Air Quality Conformity Analysis

South Fresno State Route 99 Corridor

D6 – FRE – 99 – PM – 12.5/19.1

06-0H240 0600020559

August 2022

Prepared By:

Maya Hildebrand, Air Quality Coordinator
District 6 Fresno

Date:

August 24, 2022

Table of Contents

List of Tables

List of Figures

Section 1. Introduction and Project Description

This Air Quality Conformity Analysis contains the information that is required to make a project-level air quality conformity determination for the South Fresno State Route 99 Corridor project. This analysis has been prepared to be consistent with information published by the Federal Highway Administration related to Project-Level Conformity Analysis, the Standard Environmental Reference (SER) Air Quality Conformity Findings Checklist (included as Appendix A), applicable U.S. Environmental Protection Agency project-level analysis guidance, the Transportation Conformity Regulations at 40 Code of Federal Regulations 93 Subpart A, and Section 176(c) of the Federal Clean Air Act (42 U.S. Code 7506(c)).

This analysis only addresses the conformity requirements of the Federal Clean Air Act. It does not address general air quality analysis or studies conducted for the National Environmental Policy Act (NEPA) or the California Environmental Quality Act (CEQA), and only addresses pollutants for which the project area is designated nonattainment, or attainment with an approved Maintenance State Implementation Plan, by the U.S. Environmental Protection Agency.

This report is intended to provide all information needed by the Federal Highway Administration to make a project-level conformity determination for a project that falls under 23 U.S. Code (USC) 327 NEPA Assignment to Caltrans; or to support a full project-level conformity determination by Caltrans under 23 Code of Federal Regulations (CFR) 326 NEPA Assignment for projects that require a project-level conformity determination (including regionally significant projects as defined in 40 CFR 93.101), and are categorically excluded from NEPA analysis under 23 CFR 771.117(c)(22) or 23 CFR 771.117(c)(23).

1.1 Project Description

The California Department of Transportation (Caltrans) in cooperation with the Fresno Council of Governments, Fresno County, and the City of Fresno proposes to reconstruct two existing interchanges—at American Avenue and North/Cedar Avenue—on State Route 99 between post miles 12.5 and 19.1 in the southwest portion of the City of Fresno (see Figures 1 and 2). The project would not change the State Route 99 mainline configuration, except to construct modified on- and off-ramps where they intersect the mainline at the interchange locations, and to set up traffic control during construction.

The project is in Fresno County, in an area zoned for light to heavy industry and business parks. Many large-scale shipping companies have facilities near the North Avenue location and rely on a readily accessible State Route 99 to reach customers. North Avenue and American Avenue are two of the main roads used to reach State Route 99 within the project limits.

Figure 1. Project Vicinity.

