Project-Level Conformity Determination Documentation for

Parlier and Newmark Roundabout
CML5252(035)

Fresno County

November 2024

Fresno Council of Governments (FCOG), on behalf of the City of Parlier, is providing the final documentation for $PM_{2.5}$ and PM_{10} Hot-spot Conformity Assessment for a one-lane roundabout project at the intersection of Parlier Ave and Newmark Ave CML5252(035) (FTIP: LSTMP842) located in Fresno County.

The project consists of changing the existing two-lane, all-way stop-controlled intersection to a single-lane roundabout with pedestrian and bicycle crossing facility enhancements at the intersection of Parlier Ave and Newmark Ave in the City of Parlier, Fresno County.

The draft conformity material was posted on FCOG's website (https://www.fresnocog.org/project-level-conformity/) and was available for the public comment period from November 4 – November 18, 2024. No comments were received during this time frame. An interagency consultation (IAC) meeting was scheduled for November 20, 2024, at 1 – 1:30 pm (PT).

The NEPA document for this project is CE (23 USC 326) and Caltrans and EPA provided concurrence that the project is not of air quality concern (non-POAQC).

The final documentation package consists of the (1) San Joaquin Valley PM hot-spot checklist, (2) slides presented at the IAC meeting, and (3) IAC meeting minutes.

San Joaquin Valley (SJV) Hot Spot Checklist for Interagency Consultation

The purpose of this form is to provide sufficient information to allow the IAC group to determine the evaluation if a project is exempt, non-exempt, and not POAQC, or non-exempt projects and POAQC (requires a quantitative project-level PM hot spot analysis).

It is the responsibility of the project sponsor to ensure that the form is filled out completely and provides a sufficient level of detail for the interagency consultation (IAC) to make an informed decision on whether or not a project requires further analysis. For example, the IAC group needs to consider the traffic impacts of the project, and thus part of the required information includes no build/build traffic data.

STEP 1: PROJECT IDENTIFICATION

A. Project Name and Number: Parlier and Newmark Roundabout CML5252(035)

B. FTIP/CTIPS #Identification No[1]: LSTMP842

C. City/County: Parlier/Fresno

D. Project Description: Parlier Ave at Newmark Ave; Construct one-lane roundabout with pedestrian and bicycle crossing facility enhancements

E. Type of Project:

- ☐ New state highway
- ☐ Change to existing state highway
- ☐ New regionally significant street
- ☐ Change to existing regionally significant street
- ☐ New interchange
- ☐ Reconfigure existing interchange
- ☑ Intersection channelization
- ☐ Intersection signalization
- ☐ Roadway realignment
- ☐ Bus, rail, or inter-modal facility/terminal/transfer point
- ☐ Truck weight/inspection station
- ☐ At or affects location identified in the SIP as a site of actual or possible violation of NAAQS
- ☐ Others, specify:

E. Hot-Spot Pollutant of Concern (*check both*): ☑ $PM_{2.5}$ ☑ PM_{10}

F. Lead Agency: City of Parlier

a. Contact Person: Javier Andrade

b. Phone #: (559) 991-5408

c. Email: Javier@am-engr.com

[1] FTIP: Federal Transportation Improvement Program; CTIPS: California Transportation Improvement Program System.

G. Federal Action for which Project-Level PM Conformity is Needed
(check appropriate box)[2]

☑	Categorical Exclusion (NEPA)	☐	EA or Draft EIS	☐	FONSI or Final EIS	☐	PS&E or Construction	☐	Other

a. Include the scheduled date of Federal Action (if available):

H. NEPA Assignment – Project Type *(check appropriate box)*

☐	Exempt	☑	Section 326 –Categorical Exclusion	☐	Section 327 – Non-Categorical Exclusion

I. Is this project in a conforming Plan and Transportation Improvement Program (TIP)?
Yes ☑ No ☐

a. If yes, indicate the federal approval date for the latest regional conformity analysis: 2023 FTIP/2022 RTP, last received federal approval on 12/16/2022.

J. Current Programming Dates *(as appropriate)*[3]

	PE/ Env	ENG	ROW	CON
Start	2022	2022	2023	2024
End	2023	2023	2024	2025

K. Project Description (Summary, Use Additional Sheets as Needed):

Information should include, but is not limited to:

a. Purpose and need of the project.
b. Route name, route number, project length, and mile point locations
c. Number of current and future lanes (clearly indicate if any lanes are "turn lane only")
d. Identify as "Capacity Adding" or "Non-Capacity Adding" project
e. Identify intersecting roads that will be impacted.
f. Project impact on surrounding land use/ traffic generators (discuss especially effect on diesel traffic)

The purpose of this project is to improve the level of service and increase driver and pedestrian safety at the intersection of Parlier Avenue and Newmark Avenue within the City of Parlier. The surrounding land consists of commercial and public use. Parlier and Newarks Avenues are currently truck routes and will remain truck routes. The project will change the existing two-lane, all-way stop-controlled intersection to a single lane roundabout. The project will include drought tolerant landscaped center and splitter islands, stamped concrete, curb and gutter, park strips with drought tolerant landscaping, and ADA curb ramps.

