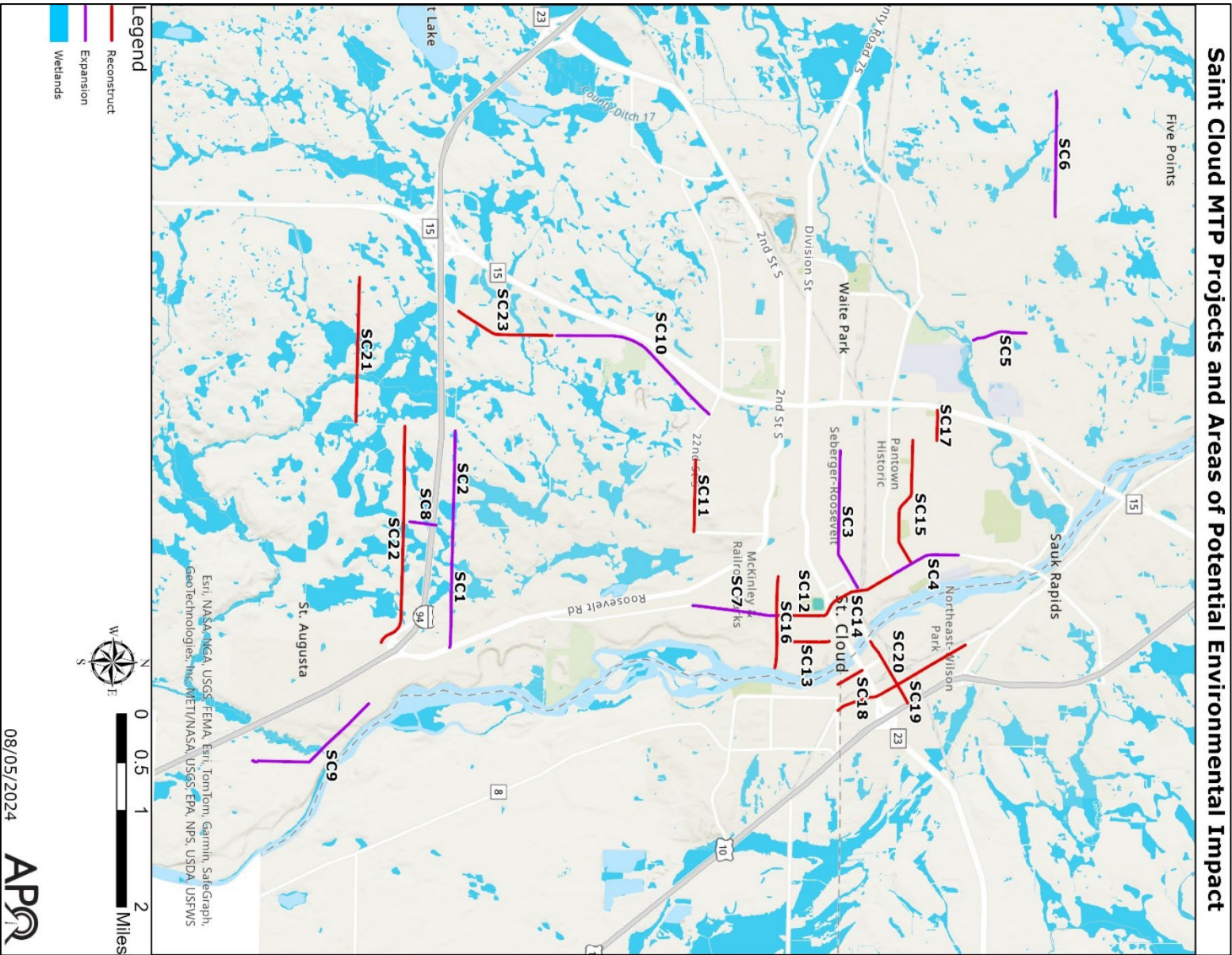
The following comments are specific to SC2 (City of Saint Cloud’s 40<sup>th</sup> Street S from Oak Grove Road to Cooper Avenue).

This area has Blanding’s turtles. When dissecting wetlands, we must pay special attention to wildlife passage. This could affect culvert sizing, fencing, etc.

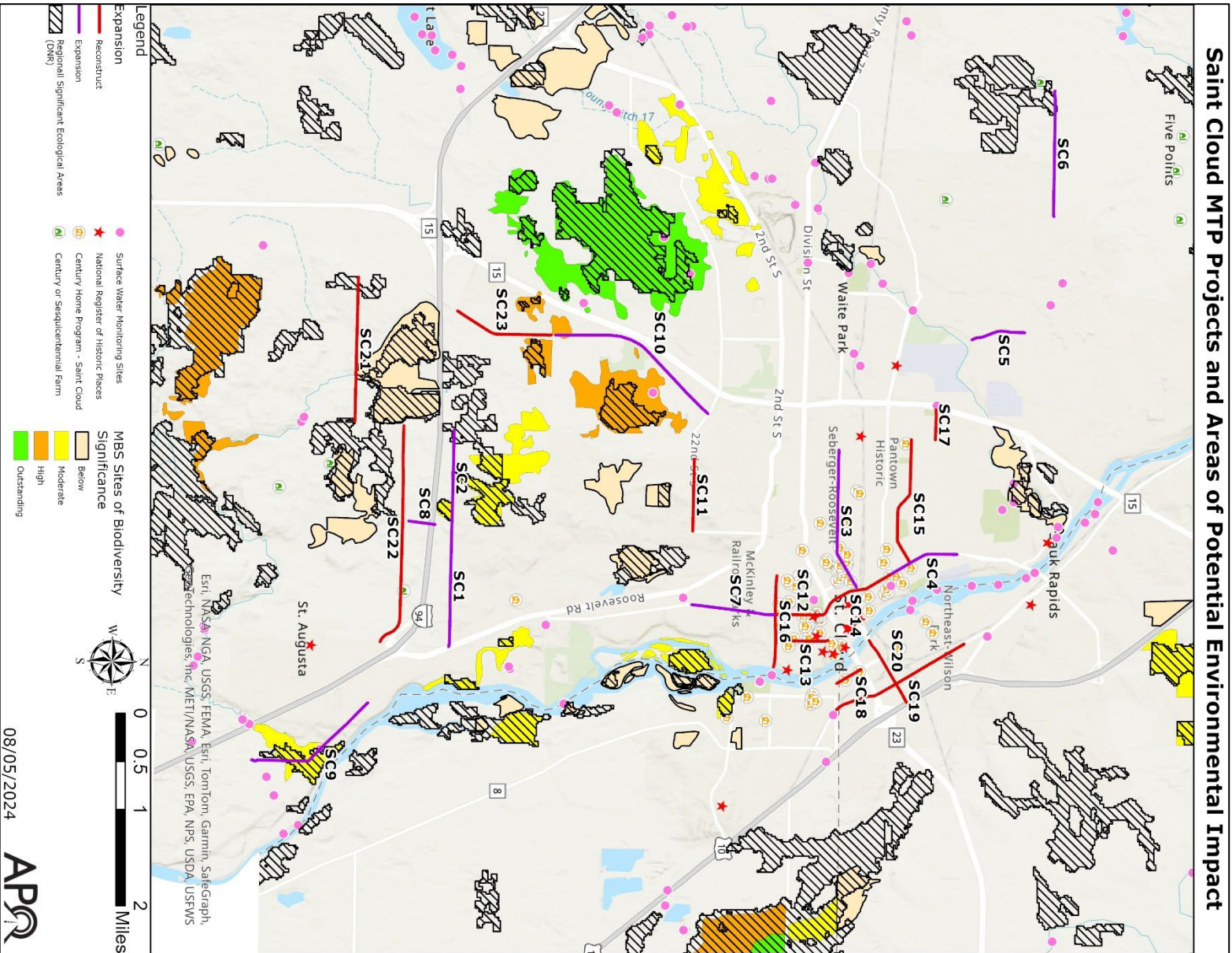
The following comments are specific to SC9 (City of Saint Cloud’s Heatherwood Road from 47<sup>th</sup> Street to 60<sup>th</sup> Street S).

Johnson Creek is designated a 2Bg warm water class. A Class 2Bg body of water is considered a body of water where both warm and cool water animals and plants can live. The creek is also designated as a Trout Stream, meaning water permits must be obtained.

While local environmental planners provided a very preliminary review on these (and the system preservation) projects, as stated above, additional discussions between the city and local environmental stakeholders will be required to address multiple environmental factors prior to construction. Figures 7.37 and 7.38 provide additional information on potential environmental areas of concern in proximity to the proposed projects (both capacity expansion and system preservation projects) identified by the City of Saint Cloud.



**Figure 7.37:** Map of the City of Saint Cloud proposed capacity expansion and system preservation projects in relation to the location of area wetlands. Data courtesy of MnDNR.



**Figure 7.38:** Map of the City of Saint Cloud proposed capacity expansion and system preservation projects in relation to environmental areas of concern. Data courtesy of MnDNR, MPCA, Stearns History Museum, City of Saint Cloud, U.S. National Park Service, and Minnesota Farm Bureau.

### Public Comments

In addition to comments received from the local environmental planners, APO staff conducted several public engagement events to provide community members with the opportunity to learn more about the future proposed infrastructure improvements and provide their feedback/comments. The following is a list of the comments heard regarding the City of Saint Cloud’s capacity expansion projects.

Date	Source	Project Number	Comment	Disposition
07/28/2024	Email	SC7	If this roadway intersects with the TH system, no planned multimodal components likely will raise some concerns if/when the GHG emissions assessment will need to be done and mitigation measures will need to be identified.	As it stands right now, SC7 does not intersect with a state trunk highway. This corridor also has some multimodal components on it currently (a combination of sidewalks and/or on-road bicycle lanes). However, based upon the anticipated greenhouse gas emissions impact assessment that will be required of capacity expansion projects in the future, APO staff will forward this MnDOT specific comment to the City of Saint Cloud to consider if they decide to pursue this option.
08/14/2024	SurveyMonkey	SC6	“We cannot wait five years. The road is dangerous and in terrible condition.”	<p>APO staff are uncertain which roadway this respondent is referring to. However, based upon the list of projects and known concerns, staff assume this comment is in regards to 322<sup>nd</sup> Street. APO staff as well as the City of Saint Cloud, LeSauk Township, Saint Wendel Township, and Stearns County are well aware of the ongoing pavement condition and safety issues associated with 322<sup>nd</sup> Street.</p> <p>Part of the current limitations in addressing this roadway from an APO standpoint is the roadway as it is defined currently (2024) is a local roadway. As such, local roadways are ineligible to receive federal funding assistance through the APO. That said, APO staff in addition to MnDOT and the local agencies are in the process of updating the functional classification of the region’s roadway network as of the drafting of this plan. If this corridor’s functional classification is upgraded from a local roadway to a collector (or above) it will then open up federal funding opportunities to assist in completing the</p>

Date	Source	Project Number	Comment	Disposition
				<p>necessary roadway improvements to this corridor. However, until the functional classification has been changed, no federal funding assistance can be provided to that corridor.</p> <p>APO staff have been in talks with the City of Saint Cloud about the concerns residents along this corridor have brought to our attention. The City of Saint Cloud has identified potential short-term fixes for the corridor that would address the pavement condition in the near-term. However, it is very clear that this corridor does need some substantial attention. APO staff will continue to coordinate with the City of Saint Cloud in particular (and the two townships who own the roadway) to explore options to expedite the proposed improvements to the extent possible.</p>

**Figure 7.39:** Public comment disposition matrix for comments received pertaining to capacity expansion projects proposed by the City of Saint Cloud.

### System Preservation Projects

Of the 23 fiscally constrained projects identified by the City of Saint Cloud, 13 are system preservation projects totaling approximately \$55.397 million in time band of expenditure dollars.

Project ID	Project Location	Termini	Estimated Project Cost (in millions)*	Time Band of Construction
SC11	22 <sup>nd</sup> Street S	Oak Grove Road to Cooper Avenue	\$2.987	Short-Term (2025-2028)
SC19	Lincoln Avenue SE	Seventh Street SE to northern city limits	\$8.098	Short-Term (2025-2028)
SC15	Centennial Drive/10 <sup>th</sup> Street N	Ninth Avenue N to 33 <sup>rd</sup> Avenue	\$4.991	Short-Term (2025-2028)
SC20	East Saint Germain Street	Mississippi River to US 10	\$3.784	Short-Term (2025-2028)
SC16	University Drive	Mississippi River to 15 <sup>th</sup> Avenue SE	\$4.384	Short-Term (2025-2028)
SC18	Wilson Avenue SE	Seventh Street SE to Division Street	\$1.096	Short-Term (2025-2028)



Project ID	Project Location	Termini	Estimated Project Cost (in millions)*	Time Band of Construction
SC17	12 <sup>th</sup> Street N	MN 15 to 33 <sup>rd</sup> Avenue N	\$1.526	Short-Term (2025-2028)
SC13	Fifth Avenue S	Ninth Street S to Ramsey Place	\$1.852	Short-Term (2025-2028)
SC12	Ninth Avenue N	Fourth Street S to University Drive	\$2.272	Short-Term (2025-2028)
SC14	Ninth Avenue N	Fourth Street S to Veterans Drive/Eighth Street N	\$2.496	Short-Term (2025-2028)
SC22	255 <sup>th</sup> Street	CR 136 to CR 75	\$9.293	Short-Term (2025-2028)
SC23	County Road 74	33 <sup>rd</sup> Street S to 40 <sup>th</sup> Street S	\$3.055	Short-Term (2025-2028)
SC21	250 <sup>th</sup> Street	CR 136 to CR 74	\$9.563	Short-Term (2025-2028)

\*Costs are the estimated cost in year-of-construction.

**Figure 7.40:** A list of the fiscally constrained system preservation projects to be completed by the City of Saint Cloud through planning horizon 2050.

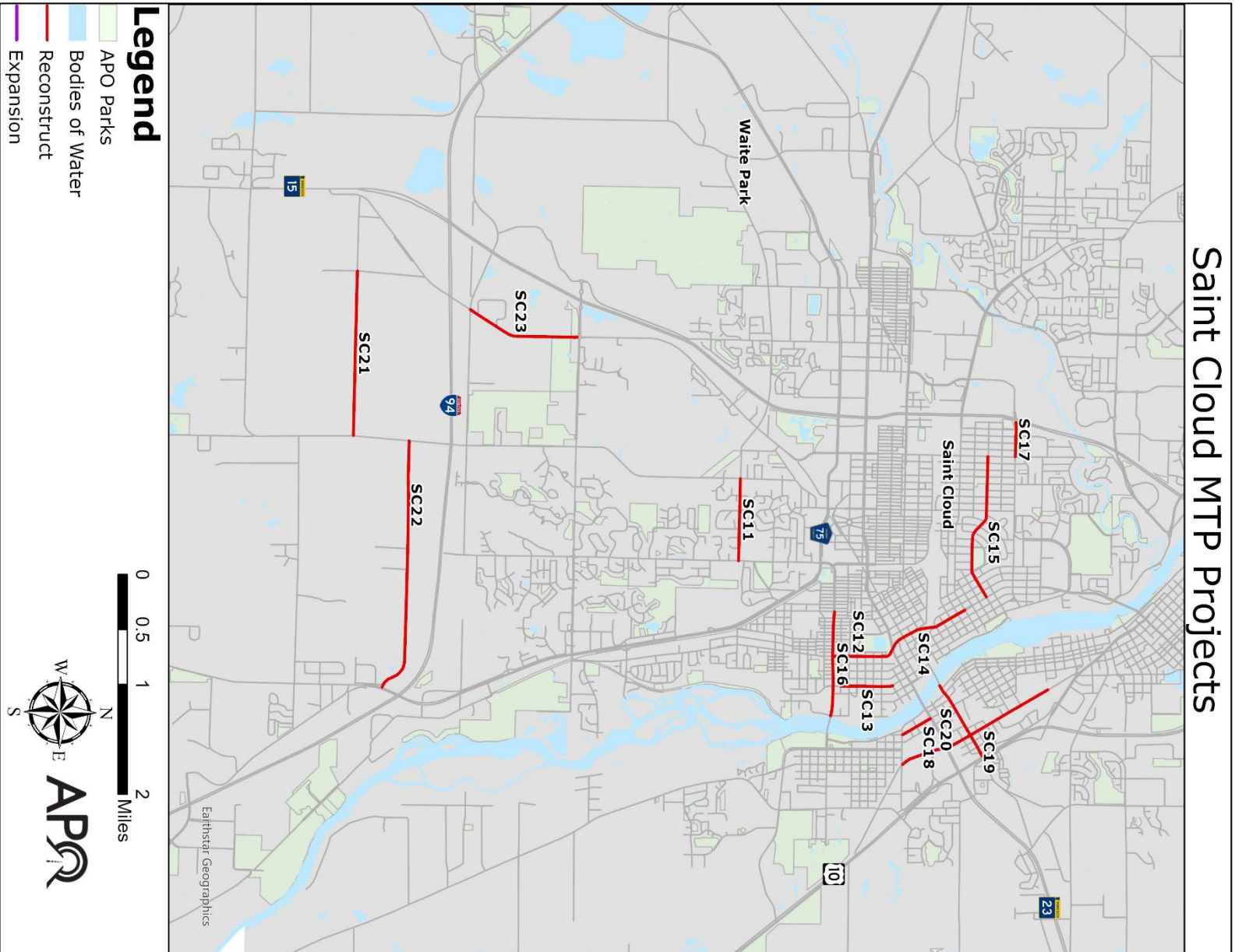


Figure 7.41: Map of the City of Saint Cloud’s system preservation projects.

### Fiscal Constraint for System Preservation Projects

As discussed in Chapter 6 (Transportation Funding), it can be reasonably assumed the City of Saint Cloud will have approximately \$579,272,396 available to complete system preservation (reconstruction) projects by 2050. The total cost for the construction of the system preservation projects identified by the City of Saint Cloud for construction within the MPA totals \$55.397 million in time frame of expenditure dollars. Based upon this information, the city’s proposed system preservation projects identified in this plan are fiscally constrained.

City of Saint Cloud	Short-Term (2025-2028)	Mid-Term (2029-2034)	Long-Term (2035-2050)	Total
System Preservation Budget	\$62,094,344	\$108,585,992	\$408,592,060	<b>\$579,272,396</b>
Carry Over from Previous Time Band	\$0	\$6,697,344	\$115,283,336	<b>N/A</b>
System Preservation Project Costs	<b>\$55,397,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$55,397,000</b>
<b>System Preservation Balance</b>	<b>\$6,697,344</b>	<b>\$115,283,336</b>	<b>\$523,875,396</b>	<b>\$523,875,396</b>

Figure 7.42: Total of the projected available revenue for system preservation projects for the City of Saint Cloud.

### Public Comments

APO staff conducted several public engagement events to provide community members with the opportunity to learn more about the future proposed infrastructure improvements and provide their feedback/comments. During the APO’s public engagement on the draft 2050 MTP, APO staff did not receive any public comments on the proposed Saint Cloud system preservation projects.

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### City of Saint Joseph

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The City of Saint Joseph has identified 11 fiscally constrained projects through planning horizon 2050. This equates to approximately \$42.796 million in time band of expenditure dollars.

The following section details the projects and provides a summary of how these projects were fiscally constrained given the revenue forecasts provided in Chapter 6. In addition, because transportation infrastructure projects – particularly capacity expansion projects – can have major impacts on the natural environment (as discussed in Chapter 3: Environmental Conditions), APO staff facilitated discussions with local environmental planners to provide initial comments on projects listed within the MTP. Environmental comments specific to Saint Joseph projects have been included here. Maps have also been included that identify project locations in proximity to environmental areas of concern. Wrapping up the City of Saint Joseph project section are public comments related to the proposed infrastructure improvements.

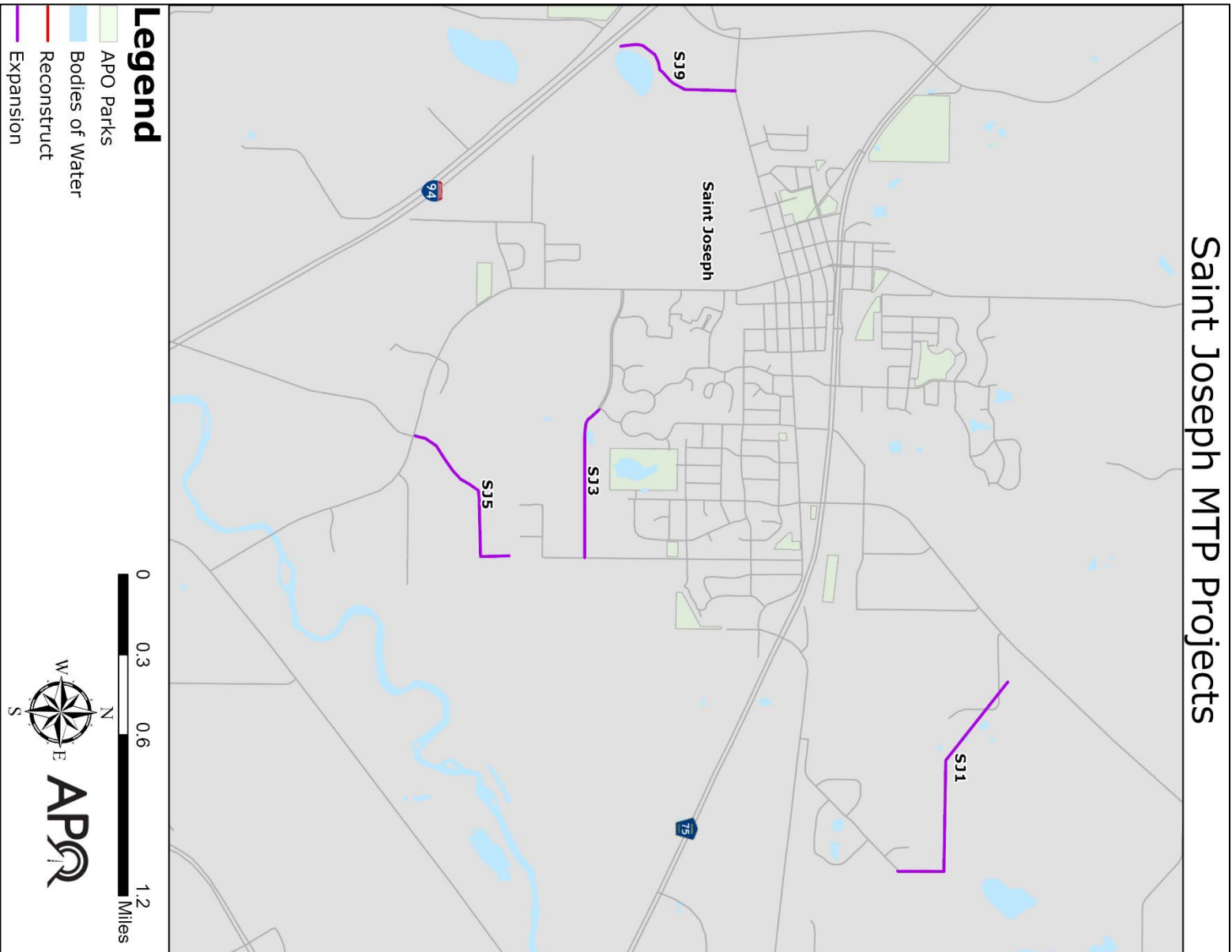
### Capacity Expansion Projects

Of the 11 fiscally constrained projects identified by the City of Saint Joseph, four are capacity expanding projects totaling approximately \$25.565 million in time band of expenditure dollars.

Project ID	Project Location	Termini	Post-Construction Facility Type	Estimated Project Cost (in millions)*	Time Band of Construction
<b>SJ9</b>	Gateway Avenue	Minnesota Street to Lake Sarah	Urban two-lane roadway with a shared use path on one side and a sidewalk on the other	\$2.035	Short-Term (2025-2028)
<b>SJ5</b>	20 <sup>th</sup> Avenue SE	Intersection of Jade Road and College Avenue to 16 <sup>th</sup> Avenue	Urban two-lane divided roadway with turn lanes and a shared use path on one side and a sidewalk on the other	\$4.721	Mid-Term (2029-2034)
<b>SJ11</b>	Westwood Parkway	Current terminus to Pearl Drive	Urban four-lane roadway with a shared use path on one side and a sidewalk on the other	\$11.578	Long-Term (2035-2050)
<b>SJ3</b>	Field Street	Seventh Avenue to 16 <sup>th</sup> Avenue	Urban two-lane divided roadway with turn lanes and a shared use path on one side and a sidewalk on the other	\$7.231	Long-Term (2035-2050)

\*Costs are the estimated cost in year-of-construction.