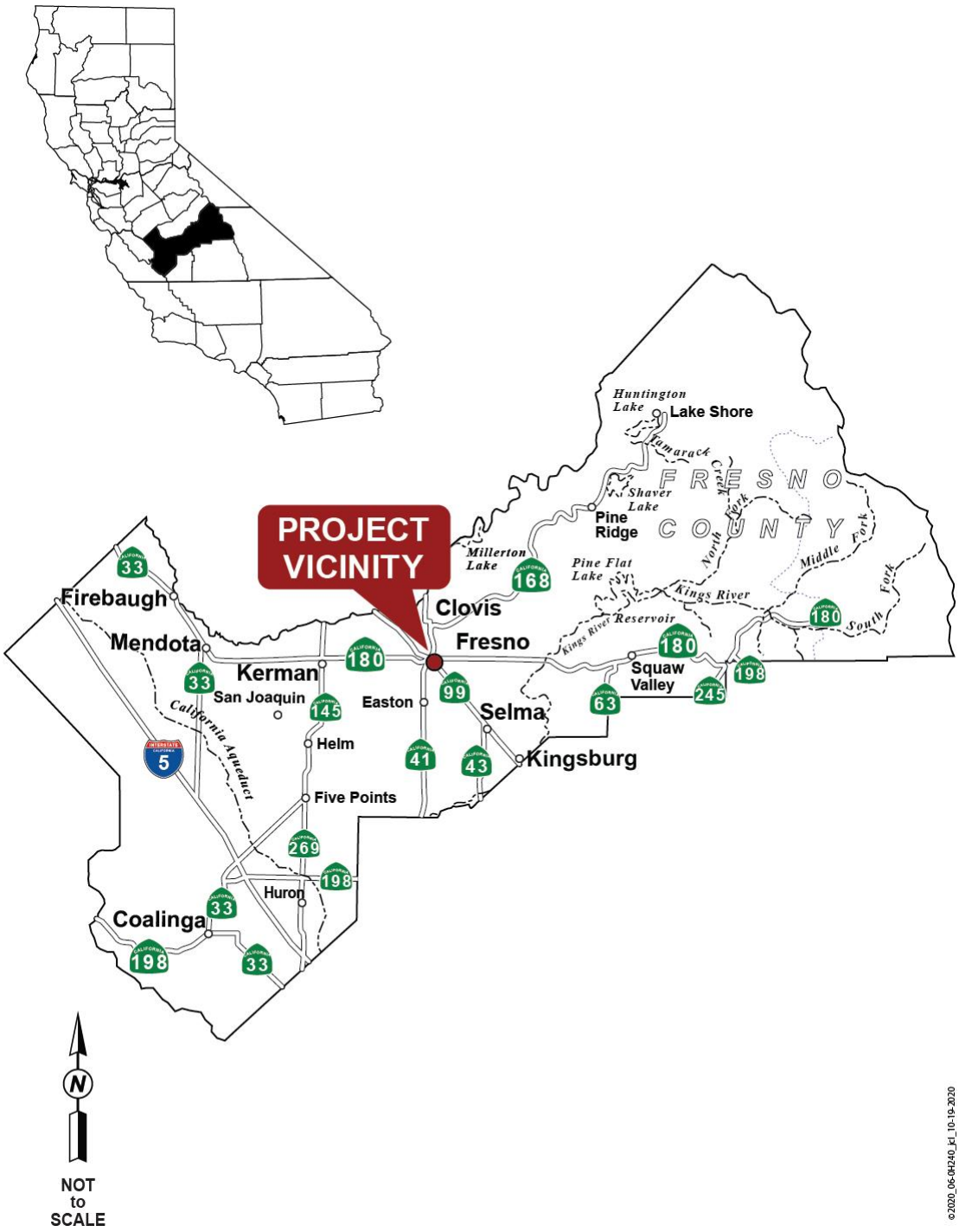
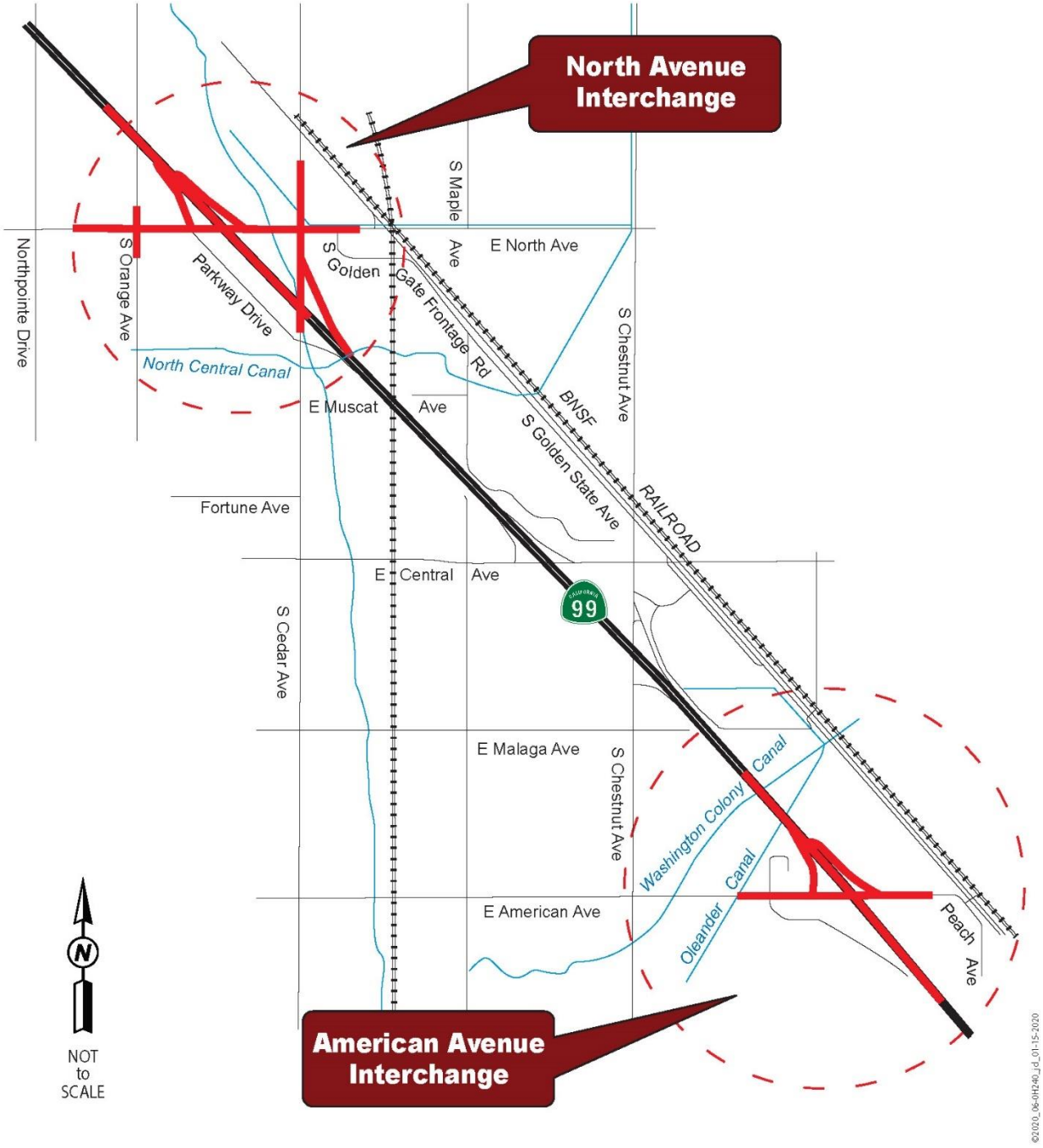


Figure 2. Project Location.