[2] EA: Environmental Assessment; EIA: Environmental Impact Assessment; FONSI: Finding of No Significant Impact; PS&E: Planning, Specification and Estimate.
[3] PE: Preliminary Engineering; ENG: Engineering; ROW: Right-of-Way; CON: Construction

STEP 2: EXEMPT PROJECTS

☐ **EXEMPT PROJECT**

No PM project-level conformity is required, and no further documentation is needed. ***Go to STEP 6****.*

Describe Type of Exempt Project:

☑ **NOT AN EXEMPT PROJECT.** ***Go to STEP 3.***

STEP 3: TRAFFIC INFORMATION

Fill out only relevant traffic information B through G. For example, fill out D and E if the project is an intersection, and fill out F and G if the project is a bus, rail, or intermodal facility/terminal/transfer point. Include additional tables, maps, and other graphical representations of the projects in separate sheets.

A. Year(s) Selected for the Proposed Facility:

a. Year(s) selected

	Years Selected
Existing Year	2024
Opening Year	2026
Analysis Year(s)[4]	2046

b. Justification for Selection of Analysis Year(s):

20-year regional emissions analysis

B. Opening Year Traffic Information for No Build and Build Scenarios of the Proposed Facility

	No Build	Build
Annual Average Daily Traffic (AADT)[5]		
Truck AADT		
% Trucks[6]		

[4] Section 93.116(a) of the conformity rule requires that PM hot-spot analyses consider either the full-time frame of an area's transportation plan or, in an isolated rural nonattainment or maintenance area, the 20-year regional emissions analysis. The project sponsor will need to choose an analysis year within the time frame of the transportation plan during which peak emissions from the project are expected, and new or worsened violations would most likely occur due to cumulative impacts of the project and background concentrations. In some cases, selecting only one analysis year, such as the last year of the transportation plan or the year of project completion, may not be sufficient to satisfy conformity requirements.

[5] Combine directional traffic (southbound and northbound).

[6] FHWA categorizes vehicles as Light Duty (Class 1-2) with Gross Vehicle Weight Rating (GVWR) < 10,000 lbs, Medium Duty (Class 3-6) with GVWR between 10,001 – 26,000 lbs, and Heavy Duty (Class 7-8) with GVWR > 26,001 lbs.

C. Analysis Year Traffic Information for No Build and Build Scenarios of the Proposed Facility

	No Build	Build
Annual Average Daily Traffic		
Truck AADT		
% Trucks		

D. Opening Year Traffic Information for No Build and Build Scenarios of the Proposed Facility (*If the facility is an intersection or interchange*)

	No Build	Build
Cross Street AADT	4303	4303
Truck AADT	74	74
% Trucks	1.7	1.7
Level-of-Service (LOS)	AM - B / PM - B	AM - A / PM - A
Control Delay (seconds)	AM - 12.1 / PM - 11.2	AM - 8.4 / PM - 7.8

E. Analysis Year Traffic Information for No Build and Build Scenarios of the Proposed Facility (*If the facility is an intersection or interchange*)

	No Build	Build
Cross Street AADT	5751	5751
Truck AADT	98	98
% Trucks	1.7	1.7
Level-of-Service (LOS)	AM - C / PM - B	AM - B / PM - B
Control Delay (seconds)	AM - 17.8 / PM - 15	AM - 11.6 / PM - 10.4

F. Opening Year Traffic Information for No Build and Build Scenarios of the Proposed Facility (*If the facility is a bus, rail, or intermodal facility/terminal/transfer point)*

	No Build	Build
Number of bus arrivals		
Number of bus arrivals that will be diesel buses		
Fraction (%) of bus arrivals that will be diesel buses		

G. Analysis Year Traffic Information for No Build and Build Scenarios of the Proposed Facility (*If the facility is a bus, rail, or intermodal facility/terminal/transfer point*)

	No Build	Build
Number of bus arrivals		
Number of bus arrivals that will be diesel buses		
Fraction (%) of bus arrivals that will be diesel buses		

H. Describe Traffic Impacts *(if appropriate)*[7]

I. Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*

Project will improve the level of service and reduce queues and idling times at the intersection.