**Figure 7.43:** A list of the fiscally constrained capacity expansion projects to be completed by the City of Saint Joseph through planning horizon 2050.



### Saint Joseph MTP Projects

Figure 7.44: Map of the City of Saint Joseph's capacity expansion projects.

### *Fiscal Constraint for Capacity Expansion Projects*

As discussed in Chapter 6 (Transportation Funding), it can be reasonably assumed the City of Saint Joseph will have approximately \$26,240,492 available to complete capacity expansion projects by 2050. The total cost for the construction of the capacity expansion projects identified by the City of Saint Joseph for construction within the MPA totals \$25.565 million in time frame of expenditure dollars. Based upon this information, the city’s proposed capacity expansion projects identified in this plan are fiscally constrained.

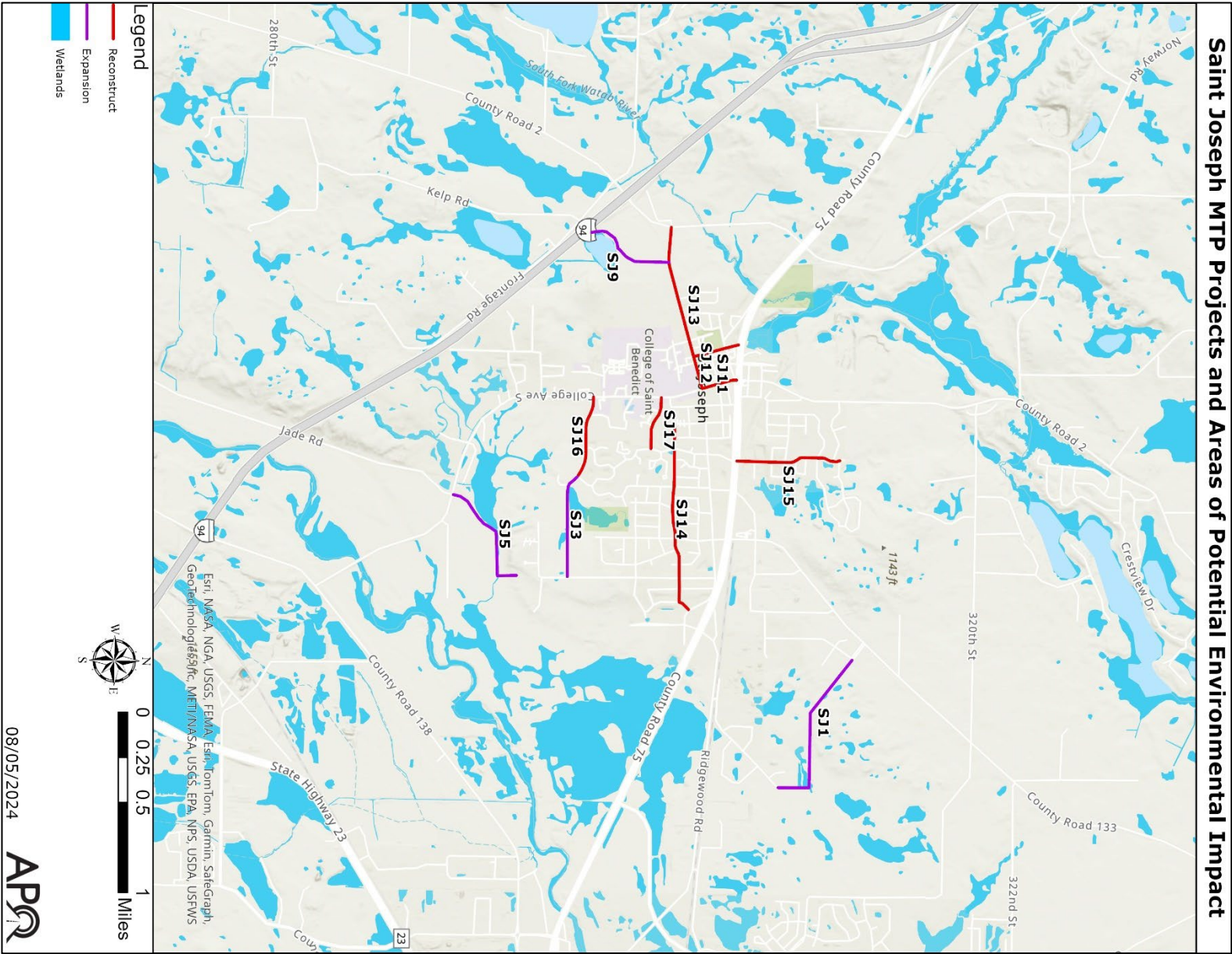
<b>City of Saint Joseph</b>	<b>Short-Term (2025-2028)</b>	<b>Mid-Term (2029-2034)</b>	<b>Long-Term (2035-2050)</b>	<b>Total</b>
Expansion Budget	\$2,812,815	\$4,918,843	\$18,508,834	<b>\$26,240,492</b>
Carry Over from Previous Time Band	\$0	\$777,815	\$975,658	<b>N/A</b>
Expansion Project Costs	<b>\$2,035,000</b>	<b>\$4,721,000</b>	<b>\$18,809,000</b>	<b>\$25,565,000</b>
<b>Expansion Balance</b>	<b>\$777,815</b>	<b>\$975,658</b>	<b>\$675,492</b>	<b>\$675,492</b>

**Figure 7.45:** Total of the projected available revenue for capacity expansion projects for the City of Saint Joseph.

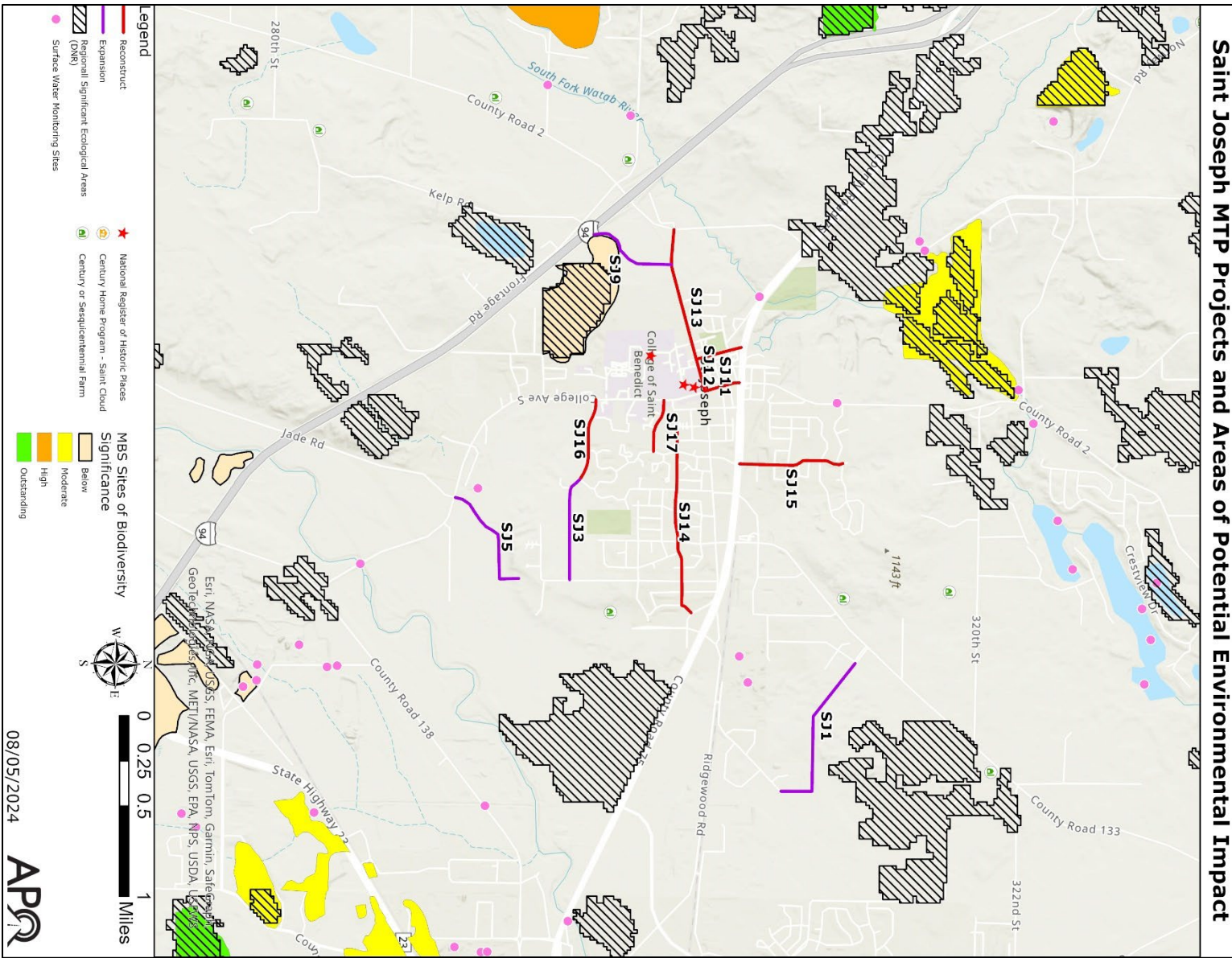
### *Environmental Considerations*

Local environmental planners were given the opportunity to provide initial feedback on the proposed capacity expansion projects. Additional environmental review and coordination from multiple agencies will be required prior to construction. However, the cursory discussions by the environmental agencies outlined below provide some initial considerations on specific MTP projects the city should consider as these projects move from the planning phase to implementation/construction.

No environmental comments were received for the capacity expansion projects identified by the City of Saint Joseph. While local environmental planners did not voice immediate concerns about these (and the system preservation) projects proposed by the city, additional discussions between both the City of Saint Joseph and the local environmental stakeholders will be required to address multiple environmental factors prior to construction. Figures 7.46 and 7.47 provide additional information on potential environmental areas of concern in proximity to the proposed projects (both capacity expansion and system preservation projects) identified by the City of Saint Joseph.



**Figure 7.46:** Map of the City of Saint Joseph proposed capacity expansion and system preservation projects in relation to the location of area wetlands. Data courtesy of MnDNR.



**Saint Joseph MTP Projects and Areas of Potential Environmental Impact**

**Figure 7.47:** Map of the City of Saint Joseph proposed capacity expansion and system preservation projects in relation to environmental areas of concern. Data courtesy of MnDNR, MPCA, Stearns History Museum, City of Saint Cloud, U.S. National Park Service, and Minnesota Farm Bureau.



### Public Comments

In addition to comments received from the local environmental planners, APO staff conducted several public engagement events to provide community members with the opportunity to learn more about the future proposed infrastructure improvements and provide their feedback/comments. During the APO’s public engagement on the draft 2050 MTP, APO staff did not receive any public comments on the proposed Saint Joseph capacity expansion projects.

### System Preservation Projects

Of the 11 fiscally constrained projects identified by the City of Saint Joseph, seven are system preservation projects totaling approximately \$17.231 million in time band of expenditure dollars.

Project ID	Project Location	Termini	Estimated Project Cost (in millions)*	Time Band of Construction
<b>SJ11</b>	Second Avenue NW	Minnesota Street to CSAH 75	\$0.828	Short-Term (2025-2028)
<b>SJ13</b>	Minnesota Street W	CSAH 2 to College Avenue	\$4.248	Short-Term (2025-2028)
<b>SJ17</b>	Callaway Street	College Avenue to Fourth Avenue SE	\$1.334	Short-Term (2025-2028)
<b>SJ12</b>	College Avenue	Minnesota Street to CSAH 75	\$0.419	Short-Term (2025-2028)
<b>SJ14</b>	Baker Street	Second Avenue SE to Minnesota Street E	\$4.309	Mid-Term (2029-2034)
<b>SJ15</b>	Northland Drive	CSAH 75 to 200 LF north of Jasmine Lane E	\$2.558	Mid-Term (2029-2034)
<b>SJ16</b>	Field Street	College Avenue to Seventh Avenue SE	\$3.535	Mid-Term (2029-2034)

\*Costs are the estimated cost in year-of-construction.

**Figure 7.48:** A list of the fiscally constrained system preservation projects to be completed by the City of Saint Joseph through planning horizon 2050.

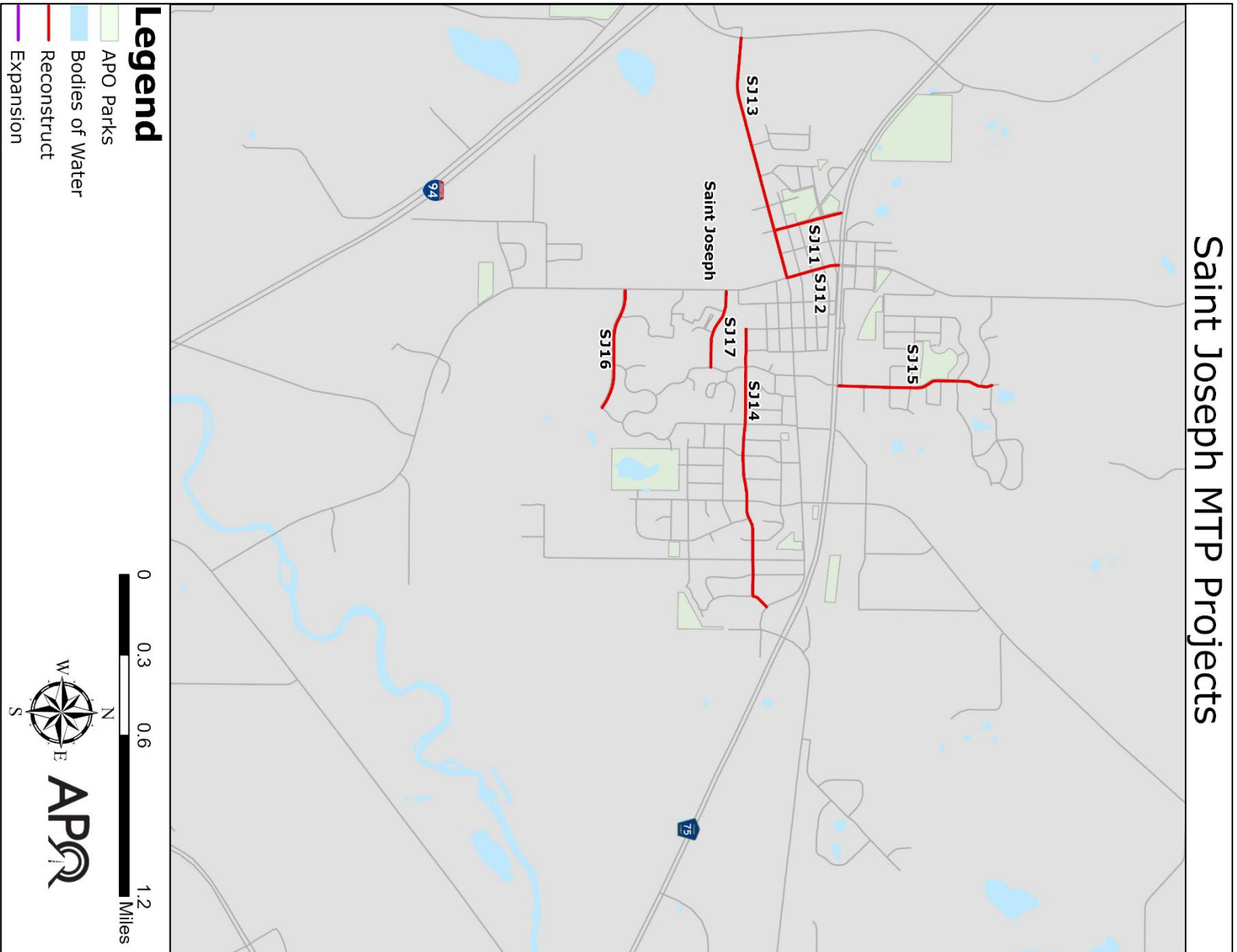


Figure 7.49: Map of the City of Saint Joseph's system preservation projects.

### Fiscal Constraint for System Preservation Projects

As discussed in Chapter 6 (Transportation Funding), it can be reasonably assumed the City of Saint Joseph will have approximately \$71,292,318 available to complete system preservation (reconstruction) projects by 2050. The total cost for the construction of the system preservation projects identified by the City of Saint Joseph for construction within the MPA totals \$17.231 million in time frame of expenditure dollars. Based upon this information, the city’s proposed system preservation projects identified in this plan are fiscally constrained.

City of Saint Joseph	Short-Term (2025-2028)	Mid-Term (2029-2034)	Long-Term (2035-2050)	Total
System Preservation Budget	\$7,642,086	\$13,363,915	\$50,286,317	<b>\$71,292,318</b>
Carry Over from Previous Time Band	\$0	\$813,086	\$3,775,001	<b>N/A</b>
System Preservation Project Costs	<b>\$6,829,000</b>	<b>\$10,402,000</b>	<b>\$0</b>	<b>\$17,231,000</b>
<b>System Preservation Balance</b>	<b>\$813,086</b>	<b>\$3,775,001</b>	<b>\$54,061,318</b>	<b>\$54,061,318</b>

Figure 7.50: Total of the projected available revenue for system preservation projects for the City of Saint Joseph.

### Public Comments

APO staff conducted several public engagement events to provide community members with the opportunity to learn more about the future proposed infrastructure improvements and provide their feedback/comments. During the APO’s public engagement on the draft 2050 MTP, APO staff did not receive any public comments on the proposed Saint Joseph system preservation projects.

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### City of Sartell

The City of Sartell has identified 21 fiscally constrained projects through planning horizon 2050. This equates to approximately \$73.586 million in time band of expenditure dollars.

The following section details the projects and provides a summary of how these projects were fiscally constrained given the revenue forecasts provided in Chapter 6. In addition, because transportation infrastructure projects – particularly capacity expansion projects – can have major impacts on the natural environment (as discussed in Chapter 3: Environmental Conditions), APO staff facilitated discussions with local environmental planners to provide initial comments on projects listed within the MTP. Environmental comments specific to Sartell projects have been included here. Maps have also been included that identify project locations in proximity to environmental areas of concern. Wrapping up the City of Sartell project section are public comments related to the proposed infrastructure improvements.

### Capacity Expansion Projects

Of the 21 fiscally constrained projects identified by the City of Sartell, 11 are capacity expanding projects totaling approximately \$34.803 million in time band of expenditure dollars.

Project ID	Project Location	Termini	Post-Construction Facility Type	Estimated Project Cost (in millions)*	Time Band of Construction
<b>S1</b>	Leander Avenue	CSAH 120 to Heritage Drive	Urban three-lane roadway with shared use path on one side	\$6.426	Short-Term (2025-2028)
<b>S3</b>	19 <sup>th</sup> Avenue N	11 <sup>th</sup> Street to 15 <sup>th</sup> Street	Urban two-lane roadway with shared use path on one side	\$0.894	Short-Term (2025-2028)
<b>S2</b>	Roberts Road	Pinecone Road to CSAH 4	Urban three-lane roadway with shared use path on one side	\$7.284	Short-Term (2025-2028)
<b>S8</b>	Fourth Avenue S	Second Street S to Fourth Street S	Urban three-lane roadway with shared use path on one side	\$1.005	Short-Term (2025-2028)
<b>S9</b>	15 <sup>th</sup> Street N	Pinecone Road to 19 <sup>th</sup> Avenue N	Urban two-lane roadway with turn lanes and a shared use path on one side	\$4.808	Mid-Term (2029-2034)
<b>S6</b>	Heritage Drive	Huntington Drive (west leg) to CSAH 1	Urban three-lane roadway with shared use path on one side	\$3.669	Mid-Term (2029-2034)
<b>S7</b>	Heritage Drive	Pinecone Road to 19 <sup>th</sup> Avenue S	Urban three-lane roadway with shared use path on one side	\$2.703	Mid-Term (2029-2034)
<b>S18</b>	23 <sup>rd</sup> Street S	Seventh Avenue S to Leander Avenue	Urban three-lane roadway with shared use path on one side	\$1.438	Mid-Term (2029-2034)
<b>S19</b>	15 <sup>th</sup> Street S	Pinecone Road to Roberts Road	Urban two-lane roadway with on street parking, a shared use path on one side, and a sidewalk on the other	\$1.549	Mid-Term (2029-2034)
<b>S20</b>	Beetle Boulevard	17 <sup>th</sup> Street S to Scout Drive	Urban two-lane roadway with on street parking, a shared use path on one side, and a sidewalk on the other	\$0.588	Mid-Term (2029-2034)
<b>S5</b>	Pinecone Road	Heritage Drive to Second Street S	Urban four-lane roadway with a shared use path on one side	\$4.439	Mid-Term (2029-2034)

\*Costs are the estimated cost in year-of-construction.

**Figure 7.51:** A list of the fiscally constrained capacity expansion projects to be completed by the City of Sartell through planning horizon 2050.

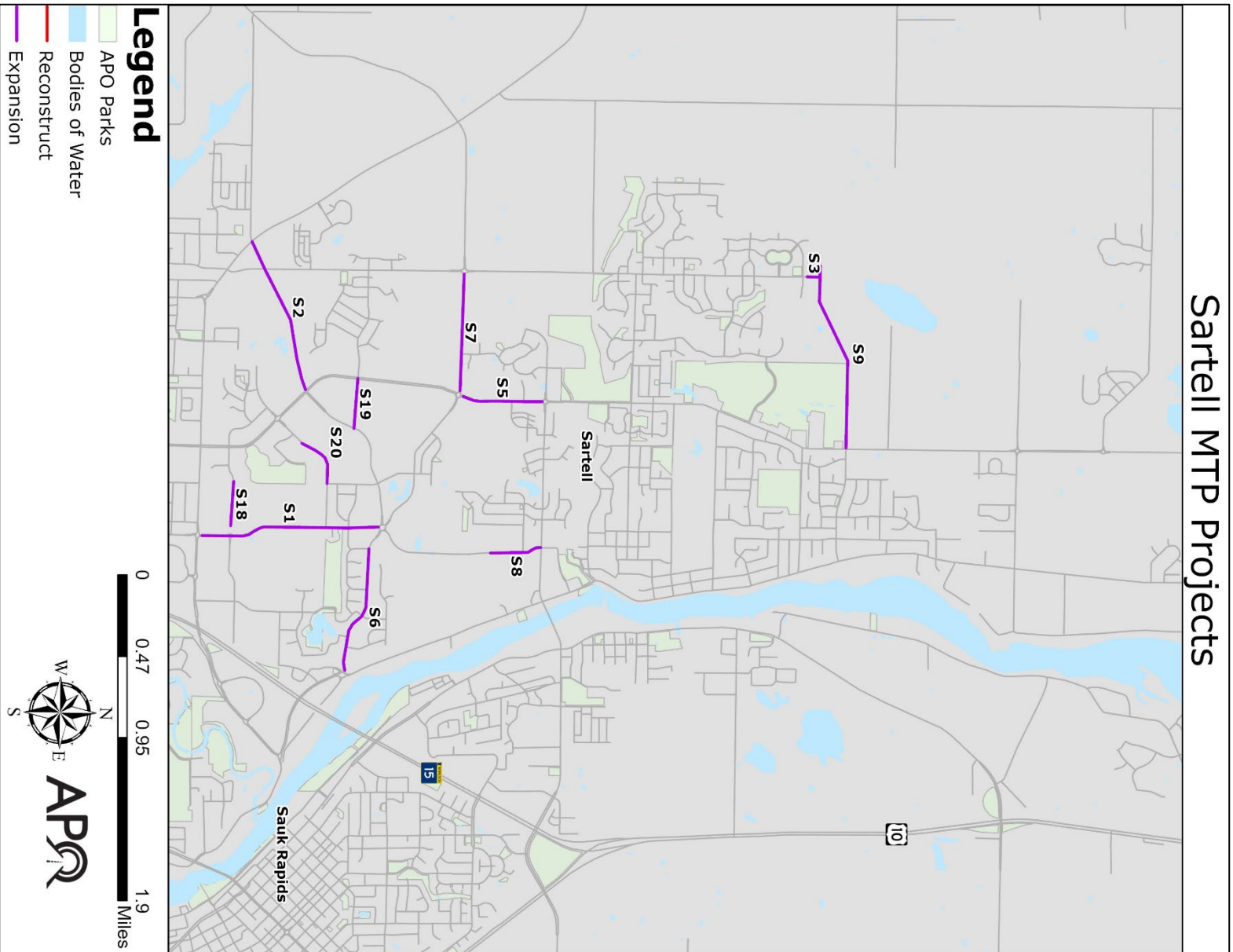


Figure 7.52: Map of the City of Sartell's capacity expansion projects.