The purpose of the South Fresno State Route 99 Corridor project is to improve the traffic operations of the existing North Avenue and American Avenue interchanges. The interchanges were built in 1965, and these older facilities have numerous issues that must be addressed to update them to current Caltrans design standards.

The project is needed to address outdated construction. The interchanges need to be updated to current Caltrans design standards. The project will correct the following issues:

- Existing interchange configurations are non-standard and are split to form five half interchanges.
    - Half interchanges have on- and off-ramps and do not have corresponding on- or off-ramps, forcing vehicles to use local roads to access State Route 99.
- There are only two lanes for traffic to cross over the freeway: one lane for each direction of travel.
- The on- and off-ramps have limited dimensions, which make navigation for large trucks especially difficult.
- The pavement is severely deteriorated.
- Several rural driveways near the existing State Route 99 facility create conflict movements for the mainline traffic entering and exiting State Route 99.

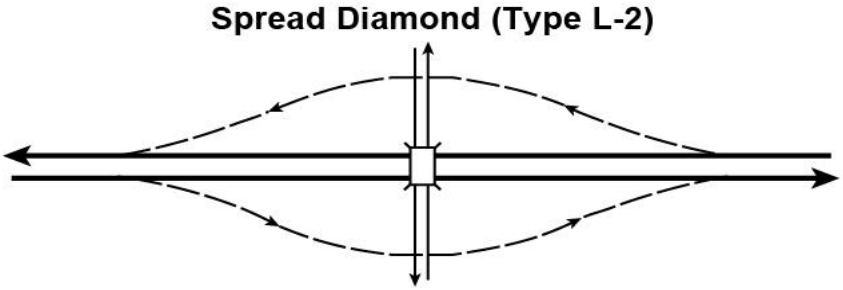
The No-Build Alternative will not address any of the above-named issues, and Level of Service and speeds will deteriorate to unacceptable levels. Each Build Alternative (see below) will construct a full interchange at each existing half-interchange, conducive to the existing topography and infrastructure.

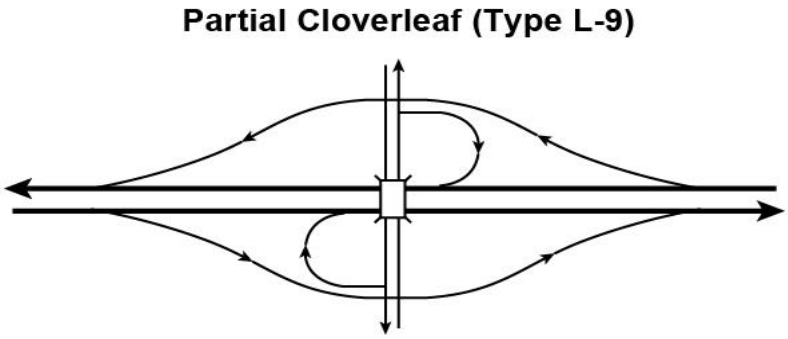
All proposed alternatives would include construction of a new bridge structure crossing over State Route 99. On- and off-ramps for all directions of travel are proposed in each alternative, as are sidewalks, curb and drainage gutters, and crosswalks for pedestrians. Overcrossings would include four through lanes, two in each direction, plus shoulders wide enough for bicycle use, consistent with local planning for bicycle facilities. Signals and lighting would be installed. A new drainage system would be installed to handle storm water. New landscaping would replace any landscaping removed by the project. Each Build Alternative would require the purchase of additional right-of-way.

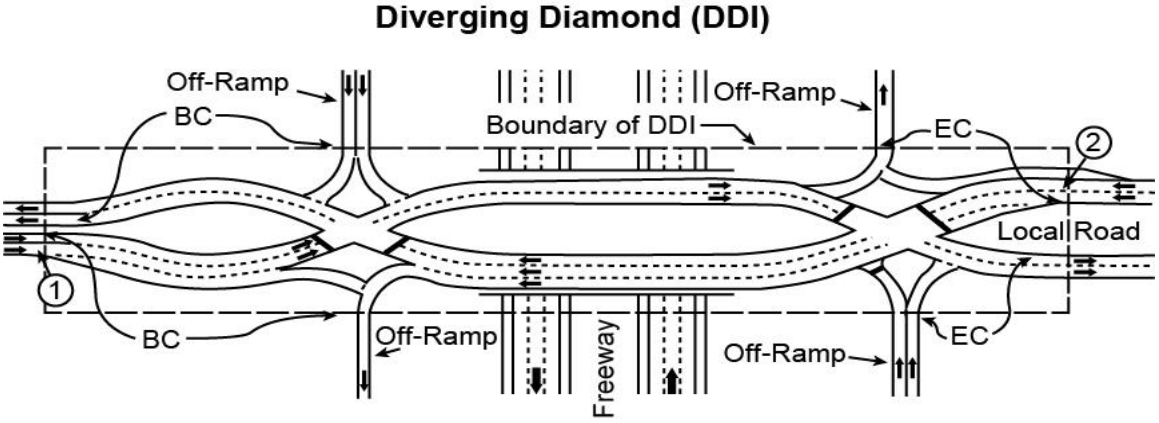
All proposed improvements would be constructed to meet requirements of the 1990 Americans with Disabilities Act.

