

6. CONFORMITY DETERMINATION

Introduction

The Clean Air Act Amendments of 1990 (CAAA) and the Environmental Protection Agency's (EPA's) 40 CFR Parts 51 and 93 requires *Conformity to State or Federal Implementation Plans for Transportation Plans, Programs, and Projects Developed, Funded, or Approved Under Title 23 U.S.C. or the Federal Transit Law* (hereinafter referred to as Conformity Rule). Conformity to an implementation plan is defined as conformity to an implementation plan's purpose of eliminating or reducing the severity and number of violations of the National Ambient Air Quality Standards (NAAQS) and achieving expeditious attainment of such standards. In addition, Federal activities may not cause or contribute to new violations of air quality standards, exacerbate existing violations, or interfere with timely attainment or required interim emission reductions towards attainment.

The provisions of the Conformity Rule apply in all non-attainment and maintenance areas for transportation related pollutants. In 1993, when the EPA designated the City of St. Cloud as a maintenance area for Carbon Monoxide (CO) the City, in conjunction with the St. Cloud APO and the MPCA were required to develop an Air Quality Maintenance Plan. Updated in 2002, the Maintenance Plan demonstrates conformity, verifies attainment and identifies contingency measures, should the City again, be found in violation of federal and/or state CO standards.

Because the EPA determined that the CO violations were localized within the City of St. Cloud, regional emissions analyses were not required. However, for conformity determinations, future projects may necessitate a hot spot analysis. MPOs and the United States Department of Transportation (DOT) are required to make such conformity determinations on Long-Range Transportation Plans and Transportation Improvement Programs (TIPs) before they are adopted, approved, or accepted. In addition, highway or transit projects, which are developed, funded, or approved by the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA) must also be found to conform before they are approved or funded by the DOT. All plans, programs and projects within the Metropolitan Area, but entirely outside the maintenance area (City of St. Cloud) are considered exempt from conformity determination (see Appendix A for a map indicating the maintenance area boundary).

Metropolitan Plans

The St. Cloud Metropolitan Area 2030 Transportation Plan, adopted in 2001 contains long-range recommendations for the St. Cloud APO planning area to the year 2030. This document addresses area transportation from a multi-modal perspective, encompassing roadway, transit, bicycle, pedestrian, and freight needs. Pursuant to the Conformity Rule, the APO has reviewed the St. Cloud Metropolitan Area 2030 Transportation Plan and the Transportation Air Quality Control Plan element of the SIP to determine air quality conformity between the SIP and Plan. In addition, Federal

planning regulations require that the Transportation Plan, a minimum 20-year document, identify and categorize specific projects. These categories should include maintenance and operations, preservation, replacement and expansion, as well as hot spot analysis determinations, which contains detailed information relative to conformity analysis. A fiscally constrained financial plan must identify reasonably expected revenue over the 20-year period for the entire MPO area, with priority consideration afforded to projects located within the maintenance area for CO.

In addition, the following documents have been categorized as transportation plans and therefore are also subject to the Conformity Rule.

St. Cloud Metropolitan Area Transportation System Management Document (2005):

The Transportation System Management (TSM) contains short-range recommendations to improve traffic flow and reduce congestion through non-capital intensive means. All TSM recommendations consist of minor intersection geometric improvements, pedestrian and bicycle facilities, and safety improvements, which would likely improve traffic-flow without increasing capacity, thus reducing emissions.

Transit Plan for the St. Cloud Metropolitan Area (2005):

The Transit Plan, which is also summarized in Chapter 10 of the 2030 Transportation Plan, contains general short-term improvement strategies for the area's transit operations aimed at increasing transit ridership and reducing local dependence upon the single occupant vehicle (SOV). As such, this document contains recommendations for increasing service and ridership, as well as suggestions of Transportation Demand Management (TDM) techniques.

Conformity determination is based on the following Conformity Rule criteria and procedures:

Latest Planning Assumptions

Based on the most recent planning assumptions available to the APO, assumptions are derived from estimates of current and future population, employment, travel and congestion recently developed by the APO for updating the Plan to the year 2030. The authority to develop these estimates is given to the APO through its designation as a MPO by the Governor.

Consultation

Transportation plans were developed in cooperation with the Minnesota Department of Transportation (Mn/DOT) and the Minnesota Pollution Control Agency (MPCA). Various opportunities to systematically review components of each plan relative to conformity determination have been afforded to partner agencies, such as the MPCA, Mn/DOT, FHWA, and FTA officials, throughout the development process. In addition, official draft

documents in their entirety were submitted to State and Federal transportation air quality officials for review and comment prior to adoption in August of 2001.

Public Consultation Procedures

MPOs making conformity determinations on transportation plans, programs, and projects shall establish and continuously implement a proactive public involvement process which provides opportunity for public review and comment by, at a minimum, providing reasonable public access to technical and policy information considered by the agency at the beginning of the public comment period and prior to taking formal action on a conformity determination for all transportation plans, consistent with the requirements of 23 CFR Part 450. The opportunity for public involvement shall include access to information, emissions data, analysis and assumptions used to perform a conformity determination, and the obligation to consider and respond to significant comments. Accordingly, no MPO may find that a transportation plan, or their revisions conform, and no applicant may find a project conforms unless the conformity determination has been subject to a public involvement process. The Public Participation component of the 2030 Transportation Plan describes, in detail the APO public involvement process. Any charges for public inspection and copying were consistent with the fee schedule contained in 49 CFR 7.95.

Timely Implementation of TCMs

All transportation control measures (TCM) required by the SIP were implemented by 1984. These TCMs are listed in the table on the following page.