### Fiscal Constraint for Capacity Expansion Projects

As discussed in Chapter 6 (Transportation Funding), it can be reasonably assumed the City of Sartell will have approximately \$155,302,395 available to complete capacity expansion projects by 2050. The total cost for the construction of the capacity expansion projects identified by the City of Sartell for construction within the MPA totals \$34.803 million in time frame of expenditure dollars. Based upon this information, the city’s proposed capacity expansion projects identified in this plan are fiscally constrained.

City of Sartell	Short-Term (2025-2028)	Mid-Term (2029-2034)	Long-Term (2035-2050)	Total
Expansion Budget	\$16,647,436	\$29,111,804	\$109,543,155	<b>\$155,302,395</b>
Carry Over from Previous Time Band	\$0	\$1,038,436	\$10,956,240	<b>N/A</b>
Expansion Project Costs	<b>\$15,609,000</b>	<b>\$19,194,000</b>	<b>\$0</b>	<b>\$34,803,000</b>
<b>Expansion Balance</b>	<b>\$1,038,436</b>	<b>\$10,956,240</b>	<b>\$120,499,395</b>	<b>\$120,499,395</b>

Figure 7.53: Total of the projected available revenue for capacity expansion projects for the City of Sartell.

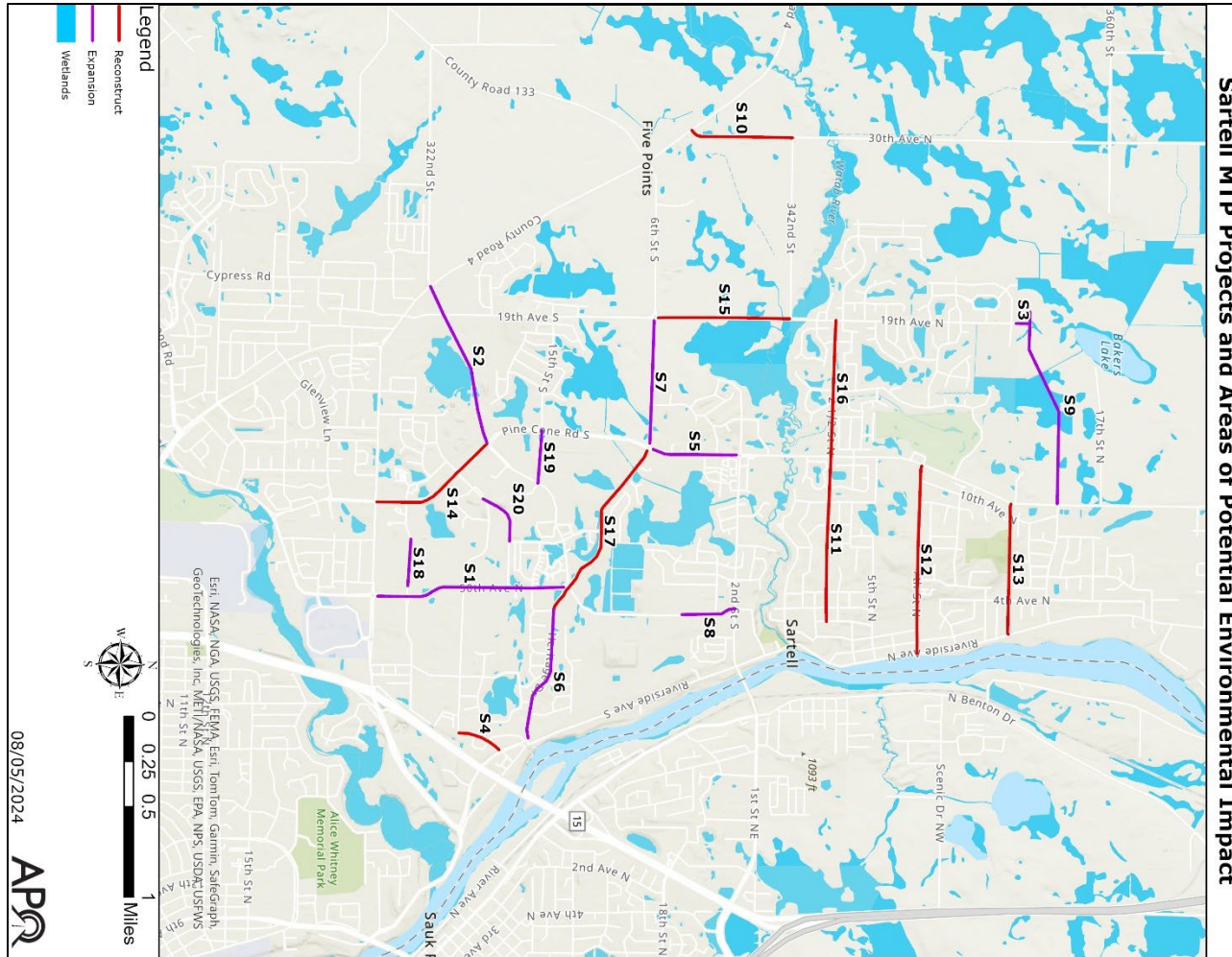
### Environmental Considerations

Local environmental planners were given the opportunity to provide initial feedback on the proposed capacity expansion projects. Additional environmental review and coordination from multiple agencies will be required prior to construction. However, the cursory discussions by the environmental agencies outlined below provide some initial considerations on specific MTP projects the city should consider as these projects move from the planning phase to implementation/construction.

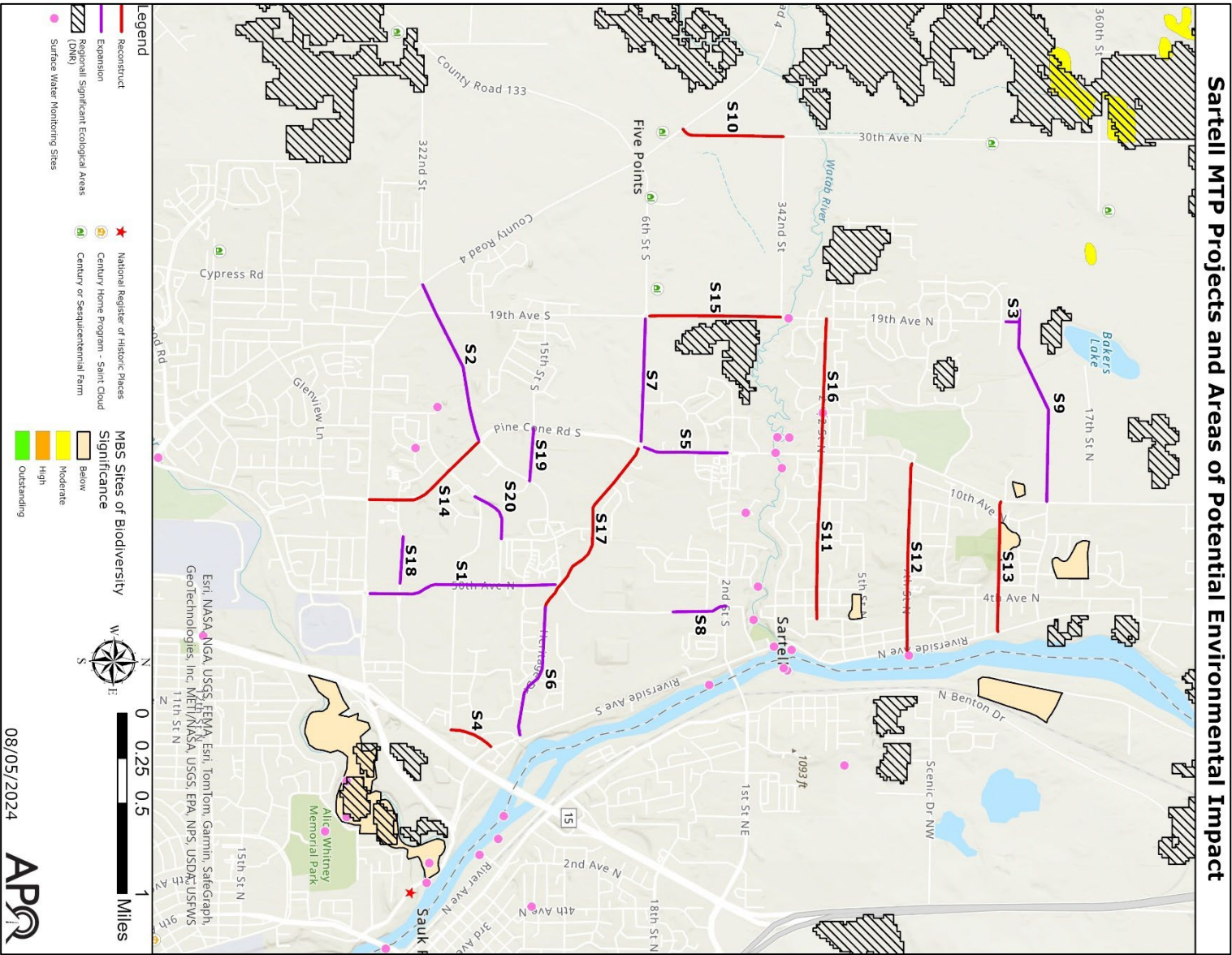
The following comments are specific to S9 (City of Sartell’s 15<sup>th</sup> Street N from Pinecone Road to 19<sup>th</sup> Avenue N).

This entire project has many environmental concerns and will severely impact wetlands. The project will be expensive in terms of buying wetland credits. New roadways are not going to qualify for the road bank credits. All costs are going to be on the applicant (Sartell). The current alignment doesn’t appear to be trying to avoid wetlands, is not likely to be approved under the Wetland Conservation Act (WCA) and does not meet the Minnesota Board of Water and Soil Resources (BWSR) requirements. Since this is a new roadway, there needs to be justification for why the proposed alignment is the only possible location and that it is the best one under these circumstances. A potential alignment for this project would be 17<sup>th</sup> Street N. It is also within a wellhead protection area and adequate stormwater treatment would be needed. The City of Sartell has an environmentally sensitive area ordinance, and this project may be impacting one of those areas. The local road authority would be responsible for the replacement plan and purchasing of wetland credits. Sartell is the only municipality in Stearns County with their own WCA Local Government Unit (LGU). The consensus is that this project would benefit from early coordination between Sartell and the respective environmental agencies and that the current alignment will not be approved.

While local environmental planners provided a very preliminary review on these (and the system preservation) projects, as stated above, additional discussions between the city and local environmental stakeholders will be required to address multiple environmental factors prior to construction. Figures 7.54 and 7.55 provide additional information on potential environmental areas of concern in proximity to the proposed projects (both capacity expansion and system preservation projects) identified by the City of Sartell.



**Figure 7.54:** Map of the City of Sartell proposed capacity expansion and system preservation projects in relation to the location of area wetlands. Data courtesy of MnDNR.



**Figure 7.55:** Map of the City of Sartell proposed capacity expansion and system preservation projects in relation to environmental areas of concern. Data courtesy of MnDNR, MPCA, Stearns History Museum, City of Saint Cloud, U.S. National Park Service, and Minnesota Farm Bureau.



### Public Comments

In addition to comments received from the local environmental planners, APO staff conducted several public engagement events to provide community members with the opportunity to learn more about the future proposed infrastructure improvements and provide their feedback/comments. The following is a list of the comments heard regarding the City of Sartell's capacity expansion projects.

Date	Source	Project Number	Comment	Disposition
08/16/2024	Online SurveyMonkey	S1	"S1 is due for repaving due to its deteriorating condition. It is also fairly narrow for the amount of traffic it carries. Therefore it should be replaced and whilst at it, expand it for the future. A three lane with side path is an excellent choice as well!"	We will certainly pass along the comments regarding S1 to the City of Sartell. As of the drafting of this plan, it appears the City of Sartell has identified this project to be completed within the next four to five years, so this project is coming down the pipeline pretty quickly.
08/16/2024	Online SurveyMonkey	S20	"S20 is rated as such because the walking paths would benefit the population, though the roadway is fine as is."	This capacity expansion project would continue ultimately connect the dead end at 17 <sup>th</sup> Street S to Scout Drive – both of which have walking/biking facilities on them. So this would fill a connection gap for the neighborhood, providing another access into and out of the neighborhood aside from Leander Avenue and Roberts Road.
08/16/2024	Online SurveyMonkey	S6	"S6: Is desperately needed for safety reasons. While it would take away from peoples properties (I am presuming here), the added center lane would give drivers a chance to turn without creating bottlenecks. Currently, If drivers aren't paying close attention they may unintentionally cause rear-end collisions to motorists simply trying to turn."	This project would essentially complete the three-lane gap on existing on Heritage Drive between Huntington Drive and CSAH 1. While it is uncertain if the expansion would encroach past the roadway right-of-way, it is a factor that is considered when making these decisions on whether to expand an existing roadway or not. APO staff will forward this comment on to City of Sartell staffers.

Date	Source	Project Number	Comment	Disposition
08/16/2024	Online SurveyMonkey	S3 and S9	"S3 and S9 would simplify the neighborhoods route to some nearby churches but that is all those streets would do. While slightly longer, there exists several streets already that severe the same function."	The City of Sartell has indicated there is a lack of east-west connections within the community. In particular, city leaders have expressed concerns with a lack of east-west connections in the Celebration neighborhood – with residents either having to south on 19 <sup>th</sup> Avenue N and then west on 2-1/2 Street N to access Pinecone Road. While it is correct that there are other corridors such as 2-1/2 Street N that serve a similar function, the City is hoping to provide another connection so as not to concentrate traffic on 2-1/2 Street N.
08/16/2024	Online SurveyMonkey	S19	"S19 makes no sense now but in the future it could help with mobility I suppose."	This connection was originally planned to happen prior to the Great Recession in the mid-2000s. Like several of the capacity expansion projects identified by the City of Sartell, many will be dependent upon future development pressures and community need to dictate the timing of construction.
08/16/2024	Online SurveyMonkey	S5	"S5 already has a great walking path alongside it, and the current traffic level doesn't seem to be an alarming issue through in the future it may be."	Pinecone Road does have a great walking path alongside it. The section in question (between Heritage Drive and Second Street S) is where the stretch of Pinecone transitions into two lanes (it was four-lanes south of the existing roundabout with Heritage Drive). Through a process known as travel demand modeling, APO staff can use projected population and development data to forecast future traffic congestion on various roadways. As the corridor is designed today, if the region was to continue to grow (adding population and development), this section of Pinecone Road would start to become congested by 2050 if nothing were to be done to the corridor. However, when we update our travel demand model with the additional lanes along this stretch of Pinecone Road to our future 2050 scenario, the corridor would operate similar to how it does today.

Figure 7.56: Public comment disposition matrix for comments received pertaining to capacity expansion projects proposed by the City of Sartell.

### System Preservation Projects

Of the 21 fiscally constrained projects identified by the City of Sartell, 10 are system preservation projects totaling approximately \$38.783 million in time band of expenditure dollars.

Project ID	Project Location	Termini	Estimated Project Cost (in millions)*	Time Band of Construction
<b>S15</b>	19 <sup>th</sup> Avenue S	Sixth Street S to First Street S	\$2.537	Short-Term (2025-2028)
<b>S10</b>	Townline Road	CSAH 4 to First Street N	\$0.371	Short-Term (2025-2028)
<b>S4</b>	LeSauk Drive	Riverside Drive to Dehler Drive	\$1.070	Short-Term (2025-2028)
<b>S14</b>	Pinecone Road	CSAH 120 to Roberts Road	\$3.414	Mid-Term (2029-2034)
<b>S16</b>	2-1/2 Street N	Pinecone Road to 19 <sup>th</sup> Avenue S	\$2.766	Mid-Term (2029-2034)
<b>S17</b>	Heritage Drive	Pinecone Road to west leg of Huntington Drive	\$5.014	Mid-Term (2029-2034)
<b>S11</b>	2-1/2 Street N	Pinecone Road to Third Avenue N	\$3.862	Mid-Term (2029-2034)
<b>S13</b>	12 <sup>th</sup> Street N	Pinecone Road to Riverside Drive	\$5.103	Long-Term (2035-2050)
<b>S12</b>	Seventh Street N	Pinecone Road to Riverside Drive	\$7.142	Long-Term (2035-2050)
<b>S21</b>	35 <sup>th</sup> Street N	Pinecone Road to Blackberry Circle West	\$7.504	Long-Term (2035-2050)

\*Costs are the estimated cost in year-of-construction.

**Figure 7.57:** A list of the fiscally constrained system preservation projects to be completed by the City of Sartell through planning horizon 2050.

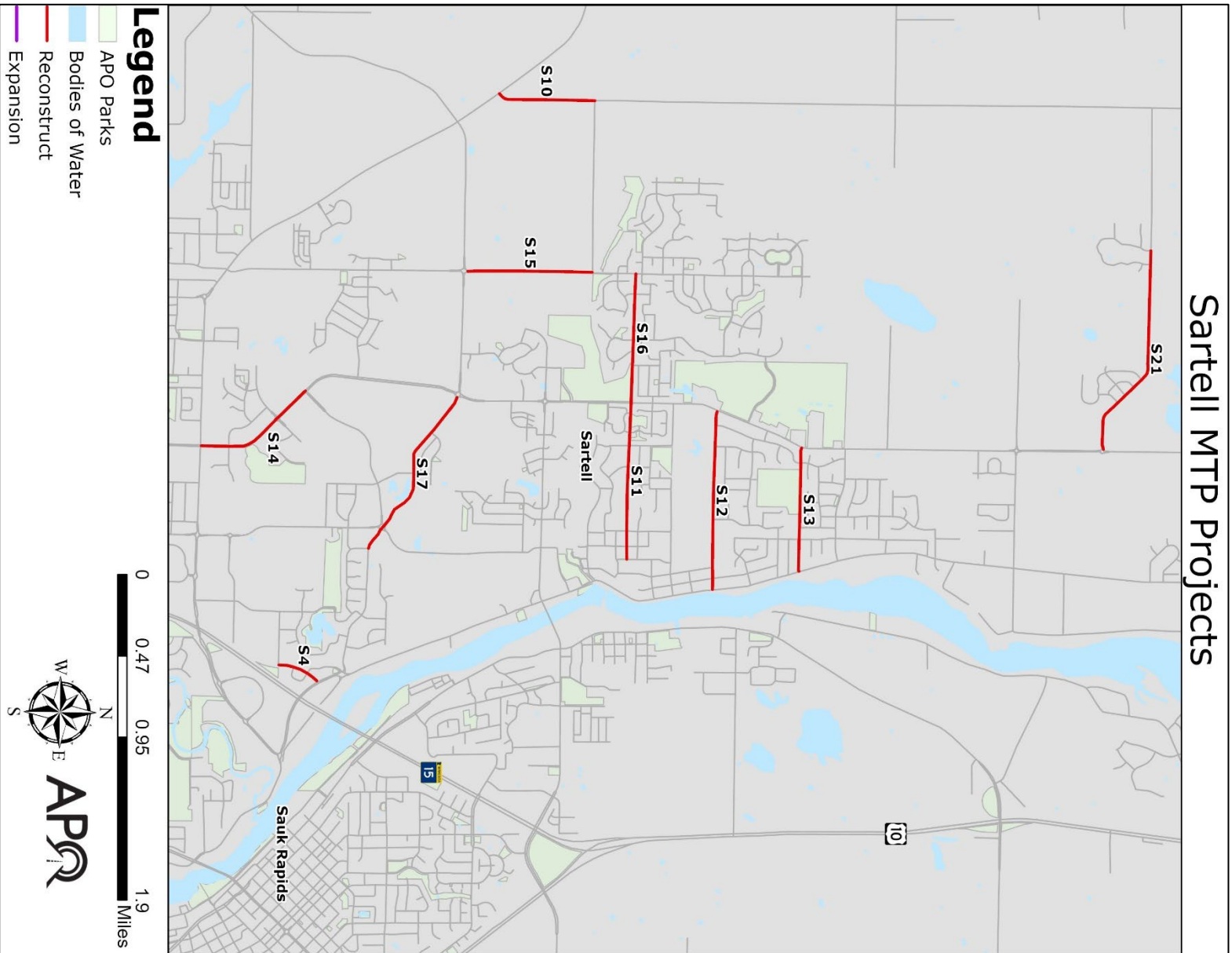


Figure 7.58: Map of the City of Sartell's system preservation projects.

### Fiscal Constraint for System Preservation Projects

As discussed in Chapter 6 (Transportation Funding), it can be reasonably assumed the City of Sartell will have approximately \$85,504,921 available to complete system preservation (reconstruction) projects by 2050. The total cost for the construction of the system preservation projects identified by the City of Sartell for construction within the MPA totals \$38.783 million in time frame of expenditure dollars. Based upon this information, the city’s proposed system preservation projects identified in this plan are fiscally constrained.

City of Sartell	Short-Term (2025-2028)	Mid-Term (2029-2034)	Long-Term (2035-2050)	Total
System Preservation Budget	\$9,165,588	\$16,028,101	\$60,311,232	<b>\$85,504,921</b>
Carry Over from Previous Time Band	\$0	\$5,187,588	\$6,159,689	<b>N/A</b>
System Preservation Project Costs	<b>\$3,978,000</b>	<b>\$15,056,000</b>	<b>\$19,749,000</b>	<b>\$38,783,000</b>
<b>System Preservation Balance</b>	<b>\$5,187,588</b>	<b>\$6,159,689</b>	<b>\$46,721,921</b>	<b>\$46,721,921</b>

Figure 7.59: Total of the projected available revenue for system preservation projects for the City of Sartell.

### Public Comments

APO staff conducted several public engagement events to provide community members with the opportunity to learn more about the future proposed infrastructure improvements and provide their feedback/comments. During the APO’s public engagement on the draft 2050 MTP, APO staff did not receive any public comments on the proposed Sartell system preservation projects.

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### City of Sauk Rapids

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The City of Sauk Rapids has identified 19 fiscally constrained projects through planning horizon 2050. This equates to approximately \$73.816 million in time band of expenditure dollars.

The following section details the projects and provides a summary of how these projects were fiscally constrained given the revenue forecasts provided in Chapter 6. In addition, because transportation infrastructure projects – particularly capacity expansion projects – can have major impacts on the natural environment (as discussed in Chapter 3: Environmental Conditions), APO staff facilitated discussions with local environmental planners to provide initial comments on projects listed within the MTP. Environmental comments specific to Sauk Rapids projects have been included here. Maps have also been included that identify project locations in proximity to environmental areas of concern. Wrapping up the City of Sauk Rapids project section are public comments related to the proposed infrastructure improvements.

### Capacity Expansion Projects

Of the 19 fiscally constrained projects identified by the City of Sauk Rapids, one capacity expanding project was identified totaling approximately \$2.710 million in time band of expenditure dollars.

Project ID	Project Location	Termini	Post-Construction Facility Type	Estimated Project Cost (in millions)*	Time Band of Construction
SR9	13 <sup>th</sup> Avenue NE	Existing 19 <sup>th</sup> Street N to Golden Spike Road	Urban two-lane rural roadway with sidewalk on one side	\$2.710	Long-Term (2035-2050)

\*Costs are the estimated cost in year-of-construction.