J. Is additional traffic information (tables, maps, and other graphical representations of the project (location, project details on additional lanes or ramps) presented in additional sheets at the end of the checklist?:
Yes ☐ No ☑

[7] Provide any justification if build % traffic > no-build, large changes in AADT and trucks % even if it is below EPA's criteria, etc.

STEP 4: POAQC DETERMINATION

☑ **NOT PROJECT OF AIR QUALITY CONCERN[8].** *Quantitate analysis is NOT required. IAC review, public participation, and concurrence are required. Provide the filled-out checklist to your MPO for the next steps[9]. Use the space to provide a detailed narrative and rationale for this conclusion.*

The Project does not meet the criteria for a POAQC as defined in the final rule by 40 CFR 93.123(b)(1). The project is one of the examples of projects that are not a local air quality concern under 40 CFR 93.123(b)(1)(i) and (ii) which states "Intersection channelization projects, traffic circles or roundabouts, intersection signalization projects at individual intersections, and interchange reconfiguration projects that are designed to improve traffic flow and vehicle speeds, and do not involve any increases in idling and capacity." Additionally, the Project will not create a new highway, is not located in an area with a significant number of diesel vehicles, will not create new or expand existing bus or rail terminals, will improve the level of service at the intersection

Go to STEP 6.

☐ **PROJECT OF AIR QUALITY CONCERN.** *Check the following options to see if your project is one of the following options. If yes, the project could be of local air quality concern and requires quantitative hot-spot analysis based on interagency review.*

Examples of POAQC that are covered by 40 CFR 93.123(b)(1)(i) and (ii)

- *New or expanded highway projects with a significant number of, or increase in, diesel vehicles (e.g., 125,000 AADT and 10,000 (8%) diesel truck traffic) Note: These metrics are examples and should not be considered as threshold levels.*
- *Project affecting intersections that are at LOS D, E, or F with a significant number of diesel vehicles, or those that will change to LOS D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project.*
- *New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location.*
- *Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location.*
- *Projects in or affecting locations, areas, or categories of sites that are identified in the PM10 and PM2.5 applicable implementation plan or implementation plan submissions, as appropriate, as sites of violation or possible violation.*

Examples of POAQC that are covered by 40 CFR 93.123(b)(1)(iii) and (iv)

- *A major new bus or intermodal terminal that is considered to be a "regionally significant project" under 40 CFR 93.101.*
- *An existing bus or intermodal terminal that has a large vehicle fleet where the number of diesel buses increases by 50% or more, as measured by bus arrivals.*

[8] Refer to EPA's 2021 guidance, EPA-420-B-21-037, and FHWA's FAQ document, for complete details.
[9] Listed in Pg. 1 under "Instructions"

STEP 5: ANALYSIS AND DOCUMENTATION (for POAQC)

The following is a summary of documentation to be included for a quantitative PM hot-spot analysis. Please refer to the EPA Quantitative Hot-Spot Guidance for more information. [10] *IAC review and concurrence are required on the modeling protocol before the modeling begins. Contact your MPO representative and Air Quality Coordinator for additional guidance.*

Documentation to Be Included for the Quantitative PM Hot-spot Analysis:

- Description of project
- Description of type of emissions considered in the analysis.
- Contributing Factors
    - Air Quality
    - Transportation and traffic conditions
    - Built and natural environment
    - Meteorology, climate and seasonal data
    - Adopted emissions control measures
- Consider the full-time frame of the area's LRTP
- Description of existing conditions
- Description of changes resulting from the project
- Description of models, methods, and assumptions
- Description of analysis years
- Types of emissions included in the analysis and the details of emissions modeling.
- Results of air dispersion modeling.
- Background concentration estimation methods and results.
- Design value calculation.
- Discussion of why the project will not cause a violation of either the annual or 24-hour standard.
- Discussion of any mitigation measures
- Conclusion on how the project meets conformity requirements.
- Documentation of any IAC decisions on the latest planning assumptions used in the analysis.
- Documentation of any public comment on the latest planning assumptions used in the analysis.

[10] See EPA Quantitative PM Hotspot Analysis Guidance, EPA-420-B-21-037, October 2021; Accessed at https://www.epa.gov/state-and-local-transportation/project-level-conformity-and-hot-spot-analyses#pmguidance

STEP 6: PUBLIC AND IAC INVOLVEMENT

Fill out this section after the checklist is sent to the MPO and the project is presented at the SJV Project Level Conformity Group Meeting.