There are three basic interchange types (see Figure 3). The proposed alternatives are either typical interchange configurations or modifications thereof. Two interchange types are being considered for North Avenue, and two interchange types are being considered for American Avenue.

Figure 3. Typical Interchange Configurations.





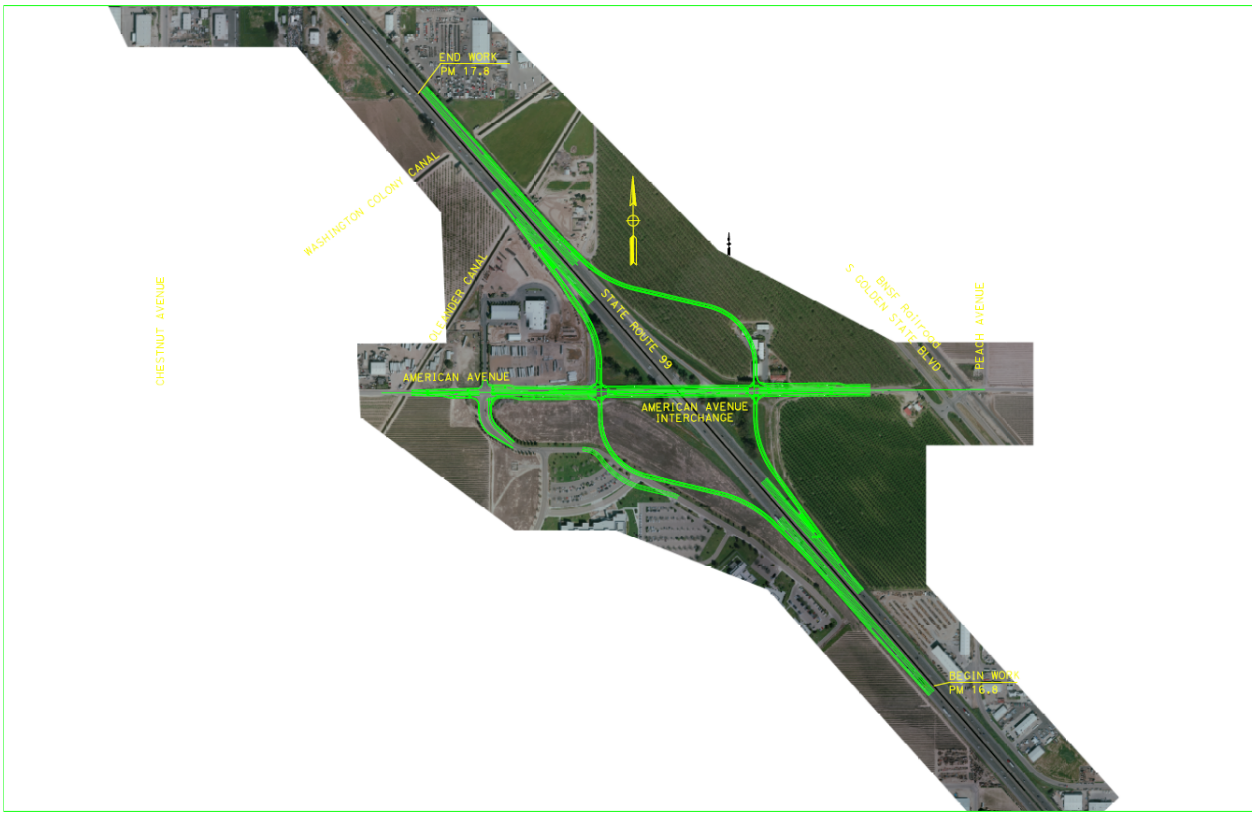


1.1.1. American Avenue Alternatives

Two alternatives are proposed at American Avenue (see Figures 4 and 5):