**Figure 7.60:** A list of the fiscally constrained capacity expansion projects to be completed by the City of Sauk Rapids through planning horizon 2050.

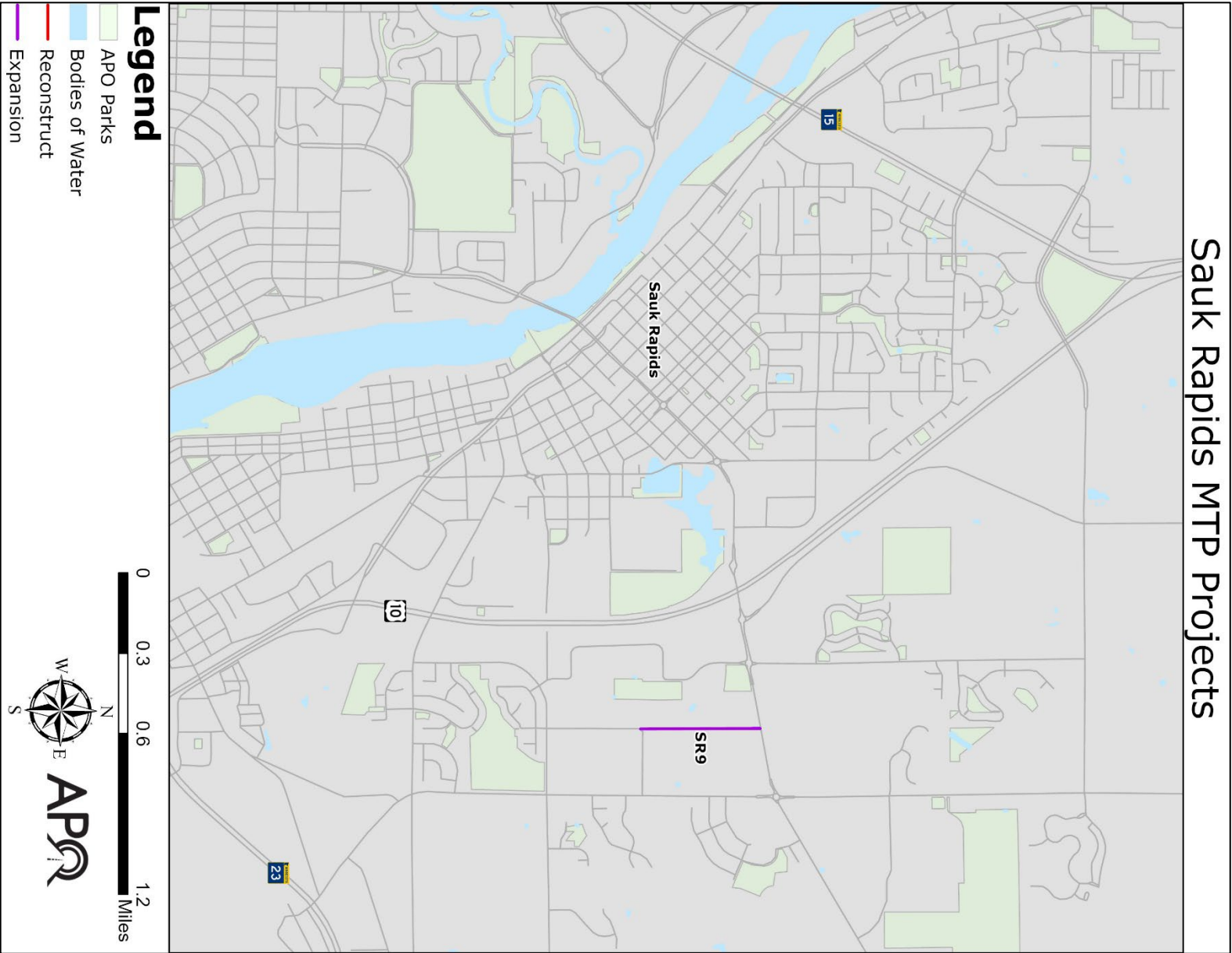


Figure 7.61: Map of the City of Sauk Rapids's capacity expansion project.

### *Fiscal Constraint for Capacity Expansion Projects*

As discussed in Chapter 6 (Transportation Funding), it can be reasonably assumed the City of Sauk Rapids will have approximately \$16,746,732 available to complete capacity expansion projects by 2050. The total cost for the construction of the capacity expansion project identified by the City of Sauk Rapids for construction within the MPA totals \$2.710 million in time frame of expenditure dollars. Based upon this information, the city’s proposed capacity expansion projects identified in this plan are fiscally constrained.

<b>City of Sauk Rapids</b>	<b>Short-Term (2025-2028)</b>	<b>Mid-Term (2029-2034)</b>	<b>Long-Term (2035-2050)</b>	<b>Total</b>
Expansion Budget	\$1,795,144	\$3,139,215	\$11,812,373	<b>\$16,746,732</b>
Carry Over from Previous Time Band	\$0	\$1,795,144	\$4,934,359	<b>N/A</b>
Expansion Project Costs	<b>\$0</b>	<b>\$0</b>	<b>\$2,710,000</b>	<b>\$2,710,000</b>
<b>Expansion Balance</b>	<b>\$1,795,144</b>	<b>\$4,934,359</b>	<b>\$14,036,732</b>	<b>\$14,036,732</b>

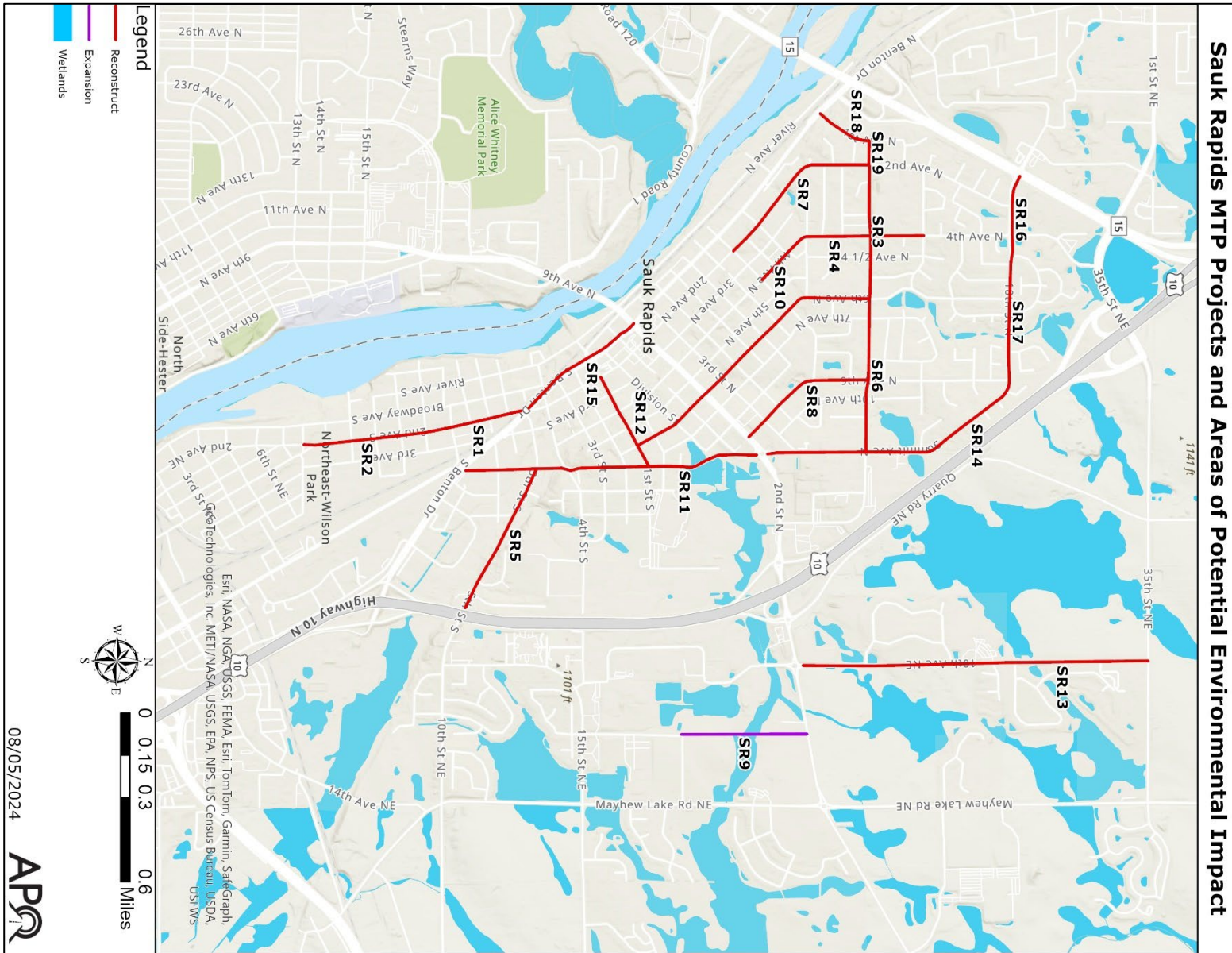
**Figure 7.62:** Total of the projected available revenue for capacity expansion projects for the City of Sauk Rapids.

### *Environmental Considerations*

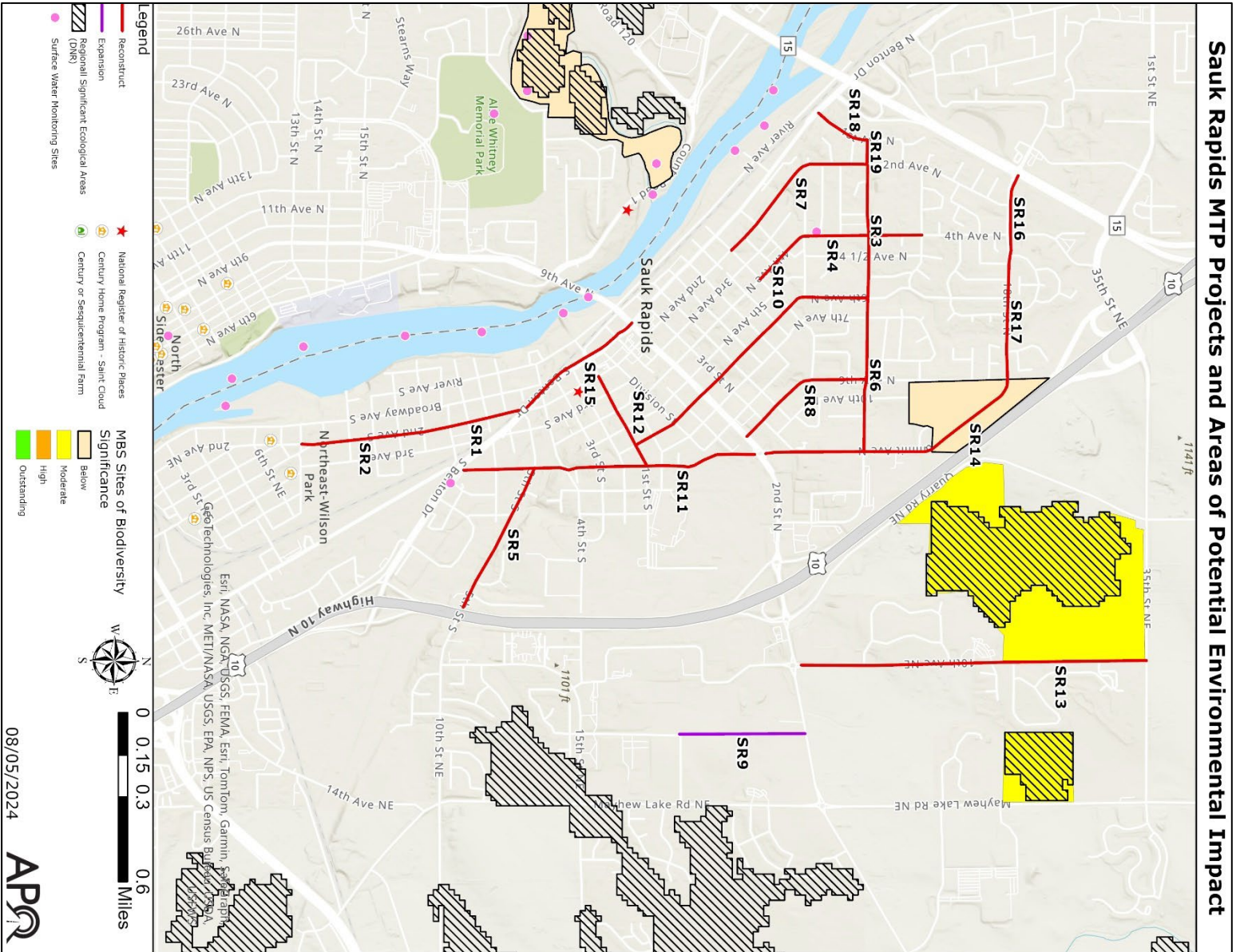
Local environmental planners were given the opportunity to provide initial feedback on the proposed capacity expansion projects. Additional environmental review and coordination from multiple agencies will be required prior to construction. However, the cursory discussions by the environmental agencies outlined below provide some initial considerations on specific MTP projects the city should consider as these projects move from the planning phase to implementation/construction.

No environmental comments were received for the capacity expansion projects identified by the City of Sauk Rapids. While local environmental planners did not voice immediate concerns about this (and the system preservation) projects proposed by the city, additional discussions between both the City of Sauk Rapids and the local environmental stakeholders will be required to address multiple environmental factors prior to construction. Figures 7.63 and 7.64 provide additional information on potential environmental areas of concern in proximity to the proposed projects (both capacity expansion and system preservation projects) identified by the City of Sauk Rapids.





**Figure 7.63:** Map of the City of Sauk Rapids proposed capacity expansion and system preservation projects in relation to the location of area wetlands. Data courtesy of MnDNR.



**Figure 7.64:** Map of the City of Sauk Rapids proposed capacity expansion and system preservation projects in relation to environmental areas of concern. Data courtesy of MnDNR, MPCA, Stearns History Museum, City of Saint Cloud, U.S. National Park Service, and Minnesota Farm Bureau.

### Public Comments

In addition to comments received from the local environmental planners, APO staff conducted several public engagement events to provide community members with the opportunity to learn more about the future proposed infrastructure improvements and provide their feedback/comments. During the APO’s public engagement on the draft 2050 MTP, APO staff did not receive any public comments on the proposed Sauk Rapids capacity expansion project.

### System Preservation Projects

Of the 19 fiscally constrained projects identified by the City of Sauk Rapids, 18 are system preservation projects totaling approximately \$71.106 million in time band of expenditure dollars.

Project ID	Project Location	Termini	Estimated Project Cost (in millions)*	Time Band of Construction
SR1	Second Avenue S	Benton Drive to 10 <sup>th</sup> Street S	\$1.288	Short-Term (2025-2028)
SR19	11 <sup>th</sup> Street N	First Avenue N to Second Avenue N	\$0.263	Short-Term (2025-2028)
SR18	First Avenue N	Benton Drive to 11 <sup>th</sup> Street N	\$0.641	Short-Term (2025-2028)
SR2	Second Avenue S	10 <sup>th</sup> Street S to Searle Street	\$1.691	Short-Term (2025-2028)
SR3	11 <sup>th</sup> Street N	Second Avenue N to Sixth Avenue N	\$2.135	Mid-Term (2029-2034)
SR12	First Street S	Second Avenue S to Summit Avenue	\$1.805	Mid-Term (2029-2034)
SR4	Fourth Avenue N	Eighth Street N to 13 <sup>th</sup> Street N	\$3.732	Long-Term (2035-2050)
SR5	Fifth Street S	Summit Avenue to US 10	\$4.337	Long-Term (2035-2050)
SR6	11 <sup>th</sup> Street N	Sixth Avenue N to Summit Avenue	\$3.449	Long-Term (2035-2050)
SR7	Second Avenue N	Eighth Street N to 11 <sup>th</sup> Street N	\$3.372	Long-Term (2035-2050)
SR8	Ninth Avenue N	Second Street N to 11 <sup>th</sup> Street N	\$3.258	Long-Term (2035-2050)
SR10	Sixth Avenue South and North	First Street S to 11 <sup>th</sup> Street N	\$6.682	Long-Term (2035-2050)
SR13	10 <sup>th</sup> Avenue NE	CSAH 3 to CSAH 29	\$9.686	Long-Term (2035-2050)

Project ID	Project Location	Termini	Estimated Project Cost (in millions)*	Time Band of Construction
SR14	Summit Avenue	Second Street N to Ninth Avenue N	\$7.508	Long-Term (2035-2050)
SR15	Benton Drive	Third Street N to Second Avenue N	\$8.530	Long-Term (2035-2050)
SR16	18 <sup>th</sup> Street N	MN 15 to 4-1/2 Avenue N	\$2.341	Long-Term (2035-2050)
SR17	18 <sup>th</sup> Street N	Ninth Avenue N to 4-1/2 Avenue N	\$3.360	Long-Term (2035-2050)
SR11	Summit Avenue	Benton Drive to Second Street N	\$7.028	Long-Term (2035-2050)

\*Costs are the estimated cost in year-of-construction.

**Figure 7.65:** A list of the fiscally constrained system preservation projects to be completed by the City of Sauk Rapids through planning horizon 2050.

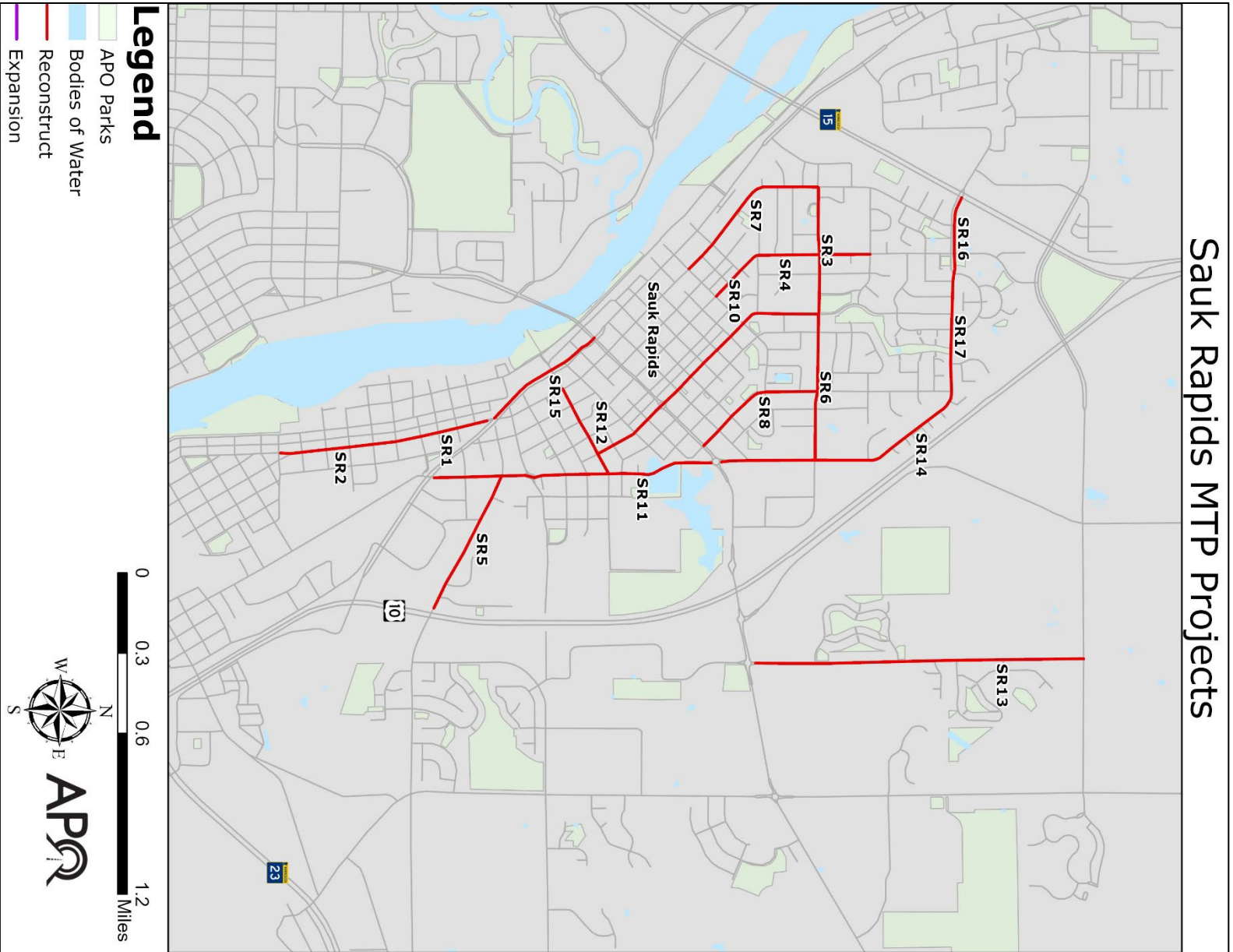


Figure 7.66: Map of the City of Sauk Rapids’s system preservation projects.

### Fiscal Constraint for System Preservation Projects

As discussed in Chapter 6 (Transportation Funding), it can be reasonably assumed the City of Sauk Rapids will have approximately \$99,802,896 available to complete system preservation (reconstruction) projects by 2050. The total cost for the construction of the system preservation projects identified by the City of Sauk Rapids for construction within the MPA totals \$71.106 million in time frame of expenditure dollars. Based upon this information, the city’s proposed system preservation projects identified in this plan are fiscally constrained.

City of Sauk Rapids	Short-Term (2025-2028)	Mid-Term (2029-2034)	Long-Term (2035-2050)	Total
System Preservation Budget	\$10,698,240	\$18,708,291	\$70,396,365	<b>\$99,802,896</b>
Carry Over from Previous Time Band	\$0	\$6,815,240	\$21,583,531	<b>N/A</b>
System Preservation Project Costs	<b>\$3,883,000</b>	<b>\$3,940,000</b>	<b>\$63,283,000</b>	<b>\$71,106,000</b>
<b>System Preservation Balance</b>	<b>\$6,815,240</b>	<b>\$21,583,531</b>	<b>\$28,696,896</b>	<b>\$28,696,896</b>

Figure 7.67: Total of the projected available revenue for system preservation projects for the City of Sauk Rapids.

### Public Comments

APO staff conducted several public engagement events to provide community members with the opportunity to learn more about the future proposed infrastructure improvements and provide their feedback/comments. During the APO’s public engagement on the draft 2050 MTP, APO staff did not receive any public comments on the proposed Sauk Rapids system preservation projects.

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### City of Waite Park

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The City of Waite Park has identified six fiscally constrained projects through planning horizon 2050. This equates to approximately \$16.142 million in time band of expenditure dollars.

The following section details the projects and provides a summary of how these projects were fiscally constrained given the revenue forecasts provided in Chapter 6. In addition, because transportation infrastructure projects – particularly capacity expansion projects – can have major impacts on the natural environment (as discussed in Chapter 3: Environmental Conditions), APO staff facilitated discussions with local environmental planners to provide initial comments on projects listed within the MTP. Environmental comments specific to Waite Park projects have been included here. Maps have also been included that identify project locations in proximity to environmental areas of concern. Wrapping up the City of Waite Park project section are public comments related to the proposed infrastructure improvements.