A. SJV Project Level Conformity Group Meeting Date: 11/20/2024

B. Summary of IAC comments received and responses*:*

On Nov 10, 2024, a teleconference call was convened from 1:00 PM to 1:30 PM Pacific Time (PT) to present project details and a project-level conformity summary. The IAC partners and the public were invited to participate. There were no comments from the IAC partners and the public. Following the presentation, the IAC partners concurred that the project is not of a air quality concern (not a POAQC).

C. Summary of public comments received and responses*:*

On Nov 04, 2024, the hot-spot checklist and draft presentation slides were made available for public review on the FCOG website. The public comment period concluded on Nov 18, 2024, at 5:00 PM. No comments were received from the public during this time frame.

D. IAC Concurrence Date(s):

Nov 20, 2024

Additional Information on Traffic Data

Attach traffic data tables, maps, and other graphical representations of the project to supplement information in Step 3.

Parlier and Newmark Roundabout

SJV Project-Level Conformity

City of Parlier
Federal Project Number: CML-5252(035)
FTIP: LSTMP842

November 20, 2024

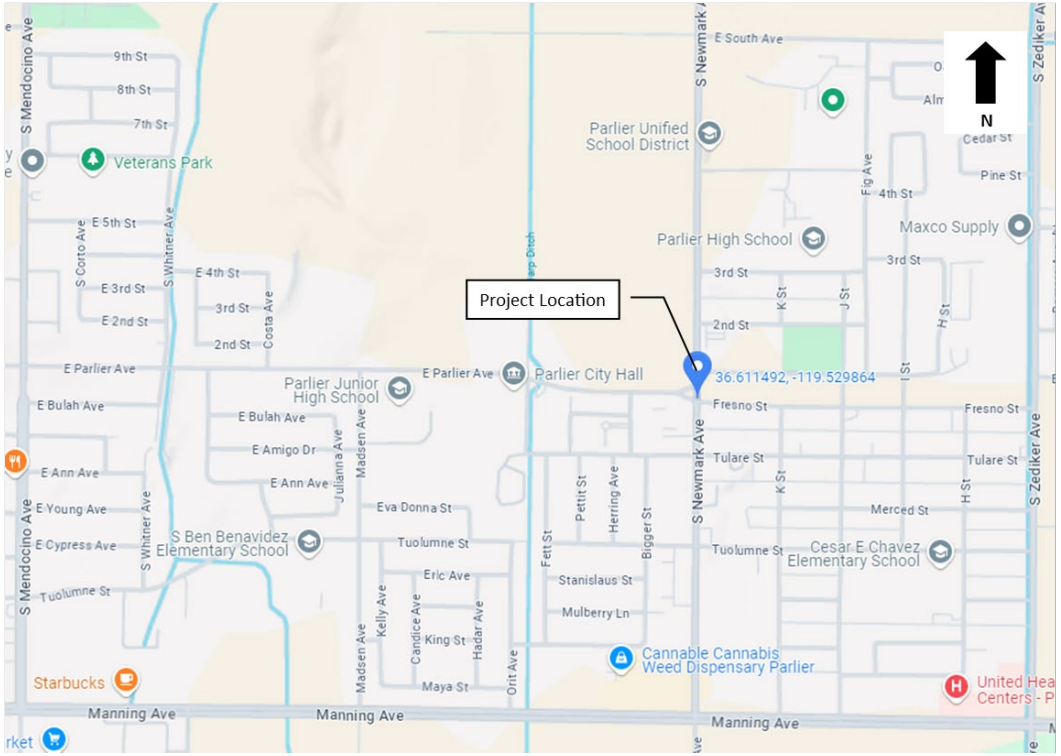
Overview

- Project Description
- Project Location
- Purpose and Need
- FTIP Project Listing
- Project Schedule
- Traffic Data
- Project-level Conformity Conclusion