Fiscal Constraints

For non-attainment and maintenance areas, a required financial capacity analysis must address the specific financial strategies required to ensure the implementation of projects and programs to reach air quality compliance. The Plan affords priority financial consideration for projects located within the maintenance area for CO.

Federal Motor Vehicle Emissions Control Program

Emission rates can be expected to drop because of continued vehicle fleet turnover and the Federal Motor Vehicle Emissions Control Program. Total emissions, however, may eventually rise due to an increase in vehicle miles of travel.

Exempt and Non-Exempt Project Types

Highway and transit projects listed in the following tables are exempt from the requirement that a conformity determination be made. Such projects may proceed toward implementation even in the absence of a conforming transportation plan. However, a project may be determined as not exempt if the MPO, in consultation with EPA, FHWA, and FTA, for any reason concur that it has potentially adverse emission impacts. Accordingly, the State and the MPO must assure that exempt projects do not interfere with TCM implementation.

TCM Implementation Status		
Item #	Strategy	Status
1	Signing change: no parking 3-6 p.m. for 4 stalls to corner on north side of street to allow right turns from West St. Germain to 10th Avenue.	Implemented 1977 by City of St. Cloud
2	Signing change: no-right-turn-on-red removed for eastbound traffic on West St. Germain at corner of 8th Avenue.	Implemented 1977 by City of St. Cloud
3	Bus stop relocated from near Paramount Theatre (formerly St. Germain Hotel) to US Bank (formerly Tempo store) on block West.	Implemented 1977 by City of St. Cloud
4	Change in signal timing and roadway geometry, which included widening 10th Avenue and providing left turn lane for both northbound and southbound traffic.	Implemented 1977 by City of St. Cloud
5	Signal changes at West St. Germain and 10th Avenue.	Implemented 1978 by City of St. Cloud
6	Transit, car-pool and van-pool strategies.	Goals set in 1979 by St. Cloud APO
7	Continuing, comprehensive route evaluation will be pursued. Route performance will be based upon comparison with established standards. Strategies of improvement will be developed for non-conforming routes.	On-going Program initiated by MTC in 1979
8	A continuing evaluation of transit fares throughout the system will be accomplished under the TSM document.	On-going Program initiated by MTC in 1979
9	The program for transportation of handicapped and elderly persons will be evaluated continuously, and service improvement strategies will be developed based on the evaluation analysis.	On-going Program initiated by MTC in 1979
10	An improved transit informational program will be investigated and evaluated as part of the annual TSM.	On-going Program initiated by MTC in 1979
11	Conduct feasibility study regarding use of plugs-ins to reduce cold starts	In 1980 deemed not feasible
12	Review and redevelop downtown traffic plan.	On-going
13	Implementation of transportation system management strategies and physical improvements, as needed to achieve compliance with 1982 air quality standards and complying with conclusions of the feasibility study and plans developed by items 11 and 12.	On-going
14	Ordinance prohibiting double parking on West St. Germain Street from 8th Avenue to 10th Avenue.	Implemented 1981 by City of St. Cloud
15	Downtown signing plan to discourage use of West St. Germain corridor between 8th Avenue to 10th Avenue.	Implemented 1981 by City of St. Cloud
16	Media campaign and pamphlet to increase public awareness of air quality and to encourage use of transportation routes and means, which will improve air quality in the City.	Implemented 1982 by City of St. Cloud
17	Division Street improvements between 19½ Avenue and 31st Avenue (new signals and left turn lanes).	Implemented 1982 by City of St. Cloud
18	Improve signalization at Wilson Avenue and East St. Germain.	Implemented 1982 by City of St. Cloud
19	10th Avenue intersection improvements.	Implemented 1984 by City of St. Cloud

Exempt Projects

SAFETY PROJECTS	
Railroad/Highway Crossing	S-1
Hazard Elimination Program	S-2
Safer Non-Federal-Aid System Roads	S-3
Shoulder Improvements	S-4
Increasing Sight Distance	S-5
Safety Improvement Program	S-6
Traffic Control Devices and Operating Assistance <ul style="list-style-type: none"> • Other Than Signalization Projects 	S-7
Railroad/Highway Crossing Warning Devices	S-8
Guardrails, Median Barriers and/or Crash Cushions	S-9
Pavement Resurfacing or Rehabilitation	S-10
Pavement Marking Demonstration	S-11
Emergency Relief (23 U.S.C. 125)	S-12
Fencing	S-13
Skid Treatments	S-14
Safety Roadside Rest Areas	S-15
Adding Medians	S-16
Truck Climbing Lanes Outside the Urbanized Area	S-17
Lighting Improvements	S-18
Widening Narrow Pavements or Reconstructing Bridges <ul style="list-style-type: none"> • With no additional travel lanes 	S-19
Emergency Truck Pullovers	S-20
MASS TRANSIT PROJECTS	
Operating Assistance to Transit Agencies	T-1
Purchase of Support Vehicles	T-2
Rehabilitation of Transit Vehicles	T-3
Purchase of Office, Shop, and Operating Equipment for Existing Facilities	T-4
Purchase of Operating Equipment for Vehicles <ul style="list-style-type: none"> • Such as radios, fareboxes, lifts, etc. 	T-5
Construction of Small Passenger Shelters and Information Kiosks	T-6
Construction or Renovation of Power, Signal, and Communications Systems	T-7
Reconstruction or Renovation of Transit Buildings and Structures <ul style="list-style-type: none"> • Rail or bus buildings • Storage and maintenance facilities • Stations, terminals, and/or ancillary structures 	T-8
Rehabilitation or Reconstruction of Tracks Structures, Track, and Trackbed in Existing Right-Of-Way	T-9
Purchase of New Buses and Rail Cars to Replace Existing Vehicles or for Minor Expansions of the Fleet	T-10
Construction of New Bus or Rail Storage/Maintenance Facilities Categorically Excluded in 23 CRF Part 771	T-11