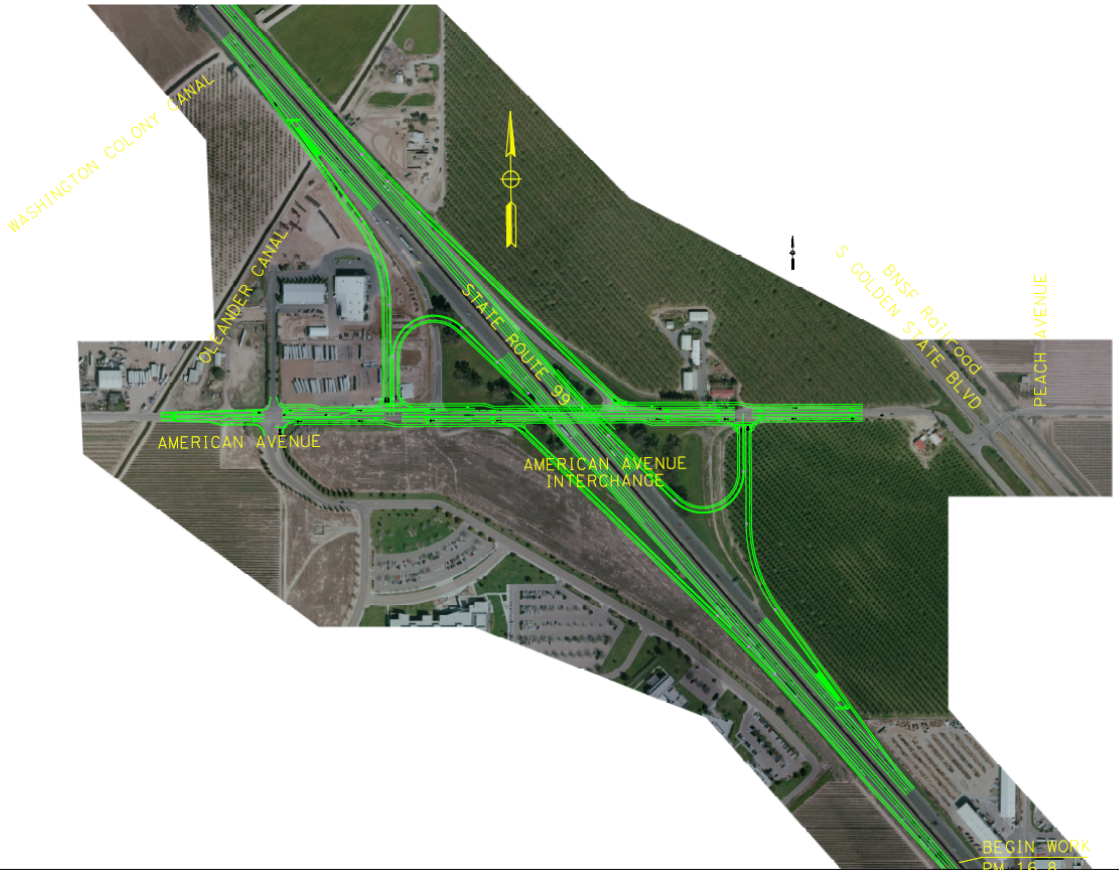
- Alternative 1 – Modified Spread Diamond (Type L-2)
- Alternative 2 – Modified Partial Cloverleaf (Type L-9)

Figure 4. American Avenue: Alternative 1 - Spread Diamond (Type L-2).



Alternatives 1 and 2 are standard interchange designs for state roadways in California. The alternatives would construct a new overcrossing structure with room for four lanes, shoulders, and sidewalks. New intersections would be installed on American Avenue where the new on- and off-ramps meet American Avenue and would include signals and lighting, sidewalks, curb, and gutter. The intersections are located to the west and east of the new overcrossing, according to each alternative design. Four lanes would be paved and striped from the new interchange along American Avenue through the on- and off-ramp intersections, then taper down to two lanes. To the west of State Route 99, four lanes would drop to two lanes before the driveway at the County Juvenile Detention Facility; to the east of State Route 99, four lanes would taper down and end before intersecting Golden State Highway.

Figure 5. American Avenue: Alternative 2 - Partial Cloverleaf (Type L-9).



Roundabout intersections are being considered for the ramp terminal intersections where the on- and off-ramps meet on American Avenue. These intersections would typically be designed as standard four-way intersections. Both Alternatives 1 and 2 propose the roundabout intersection type to be considered as an option. Studies show that roundabouts can be safer, under certain conditions, and are viewed as beneficial to slow down through traffic and reduce right-angle collisions at intersections. There would be continued coordination with Fresno County to determine whether roundabouts would be installed.

1.1.2. North Avenue Alternatives

Two alternatives are proposed at North Avenue (see Figures 6 and 7):

- Alternative 2 – Modified Partial Cloverleaf (Type L-9)
- Alternative 4 - Diverging Diamond Interchange (DDI)

For all North Avenue alternatives, the on- and off-ramps at Cedar Avenue would be closed and moved to the North Avenue interchange. The southbound on-ramp and the northbound off-ramp would be removed.

Alternative 1 is a standard interchange design on state roadways in California. Alternatives 2, 3 and 4 are modifications of standard types to fit into the current built environment; however,

Alternative 4 was chosen because this design can support the largest volume of traffic effectively, and it requires the least amount of right-of-way to construct compared to other options.

In addition to the proposed features described for all alternatives, each of the alternatives proposed at North Avenue would improve the intersections where North Avenue and Orange Avenue meet, west of the interchange, and where North Avenue and Cedar Avenue meet to the east.

All alternatives proposed at North Avenue would include the realignment of the north end of Parkway Drive to connect with Orange Avenue. Currently, Parkway Drive is a frontage road west of State Route 99 between Cedar Avenue and North Avenue.

Figure 6. North Avenue: Alternative 2 - Modified Partial Cloverleaf (Type L-9).