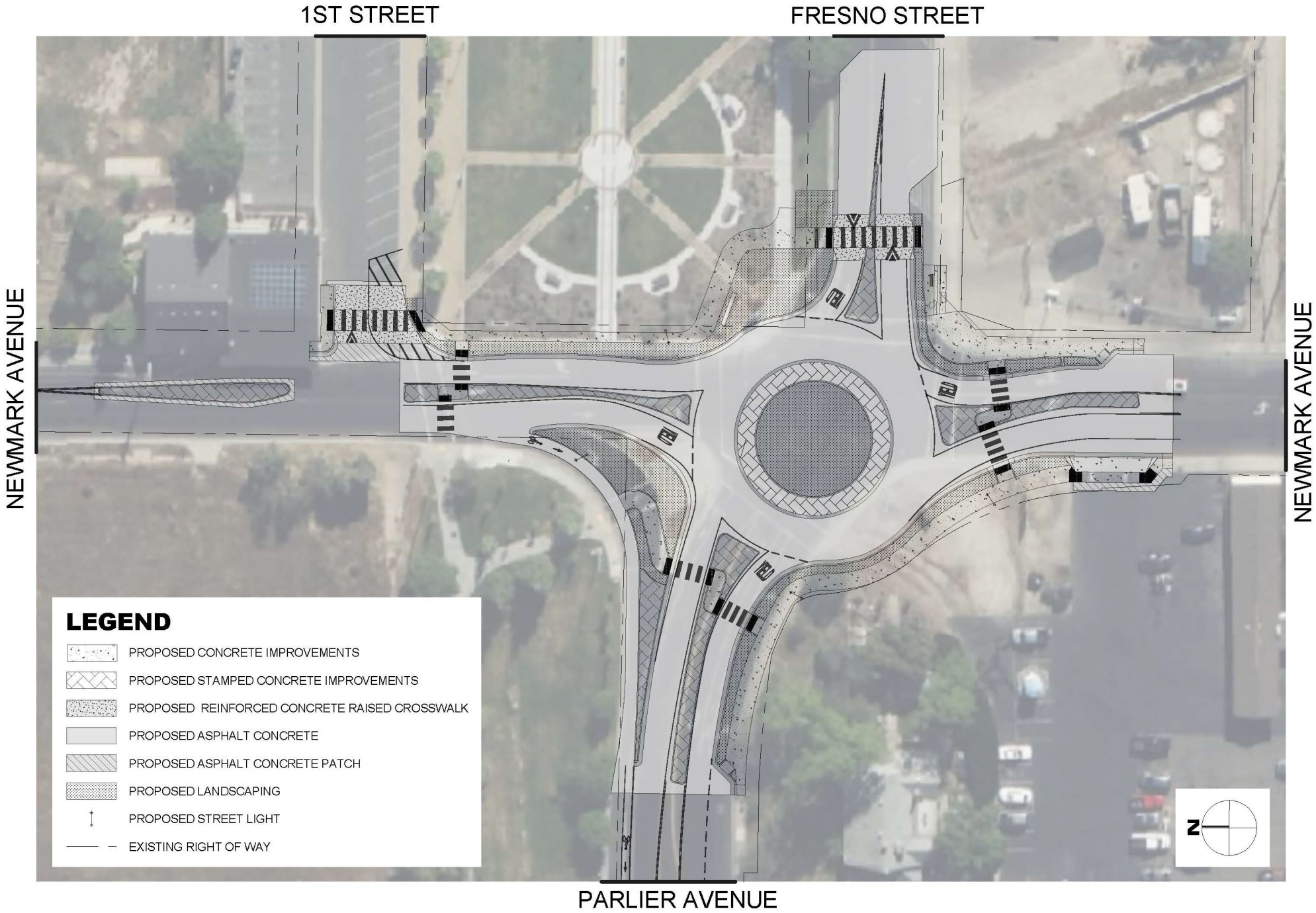
Project Description

- Intersection of Parlier Ave/Fresno St and Newmark Ave
- Construct a single-lane roundabout with pedestrian and bicycle crossing facility enhancements
- Will include curb and gutter, ADA curb ramps, stamped concrete, splitter islands, and park strips and a center island with drought-tolerant landscaping.
- All proposed improvements are within the existing right of way
- Currently an all-way stop-controlled intersection with two-lane roads

Project Location



Project Layout



Purpose and Need

Purpose:

- To improve the efficiency of the intersection and increase driver and pedestrian safety.
- Reduce delays and increase the level of service
- Reduce pedestrian crossing lengths

Need:

- Currently there are high pedestrian traffic volumes resulting in long delays for vehicles.
- The intersection consists of 55 to 80 feet long crosswalks