AIR QUALITY PROJECTS	
Continuation of Ride-Sharing and Van-Pooling Promotion Activities at Current Levels	AQ-1
Bicycle and Pedestrian Facilities	AQ-2
OTHER PROJECTS	
Specific Activities Which Do Not Involve or Lead Directly to Construction, Such As: <ul style="list-style-type: none"> • Planning and Technical Studies • Grants for Training and Research Programs • Planning Activities Conducted Pursuant to Titles 23 and 49 • U.S.C. • Federal-Aid Systems Revisions 	O-1
Engineering to Assess Social, Economic and Environmental Effects of the Proposed Action or Alternatives to that Action	O-2
Noise Attenuation	O-3
Advance Land Acquisitions (23 CFR Part 712 or 23 CFR Part 771)	O-4
Acquisition of Scenic Easements	O-5
Plantings, Landscaping, etc.	O-6
Sign Removal	O-7
Directional and Information Signs	O-8
Transportation Enhancement Activities <ul style="list-style-type: none"> • Except rehabilitation and operation of historic transportation buildings, structures, or facilities 	O-9
Repair of Damage Caused by Natural Disasters, Civil Unrest, or Terrorist Acts. <ul style="list-style-type: none"> • Except Projects Involving Substantial Functional, Locational, or Capacity Changes 	O-10

Highway and transit projects listed in the following table may need a hot spot analysis performed by the applicant prior to Federal agencies making a conformity determination.

Potential Hot Spot Analysis Projects

Intersection Channelization Projects	E-1
Intersection Signalization Projects at Individual Intersections	E-2
Interchange Reconfiguration Projects	E-3
Changes in Vertical or Horizontal Alignment	E-4
Truck Size and Weight Inspection Stations	E-5
Bus Terminals and Transfer Points	E-6

Certain, unique projects cannot be clearly classified as exempt or subject to hot spot analysis. Accordingly, these projects are denoted as "Not Classified" following evaluation through interagency consultation.

Metropolitan Plan Conformity Determination

The 2030 Transportation Plan is not expected to result in any increase in the frequency or severity of the existing emissions of CO, which are within the maintenance requirements of the NAAQS. Therefore, it is consistent with the assumptions for transportation improvements in the documentation provided for a Request for Redesignation and Removal from Draft SIP Call submitted to EPA in 1989, and approved thereafter.

The 2030 Transportation Plan contains the APO's Conformity Determination on every project identified. Based on the project reviews, the APO has made the determination that it is in conformance with the CAAA, the EPA Conformity Rule, and the SIP.

Transportation Improvement Program

Pursuant to Section 51.410 of the EPA Conformity Rule, the APO has reviewed the 2008-2011 TIP, the Transportation Air Quality Control Plan of the SIP, and the APO's 2030 Transportation Plan to determine the conformity of the TIP to the SIP and the Plan. The conformity determination is based on the following Conformity Rule criteria and procedures:

Latest Emissions Model

This conformity is based on a qualitative analysis since MPCA and EPA have stated that a regional emission analysis is not required.

Interagency Consultation Process

An interagency consultation process was used to develop and review the TIP. FHWA and MPCA are ex-officio members of the APO's TAC. Consultation was continued through the public comment period to respond to concerns raised by the agencies prior to final approval by the APO Policy Board. The process complied with the EPA Conformity Rule and Federal Metropolitan Planning Regulations.

The APO, MPCA, and MnDOT conferred on the review and selection of projects exempt from a conformity air quality analysis as well as regionally significant projects that must be included in the conformity analysis of the TIP. The following is a list of interagency coordination during the preparation and approval of the TIP document:

<u>DATE</u>	<u>ACTIVITY</u>
05/01/07	APO provided draft TIP to MPCA, Mn/DOT and St. Cloud MTC for review and comment.
05/24/07	APO Policy Board approved TIP and conformity determination.
06/01/07	APO transmitted TIP to Mn/DOT for inclusion in the STIP.

The APO's TAC is involved in the TIP development and review process. The TAC membership provides a forum for the deliberation of regional transportation issues among state, regional, and local staff.

Public Consultation Process

SAFETEA LU now requires states, MPOs and transit providers to have a minimum of four (4) years represented in their TIP/STIP documents. This four (4) year program (FY 2008 to FY 2011) is represented in this TIP document for Mn/DOT District 3 projects in the APO area, for St. Cloud Metro Bus projects and for local Federal projects. Next years APO TIP will revert back to a 5-year program. Outlined below is a summary of TIP public involvement milestones for the APOs FY 2008 to FY 2011 TIP Document.

FY 2008-2011 TIP

11/17/05 Project solicitation packets mailed.
11/27/05 FY 2009-2011 project solicitation notice in St. Cloud Times.
01/13/06 FY 2009-2011 project applications presented at St. Cloud APO Board meeting.
02/09/06 APO Executive Board prioritizes FY 2009-2011 project applications.
02/23/06 APO Board approves prioritized FY 2009-2011 project list at a public review meeting.
05/1/07 FY 2008-2011 TIP sent to MPCA, Mn/DOT and the St. Cloud MTC for review and comment.
05/24/07 APO Board approves FY 2007-2011 TIP Document for inclusion in STIP at a public review meeting.