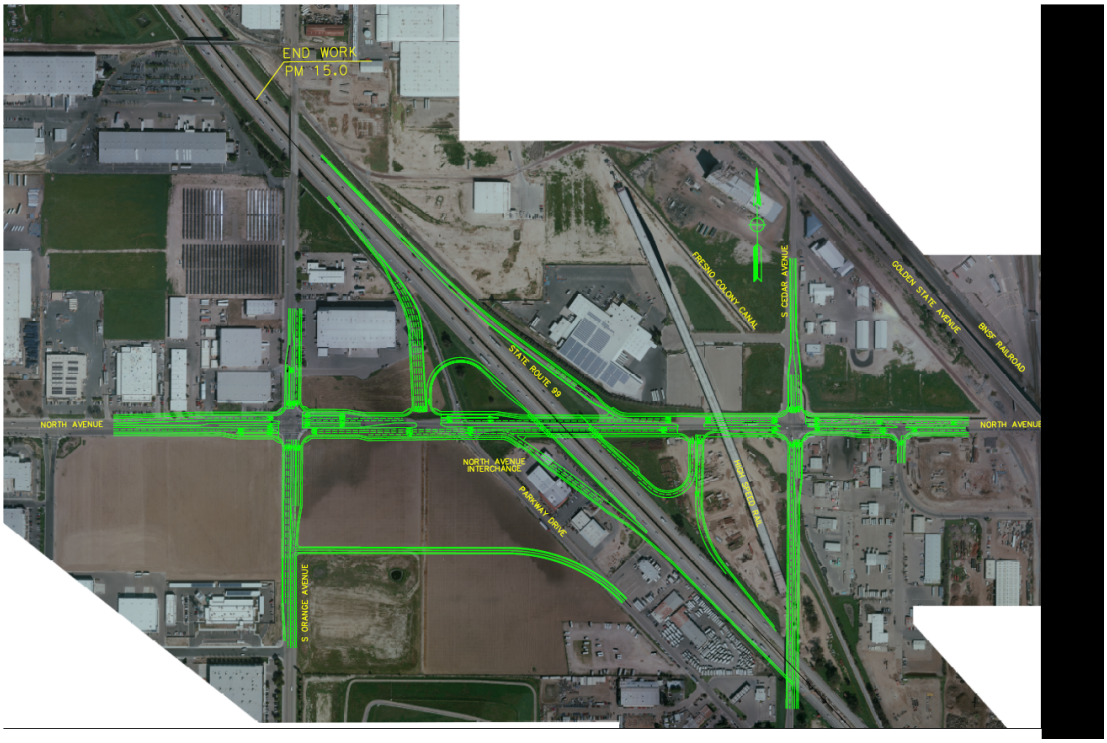
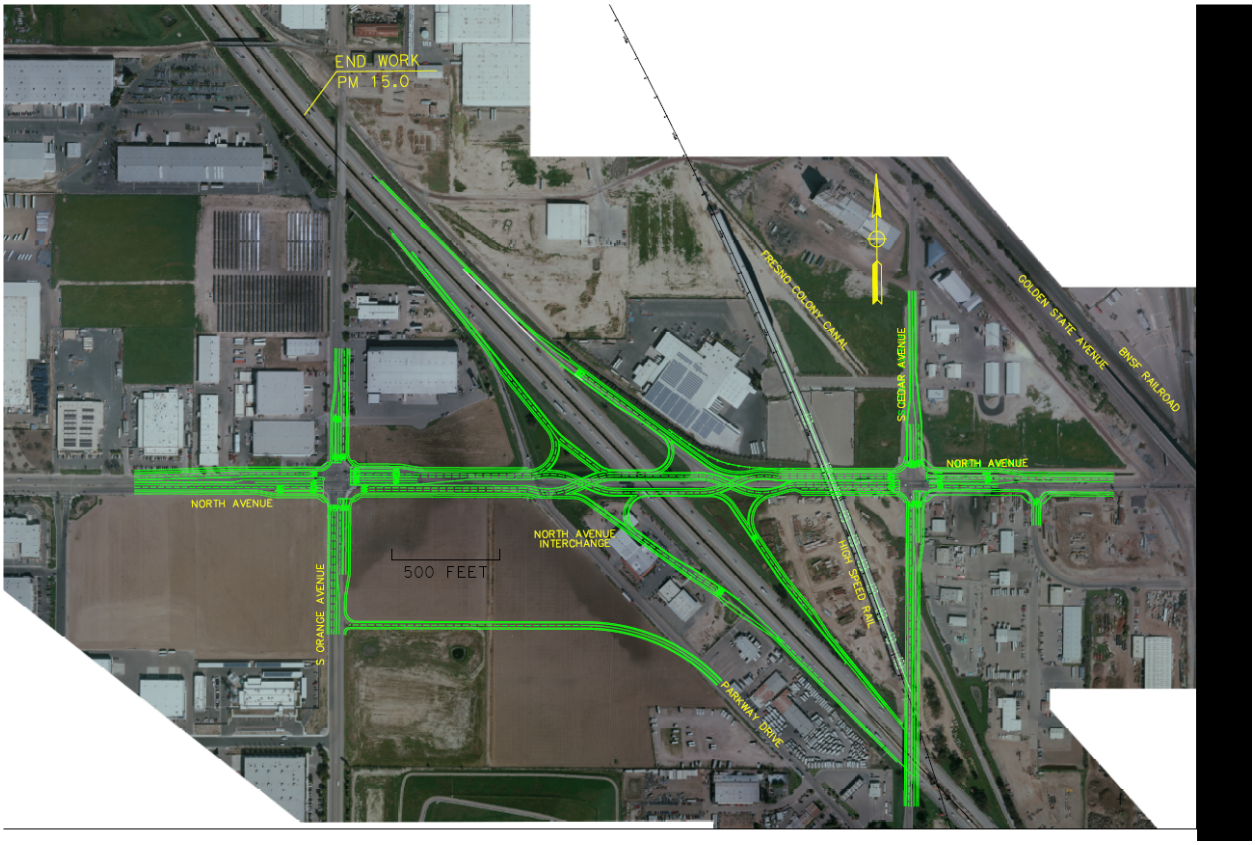