FTIP Project Listing

AGENCY	FTIP	GROUPED LIST PROJECT #	PROJECT ID #	PROJECT TITLE	PROJECT DESCRIPTION	FUND	PRIOR	FY22/23	FY23/24	FY24/25	FY25/26	FUTURE	FUND TOTAL	TOTAL COST
Fresno Area Express (FAX)	'23-00	FRE190009	LSTMP789	Transit Service Adjustments	Implement multi-phase service changes as a pilot project to increase ridership and better serve currently under-served areas of Fresno [LCTOP funds: 20/21: $832,000, 21/22: $1,000,000, 22/23: $1,000,000]	*LCTOP*	$1,832	$1,000	$0	$0	$0	$0	$2,832	
						Local	$368	$100	$0	$0	$0	$0	$468	$3,300
Fresno Area Express (FAX)	'23-00	FRE190009	LSTMP802	FAX Crosstown Service Improvements - Routes 3, 45, and 20	Fresno Area Express, Routes 3, 45, and 20; service extensions and frequency improvements	*CMAQ*	$0	$978	$1,957	$1,957	$978	$0	$5,870	
						Local	$0	$127	$254	$254	$127	$0	$762	$6,632
TOTAL FRE190009 - TRANSIT AGENCY OPERATING ASSISTANCE							**$3,800**	**$3,272**	**$2,744**	**$2,211**	**$1,105**	**$0**	**$13,132**	**$13,132**
Coalinga, City of	'23-00	FRE190011	LSTMP733	Coalinga Dirt Alley Paving - Phase 2	Alley #38 Dorothy St between Polk and Valley, Alley #39 between Hayes and Roosevelt, Alley #40 between Maple and Acabedo, Alley #41-42 between 3rd and 4th St, Alley #43 between Joaquin and California, and Alley #44 between Joaquin and Nevada; Pave seven dirt alleyways. (TC)	*CMAQ*	$106	$664	$0	$0	$0	$0	$770	$770
Huron, City of	'23-00	FRE190011	LSTMP801	9th Street Paving - Giffen to Siskiyou	9th St from 500 ft e/o Giffen to Siskiyou; dirt roadway paving (Toll Credits PE/CON)	*CMAQ*	$0	$25	$0	$205	$0	$0	$230	$230
Huron, City of	'23-00	FRE190011	LSTMP831	Huron Alley Paving: Tornado to Cherry	Between Granada and Orange Streets from Tornado Ave to Cherry St; Dirt Alley Paving (Toll Credits PE/CON)	*CMAQ*	$0	$17	$0	$143	$0	$0	$160	$160
Kingsburg, City of	'23-00	FRE190011	LSTMP835	Mehlert/Warkentin Alley Paving: 14th to 10th	Mehlert St/Warkentin St from 14th Ave to 10th Ave; construct alley pavement (Toll Credits PE/CON)	*CMAQ*	$0	$26	$0	$259	$0	$0	$285	$285
Kingsburg, City of	'23-00	FRE190011	LSTMP836	20th/21st Alley Paving: Sierra to Mariposa	20th Ave/21st Ave from Sierra St to Mariposa St; construct alley pavement (Toll Credits PE/CON)	*CMAQ*	$0	$26	$0	$279	$0	$0	$305	$305
San Joaquin, City of	'23-00	FRE190011	LSTMP728	Sutter Ave Paving Improvements: Railroad to Manning	Sutter Ave from Railroad ROW to Manning Ave; construct a paved roadway surface over the unpaved travel lane and rehabilitate the existing roadway surface (Toll Credits PE/CON)	*CMAQ*	$49	$743	$0	$0	$0	$0	$792	
						STBG	$0	$348	$0	$0	$0	$0	$348	$1,140
Selma, City of	'23-00	FRE190011	LSTMP841	Merced-Stillman-Tulare Alley Improvements: McCall to Wright	Merced Ave, Stillman Ave, Tulare Ave from McCall Ave to Wright St; Construct pavement, concrete valley gutter, and alley drive approaches (Toll Credits: PE/CON)	*CMAQ*	$0	$0	$128	$452	$0	$0	$580	$580
TOTAL FRE190011 - PAVEMENT REHAB - ALLEY PAVING (VARIOUS AGENCIES)							**$155**	**$1,849**	**$128**	**$1,338**	**$0**	**$0**	**$3,470**	**$3,470**
					DeWolf and Owens Mountain Intersection: Install a roundabout and	*CMAQ*	$111	$44	$0	$0	$1,279	$0	$1,534	
Clovis, City of	'23-00	FRE190021	LSTMP743	DeWolf & Owens Mountain Roundabout	associated improvements.	*Local*	$14	$6	$0	$0	$179	$0	$199	$1,733
						CMAQ	$0	$0	$0	$507	$0	$0	$507	
Parlier, City of	'23-00	FRE190021	LSTMP842	Parlier and Newmark Roundabout	Parlier Ave at Newmark Ave; Construct one-lane roundabout with pedestrian and bicycle crossing facility enhancements	*STBG*	$0	$109	$111	$643	$0	$0	$863	
						Local	$0	$14	$14	$202	$0	$0	$230	$1,600
TOTAL FRE190021 - INTERSECTION CHANNELIZATION (VARIOUS AGENCIES)							**$125**	**$173**	**$125**	**$1,352**	**$1,558**	**$0**	**$3,333**	**$3,333**