The APO's Policy Board has also instituted a public involvement process for implementing agencies. To identify potential projects for which public involvement is necessary, the project proposer is asked these six questions about each project:

1. Will the proposed construction project expand the number of through traffic lanes?
2. Could the proposed construction project involve the purchase of right-of-way?
3. Could the adjacent property owners be assessed for a portion of the proposed construction project costs?
4. Could the proposed construction project expand the roadway curb-to-curb width by more than six feet?
5. Could the proposed construction project result in new parking restrictions?
6. Are there other reasons why the project may be controversial?

Note: the following types of projects are exempt: transit, railroad crossing improvements, and transportation planning studies.

A "yes" answer to any of the six questions means that a public information meeting is recommended prior to submittal for federal funding. This affords abutting property owners and other stakeholders the opportunity for specific involvement in the full scope of proposed improvements. After the meeting has been held, it is encouraged that a resolution be passed by the governing agency providing confirmation of the meeting.

A "no" answer to all six questions means that no specific public involvement activities are needed for the project in the TIP process. It is also encouraged that a resolution be passed by the governing agency noting this finding.

In addition, the District 3 Area Transportation Partnership (ATP) has adopted policies relative to the project development process for TIP projects. These policies are as follows:

1. The project development process shall be initiated as soon as possible after final State Transportation Improvement Program (STIP) approval.
2. Local jurisdictions are encouraged to provide an annual update to their respective ATP sub-regions and District 3 State-Aid Engineer regarding the project development status of their programmed projects.
3. Cost and project delivery updates on programmed projects should be provided to the ATP sub-regions and District 3 State-Aid Engineer during the annual project solicitation period.
4. Project cost overruns will be managed by each ATP sub-region and subtracted from a sub-region's Federal funding target, if approved.

TIP Conformity Determination

The TIP is not expected to result in any increase in the frequency or severity of the existing emissions of CO, since it is consistent with the SIP and the 2030 Transportation Plan. In addition, the TIP will not cause or contribute to new violations. Interagency consultation was performed in April and May 2006, which is consistent with the Minnesota State Implementation Plan for Air Quality. Upon review of the qualitative analysis and interagency consultation, FHWA, MPCA, Mn/DOT, and the St. Cloud APO came to a qualitative air quality conformity determination of no adverse air quality impacts for the projects determined not to be exempt. Last year the APO, FHWA, Mn/DOT & MPCA completed an extensive interagency consultation process for the 2007-2011 TIP (air quality) Conformity Determination. It was determined through the consultation process that four (4) programmed projects needed hot spot consultation and a determination.

Upon review of the qualitative analysis and interagency consultation, FHWA, MPCA, Mn/DOT, and the St. Cloud APO came to a qualitative air quality conformity determination of no adverse air quality impacts for the projects determined not to be exempt. No additional (non-exempt) projects were programmed in the 2008-2011 TIP for the APO planning area, therefore, the interagency air quality conformity consultation process for the 2008-11 TIP was not necessary. The interagency air quality conformity consultation memorandum for the 2007-2011 TIP is located in Appendix F.

The tables on the following pages summarize the conformity analysis. The air quality categorizations made in these tables should be viewed as advisory in nature. Ultimate responsibility for determining the need for "hot spot" analysis for a project under 40 CFR pt. 51, subp. T (Transportation Conformity Rule) rests with the U.S. Department of Transportation.