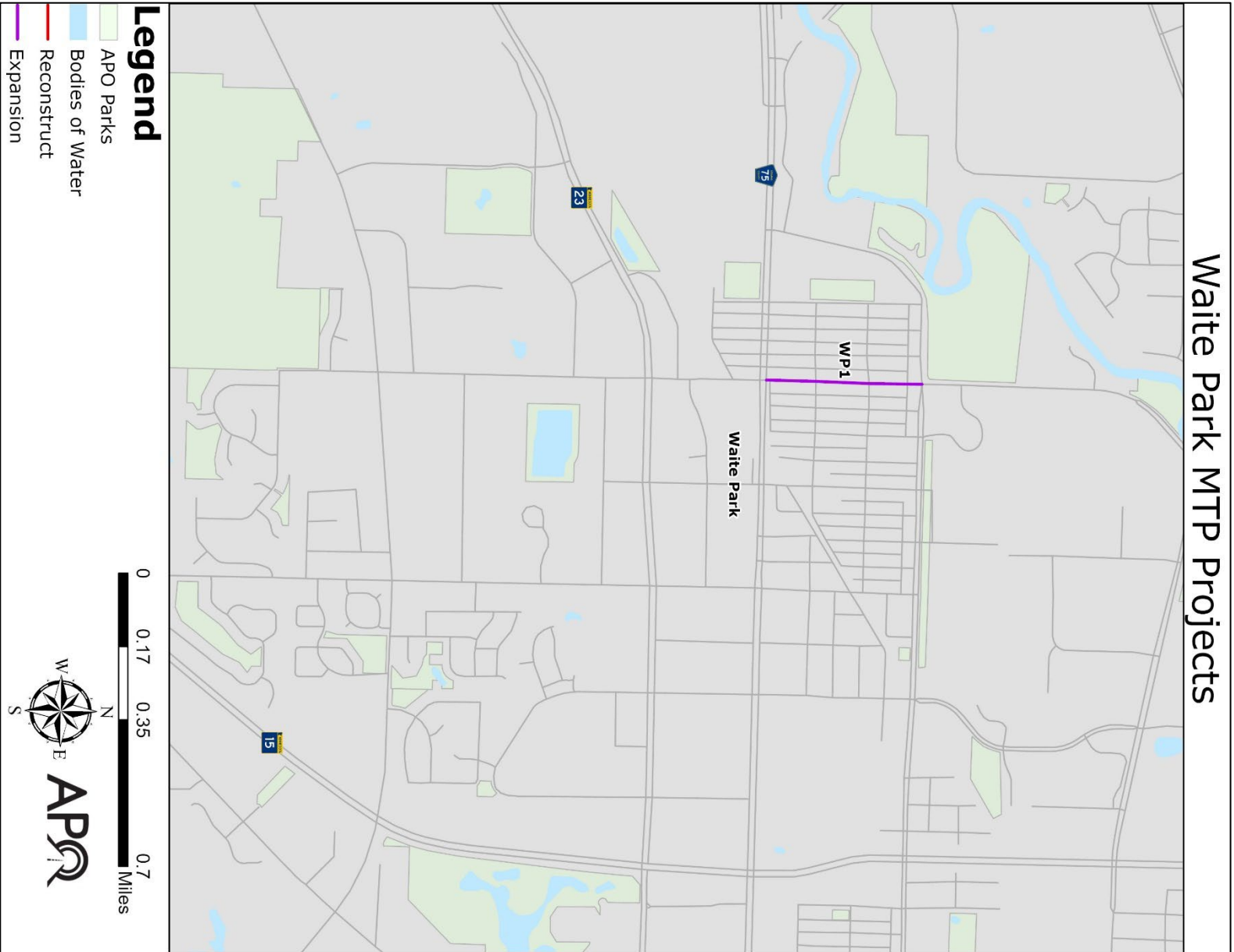
### Capacity Expansion Projects

Of the six fiscally constrained projects identified by the City of Waite Park, one capacity expanding project was identified totaling approximately \$3.095 million in time band of expenditure dollars.

Project ID	Project Location	Termini	Post-Construction Facility Type	Estimated Project Cost (in millions)*	Time Band of Construction
WP1	10 <sup>th</sup> Avenue N	Third Street N to Division Street	Urban four-lane roadway with a shared use path on one side	\$3.095	Long-Term (2035-2050)

\*Costs are the estimated cost in year-of-construction.

**Figure 7.68:** A list of the fiscally constrained capacity expansion projects to be completed by the City of Waite Park through planning horizon 2050.



# Waite Park MTP Projects

Figure 7.69: Map of the City of Waite Park's capacity expansion project.



### *Fiscal Constraint for Capacity Expansion Projects*

As discussed in Chapter 6 (Transportation Funding), it can be reasonably assumed the City of Waite Park will have approximately \$8,073,451 available to complete capacity expansion projects by 2050. The total cost for the construction of the capacity expansion project identified by the City of Waite Park for construction within the MPA totals \$3.095 million in time frame of expenditure dollars. Based upon this information, the city’s proposed capacity expansion projects identified in this plan are fiscally constrained.

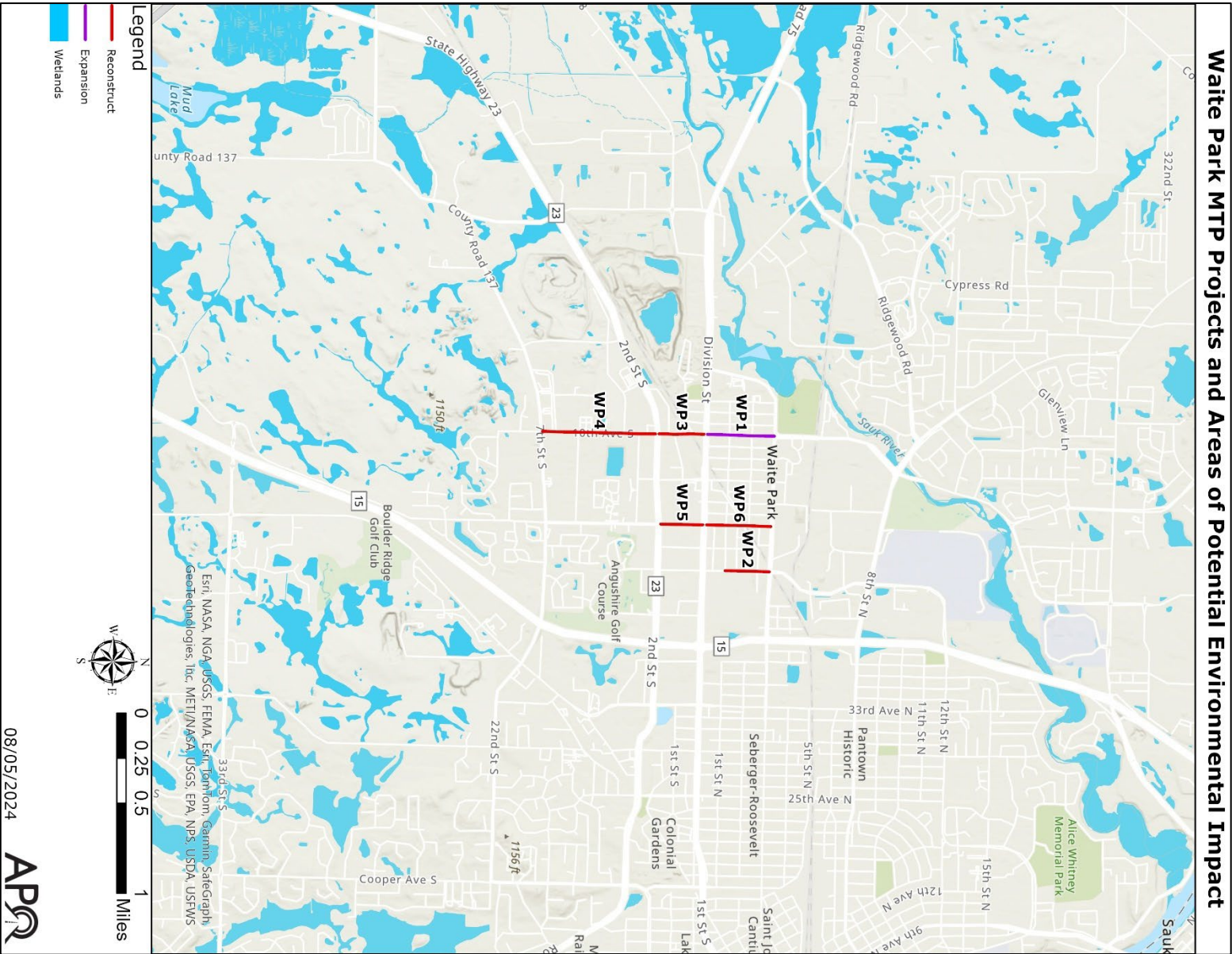
<b>City of Waite Park</b>	<b>Short-Term (2025-2028)</b>	<b>Mid-Term (2029-2034)</b>	<b>Long-Term (2035-2050)</b>	<b>Total</b>
Expansion Budget	\$865,423	\$1,513,388	\$5,694,640	<b>\$8,073,451</b>
Carry Over from Previous Time Band	\$0	\$865,423	\$2,378,811	<b>N/A</b>
Expansion Project Costs	<b>\$0</b>	<b>\$0</b>	<b>\$3,095,000</b>	<b>\$3,095,000</b>
<b>Expansion Balance</b>	<b>\$865,423</b>	<b>\$2,378,811</b>	<b>\$4,978,451</b>	<b>\$4,978,451</b>

**Figure 7.70:** Total of the projected available revenue for capacity expansion projects for the City of Waite Park.

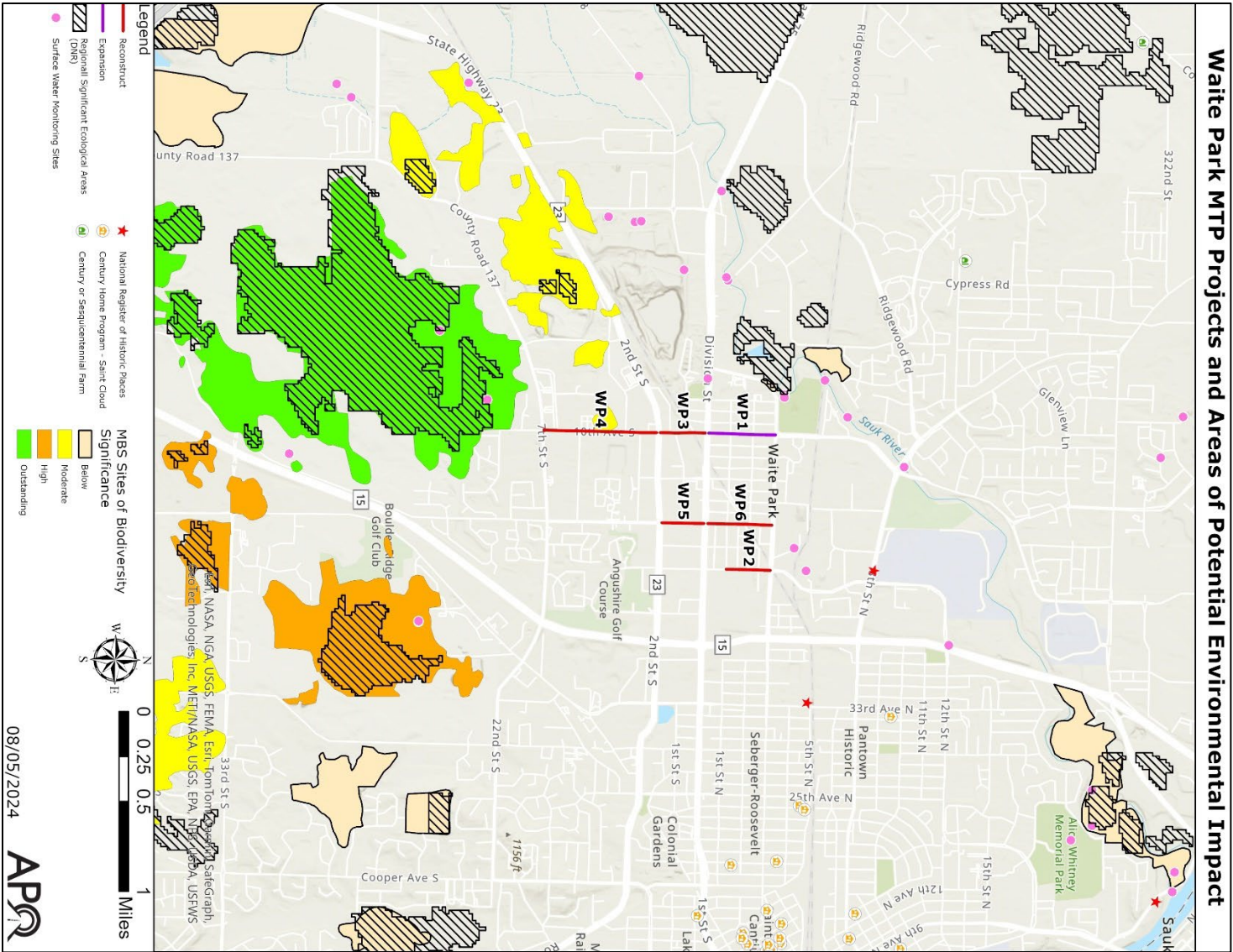
### *Environmental Considerations*

Local environmental planners were given the opportunity to provide initial feedback on the proposed capacity expansion projects. Additional environmental review and coordination from multiple agencies will be required prior to construction. However, the cursory discussions by the environmental agencies outlined below provide some initial considerations on specific MTP projects the city should consider as these projects move from the planning phase to implementation/construction.

No environmental comments were received for the capacity expansion projects identified by the City of Waite Park. While local environmental planners did not voice immediate concerns about this (and the system preservation) projects proposed by the city, additional discussions between both the City of Waite Park and the local environmental stakeholders will be required to address multiple environmental factors prior to construction. Figures 7.71 and 7.72 provide additional information on potential environmental areas of concern in proximity to the proposed projects (both capacity expansion and system preservation projects) identified by the City of Waite Park.



**Figure 7.71:** Map of the City of Waite Park proposed capacity expansion and system preservation projects in relation to the location of area wetlands. Data courtesy of MnDNR.



**Figure 7.72:** Map of the City of Waite Park proposed capacity expansion and system preservation projects in relation to environmental areas of concern. Data courtesy of MnDNR, MPCA, Stearns History Museum, City of Saint Cloud, U.S. National Park Service, and Minnesota Farm Bureau.

### Public Comments

In addition to comments received from the local environmental planners, APO staff conducted several public engagement events to provide community members with the opportunity to learn more about the future proposed infrastructure improvements and provide their feedback/comments. During the APO’s public engagement on the draft 2050 MTP, APO staff did not receive any public comments on the proposed Waite Park capacity expansion project.

### System Preservation Projects

Of the six fiscally constrained projects identified by the City of Waite Park, five are system preservation projects totaling approximately \$13.047 million in time band of expenditure dollars.

Project ID	Project Location	Termini	Estimated Project Cost (in millions)*	Time Band of Construction
WP2	Waite Avenue	Third Street N to First Street N	\$1.465	Short-Term (2025-2028)
WP5	Second Avenue S	Second Street S/MN 23 to Division Street	\$1.239	Short-Term (2025-2028)
WP3	10 <sup>th</sup> Avenue S	Division Street to Second Street S/MN 23	\$1.284	Mid-Term (2029-2034)
WP6	Second Avenue N	Division Street to Third Street N	\$2.282	Mid-Term (2029-2034)
WP4	10 <sup>th</sup> Avenue S	Second Street S/MN 23 to Seventh Street S	\$6.777	Long-Term (2035-2050)

\*Costs are the estimated cost in year-of-construction.

**Figure 7.73:** A list of the fiscally constrained system preservation projects to be completed by the City of Waite Park through planning horizon 2050.

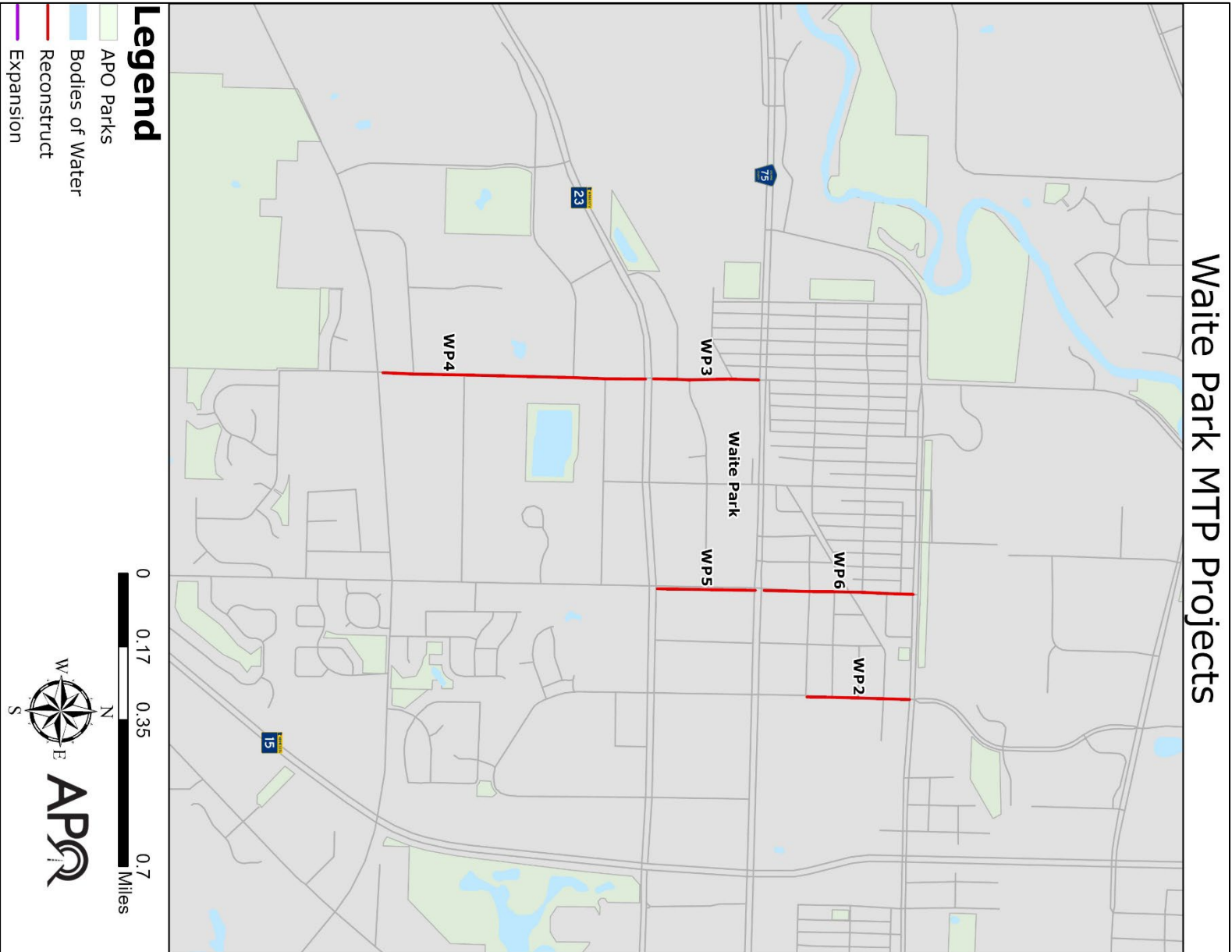


Figure 7.74: Map of the City of Waite Park's system preservation projects.

### Fiscal Constraint for System Preservation Projects

As discussed in Chapter 6 (Transportation Funding), it can be reasonably assumed the City of Waite Park will have approximately \$32,293,802 available to complete system preservation (reconstruction) projects by 2050. The total cost for the construction of the system preservation projects identified by the City of Waite Park for construction within the MPA totals \$13.047 million in time frame of expenditure dollars. Based upon this information, the city’s proposed system preservation projects identified in this plan are fiscally constrained.

City of Waite Park	Short-Term (2025-2028)	Mid-Term (2029-2034)	Long-Term (2035-2050)	Total
System Preservation Budget	\$3,461,692	\$6,053,550	\$22,778,560	<b>\$32,293,802</b>
Carry Over from Previous Time Band	\$0	\$757,692	\$3,275,242	<b>N/A</b>
System Preservation Project Costs	<b>\$2,704,000</b>	<b>\$3,536,000</b>	<b>\$6,777,000</b>	<b>\$13,047,000</b>
<b>System Preservation Balance</b>	<b>\$757,692</b>	<b>\$3,275,242</b>	<b>\$19,276,802</b>	<b>\$19,276,802</b>

Figure 7.75: Total of the projected available revenue for system preservation projects for the City of Waite Park.

### Public Comments

APO staff conducted several public engagement events to provide community members with the opportunity to learn more about the future proposed infrastructure improvements and provide their feedback/comments. During the APO’s public engagement on the draft 2050 MTP, APO staff did not receive any public comments on the proposed Waite Park system preservation projects.

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### Minnesota Department of Transportation

The Minnesota Department of Transportation (MnDOT) District 3 has identified 17 fiscally constrained projects through planning horizon 2050. This equates to approximately \$163.819 million in time band of expenditure dollars.

The following section details the projects and provides a summary of how these projects were fiscally constrained given the revenue forecasts provided in Chapter 6. In addition, because transportation infrastructure projects – particularly capacity expansion projects – can have major impacts on the natural environment (as discussed in Chapter 3: Environmental Conditions), APO staff facilitated discussions with local environmental planners to provide initial comments on projects listed within the MTP. Environmental comments specific to MnDOT projects have been included here. Maps have also been included that identify project locations in proximity to environmental areas of concern. Wrapping up the MnDOT project section are public comments related to the proposed infrastructure improvements.

### Capacity Expansion Projects

None of the 17 fiscally constrained projects identified by MnDOT District 3 staff are considered capacity expanding. Per conversations with MnDOT District 3 planning staff, it is the position of MnDOT District 3 to prioritize all funding spent within the district on preserving the statewide trunk highway system. If the need would arise for a capacity expansion project on the MnDOT system within the APO’s planning boundary, MnDOT District 3 staff would opt to explore other financial grant opportunities as outlined in Chapter 6 (Transportation Funding) including, but not limited to, the Minnesota Corridors of Commerce program, the Federal Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program, or lobbying for Congressionally Directed Spending (CDS) funding – formerly known as Federal earmarks. This would be used as opposed to the limited formula funding to spend on a capacity expansion project. Due to the highly competitive nature of these alternative funding sources, these options cannot be relied upon to assist in future revenue forecasting nor are they a guaranteed source of revenue to complete capacity expansion projects on the MnDOT system.

### Fiscal Constraint for Capacity Expansion Projects

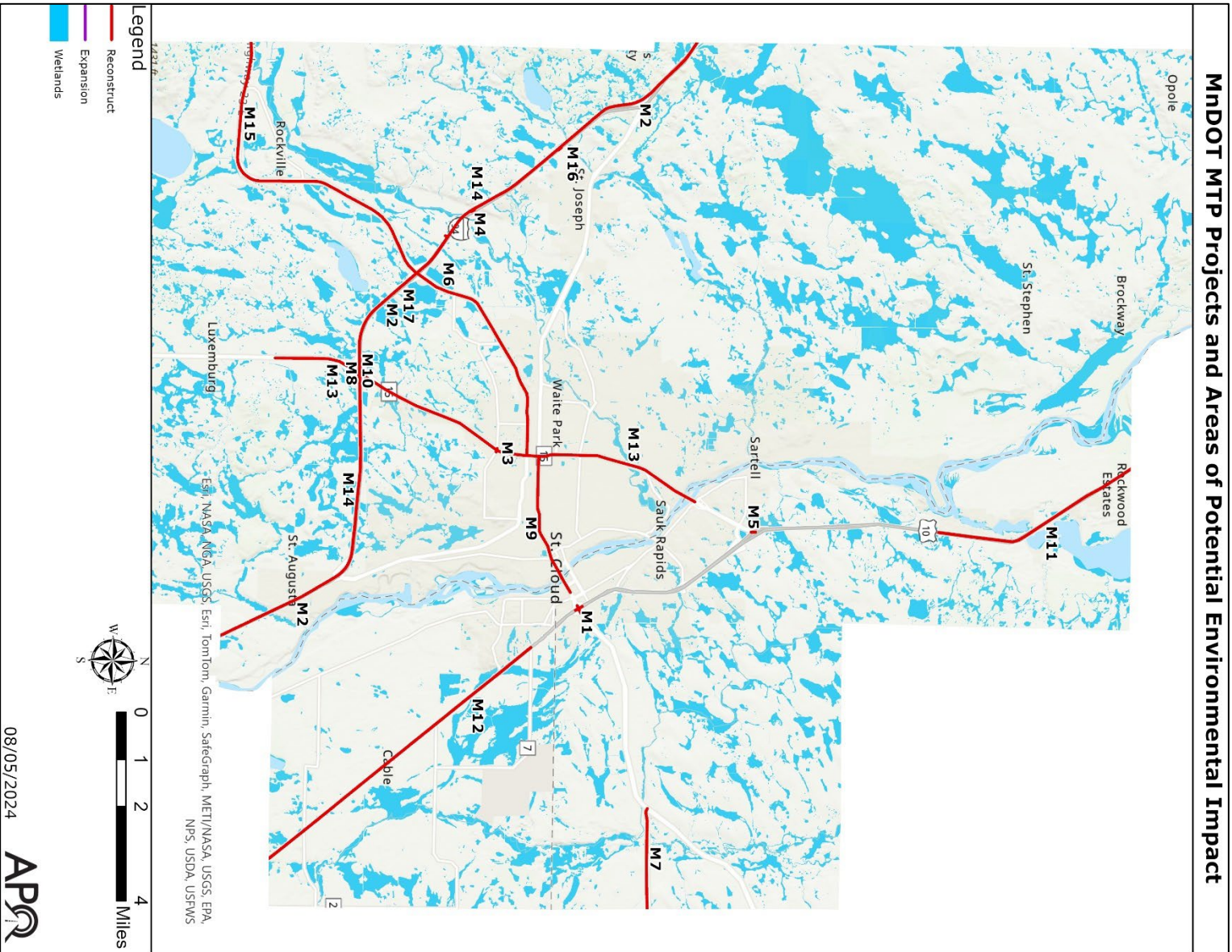
Due to the lack of capacity expansion projects identified by MnDOT District 3 within the APO’s planning area, fiscal constraint is maintained.