Figure 7. North Avenue: Alternative 4 -Diverging Diamond (Type L-2).



The proposed Alternative 4 is a Diverging Diamond Interchange configuration. This interchange type accommodates weaving or braiding traffic lanes to facilitate a smoother flow of traffic through the interchange. The design requires less space to facilitate a greater volume of traffic, with less traffic accidents compared to other standard interchange types.

Roundabout intersections are being considered for the ramp terminal intersections where the on- and off-ramps meet at North Avenue. These intersections would typically be designed as standard four-way intersections. Alternatives 1, 2, and 3 propose the roundabout intersection type to be considered as an option.

Although this intersection type would not be effective in the ramp terminal intersections with the proposed Alternative 4 interchange configuration, it could be considered for local street intersections such as the North and Orange Avenue intersection and the North and Cedar Avenue intersection.

1.1.3. Construction

With the construction of planned development on both sides of the highway, traffic is anticipated to increase, especially truck traffic. Caltrans traffic studies show the operation and performance of the interchanges will continue to decline if no improvements are made.

Construction is expected to last 18 months at each location. The interchanges will be constructed simultaneously, with construction beginning in June 2024. Opening Day is anticipated in January 2026.

1.2 Air Quality Regulatory Framework

Table 1 shows that the proposed project is in an area that is nonattainment for Ozone (O3), attainment-unclassified for Nitrogen Dioxide (NO_2) and Carbon Monoxide (CO), attainment-maintenance for particulate matter 10 (PM_{10}), and nonattainment for particulate matter 2.5 ($PM_{2.5}$). This analysis focuses on these criteria pollutant(s). The conformity process does not address pollutants for which the area is attainment/unclassified, mobile source air toxics, other toxic air contaminants or hazardous air pollutants, or greenhouse gases.

Table 1. Project Area Attainment Status – Federal Status.

Criteria Pollutant	Federal Attainment Status
Ozone (O_3)	Nonattainment - Extreme
Nitrogen Dioxide (NO_2)	Attainment-Unclassified
Carbon Monoxide (CO)	Attainment-Unclassified
Particulate Matter (PM10)	Attainment-Maintenance
Particulate Matter (PM2.5)	Nonattainment-Serious

Source: https://www.valleyair.org/aqinfo/attainment.htm

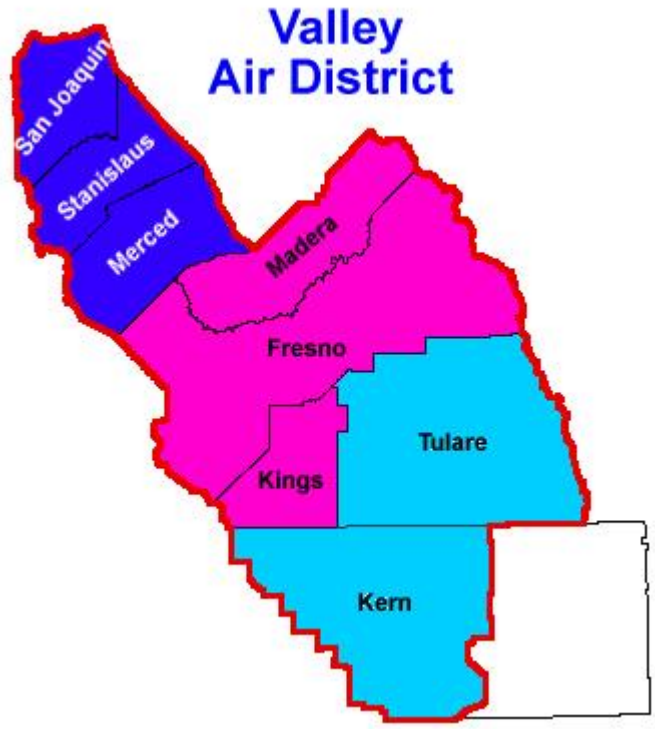
The San Joaquin Valley Air Basin (SJVAB) is in the Central Valley of California, encompassing 8 counties: Fresno, the western portion of Kern, Kings, Madera, Merced, San Joaquin, Stanislaus, and Tulare counties (see Figure 8).

The project's location is just south of the City of Fresno, which is situated almost exactly in the middle of the Central Valley.