**2008- 2011 Prioritized FHWA Programming
Air Quality Conformity Analysis**

Implementing Agency	Facility or Route	Project Description	Fiscal Year	In Maintenance Area?	From Previously Conforming TIP?	Exempt from Conformity Determination?	Federal Funds in 1000's
City of St. Joseph	Field Street	Field Street 4(f) evaluation and report	2008	No	Yes	Yes Outside Maint. Area	\$48.2
City of Waite Park	10th Ave./ 2nd Ave.	Conduct scoping and prepare environmental documentation for 10th Ave./2nd Ave. corridor from 3rd St. N. to CR 6.	2008	No	No	Yes Outside Maint. Area	\$175.0
City of St. Cloud	University Drive	Conduct scoping, prepare environmental documentation, design and official mapping for the University Drive corridor from 5th Ave. to TH 10.	2008	Yes	Yes	Yes O-1	\$175.0
County of Benton	Benton Drive Extension	Conduct scoping, prepare Environmental Assessment and file an Official Map for a proposed new alignment extension of Benton Drive, from TH 10 to Benton CSAH 1 (0.75 miles).	2008	No	Yes	Yes Outside Maint. Area	\$175.0
City of Waite Park	44th Ave/ Waite Ave. (MSAS 101)	Construct new alignment 4-lane divided roadway from 8th street North to Waite Avenue including sidewalk, bike path, curb, gutter, storm sewer, traffic signals, railroad signals, and railroad relocation (1.3 miles).	2008	Yes	Yes	Yes E-1, 2 & 4 *See note at bottom of table	\$2,600.0
County of Stearns	Sauk Rapids Bridge	Acquire parcels 1, 7, 8, 18, 38 and 39 for the Sauk Rapids Bridge replacement. (FY 2006 A/C Payback)	2008	No	Yes	Yes Outside Maint. Area	\$816.0
County of Stearns	Sauk Rapids Bridge	Sauk Rapids Bridge approach work in Sauk Rapids and St. Cloud (FY 2007 A/C Payback).	2008	No	Yes	Yes Outside Maint. Area	\$1,680.9
MnDOT District 3	TH 15	TH 55 Kimball to beginning 4-lane near I-94, mill and overlay and shoulder paving (12.6 miles).	2008	Yes	Yes	Yes S-4 & S-10	\$2,400.0
MnDOT District 3	District 3	District-Wide set-a-side - safety partnership program - State/local - 2008. - partially outside APO	2008	Unknown at this Time	Yes	Yes S-2 & S-6	\$202.5
MnDOT District 3	CSAH 51	CSAH 52 to CSAH 2 in St. Joseph Township, grade, base and bituminous.	2009	No	No	Yes Outside Maint. Area	\$1,037.0
City of Waite Park	28th Avenue South	Construct new alignment 4 lane roadway along 28th Avenue from TH 23 to Stearns CR 137, including sidewalk, curb, gutter, storm sewer and traffic signals and realignment of Stearns CR 137 (A/C Project, Payback in 2011)	2009	No	Yes	Yes Outside Maint. Area	\$277.5
MnDOT District 3	TH 15	TH 15 from 727 ft S of Jct of Galaxy Rd to 714 ft N of Jct. Stearns CSAH 47/136 in St. Augusta, construct turn lanes & intersection improvements	2009	No	Yes	Yes Outside Maint. Area	\$540.0
MnDOT District 3	TH 15	TH 23 EB Division to just north of CSAH 47/136 in St. Augusta, mill & overlay, and shoulder paving	2009	Yes	Yes	Yes S-4 & S-10	\$1,600
County of Stearns	Opportunity Drive	Conduct scoping, prepare environmental documentation, design and official mapping for Opportunity Drive corridor from I-94 to CSAH 7.	2009	No	No	Yes Outside Maint. Area	\$121.0
City of St. Cloud	Sherburne Co. CSAH 7	Conduct scoping, prepare environmental documentation, and design for CSAH 7 corridor.	2009	Yes	No	Yes O-1	\$175.0
City of St. Joseph	St. Joseph North Corridor	Conduct Tier I environmental documentation for the St. Joseph North Corridor from CR 133 to CSAH 3.	2009	No	No	Yes Outside Maint. Area	\$140.0
County of Stearns	Sauk River Crossing	Conduct scoping and prepare Environmental Assessment for a proposed new Sauk River crossing somewhere between 10th Avenue and 28th Avenue in the cities of Waite Park and St. Cloud (2.1 miles).	2009	Yes	Yes	Yes O-1	\$210.0
County of Stearns	Southwest Beltway Road	Prepare a Tier 1 Environmental Impact Statement and file an Official Map for a proposed new alignment roadway south and west of the City of Waite Park, extending from west of TH 15 and 33rd Street South to Stearns CSAH 4/ CSAH 133 (8.2 miles).	2009	No	Yes	Yes Outside Maint. Area	\$192.5
County of Stearns	Sauk Rapids Bridge	Sauk Rapids Bridge approach work in Sauk Rapids and St. Cloud (FY 2007 A/C Payback).	2009	No	Yes	Yes Outside Maint. Area	\$1,377.0
MnDOT District 3	TH 23	Reconstruct from Washington Memorial Drive to Desoto Bridge in St. Cloud, including Lake George Bridge. (AC project, payback in FY 2010)	2009	Yes	Yes	Yes S-19	\$8,400.0