MnDOT District 3	Short-Term (2025-2028)	Mid-Term (2029-2034)	Long-Term (2035-2050)	Total
Expansion Budget	\$443,360	\$775,315	\$2,917,387	<b>\$4,136,062</b>
Carry Over from Previous Time Band	\$0	\$443,360	\$1,218,675	<b>N/A</b>
Expansion Project Costs	\$0	\$0	\$0	<b>\$0</b>
<b>Expansion Balance</b>	<b>\$443,360</b>	<b>\$1,218,675</b>	<b>\$4,136,062</b>	<b>\$4,136,062</b>

**Figure 7.76:** Total of the projected available revenue for capacity expansion projects for MnDOT District 3 within the APO’s planning area.

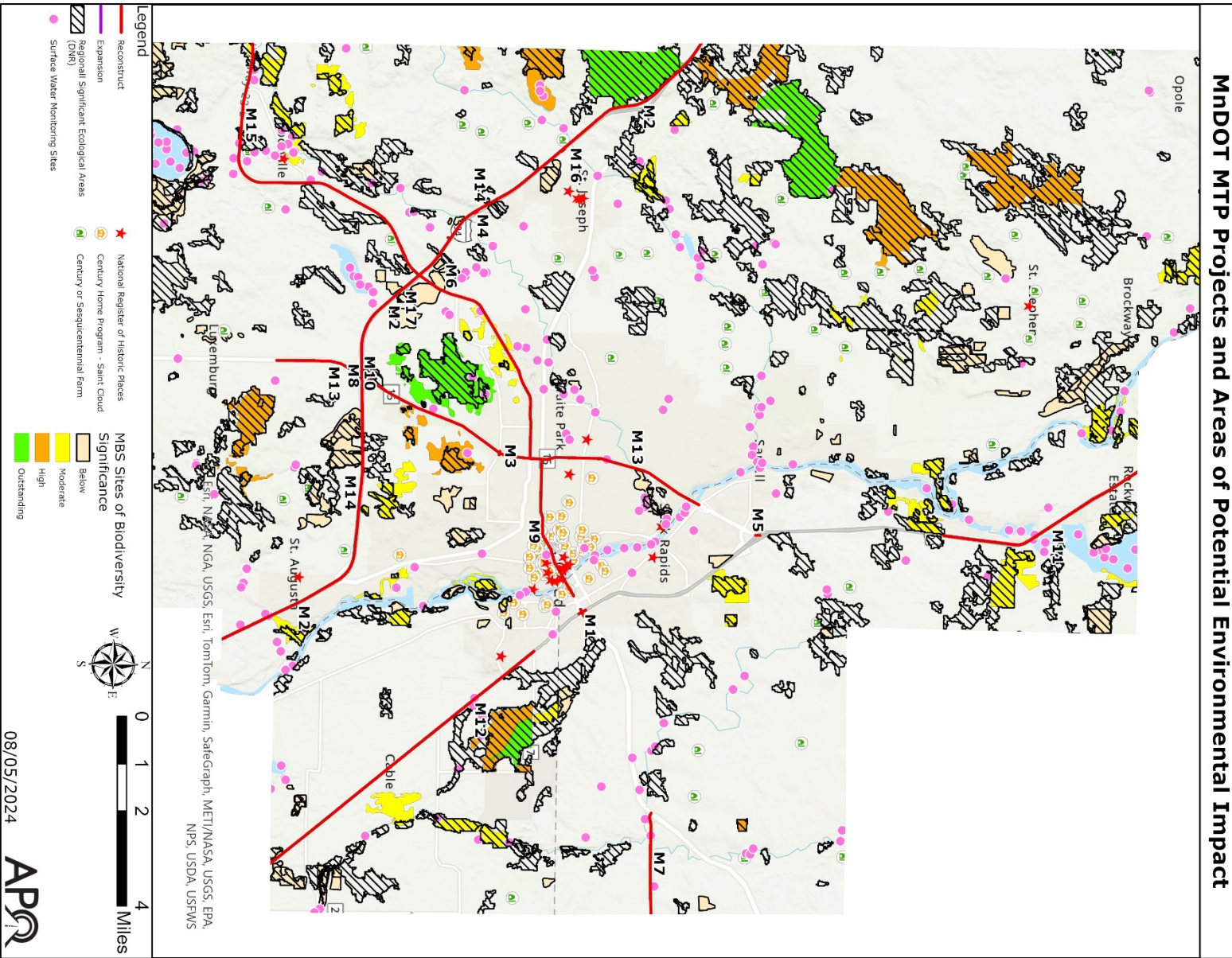
### Environmental Considerations

Because MnDOT did not have any proposed capacity expansion projects located within the APO’s planning area, environmental stakeholders did not provide feedback on MnDOT projects anticipated to be completed by 2050. However, this does not mean environmental coordination will not need to be facilitated prior to construction. Conversations must occur between MnDOT and local environmental stakeholders to address multiple environmental factors prior to the start of these system preservation projects. Figures 7.77 and 7.78 provide additional information on potential environmental areas of concern in proximity to the proposed MnDOT projects.



**Figure 7.77:** Map of the MnDOT proposed system preservation projects in relation to the location of area wetlands. Data courtesy of MnDNR.





**Figure 7.78:** Map of the MndOT proposed system preservation projects in relation to environmental areas of concern. Data courtesy of MnDNR, MPCA, Stearns History Museum, City of Saint Cloud, U.S. National Park Service, and Minnesota Farm Bureau.

### System Preservation Projects

As stated earlier, all 17 of MnDOT’s fiscally constrained projects are system preservation projects. These projects total approximately \$163.819 million in time band of expenditure dollars. Projects listed below were identified by MnDOT staff as part of the development of the District’s 2024-2033 10-Year Capital Highway Investment Plan (CHIP). The proposed estimated project cost information was also obtained from the 2024-2033 CHIP. As a result, no long-term system preservation projects were identified.

Projects denoted with an “\*\*” indicate the project falls within and outside the APO’s planning boundaries. The estimated project cost for those projects includes the full scope of the project not just the estimated project cost for the portion occurring within the APO’s MPA.

Project ID	Project Location	Termini	Estimated Project Cost (in millions)*	Time Band of Construction
<b>M1</b>	MN 23	US 10/MN 23 interchange project	\$49.000	Short-Term (2025-2028)
<b>M2**</b>	I-94	From eastern planning area boundary to western planning area boundary	\$0.500	Short-Term (2025-2028)
<b>M3</b>	MN 15	Bridge 73019 over MN 15	\$0.800	Short-Term (2025-2028)
<b>M4</b>	I-94	Bridges 73877 (westbound) and 73878 (eastbound) over Sauk River in Saint Joseph Township	\$1.500	Short-Term (2025-2028)
<b>M5</b>	MN 15	Bridge 05003 over US 10	\$1.850	Short-Term (2025-2028)
<b>M6</b>	MN 23	0.455 miles east of 93 <sup>rd</sup> Avenue to MN 15 in Waite Park, eastbound and westbound	\$12.985	Short-Term (2025-2028)
<b>M7**</b>	MN 95	From junction with MN 23 to eastern planning boundary (entire project extends to Benton/Mille Lacs County line)	\$7.470	Mid-Term (2029-2034)
<b>M8</b>	I-94	Bridges 73855 and 73856 over MN 15	\$2.405	Mid-Term (2029-2034)
<b>M9</b>	MN 23	MN 15 to Fourth Avenue in Saint Cloud	\$7.155	Mid-Term (2029-2034)
<b>M10</b>	I-94	Bridge 73873 over MN 15	\$1.300	Mid-Term (2029-2034)
<b>M11**</b>	US 10	CR 40 (Halfway Crossing) to Benton CSAH 4	\$15.700	Mid-Term (2029-2034)

Project ID	Project Location	Termini	Estimated Project Cost (in millions)*	Time Band of Construction
<b>M12**</b>	US 10	1.2 miles east of MN 23 to southern planning boundary (eastbound lanes only)	\$18.490	Mid-Term (2029-2034)
<b>M13</b>	MN 15	Stearns CSAH 47 in Saint Augusta to Benton CSAH 33	\$12.000	Mid-Term (2029-2034)
<b>M14</b>	I-94	Stearns CSAH 75/ Roosevelt Road to Stearns CSAH 2	\$0.750	Mid-Term (2029-2034)
<b>M15**</b>	MN 23	1.1 miles east of CSAH 12 west of Richmond to 0.5 miles east of 93 <sup>rd</sup> Avenue, eastbound and westbound	\$15.000	Mid-Term (2029-2034)
<b>M16</b>	I-94	Bridge 73869 (westbound) and 73870 (eastbound) over CSAH 2	\$2.300	Mid-Term (2029-2034)
<b>M17</b>	I-94	East end of Bridge 73865 and 73866 1.5 miles west of MN 23 to southeast end of bridges 73853 and 73854 over CSAH 75	\$14.614	Mid-Term (2029-2034)

\*Costs are the estimated cost in year-of-construction.

**Figure 7.79:** A list of the fiscally constrained system preservation projects to be completed by MnDOT District 3 through planning horizon 2050.

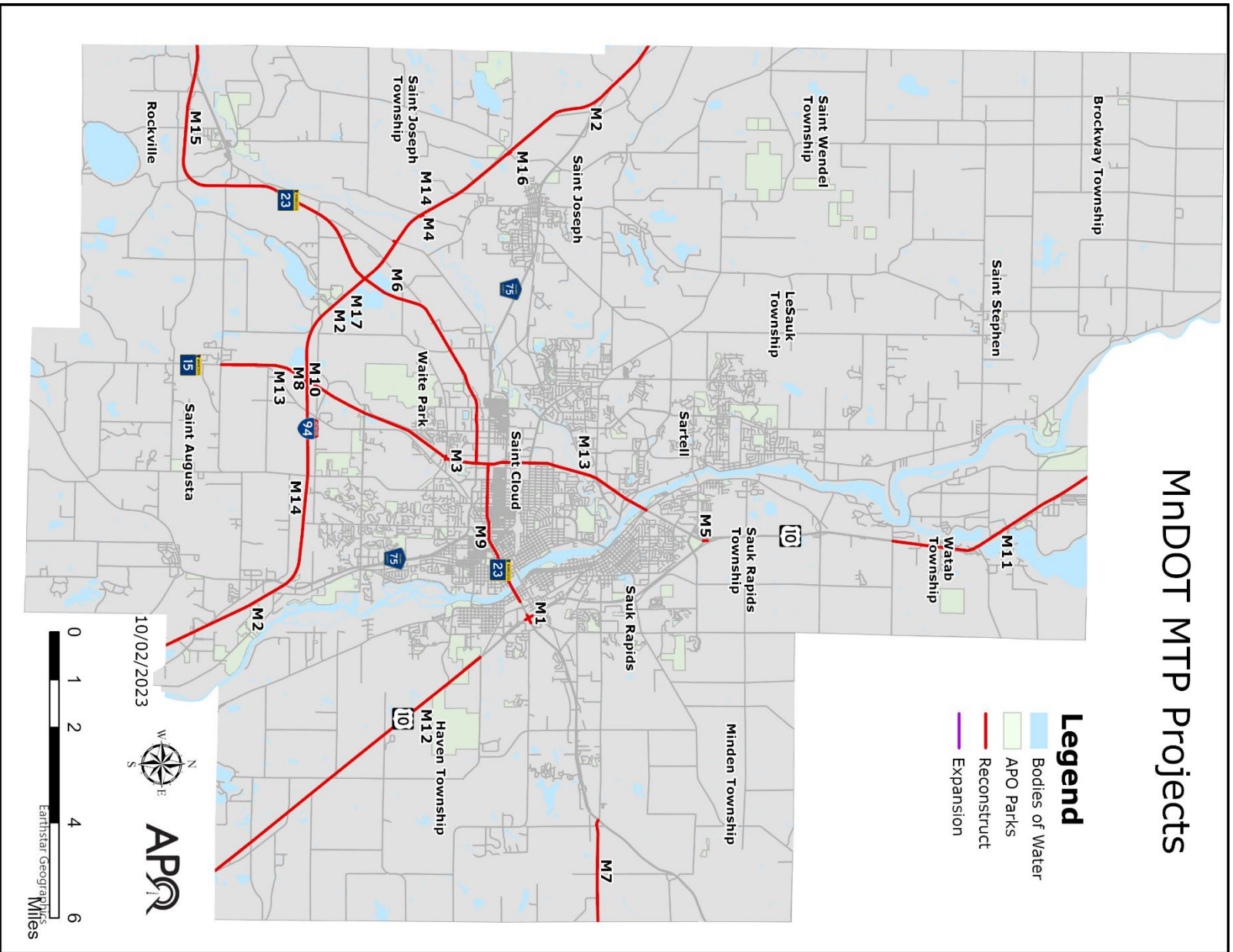


Figure 7.80: Map of MnDOT District 3's system preservation projects occurring within the APO's MPA.

### Fiscal Constraint for System Preservation Projects

As discussed in Chapter 6 (Transportation Funding), it can be reasonably assumed that MnDOT District 3 will have approximately \$541,128,307 available to complete system preservation (reconstruction) projects for the portion of the county within the APO’s planning boundary by 2050. The total cost for the construction of the system preservation projects identified by MnDOT District 3 for construction within the MPA totals \$163.819 million in time frame of expenditure dollars. However, based upon the information provided by MnDOT District 3, funding to complete this project using only the assumed funds set aside for transportation infrastructure projects within the portion of the county in the MPA (7.7% of the District’s transportation budget) will be insufficient for both the short-term and mid-term time band of expenditure as denoted in Figure 7.81. However, it is reasonably assumed the budget shortfall of \$8,630,543 in the short-term and the budget shortfall of \$4,370,553 in the mid-term will be taken from the larger districtwide budget for system preservation/reconstruction and thus fiscal constraint of these projects can be achieved as can be demonstrated in Figure 7.82.

MnDOT District 3	Short-Term (2025-2028)	Mid-Term (2029-2034)	Long-Term (2035-2050)	Total
System Preservation Budget	\$58,004,457	\$101,443,990	\$381,679,860	<b>\$541,128,307</b>
Carry Over from Previous Time Band	\$0	\$8,630,543	\$4,370,553	<b>N/A</b>
System Preservation Project Costs	\$66,635,000	\$97,184,000	\$0	<b>\$163,819,000</b>
<b>System Preservation Balance</b>	<b>-\$8,630,543</b>	<b>-\$4,370,553</b>	<b>\$377,327,307</b>	<b>\$377,327,307</b>

Figure 7.81: Total of the projected available revenue for system preservation projects for the portion of MnDOT within the APO’s MPA.

MnDOT District 3 (entire district)	Short-Term (2025-2028)	Mid-Term (2029-2034)	Long-Term (2035-2050)	Total
System Preservation Budget (entire district)	\$452,455,312	\$791,220,360	\$2,977,238,135	<b>\$4,220,913,807</b>
Carry Over from Previous Time Band	\$0	\$385,820,312	\$1,079,856,672	<b>N/A</b>
System Preservation Project Costs (within MPA)	\$66,635,000	\$97,184,000	\$0	<b>\$163,819,000</b>
<b>System Preservation Balance</b>	<b>\$385,820,312</b>	<b>\$1,079,856,672</b>	<b>\$4,057,094,807</b>	<b>\$4,057,094,807</b>

Figure 7.82: Total of the projected available revenue for the system preservation project identified by MnDOT District 3 within the APO’s planning area compared to projected system preservation budgets for the entirety of the district.

### Public Comments

APO staff conducted several public engagement events to provide community members with the opportunity to learn more about the future proposed infrastructure improvements and provide their feedback/comments. The following is a list of the comments heard regarding MnDOT District 3 system preservation projects.

Date	Source	Project Number	Comment	Disposition
09/05/2024	SurveyMonkey	M13 M1 M3	"M13, M1, M3 are more important for me because I drive on there the mostly."	APO staffers know just how "inconvenient" road construction can be in the short-term. However, with major projects such as M1 (currently underway as of the drafting of this plan), it is the hope that once completed, they will improve traffic flow for everyday drivers/users of the system for many years to come.
09/05/2024	SurveyMonkey	M1 M3 M13	"I don't live in M1, M3, M13 are important."	APO staff are uncertain if this comment is pertaining to the fact that this individual does not live in the region at all or if they feel that M1, M3, M13 are important even though they don't live in the region.
09/05/2024	SurveyMonkey	M7	M7	APO staff are unsure what is meant by the comment "M7" and if this commenter feels that M7 does or does not address historically underrepresented communities and their travel needs.
09/05/2024	SurveyMonkey	M9	M9	APO staff are unsure what is meant by the comment "M9" and if this commenter feels that M9 does or does not address historically underrepresented communities and their travel needs.
09/05/2024	SurveyMonkey	M15 M5	M15 M5	APO staff are unsure what is meant by the comment "M15 and M5" and if this commenter feels that these two projects do or do not address historically underrepresented communities and their travel needs.
09/05/2024	SurveyMonkey	M1	"I would say M1 because the roads are always bad."	APO staff can appreciate the fact this commenter feels the roadways surrounding M1 (the MN 23/US 10 interchange project currently underway as of the drafting of this plan) are problematic to navigate given the extensive construction taking place since 2023. It is the hope that once construction wraps up (ideally November 2024), that not only will the roadway surface be improved on MN 23 and US 10, but that it will be much safer for pedestrians to cross US 10 thanks in part to the addition of a bridge crossing Fourth Street SE and

Date	Source	Project Number	Comment	Disposition
				other various active transportation (walking/biking) improvements to be completed as a result of this project.
09/05/2024	SurveyMonkey	M1	"M1 is bothering me because I drive there every day."	APO staff can appreciate the fact this commenter feels the roadways surrounding M1 (the MN 23/US 10 interchange project currently underway as of the drafting of this plan) are problematic to navigate given the extensive construction taking place since 2023. It is the hope that once construction wraps up (ideally November 2024), that not only will the roadway surface be improved on MN 23 and US 10, but that it will be much safer for pedestrians to cross US 10 thanks in part to the addition of a bridge crossing Fourth Street SE and other various active transportation (walking/biking) improvements to be completed as a result of this project.
09/05/2024	SurveyMonkey	M13	M13	APO staff are unsure what is meant by the comment "M13" and if this commenter feels that M13 does or does not address historically underrepresented communities and their travel needs.
09/05/2024	SurveyMonkey	M10 M3 M4	M10 M3 M4	APO staff are unsure what is meant by the comment "M10, M3, and M4" and if this commenter feels that these three projects do or do not address historically underrepresented communities and their travel needs.
09/05/2024	SurveyMonkey	M1 M7 M8	M1 M7 M8	APO staff are unsure what is meant by the comment "M1, M7, and M8" and if this commenter feels that these three projects do or do not address historically underrepresented communities and their travel needs.
09/05/2024	SurveyMonkey	M12	M12	APO staff are unsure what is meant by the comment "M12" and if this commenter feels that M12 does or does not address historically underrepresented communities and their travel needs.
09/05/2024	SurveyMonkey	M14	M14	APO staff are unsure what is meant by the comment "M14" and if this commenter feels that M14 does or does not address historically underrepresented communities and their travel needs.

Figure 7.83: Public comment disposition matrix for comments received pertaining to system preservation projects proposed by MnDOT District 3.

## Saint Cloud Metro Bus

### Metro Bus Forward: Future Impacts to the Region's Transit Service

As mentioned in Chapter 1 (Introduction) and Chapter 2 (Existing Conditions), Saint Cloud Metro Bus was in the process of completing its long-range transit plan – Metro Bus Forward. As part of this planning effort, Metro Bus has undergone a comprehensive evaluation of its current service including, but not limited to:

- The frequency of existing routes (whether routes operate every 30 minutes or every 60 minutes).
- The destinations served by fixed route.
- How many passengers ride various fixed routes every hour (passengers per hour – transit productivity – by route).
- Where passengers are getting on (origin) and off (destination) the bus (both with fixed route and Dial-a-Ride service).

In addition, this planning effort evaluated the current (2023/2024) service Metro Bus provided against several peer transit agencies across the Midwest. As documented in the [State of the System report](https://tinyurl.com/yywrn8w4) (<https://tinyurl.com/yywrn8w4>), this peer evaluation focused specifically on the following metrics:

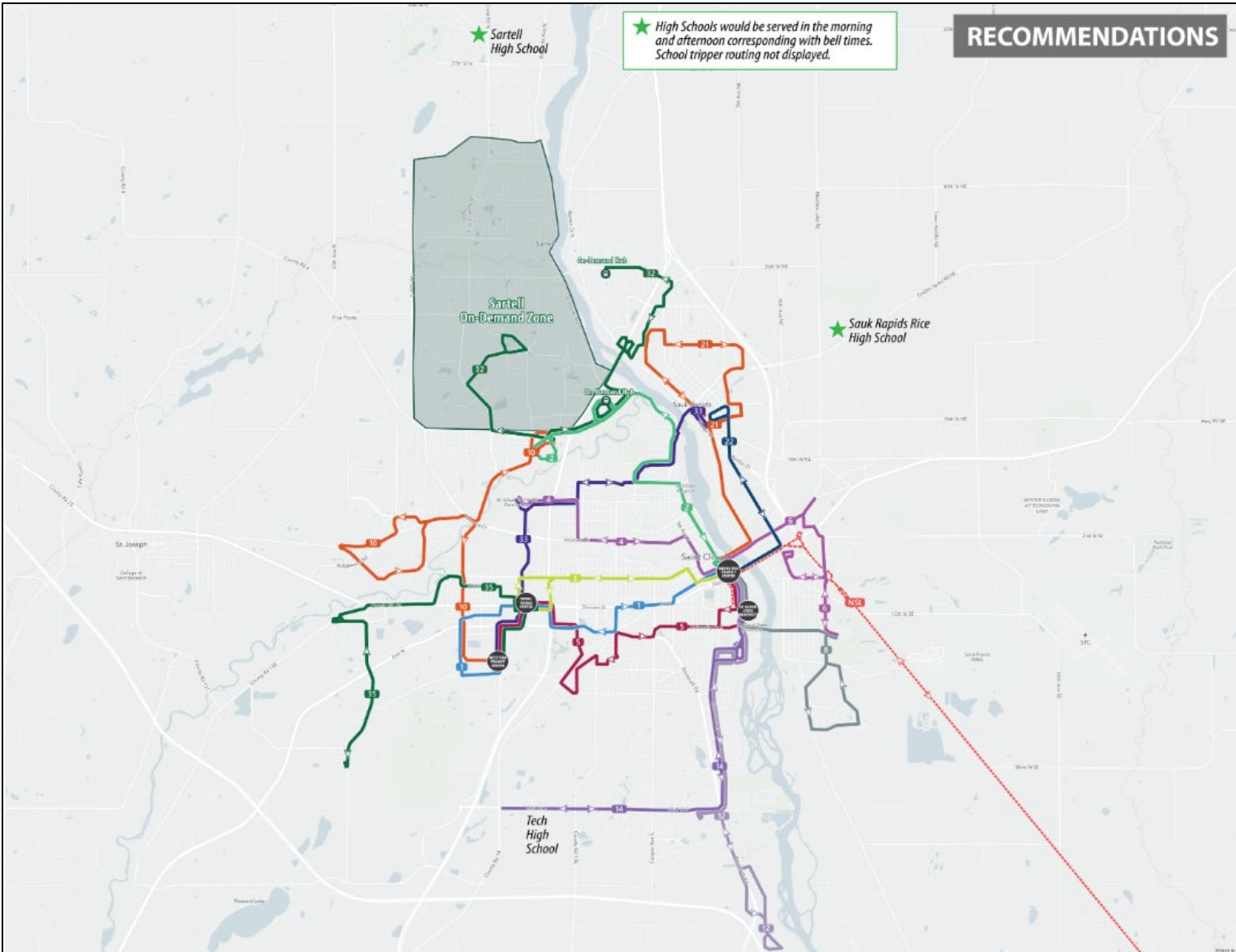
- **Boardings per Revenue Hour:** This metric measures how well the service is being used in relation to the amount of service available. Higher boardings per revenue hour indicates a service that is more effective at attracting passengers to the services that are offered.
- **Boardings per Capita:** The number of boardings per capita measures the utilization of the provider's transit services compared to service area population. This measure normalizes the utilization of Metro Bus transit services compared to peer agencies and is an indicator of transit's market share in the region. A higher number of boardings per capita indicates a higher utilization of transit services.
- **Revenue Hours per Capita:** Revenue hours per capita is an indicator of the overall investment in transit within each peer community. A higher number in this measure indicates a higher transit investment.
- **Operating Cost per Revenue Hour:** Operating cost per revenue hour measures how efficiently resources are provided by the transit provider. It reflects a combination of some factors outside of the agency control, such as prevailing wage rates, as well as considerations within a provider's influence, like staffing practices and assignments and resources not used in revenue service (i.e., deadhead hours). A lower operating cost per revenue hour is generally preferable.
- **Operating Cost per Capita:** Operating cost per capita is another measure of the investment in transit service, but this time compared to the population rather than per hour of service provided. A higher operating cost per capita indicates a higher investment in transit.
- **Operating Cost per Boarding:** Operating cost per passenger is a provider's total operating cost divided by the total number of passengers carried per year and is a basic measure of cost effectiveness.
- **Farebox Recovery Ratio:** Farebox recovery is measured to understand how much of a provider's total operating costs are "recovered" by fare revenue. This is also another way to measure cost effectiveness.