Project Schedule

	Preliminary Engineering	Engineering	Right-of-Way	Construction
Start	2022	2022	2023	2024
End	2023	2023	2024	2025

Traffic Data

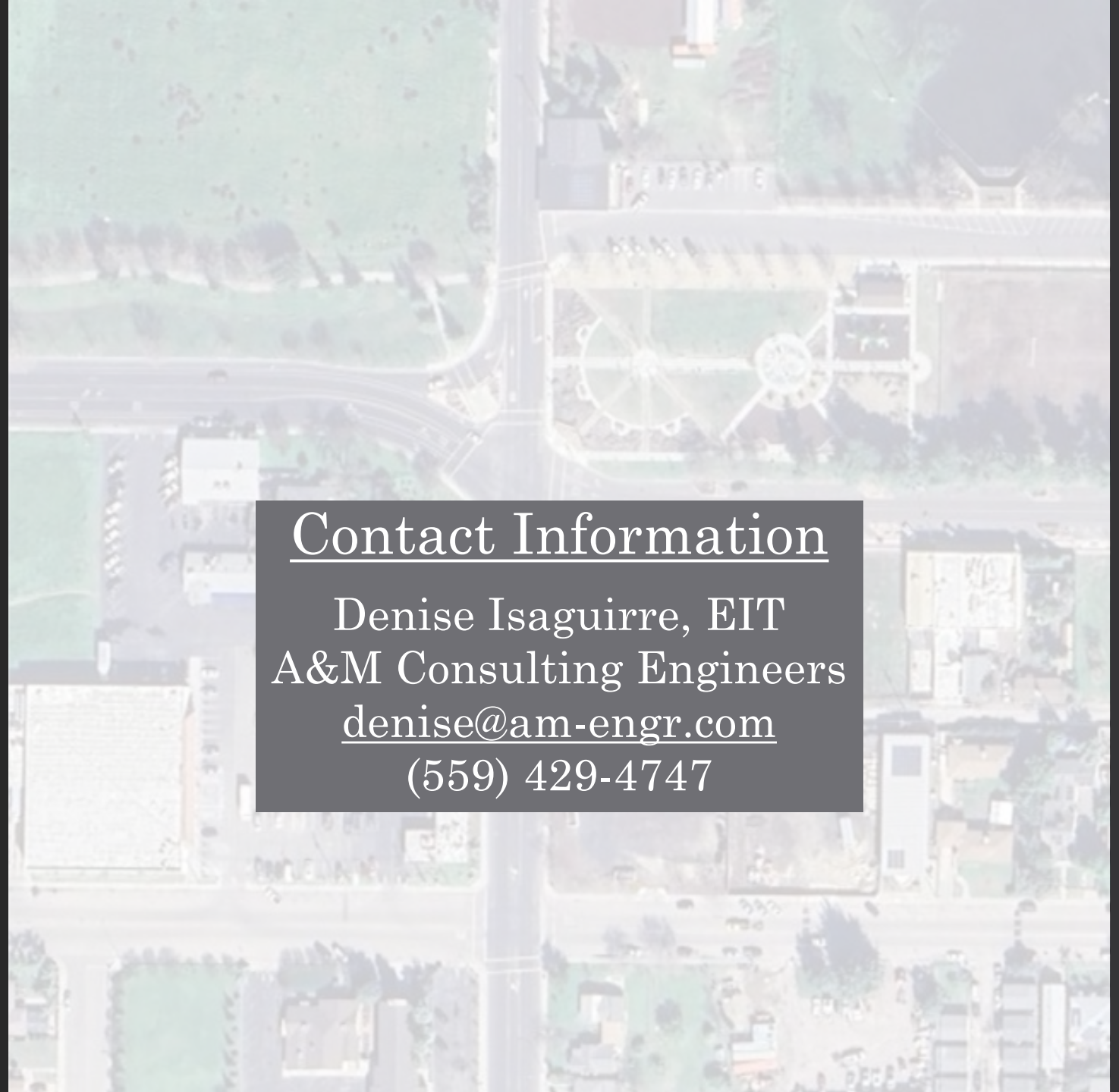
	2026 (No Build)	2026 (Build)	2046 (No Build)	2046 (Build)
AADT	4303	4303	5751	5751
Truck AADT	74	74	98	98
% Trucks	1.7%	1.7%	1.7%	1.7%
Level of Service (LOS)	AM – B PM – B	AM – A PM – A	AM – C PM – B	AM – B PM – B
Control Delay (sec)	AM – 12.1 PM – 11.2	AM – 8.4 PM – 7.8	AM – 17.8 PM – 15	AM – 11.6 PM – 10.4

- Project Analysis Years: 2026 – Opening Year, 2046 – 20-Year Regional Emissions
- Growth Factor: 1.4% per City's General Plan
- AADT is the same for both No Build and Build scenarios.