County of Stearns	Sauk Rapids Bridge	Acquire parcels 1, 7, 8, 18, 38 and 39 for the Sauk Rapids Bridge replacement. (FY 2006 A/C Payback)	2009	No	Yes	Yes Outside Maint. Area	\$455.4
County of Stearns	Stearns CR 134/ CSAH 138/ CSAH 4	Construction of Stearns CR 134 realignment to CSAH 138 to include a 4 lane divided urban section from West Oaks Drive to south of Knights of Columbus Park, and expansion of Stearns CSAH 4 to 6 lanes from Rolling Ridge to Stearns CSAH 138. (A/C Project, Payback in 2010-11)	2009	Yes	Yes	Yes E-1, 2 & 4 *See note at bottom of table	\$4,155.5
County of Stearns	Stearns CR 134/ CSAH 138/ CSAH 4	Construction of Stearns CR 134 realignment to CSAH 138 to include a 4 lane divided urban section from West Oaks Drive to south of Knights of Columbus Park, and expansion of Stearns CSAH 4 to 6 lanes from Rolling Ridge Road to Stearns CSAH 138.	2009	Yes	Yes	Yes E-1, 2 & 4 *See note at bottom of table	\$1,735.4
County of Stearns	Stearns CR 134/ CSAH 138/ CSAH 4	Construction of Stearns CR 134 realignment to CSAH 138 to include a 4 lane divided urban section from West Oaks Drive to south of Knights of Columbus Park, and expansion of Stearns CSAH 4 to 6 lanes from Rolling Ridge Road to Stearns CSAH 138.	2009	Yes	Yes	Yes E-1, 2 & 4 *See note at bottom of table	\$1,735.4
County of Stearns	Stearns CR 134/ CSAH 138/ CSAH 4	Right-of-way for Stearns CR 134 realignment to CSAH 138 including a 4 lane divided urban section from West Oaks Drive to south of Knights of Columbus Park, and expansion of Stearns CSAH 4 to 6 lanes from Rolling Ridge Road to Stearns CSAH 138.	2009	Yes	Yes	Yes E-1, 2 & 4 *See note at bottom of table	\$2,776.6
City of St. Cloud	University Bridge (MSAS 101)	Expand the University Bridge to 4 lanes, including approaches, from 5th Avenue South to Kilian Blvd. (0.56 miles).	2009	Yes	Yes	Yes E-1, 2 & 4, *See note at bottom of table	\$682.8
MnDOT District 3	I -94	Install median cable guard rail from Albany to TH 15 near St. Cloud - partially outside APO	2009	No	Yes	Yes Outside Maint. Area	\$1,848.9
MnDOT District 3	TH 10	Benton Drive in Sauk Rapids to TH 24, reconstruct, unbonded concrete overlay, bituminous overly including shoulder paving.	2010	No	Yes	Yes Outside Maint. Area	\$5,078.7
County of Stearns	Sauk Rapids Bridge	Sauk Rapids Bridge approach work in Sauk Rapids and St. Cloud (FY 2007 A/C Payback).	2010	No	Yes	Yes Outside Maint. Area	\$474.8
County of Stearns	Stearns CR 134/ CSAH 138/ CSAH 4	Construction of Stearns CR 134 realignment to CSAH 138 to include a 4 lane divided urban section from West Oaks Drive to south of Knights of Columbus Park, expand Stearns CSAH 4 to 6 lanes from Rolling Ridge Road to Stearns CSAH 138. (A/C Payback)	2010	Yes	Yes	Yes E-1, 2 & 4 *See note at bottom of table	\$1,578.2
MnDOT District 3	TH 23	Reconstruct from Washington Memorial Drive to Desoto Bridge in St. Cloud, including Lake George Bridge. (AC payback)	2010	Yes	Yes	Yes S-19	\$6,500.0
MnDOT District 3	TH 23	East end of Desoto Bridge to 0.8 MI E to JCT TH 10 in St. Cloud, reconstruct.	2010	Yes	Yes	Yes S-10	\$1,761.4
MnDOT District 3	TH 10	15th Avenue in St. Cloud to JCT 25 in Becker, bituminous overlay including shoulder paving - partially outside APO.	2011	Yes	Yes	Yes S-10	\$1,819.0
County of Stearns	Stearns CR 134/ CSAH 138/ CSAH 4	Construction of Stearns CR 134 realignment to CSAH 138 to include a 4 lane divided urban section from West Oaks Drive to south of Knights of Columbus Park, expand Stearns CSAH 4 to 6 lanes from Rolling Ridge Road to Stearns CSAH 138. (A/C Payback)	2011	Yes	Yes	Yes E-1, 2 & 4 *See note at bottom of table	\$1,142.5
City of St. Cloud	Beaver Island Trail	Beaver Island Trail extension from the St. Cloud Civic Center to Hester Park along the Mississippi River in the City of St. Cloud (0.85 miles).	2011	Yes	Yes	Yes AQ-2	\$493.5
City of Waite Park	28th Avenue South	Construct new alignment 4 lane roadway along 28th Avenue from TH 23 to Stearns CR 137, including sidewalk, curb, gutter, storm sewer and traffic signals and realignment of Stearns CR 137 (0.83 miles). (2009 A/C Payback)	2011	No	Yes	Yes Outside Maint. Area	\$277.5
MnDOT District 3	TH 23	From Jct. TH 15 to 0.1 MI. West of 19 1/2 St. in St. Cloud (EBL & WBL), Mill & Overlay	2011	Yes	No	Yes S-4 & S-10	\$828.1
County of Benton	Various Intersections	Safety & geometric improvements at 5 intersections: Benton CSAH 1 & CSAH 29, CSAH 1 & CSAH 4, CSAH 5 & CSAH 6, CSAH 6 & TH 23, & CSAH 4 & CSAH 6	2011	Yes	No	Yes S-7, S-14 & S-18	\$161.6