Based upon this thorough analysis, coupled with input from the community, Metro Bus staff, and organizations with a vested interest in transit, consultants Nelson\Nygaard Consulting Associates presented a series of proposed service changes.

While the final approval (and ultimate implementation plan) of Metro Bus Forward was not completed in time to be included in this plan, Metro Bus staff provided APO staff with future forecasts of operations, vehicle maintenance, and capital expenses to be incurred over the duration of Looking Ahead 2050. These future forecasts were developed based upon the implementation of the recommendations found within Metro Bus Forward. Per Metro Bus's Director of Finance, the Metro Bus consultants have provided the transit commission with a four-phased implementation plan which will allow Metro Bus to expand as future resources become available. Phase I is the Cost Neutral result of the study, meaning Metro Bus would only implement the immediate recommendations of Metro Bus Forward – recommendations built upon current (2024) hours of service and staffing.

Because Phases II through IV are anticipated to be phased in over a five-year period (after the conclusion of the Phase I implementation in 2026 and through 2031) coupled with the overall planning study not being finalized, anticipated expenses to expand upon Phase I are considered premature and thus have not been included in this analysis.



**Figure 7.84:** Draft changes (July 2024) to Metro Bus’s Fixed Route service as preliminarily recommended as part of the Metro Bus Forward long-range planning initiative.

Photo courtesy of Saint Cloud Metro Bus.

### Forecasting Future Transit Needs

Funding sources for Saint Cloud Metro Bus are utilized in three ways – to fund system operations, vehicle maintenance, and capital improvements.

Based upon the full implementation of the Phase I recommendations, Metro Bus combined estimated expenses over the duration of Looking Ahead 2050 are anticipated to be \$797,656,505 in year of expenditure dollars. Again, it should be noted that in the case of Metro Bus, the short-term time frame spans the years of 2024 through 2028.

Saint Cloud Metro Bus Expenses	Short-Term (2024-2028)	Mid-Term (2029-2034)	Long-Term (2035-2050)	Total
<b>Operations</b>	\$81,615,394	\$111,919,179	\$403,898,411	\$597,432,984
<b>Vehicle Maintenance</b>	\$14,800,590	\$20,087,102	\$72,491,137	\$107,378,829
<b>Capital</b>	\$33,271,000	\$13,973,237	\$45,600,455	\$92,844,692
<b>Total</b>	<b>\$129,686,984</b>	<b>\$145,979,518</b>	<b>\$521,990,003</b>	<b>\$797,656,505</b>

**Figure 7.85:** Anticipated expenditures by Saint Cloud Metro Bus based upon the full implementation of Phase I recommendations found in Metro Bus Forward. Data courtesy of Saint Cloud Metro Bus.

In order for Metro Bus to effectively provide service it must maintain its vehicle fleet. Phase I of Metro Bus Forward assumes Metro Bus will be able to alter its existing (2024) service utilizing its existing resources – including buses.

Figures 7.86 through 7.88 detail the replacement schedule based on the standards outlined by the federal State of Good Repair (SGR). This includes Dial-a-Ride (DAR) vehicles being replaced every seven years and Fixed Route (FR) and Northstar Commuter (NCB) buses being replaced every 12. The replacement costs reflected in each of the tables are the anticipated costs total costs (federal and/or state dollars as well as the local cost share) to replace the existing vehicle fleet over the duration of this plan.

DAR Unit	Replace #1 Year	Replace #1 Cost	Replace #2 Year	Replace #2 Cost	Replace #3 Year	Replace #3 Cost	Replace #4 Year	Replace #4 Cost
<b>119</b>	2024	\$240,000	2031	\$326,368	2038	\$399,434	2045	\$479,411
<b>120</b>	2024	\$240,000	2031	\$326,368	2038	\$399,434	2045	\$479,411
<b>121</b>	2024	\$240,000	2031	\$326,368	2038	\$399,434	2045	\$479,411
<b>122</b>	2024	\$240,000	2031	\$326,368	2038	\$399,434	2045	\$479,411
<b>123</b>	2024	\$240,000	2031	\$326,368	2038	\$399,434	2045	\$479,411
<b>124</b>	2024	\$240,000	2031	\$326,368	2038	\$399,434	2045	\$479,411
<b>125</b>	2024	\$240,000	2031	\$326,368	2038	\$399,434	2045	\$479,411
<b>126</b>	2024	\$240,000	2031	\$326,368	2038	\$399,434	2045	\$479,411
<b>127</b>	2024	\$240,000	2031	\$326,368	2038	\$399,434	2045	\$479,411
<b>128</b>	2024	\$240,000	2031	\$326,368	2038	\$399,434	2045	\$479,411
<b>129</b>	2024	\$240,000	2031	\$326,368	2038	\$399,434	2045	\$479,411

DAR Unit	Replace #1 Year	Replace #1 Cost	Replace #2 Year	Replace #2 Cost	Replace #3 Year	Replace #3 Cost	Replace #4 Year	Replace #4 Cost
130	2024	\$240,000	2031	\$326,368	2038	\$399,434	2045	\$479,411
131	2024	\$240,000	2031	\$326,368	2038	\$399,434	2045	\$479,411
132	2025	\$256,800	2032	\$336,159	2039	\$409,420	2046	\$488,999
133	2025	\$256,800	2032	\$336,159	2039	\$409,420	2046	\$488,999
134	2025	\$256,800	2032	\$336,159	2039	\$409,420	2046	\$488,999
135	2025	\$256,800	2032	\$336,159	2039	\$409,420	2046	\$488,999
136	2025	\$256,800	2032	\$336,159	2039	\$409,420	2046	\$488,999
137	2026	\$272,208	2033	\$344,563	2040	\$417,608	2047	\$501,224
138	2026	\$272,208	2033	\$344,563	2040	\$417,608	2047	\$501,224
139	2026	\$272,208	2033	\$344,563	2040	\$417,608	2047	\$501,224
140	2026	\$272,208	2033	\$344,563	2040	\$417,608	2047	\$501,224
141	2026	\$272,208	2033	\$344,563	2040	\$417,608	2047	\$501,224
142	2028	\$298,680	2035	\$363,773	2042	\$440,890	2049	\$524,030
143	2028	\$298,680	2035	\$363,773	2042	\$440,890	2049	\$524,030
144	2028	\$298,680	2035	\$363,773	2042	\$440,890	2049	\$524,030
145	2028	\$298,680	2035	\$363,773	2042	\$440,890	2049	\$524,030
146	2028	\$298,680	2035	\$363,773	2042	\$440,890	2049	\$524,030
147	2028	\$298,680	2035	\$363,773	2042	\$440,890	2049	\$524,030
148	2028	\$298,680	2035	\$363,773	2042	\$440,890	2049	\$524,030
149	2028	\$298,680	2035	\$363,773	2042	\$440,890	2049	\$524,030
205	2024	\$240,000	2031	\$326,368	2038	\$399,434	2045	\$479,411
206	2024	\$240,000	2031	\$326,368	2038	\$399,434	2045	\$479,411
207	2025	\$256,800	2032	\$336,159	2039	\$409,420	2046	\$488,999
208	2028	\$298,680	2035	\$363,773	2042	\$440,890	2049	\$524,030

Figure 7.86: The Dial-a-Ride bus replacement schedule through 2050 and anticipated cost to replace buses in year of expenditure dollars. Data courtesy Saint Cloud Metro Bus.

FR Unit	Replace #1 Year	Replace #1 Cost	Replace #2 Year	Replace #2 Cost	Replace #3 Year	Replace #3 Cost
704	2024	\$620,804	2036	\$969,194	2048	\$1,322,438
705	2024	\$620,804	2036	\$969,194	2048	\$1,322,438
706	2024	\$620,804	2036	\$969,194	2048	\$1,322,438
707	2024	\$620,804	2036	\$969,194	2048	\$1,322,438
708	2024	\$620,804	2036	\$969,194	2048	\$1,322,438
709	2024	\$620,804	2036	\$969,194	2048	\$1,322,438
710	2024	\$620,804	2036	\$969,194	2048	\$1,322,438

FR Unit	Replace #1 Year	Replace #1 Cost	Replace #2 Year	Replace #2 Cost	Replace #3 Year	Replace #3 Cost
711	2026	\$704,116	2038	\$1,033,209	2050	\$1,382,609
712	2026	\$704,116	2038	\$1,033,209	2050	\$1,382,609
713	2026	\$704,116	2038	\$1,033,209	2050	\$1,382,609
714	2026	\$704,116	2038	\$1,033,209	2050	\$1,382,609
715	2026	\$704,116	2038	\$1,033,209	2050	\$1,382,609
716	2026	\$704,116	2038	\$1,033,209	2050	\$1,382,609
717	2026	\$704,116	2038	\$1,033,209	2050	\$1,382,609
718	2026	\$704,116	2038	\$1,033,209	2050	\$1,382,609
719	2026	\$704,116	2038	\$1,033,209	2050	\$1,382,609
720	2026	\$704,116	2038	\$1,033,209	2050	\$1,382,609
721	2026	\$704,116	2038	\$1,033,209	2050	\$1,382,609
722	2026	\$704,116	2038	\$1,033,209	2050	\$1,382,609
723	2026	\$704,116	2038	\$1,033,209	2050	\$1,382,609
724	2026	\$704,116	2038	\$1,033,209	2050	\$1,382,609
725	2026	\$704,116	2038	\$1,033,209	2050	\$1,382,609
726	2026	\$704,116	2038	\$1,033,209	2050	\$1,382,609
727	2026	\$704,116	2038	\$1,033,209	2050	\$1,382,609
728	2026	\$704,116	2038	\$1,033,209	2050	\$1,382,609
729	2026	\$704,116	2038	\$1,033,209	2050	\$1,382,609
730	2026	\$704,116	2038	\$1,033,209	2050	\$1,382,609
731	2026	\$704,116	2038	\$1,033,209	2050	\$1,382,609
732	2026	\$704,116	2038	\$1,033,209	2050	\$1,382,609
733	2026	\$704,116	2038	\$1,033,209	2050	\$1,382,609
734	2029	\$799,632	2041	\$1,107,225	N/A	N/A
735	2029	\$799,632	2041	\$1,107,225	N/A	N/A
736	2029	\$799,632	2041	\$1,107,225	N/A	N/A
737	2029	\$799,632	2041	\$1,107,225	N/A	N/A
738	2029	\$799,632	2041	\$1,107,225	N/A	N/A
739	2030	\$823,621	2042	\$1,140,442	N/A	N/A
740	2030	\$823,621	2042	\$1,140,442	N/A	N/A
741	2030	\$823,621	2042	\$1,140,442	N/A	N/A

Figure 7.87: The Fixed Route bus replacement schedule through 2050 and anticipated cost to replace buses in year of expenditure dollars. Data courtesy Saint Cloud Metro Bus.

NCB Unit	Replace #1 Year	Replace #1 Cost	Replace #2 Year	Replace #2 Cost
810	2029	\$864,035	2041	\$1,196,402

NCB Unit	Replace #1 Year	Replace #1 Cost	Replace #2 Year	Replace #2 Cost
811	2029	\$864,035	2041	\$1,196,402
812	2029	\$864,035	2041	\$1,196,402
813	2030	\$889,956	2042	\$1,232,294
814	2030	\$889,956	2042	\$1,232,294

**Figure 7.88:** The Northstar Commuter bus replacement schedule through 2050 and anticipated cost to replace buses in year of expenditure dollars. Data courtesy Saint Cloud Metro Bus.

In total, Metro Bus would need approximately \$167,674,680 in year of expenditure dollars to replace its existing fleet.

### Fiscal Constraint for Metro Bus

#### Metro Bus Operational Expenses

Based upon the existing assumptions, Metro Bus would need approximately \$597,432,984 in year of expenditure dollars to continue operations at the current (2024) level.

Saint Cloud Metro Bus	Short-Term (2024-2028)	Mid-Term (2029-2034)	Long-Term (2035-2050)	Total
Total Projected Revenues	\$148,224,496	\$189,696,962	\$643,418,041	<b>\$981,339,499</b>
Anticipated <b>Operations</b> Expenses	<b>\$81,615,394</b>	<b>\$111,919,179</b>	<b>\$403,898,411</b>	<b>\$597,432,984</b>
<b>Remaining Balance</b>	<b>\$66,609,102</b>	<b>\$77,777,783</b>	<b>\$239,519,630</b>	<b>\$383,906,515</b>

**Figure 7.89:** Total projected available revenue to fund operation-related expenses at Saint Cloud Metro Bus through planning horizon 2050.

#### Capital Expenditures

Based upon existing assumptions, Metro Bus would need approximately \$92,844,692 in year of expenditure dollars to cover the cost of capital expenditures (including large scale facility improvements). It should be noted that replacement of the existing fleet (\$167,674,680 in year of expenditure dollars) is split between the capital expenditures and vehicle maintenance line items.

Saint Cloud Metro Bus	Short-Term (2024-2028)	Mid-Term (2029-2034)	Long-Term (2035-2050)	Total
Total Projected Revenues (sans Operational Costs)	\$66,609,102	\$77,777,783	\$239,519,630	<b>\$383,906,515</b>
Anticipated <b>Capital</b> Expenses	<b>\$33,271,000</b>	<b>\$13,973,237</b>	<b>\$45,600,455</b>	<b>\$92,844,692</b>
<b>Remaining Balance</b>	<b>\$33,338,102</b>	<b>\$63,804,546</b>	<b>\$193,919,175</b>	<b>\$291,061,823</b>

**Figure 7.90:** Total projected available revenue after operation-related expenses were accounted for to be used for capital expenditures for Saint Cloud Metro Bus through planning horizon 2050.

### Vehicle Maintenance

Of the remaining \$291,061,823 over the duration of this planning effort, Metro Bus anticipates utilizing \$107,378,829 (in year of expenditure dollars) for maintaining its vehicle fleet (including rolling revenue stock as well as non-revenue rolling stock). Once these final expenses are factored into the anticipated revenues remaining after accounting for both operations-related and capital expenditures, it is evident Metro Bus has enough funding to complete the implementation of Phase I of Metro Bus Forward and therefore maintains fiscal constraint.

Saint Cloud Metro Bus	Short-Term (2024-2028)	Mid-Term (2029-2034)	Long-Term (2035-2050)	Total
Total Projected Local Revenues (sans Operations and Capital)	\$33,338,102	\$63,804,546	\$193,919,175	<b>\$291,061,823</b>
Carry Over from Previous Time Band	N/A	\$18,537,512	\$62,254,956	<b>N/A</b>
Anticipated <b>Vehicle Maintenance</b> Expenses	<b>\$14,800,590</b>	<b>\$20,087,102</b>	<b>\$72,491,137</b>	<b>\$107,378,829</b>
<b>Remaining Balance</b>	<b>\$18,537,512</b>	<b>\$62,254,956</b>	<b>\$183,682,994</b>	<b>\$183,682,994</b>

**Figure 7.91:** Total projected available revenue after operation-related and capital expenses were accounted for to be used for vehicle maintenance for Saint Cloud Metro Bus through planning horizon 2050.

### Public Comments

APO staff conducted several public engagement events to provide community members with the opportunity to learn more about the future proposed improvements and provide their feedback/comments. During the APO’s public engagement on the draft 2050 MTP, APO staff did not receive any public comments on Metro Bus’s proposed rolling revenue stock replacements.

## Project Impact on Future Congestion: 2050 Build Model Results

Once the list of fiscally constrained projects had been identified, APO staff together with consulting firm KLJ completed another travel demand model run. The fiscally constrained capacity expansion projects were added to the 2050 No-Build model results (see Chapter 5: Travel Demand Modeling for those results) to determine the impact of the \$277.057 million investment local jurisdictions have committed to completing by 2050.

Of note, capacity expansion projects were the only ones inputted into the model due to capacity expansion projects having the most impact on travel patterns and congestion levels (factors that would contribute to sizeable changes in model results). In addition, because the APO’s TDM is a three-step model and does not factor in splits for different modal options (active

transportation or public transit), future user impacts (for active transportation) and ridership demands (for transit) have not been factored into these overall results. Based upon current/existing usage of alternative forms of transportation, it is reasonable to assume these modes will have some impact on the overall transportation system in the future, but the degree to which those impacts will be experienced by 2050 are unknown at this time.

### Overall Results

Even with the addition of 54 lane miles of roadway added to the network, several roadways are still projected to operate over capacity. In comparing the 2050 No-Build Model results to the 2050 Build scenario, the region is expected to see more miles of roadway operating under capacity and fewer lane miles of roadway approaching capacity. However, the model results indicate an increase of 5.7 lane miles of roadway operating over capacity (Level of Service (LOS) F) in the 2050 Build scenario as compared to the no-build network.

Network	Lane Miles Under Capacity (LOS A-C)	Lane Miles Approaching Capacity (LOS D & E)	Lane Miles Over Capacity (LOS F)	Total Lane Miles
<b>Base Year (2020)</b>	1,518.5	59.3	3.1	1,581.0
<b>2050 No-Build Model</b>	1,372.0	174.2	38.7	1,584.9
<b>2050 Build Model</b>	1,442.4	152.5	44.4	1,639.2
<b>Change from No-Build to Build Model</b>	<b>+70.4</b>	<b>-21.7</b>	<b>+5.7</b>	<b>+54.3</b>

**Figure 7.92:** Lane mile capacity comparison between the base year (2020) model, the 2050 No-Build model, and the 2050 Build model. Data courtesy of KLJ.

While most of the network continues to operate with normal ranges (88%), the region will notice that even with the capacity expanding investments, 12% of the roadways will be approaching or at/overcapacity by 2050.

LOS Ranking	2050 Build Model Lane Miles	Percent of Lane Miles by LOS Ranking
<b>A</b>	916.0	55.9%
<b>B</b>	272.2	16.6%
<b>C</b>	254.2	15.5%
<b>D</b>	136.8	8.3%
<b>E</b>	15.7	1.0%
<b>F</b>	44.4	2.7%
<b>Total</b>	1,639.2	100%

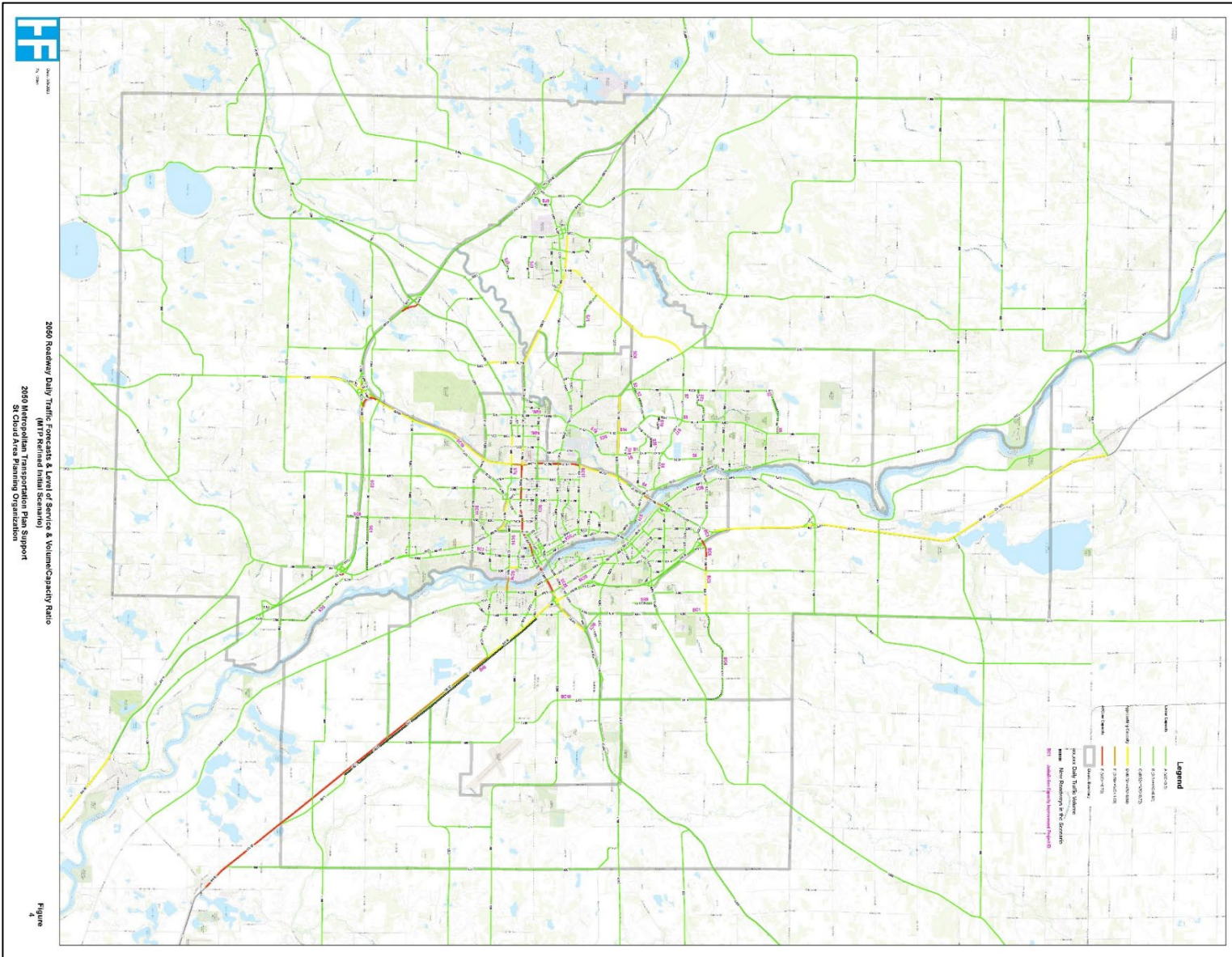
**Figure 7.93:** The number and percentage of lane miles by LOS ranking. Data courtesy of KLJ.