Project-Level Conformity Conclusion

- Project does not meet the criteria for a POAQC as defined in the final rule by 40 CFR 93.123(b)(1). The project is listed as one of the non-exempt project examples that are not a local air quality concern under 40 CFR 93.123(b)(1)(i) and (ii) stated as
  - "Intersection channelization projects, traffic circles or roundabouts, intersection signalization projects at individual intersections, and interchange reconfiguration projects that are designed to improve traffic flow and vehicle speeds, and do not involve any increases in idling and capacity."
- Additional reasons why the project is not a POAQC are:
  - Project will improve the LOS of the intersection
  - Project will reduce queues and idling times, thus reducing emissions
  - Project will not generate any additional trips. The traffic volumes between the build and no-build scenarios are the same for both 2026 and 2046. The additional traffic in 2046 is due to natural growth of the area and there is no correlation between additional traffic and this project.

Questions?



Contact Information

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Trinity Consultants

MEETING MINUTES

San Joaquin Valley Project-Level Conformity Working Group

Project-Level Conformity Determination for
Parlier Ave and Newmark Ave Roundabout Project, City of Parlier, Fresno County

Meeting Minutes
November 20, 2024, 1:00 pm – 1:30 pm
The meeting was held via Zoom teleconference.

Attendees

- SJV AQ Coordinator (Trinity Consultants): Suriya Vallamsundar
- City of Parlier Consultants (A&M Consulting Engineers): Denise Isaguirre
- FCOG: Sean Nunes, Kai Han
- SJCOG: Ty Phimmasone
- Caltrans HQ: Rodney Tavitas, Erika Vaca, Erika Espinosa Araiza, Karishma Becha
- Caltrans District 6: Ken Romero
- EPA: Lindsay Wickersham
- FHWA: Gilberto Contreras

Meeting Summary

- Introductions
  Commencing the meeting, AQ Coordinator provided opening remarks and conducted a roll call to establish the attendance of all participants.

- Review of Non-Exempt Projects for the Project-level Particulate Matter (PM) Conformity
  - Introductions and Project Overview: AQ Coordinator introduced the project in Parlier Ave and Newmark Ave Roundabout Project in City of Parlier, Fresno County.
  - Project Presentation: Denise Isaguirre from A&M Consulting Engineers presented the project details and the reasoning behind the proposed project-level conformity determination. Since the project consists of replacing an intersection that improves the level of service and no traffic changes are expected, the City of Parlier concluded that this project is not a POAQC.
  - Public Comment Period: FCOG informed the group that all project-level materials were available for public review on the COG website from November 4 – November 18, 2024. No comments were received during this public comment period. No comments were received from IAC partners during the draft conformity review.

- Discussion
  No comments or questions were received from the attendees.

- Determination
  EPA and Caltrans concurred that the project is not a project of air quality concern (POAQC).

- Additional Items
  - AQ coordinator brought up an additional item for discussion related to the Caltrans project, Stockton Channel Viaduct Bridge Replacement project in San Joaquin County is undergoing a modification to its project description to include the addition of a roundabout. Ty Phimmasone from SJCOG provided more details on the project which originally was a bridge replacement

project and recently, the project additionally included a roundabout added to an off-ramp of the bridge. As roundabouts are exempt from regional conformity requirements, a Type 1 amendment to the FTIP and a technical correction to the RTP will be made to ensure consistency across planning documents for the project description. Ken Romero, from Caltrans D6 stated that the project is scheduled for POAQC project-level conformity assessment on December 16th, at which point the FTIP amendment will not be made, but this will be noted in the project-level material. The roundabout for this project will only change the operational efficiency of the traffic and will not impact regional emissions.

Lindsay Wickersham from EPA, Gilberto Contreras from FHWA, and Rodney Tavitas from Caltrans HQ concurred on the FTIP Type 1 Amendment/RTP Technical Correction approach to address the change in the project description.

- Closing Remarks and Adjournment

  AQ Coordinator informed the group that the final hot spot materials and meeting minutes will be posted to the FCOG website. FCOG will then send a final email to IAC documenting the concurrences received. The next project-level conformity meeting is scheduled for December 10, 2024.