Note: A determination was made in the APO FY 2007-2011 TIP for the projects marked with an asterisks () that all requirements of the federal transportation conformity rule were met.

**2008 - 2011 Prioritized State Trunk Highway Programming
Air Quality Conformity Analysis**

Implementing Agency	Facility or Route	Project Description	Fiscal Year	In Maintenance Area?	From Previously Conforming TIP	Exempt From Conformity Determination	Federal Funds in 1000's
MnDOT District 3	TH 95	TH 23 to 4.4 MI. W. of TH 47 E. of Princeton, mill and overlay, including shoulder paving	2008	Yes	Yes	Yes S-4 & S-10	\$0
MnDOT District 3	District-Wide	District set-a-sides - Cooperative Agreements - 2008	2008	Unknown at this Time	Yes	Unknown at the Time	\$0
MnDOT District 3	District-Wide	District set-a-sides - Consultant Agreements - 2008	2008	Unknown at this Time	Yes	Yes O-1	\$0
MnDOT District 3	District-Wide	District set-a-sides - Miscellaneous agreements - 2008	2008	Unknown at this Time	Yes	Unknown at the Time	\$0
MnDOT District 3	District-Wide	District set-a-sides - Landscaping - 2008	2008	Unknown at this Time	Yes	Yes O-6	\$0
MnDOT District 3	District-Wide	District set-a-sides - Right-of-way - 2008	2008	Unknown at this Time	Yes	Yes O-4	\$0
MnDOT District 3	District-Wide	District set-a-sides - Misc. road & bridge repair (BARC) - 2008	2008	Unknown at this Time	Yes	Yes S-10	\$0
MnDOT District 3	District-Wide	District set-a-sides - Supplemental agreements/overruns - 2008	2008	Unknown at this Time	Yes	Yes Covered under Specific Projects	\$0
MnDOT District 3	District-Wide	District set-a-sides - Safety Improvements - 2008	2008	Unknown at this Time	Yes	Yes S-2 & S-6	\$0
MnDOT District 3	I-94	Replace Type C & D Signs on I-94 from Todd/Douglas Co Line to TH 15	2008	Yes	No	Yes O-7 & O-8	\$0
MnDOT District 3	District-Wide	District set-a-sides - Cooperative Agreements - 2009	2009	Unknown at this Time	Yes	Unknown at this Time	\$0
MnDOT District 3	District-Wide	District set-a-sides - Consultant Agreements - 2009	2009	Unknown at this Time	Yes	Yes O-1	\$0
MnDOT District 3	District-Wide	District set-a-sides - Miscellaneous agreements - 2009	2009	Unknown at this Time	Yes	Unknown at this Time	\$0
MnDOT District 3	District-Wide	District set-a-sides - Landscaping - 2009	2009	Unknown at this Time	Yes	Yes O-6	\$0
MnDOT District 3	District-Wide	District set-a-sides - Right-of-way - 2009	2009	Unknown at this Time	Yes	Yes O-4	\$0
MnDOT District 3	District-Wide	District set-a-sides - Misc. road & bridge repair (BARC) - 2009	2009	Unknown at this Time	Yes	Yes S-10	\$0
MnDOT District 3	District-Wide	District set-a-sides - Supplemental agreements/overruns - 2009	2009	Unknown at this Time	Yes	Yes Covered under Specific Projects	\$0
MnDOT District 3	District-Wide	District set-a-sides - Safety Improvements - 2009	2009	Unknown at this Time	Yes	Yes S-2 & S-6	\$0
MnDOT District 3	I-94	Replace type C & D signs on I-94 from TH 15 to Wright/Hennepin Co. line	2009	Yes	No	Yes O-7 & O-8	\$0
MnDOT District 3	TH 10	Upgrade railroad crossing west of St. Germain Street in St. Cloud	2009	Yes	No	Yes S-1	\$0
MnDOT District 3	TH 10	Watab to 0.2 MI. W of RR crossing in St. Cloud (EBL & WBL), diamond grind	2010	Yes	Yes	Yes S-10	\$0
MnDOT District 3	I-94	Replacement of type C & D signs at various locations on I-94	2010	Yes	No	Yes O-7 & O-8	\$0
MnDOT District 3	District-Wide	District set-a-sides - Cooperative Agreements - 2010	2010	Unknown at this Time	Yes	Unknown at this Time	\$0
MnDOT District 3	District-Wide	District set-a-sides - Consultant Agreements - 2010	2010	Unknown at this Time	Yes	Yes O-1	\$0
MnDOT District 3	District-Wide	District set-a-sides - Miscellaneous agreements - 2010	2010	Unknown at this Time	Yes	Unknown at this Time	\$0
MnDOT District 3	District-Wide	District set-a-sides - Landscape partnership - 2010	2010	Unknown at this Time	Yes	Yes O-6	\$0
MnDOT District 3	District-Wide	District set-a-sides - Right-of-way - 2010	2010	Unknown at this Time	Yes	Yes O-4	\$0
MnDOT District 3	District-Wide	District set-a-sides - Misc. road & bridge repair (BARC) - 2010	2010	Unknown at this Time	Yes	Yes S-10	\$0
MnDOT District 3	District-Wide	District set-a-sides - Supplemental agreements/overruns - 2010	2010	Unknown at this Time	Yes	Yes Covered under Specific Projects	\$0
MnDOT District 3	District-Wide	District set-a-sides - Safety Improvements - 2010	2010	Unknown at this Time	Yes	Yes S-2 & S-6	\$0
MnDOT District 3	District-Wide	Upgrade guardrail end treatments at various locations in district	2011	Unknown at this Time	No	Yes S-9	\$0
MnDOT District 3	District-Wide	District set-a-sides - Cooperative Agreements - 2011	2011	Unknown at this Time	No	Unknown at this Time	\$0
MnDOT District 3	District-Wide	District set-a-sides - Consultant Agreements - 2011	2011	Unknown at this Time	No	Yes O-1	\$0
MnDOT District 3	District-Wide	District set-a-sides - Miscellaneous agreements - 2011	2011	Unknown at this Time	No	Unknown at this Time	\$0
MnDOT District 3	District-Wide	District set-a-sides - Landscape partnership - 2011	2011	Unknown at this Time	No	Yes O-6	\$0
MnDOT District 3	District-Wide	District set-a-sides - Right-of-way - 2011	2011	Unknown at this Time	No	Yes O-4	\$0
MnDOT District 3	District-Wide	District set-a-sides - Misc. road & bridge repair (BARC) - 2011	2011	Unknown at this Time	No	Yes S-10	\$0
MnDOT District 3	District-Wide	District set-a-sides - Supplemental agreements/overruns - 2011	2011	Unknown at this Time	No	Yes Covered under Specific Projects	\$0
MnDOT District 3	District-Wide	District set-a-sides - Safety Improvements - 2011	2011	Unknown at this Time	No	Yes S-2 & S-6	\$0