Like the base year and the 2050 No-Build model results, the lane miles that have the lower LOS ranking continue to be those on the region’s National Highway System (NHS) with much of the overcapacity lane miles being along MN 15 and MN 23 through the core of the urban area.

Roadway	Termini	LOS	Agency/Jurisdiction
<b>CSAH 29</b>	US 10 to County Road 57	F	Benton County
<b>MN 15</b>	12 <sup>th</sup> Avenue N to Third Street N	F	MnDOT
<b>MN 23</b>	MN 15 to Lincoln Avenue SE	F	MnDOT
<b>US 10</b>	Between CR 3 and CR 65 to southern Haven Township border	F	MnDOT
<b>MN 15</b>	Bridge 05011 (Bridge of Hope)	E	MnDOT
<b>MN 15</b>	Third Street N and Second Street S/MN 23	E	MnDOT
<b>University Drive</b>	Bridge 73540 (University Bridge)	E	City of Saint Cloud
<b>US 10</b>	MN 301 to area between CR 3 and CR 65	E	MnDOT

**Figure 7.94:** Roadway segments within the MPA with a LOS F or a LOS E. Data courtesy of KLJ.



**Figure 7.95:** 2050 Build Model results LOS map of the MPA.  
Data courtesy of KLJ.

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## In-Depth Model Comparisons

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To assist in comparing the results from the 2050 No-Build and the 2050 Build model, consulting firm KLJ was able to further analyze the results using three different metrics:

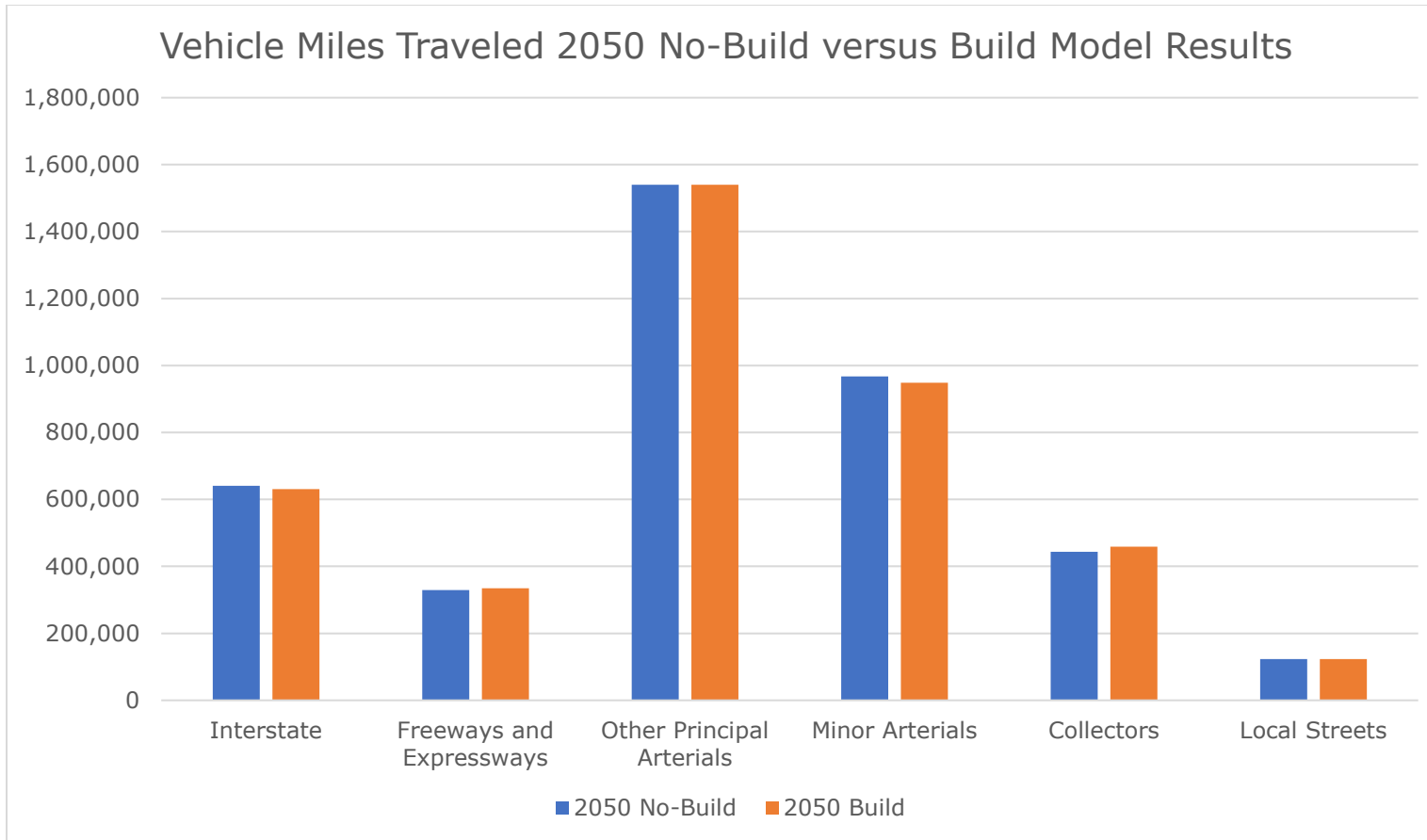
- Vehicle Miles Traveled (VMT).
- Vehicle Hours Traveled (VHT).
- Travel Delay.

Motorists will often make decisions on their preferred route to reach their destination based on travel time. Many will often drive more miles (VMT) if it shortens their travel time (VHT). The optimal or shortest distance route for the motorist may not be taken due to congestion (travel delay).

In addition to reviewing these metrics, KLJ also calculated anticipated Greenhouse Gas (GHG) emission savings for the 2050 Build Model. However, unlike VMT, VHT, and travel delay, this comparison was made against the 2020 base-year model.

### Vehicle Miles Traveled

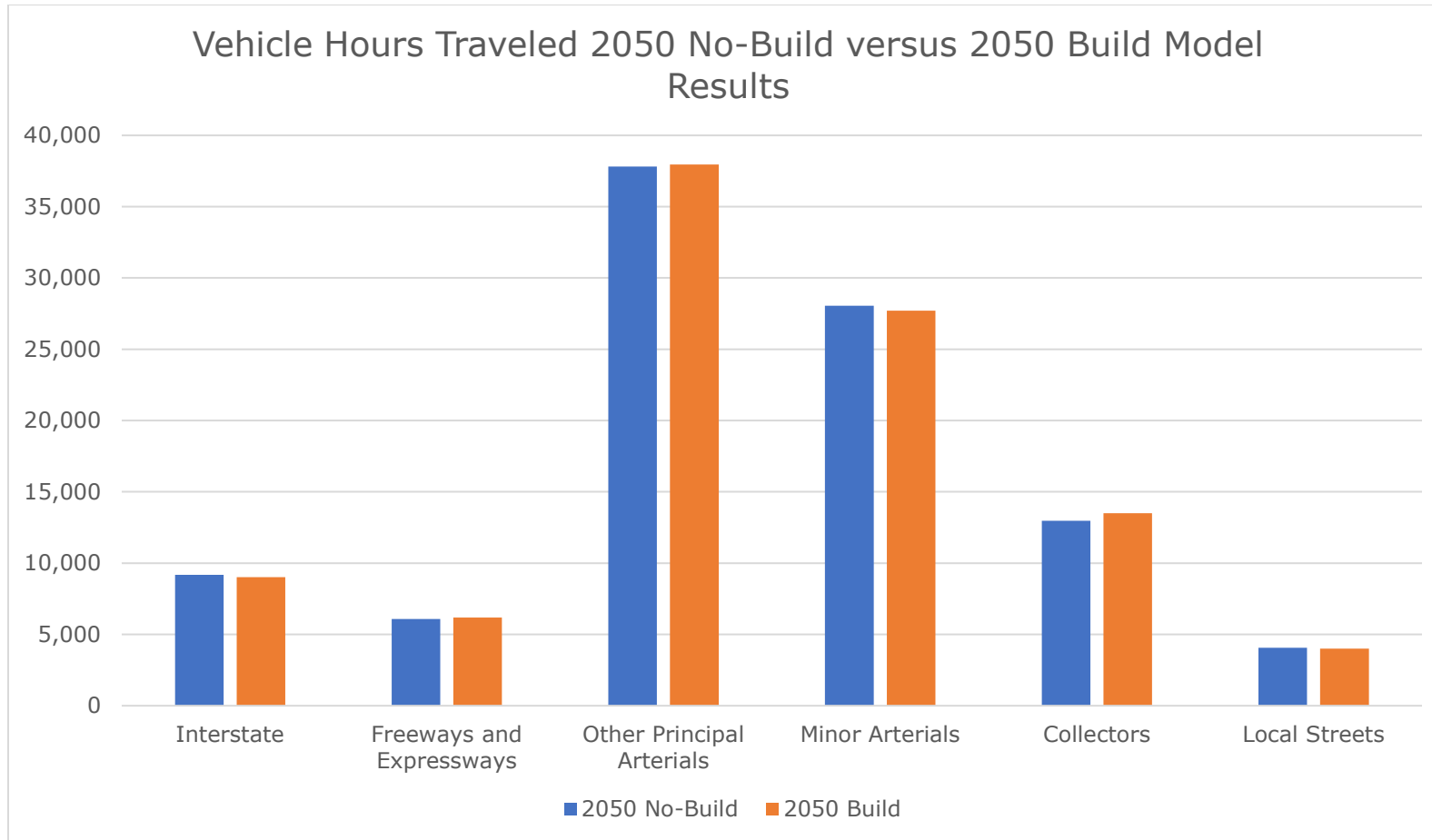
Overall, completing the fiscally constrained MTP projects had a minimal impact to the network's VMT. Systemwide, the network experienced a VMT reduction of 0.2%. Roadways that carry the majority of traffic within the APO's planning areas denoted under "other principal arterials"– MN 23, MN 15, and CSAH 75 – saw virtually no change in VMT. In other words, people will still be traveling on these "other principal arterials" at approximately the same rate as they would regardless of if other roadway corridor expansions elsewhere in the MPA occurred.



**Figure 7.96:** Vehicle miles traveled comparisons between the 2050 No-Build and the 2050 Build model.  
Data courtesy of KLJ.

### Vehicle Hours Traveled

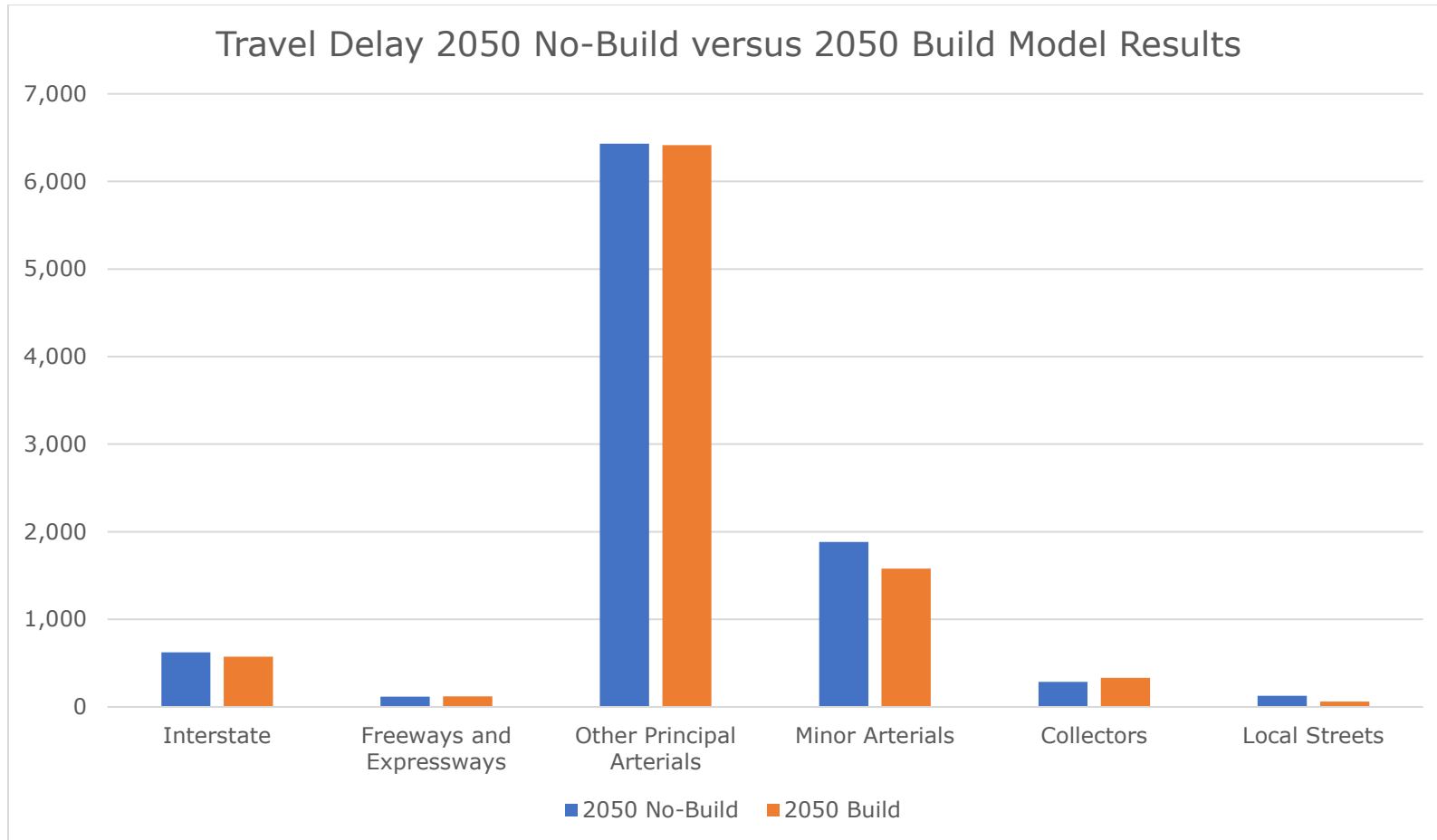
Like vehicle miles traveled, the amount of time people within the MPA will spend on the road will remain relatively unchanged whether or not the region completes the fiscally constrained MTP projects. Systemwide, VHT increases slightly – 0.2% -- in the 2050 Build model scenario versus the 2050 No-Build model. Just like the VMT, the VHT on the other principal arterials remains virtually unchanged as a result of the MTP projects.



**Figure 7.97:** Vehicle hours traveled comparisons between 2050 No-Build and the 2050 Build model.  
Data courtesy of KLJ.

### Travel Delay

The biggest impact the fiscally constrained MTP projects will have on the overall network (albeit a relatively small impact) will be on travel delay – how long people are sitting in traffic. Based upon the results of the 2050 No-Build and the 2050 Build model, the region is expected to cut travel delay by 4.1% by completing the fiscally constrained capacity expansion projects identified in this plan. Most notably, while the other principal arterials will once again experience virtually no change in travel delay, travel delay on minor arterials will decrease by 16.2% and delays on the Interstate are anticipated to drop by 7.9%.



**Figure 7.98:** Travel delay comparisons between the 2050 No-Build and 2050 Build models. Data courtesy of KLJ.

### Greenhouse Gas Emissions

As stated in Chapter 3, the transportation sector is the largest emitter of Greenhouse Gas (GHG) emissions in Minnesota. Additionally, there have been renewed efforts at both the state and federal level to focus on reducing the carbon emissions generated by surface transportation. As a result, the APO's 2050 Build model scenario includes an estimated GHG emissions savings comparison.

Consulting firm KLJ developed a GHG emissions evaluation to compare the results of the 2020 base year model and the 2050 Build model based on the following assumptions:

1. GHG emissions were calculated **solely** based on travel delays to understand the impacts the capacity expansion projects had in addressing vehicle idling. These calculations do not account for increases in VMT and VHT because of the 2050 Build scenario.
2. The vehicle fleet does not change between 2020 and 2050. The GHG emissions calculations for both base year 2020 and the 2050 Build scenario assume 94% of vehicles traveling on roadways within the planning area are all purpose vehicles (i.e., large sedans, pickups, SUVs, and commercial vehicles) that require gasoline. The remaining 6% of vehicles would be considered tractor-trailers/semi-trucks that use diesel fuel. The GHG emissions calculations **do not** account for the likelihood of continued electric vehicle (EV) adoption among consumers within the APO's planning area.
3. The amount of gasoline consumed per hour of idling for all purpose vehicles (large sedans) is 0.39 gallons per hour. The amount of diesel fuel consumed per hour of idling for tractor-trailers/semi-trucks is 0.64 gallons per hour. This is based on data pulled from the [Argonne National Laboratory, Idling Reduction Savings Calculator \(2014\)](https://tinyurl.com/4m48svf6) (<https://tinyurl.com/4m48svf6>).
4. The amount of nitrogen oxides (NO<sub>x</sub>), particulate matter (PM<sub>2.5</sub>), and carbon dioxide (CO<sub>2</sub>) emitted from idling vehicles is broken down as follows:

Fuel Type	NO <sub>x</sub> (in grams/hour)	PM <sub>2.5</sub> (in grams/hour)	CO <sub>2</sub> (in metric tons/gallon)
Gasoline	3.515	0	8.887E-03
Diesel	33.763	1.1	1.0180E-02

**Figure 7.99:** The amount of nitrogen oxides (NO<sub>x</sub>) – in grams/hour – particulate matter (PM<sub>2.5</sub>) – in grams/hour – and carbon dioxide (CO<sub>2</sub>) – in metric tons/gallon – emitted by idling vehicles by fuel type.  
Data courtesy of the U.S. Environmental Protection Agency (EPA).

Again, it is important to note this comparison strictly looks at the year 2020 (our base year) and the year 2050 (the final year of our planning horizon). This comparison also assumes that all the fiscally constrained capacity expansion projects listed within the MTP are completed.

## Greenhouse Gas Idling Emissions Impacts for the 2050 MTP Build Model

If all the fiscally constrained capacity expansion projects identified in the MTP are completed, by 2050\* the MPA will experience:



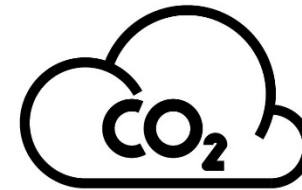
A travel delay savings of **172,489** hours per year in comparison to the 2020 base year.



A reduction of **0.9193** metric tons of nitrogen oxides (NO<sub>x</sub>) in comparison to the 2020 base year.



A reduction of **0.0114** metric tons of particulate matter (PM<sub>2.5</sub>) in comparison to the 2020 base year.



A reduction of **629.4** metric tons of carbon dioxide (CO<sub>2</sub>) in comparison to the 2020 base year.

\*Data is based on the assumption that the existing fleet of gas and diesel powered vehicles in 2020 carries over to 2050. GHG emissions impacts reported here are solely based on travel delay (idling) and do not account for changes in vehicle miles traveled (VMT) or vehicle hours traveled (VHT).

**Figure 7.100:** An infographic of the greenhouse gas emission savings if all capacity expansion MTP projects are implemented by 2050. Data courtesy of KLJ.

As the in-depth model comparisons indicate, despite there being slightly less vehicle miles traveled (0.2% reduction) and slightly more vehicle hours traveled (0.2% increase), the improvement in regionwide travel delay – especially the reduction of travel delay along minor arterial corridors – will cut back on the amount of time vehicles will sit idling in traffic. This alone will play a role in contributing to the reduction of greenhouse gas emissions if the existing vehicle fleet make up in 2050 – of gasoline and diesel-fueled vehicles – remains the same as today.

According to the [U.S Department of Energy](https://tinyurl.com/3nf6f3dd) (https://tinyurl.com/3nf6f3dd), idling vehicles – even for as little as 10 seconds – uses more fuel and produces more emissions than simply stopping and restarting a vehicle. By eliminating unnecessary idling (i.e., improving travel delay), the construction of these capacity expansion projects would undoubtedly have some positive impacts on anticipated GHG emissions over a “do-nothing” approach.



However, due to the limitations of the APO’s TDM, it is currently unknown to what extent the additional active transportation capacity associated with the capacity expansion projects and/or the usage of transit will have in contributing to the reduction of GHG emissions regionwide. Additionally, the GHG emissions saving model projections do not account for additional factors outside of the APO’s scope – the growing consumer adoption of electric vehicles (EVs)/zero-emissions vehicles (ZEVs). With the consideration of these and other possible factors (including additional policy decisions at the federal, state, and local level), we can make a reasonable assumption that the model projection results – while providing a frame of reference – could be under- or overreporting the impact these specific capacity expansion projects would have on GHG emission reduction.

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## Future Implications

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While the completion of the 39 capacity expansion projects identified in this plan will be a sizeable investment in the region’s surface transportation network, unfortunately, the model results indicate the \$277.057 million investment (in year of expenditure dollars) will not be enough to keep pace with regional growth. Simply put, while the projects would have some impact improving the network performance as compared to the do nothing alternative, the cost to reduce/mitigate congestion far exceed the revenue local agencies and jurisdictions have to make a sizeable impact.

Even with the investments made throughout the MPA, demand for travel along the region’s principal arterials (MN 23 and MN 15 in particular) will continue to be problematic as indicated in the increasing number of lane miles falling into the overcapacity LOS category (LOS F) from the base year 2020 model results to the 2050 Build model.

Comparing the “do nothing” alternative to the 2050 Build scenario, there is some reduction in travel delay, especially on the minor arterial network, however, much of the system remains unchanged when it comes to VMT or VHT.

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## Conclusion

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As identified in Chapter 4: 2050 Regional Vision, the APO has identified six goals the region aspires to achieve (or make significant progress in achieving) by the end of this planning horizon. Those goals include:

- **System and Environmental Stewardship:** Protecting and preserving our existing infrastructure and environmental assets.
- **Multimodal Connections:** Providing a safe and equitable multimodal transportation network affordable for people of all ages and abilities to travel using their preferred modal choice.
- **Congestion Management:** Mindfully planning, developing, and operating an innovative transportation network to minimize unnecessary travel delays.

- **Transportation Safety:** Reducing fatalities and serious injuries by planning, designing, and building safe infrastructure and improving driving behavior.
- **Interregional Connections:** Supporting an economically vibrant region through developing and preserving vital connections to other state, national, and global centers of commerce.
- **Technological Advancements:** Understanding and planning for future innovative transportation technologies and encouraging their presence and incorporation into the region's existing transportation network.

Throughout this chapter and through the identification of various transportation infrastructure investments, the APO is poised to take steps toward our region's desired destination. But how successful our region will be in reaching each of the vision statements listed above will vary.

In one respect, the identification of the 118 fiscally constrained projects –79 of which are system preservation (reconstruction) in nature – indicate the commitment APO member agencies and jurisdictions (those directly responsible for the implementation of this planning effort) have in ensuring our existing transportation assets remain operational. Additionally, the documented coordination efforts between local environmental planners on specific infrastructure projects identified both within this chapter and in Chapter 3: Environmental Conditions outlines the need to responsibly balance future transportation needs with the preservation of our existing environment and natural resources.

However, when it comes to addressing the region's visionary statement for congestion management, the proposed \$692.538 million (in year of expenditure dollars) in surface transportation infrastructure investments – particularly in capacity expansion infrastructure – will result in minimal impact in addressing projected issues that will arise as our region continues to grow.

Using the APO's Travel Demand Model (TDM), it has been demonstrated that addressing (and ideally mitigating) traffic congestion cannot be exclusively accomplished through the addition of lane miles to the transportation system. Additional avenues such as investment in active transportation and public transportation (as specified under the Multimodal Connections vision statement) along with embracing technological advancements in the transportation sector (see Chapter 9: Transportation & Technology for more details) such as adaptive signal timing or connected vehicle technology, must be considered in the ongoing discussions surrounding the development of a safe and interconnected transportation network.