**2008 - 2011 Prioritized FTA Programming
Air Quality Conformity Analysis**

Implementing Agency	Facility or Route	Project Description	Fiscal Year	In Maintenance Area?	From Previously Conforming TIP	Exempt From Conformity Determination	Federal Funds in 1000's
St. Cloud Metro Bus	Dial-a-Ride Service	Operating Assistance	2008	Yes	Yes	Yes T-1	\$0.0
St. Cloud Metro Bus	Fixed Route Transit Service	Operating Assistance	2008	Yes	Yes	Yes T-1	\$746.1
St. Cloud Metro Bus	Fixed Route Transit Service	Capitalized Preventative Maintenance	2008	Yes	Yes	Yes T-3	\$804.6
St. Cloud Metro Bus	Fixed Route Transit Service	Transit Capital Purchases ITS Projects	2008	Yes	Yes	Yes T-7	\$160.0
St. Cloud Metro Bus	Fixed Route Transit Service	Transit Capital Purchases Bus Shelter Transit Amenity Program	2008	Yes	Yes	Yes T-6	\$160.0
St. Cloud Metro Bus	Dial-a-Ride Service	Transit Capital Purchases Purchase 12 Small Dial-A-Ride Buses	2008	Yes	No	Yes T-10	\$1,248.0
St. Cloud Metro Bus	Fixed Route Transit Service	Transit Capital Purchases Office Equipment & Computers	2008	Yes	Yes	Yes T-4	\$20.0
St. Cloud Metro Bus	Fixed Route Transit Service	Trolley Lease Payoff	2008	Yes	Yes	Yes T-2	\$31.4
St. Cloud Metro Bus	Fixed Route Transit Service	Transit Capital Purchases Maintenance Tools & Equipment	2008	Yes	Yes	Yes T-4	\$8.0
St. Cloud Metro Bus	Fixed Route Transit Service	Transit Capital Purchases Purchase 4 Large Buses	2009	Yes	Yes	Yes T-10	\$992.0
St. Cloud Metro Bus	Dial-a-Ride Service	Operating Assistance	2009	Yes	Yes	Yes T-1	\$0.0
St. Cloud Metro Bus	Fixed Route Transit Service	Operating Assistance	2009	Yes	Yes	Yes T-1	\$746.1
St. Cloud Metro Bus	Fixed Route Transit Service	Capitalized Preventative Maintenance	2009	Yes	Yes	Yes T-3	\$797.1
St. Cloud Metro Bus	Fixed Route Transit Service	Transit Capital Purchases Bus Shelter Transit Amenity Program	2009	Yes	Yes	Yes T-6	\$24.0
St. Cloud Metro Bus	Fixed Route Transit Service	Transit Capital Purchases Purchase 4 Small Buses	2009	Yes	Yes	Yes T-10	\$416.0
St. Cloud Metro Bus	Fixed Route Transit Service	Transit Capital Purchases Operations Center Misc. Improvements	2009	Yes	Yes	Yes T-4	\$40.0
St. Cloud Metro Bus	Fixed Route Transit Service	Transit Capital Purchases Office Equipment & Computers	2009	Yes	Yes	Yes T-4	\$20.0
St. Cloud Metro Bus	Fixed Route Transit Service	Transit Capital Purchases Maintenance Tools & Equipment	2009	Yes	Yes	Yes T-4	\$8.0
St. Cloud Metro Bus	Fixed Route Transit Service	Transit Capital Purchases Purchase Replacement Operations Automobile	2009	Yes	Yes	Yes T-2	\$20.0
St. Cloud Metro Bus	Fixed Route Transit Service	Transit Capital Purchases Purchase Replacement Maintenance Vehicle	2009	Yes	Yes	Yes T-2	\$24.0
St. Cloud Metro Bus	Fixed Route Transit Service	Transit Capital Purchases Transit Hub Study and Construction	2009	Yes	Yes	Yes T-8	\$80.0
St. Cloud Metro Bus	Fixed Route Transit Service	Trolley Lease Payoff	2009	Yes	Yes	Yes T-2	\$61.4
St. Cloud Metro Bus	Dial-a-Ride Service	Operating Assistance	2010	Yes	Yes	Yes T-1	\$0.0
St. Cloud Metro Bus	Fixed Route Transit Service	Operating Assistance	2010	Yes	Yes	Yes T-1	\$746.1
St. Cloud Metro Bus	Fixed Route Transit Service	Capitalized Preventative Maintenance	2010	Yes	Yes	Yes T-3	\$901.1
St. Cloud Metro Bus	Fixed Route Transit Service	Transit Capital Purchases ITS Projects	2010	Yes	Yes	Yes T-7	\$20.0
St. Cloud Metro Bus	Fixed Route Transit Service	Transit Capital Purchases Bus Shelter Transit Amenity Program	2010	Yes	Yes	Yes T-6	\$40.0
St. Cloud Metro Bus	Fixed Route Transit Service	Transit Capital Purchases Purchase 4 Small Buses	2010	Yes	No	Yes T-10	\$416.0
St. Cloud Metro Bus	Fixed Route Transit Service	Transit Capital Purchases Office Equipment & Computers	2010	Yes	Yes	Yes T-4	\$20.0
St. Cloud Metro Bus	Fixed Route Transit Service	Transit Capital Purchases Maintenance Tools & Equipment	2010	Yes	Yes	Yes T-4	\$8.0
St. Cloud Metro Bus	Fixed Route Transit Service	Transit Capital Purchases Purchase 2 Large Buses	2011	Yes	No	Yes T-10	\$496.0
St. Cloud Metro Bus	Dial-a-Ride Service	Operating Assistance	2011	Yes	No	Yes T-1	\$0.0
St. Cloud Metro Bus	Fixed Route Transit Service	Operating Assistance	2011	Yes	No	Yes T-1	\$746.1
St. Cloud Metro Bus	Fixed Route Transit Service	Capitalized Preventative Maintenance	2011	Yes	No	Yes T-3	\$992.5
St. Cloud Metro Bus	Fixed Route Transit Service	Transit Capital Purchases Purchase 4 Small Buses	2011	Yes	No	Yes T-10	\$416.0
St. Cloud Metro Bus	Fixed Route Transit Service	Transit Capital Purchases Office Equipment & Computers	2011	Yes	No	Yes T-4	\$20.0
St. Cloud Metro Bus	Fixed Route Transit Service	Transit Capital Purchases Maintenance Tools & Equipment	2011	Yes	No	Yes T-4	\$8.0
St. Cloud Metro Bus	Fixed Route Transit Service	Transit Capital Purchases Transit Hub Study and Construction	2011	Yes	No	Yes T-8	\$80.0
St. Cloud Metro Bus	Fixed Route Transit Service	Transit Capital Purchases Bus Shelter Transit Amenity Program	2011	Yes	No	Yes T-6	\$8.0
St. Cloud Metro Bus	Fixed Route Transit Service	Transit Capital Purchases ITS Projects	2011	Yes	No	Yes T-7	\$20.0