Maritime air flows into the valley from the Carquinez Straits in the San Francisco Bay, and is channeled into the Central Valley, which is flanked by the Coastal Ranges to the west and the Sierra Nevada to the east.

The predominant wind coincides with the valley's longitudinal axis and moves southward, while the second-most prevalent wind pattern flows northward. During the day, precursor emissions from the Bay Area and the northern San Joaquin Valley Air Basin move southwards into the interior San Joaquin Valley and accumulate from south of Stockton to Bakersfield. At night, the wind direction reverses due to cooler drainage winds, resulting in a circular air flow which returns the air back towards its origin. This circular wind pattern is known as the "Fresno Eddy." While there is some airflow over the Tehachapi Mountains into the Mojave Desert, most of the air is trapped and becomes stagnant.

Figure 8. San Joaquin Valley Air Basin.



Source: https://www.valleyair.org/aqinfo/region-map.htm

1.3 Public Review Comments Related to Air Quality Conformity

Public comment regarding the conformity analysis was requested as part of draft NEPA document circulation on October 14, 2021. The public comment period was extended to December 3, 2021, for a total of 51 days. No public comments related to conformity were received. A copy of the public notice is included in Appendix A.

Section 2. Regional Conformity

The South Fresno State Route 99 Corridor project was included in the regional emissions analysis conducted by the Fresno Council of Governments (FCOG) for the conforming 2018 Fresno Council of Governments Regional Transportation Plan (RTP). The project's design concept and scope have not changed significantly from what was analyzed in the regional emission analysis. This analysis found that the plan, which takes into account regionally significant projects and financial constraint, will conform to the State Implementation Plan(s) (SIP(s)) for attaining and/or maintaining the National Ambient Air Quality Standards (NAAQS) as provided in Section 176(c) of the Clean Air Act. The Federal Highway Administration determined that the Regional Transportation Plan conforms to the State Implementation Plan on July 26, 2018. Additional documentation related to the regional emissions analysis is contained in Appendix B.

The South Fresno State Route 99 Corridor project is also included in the Fresno Council of Government's Federal Transportation Improvement Program (FTIP), which was adopted on July 26, 2018.

The project's open-to-traffic year is 2026, which is consistent with (within the same regional emission analysis period as) the construction completion date identified in the Federal Transportation Improvement Program and Regional Transportation Plan. The Federal Transportation Improvement Program gives priority to eligible Transportation Control Measures (TCMs) identified in the State Implementation Plan and provides sufficient funds to provide for their implementation. The Federal Highway Administration determined that the Transportation Improvement Program conforms to the State Implementation Plan April 16, 2021. Documentation related to the public and interagency consultation process conducted to develop the Transportation Improvement Program is contained in Appendix B.

Section 3. Localized Impact (Hot-Spot) Conformity

The project is in an area that is Attainment /Unclassifiable for carbon monoxide (CO) and in Non-Attainment for PM 2.5 and Attainment-Maintenance for PM 10. Therefore, a hot-spot analysis is required for conformity purposes if considered a Project of Air Quality Concern (POAQC), and project-level conformity analysis requirements are satisfied if the project is included in an approved regional conformity analysis as described above.

3.1 PM2.5/PM10 Hot-Spot Analysis

The proposed project is not considered a Project of Air Quality Concern for PM10 and/or PM2.5 because it does not meet the definition of a Project of Air Quality Concern as defined in the U.S. Environmental Protection Agency's Transportation Conformity Guidance. The project is not a Project of Air Quality Concern for the following reasons:

- The Truck Annual Average Daily Traffic (AADT) volumes for the future Build Alternative are consistent with growth associated with anticipated future population, not an influx of traffic due to a new industrial/commercial/trucking facility. The project will not cause a significant increase in the number of diesel vehicles in the project area.

- Mainline State Route 99 volumes are not affected by the improvements proposed by the project.

- Construction of full interchanges with design features specifically to accommodate trucks will give vehicles direct access to State Route 99, thus improving safety, efficiency, and maneuverability for all motorists.

Thus, a particulate matter hot-spot analysis is not required.

The project has undergone Interagency Consultation (IAC) regarding Project of Air Quality Concern determination. Interagency Consultation participants concurred that the project is not a Project of Air Quality Concern (see Appendix C).

3.2 Construction-Related Hot-Spot Emissions

Regulation 40 CFR 93.123(c)(5) states that: "CO, PM10, and PM2.5 hot-spot analyses are not required to consider construction-related activities which cause temporary increases in emissions. Each site which is affected by construction-related activities shall be considered separately, using established 'Guideline' methods. Temporary increases are defined as those which occur only during the construction phase and last five years or less at any individual site."

Because construction of the project is expected to last less than five years, construction-related emissions related to it are not considered in the project-level or regional conformity analysis.

Appendix A. Public Review Comments and Responses Related to Air Quality Conformity

No public comments related to conformity were received during public review of this project's NEPA document or any separate public notice period related to conformity.

The original comment period was from October 14 to November 27, 2021. The comment period was extended to December 3, 201, for a total of 51 days.

Figure A-1. Public Notice.

PUBLIC NOTICE

Notice of Availability of Draft Environmental Impact Report/Environmental Assessment

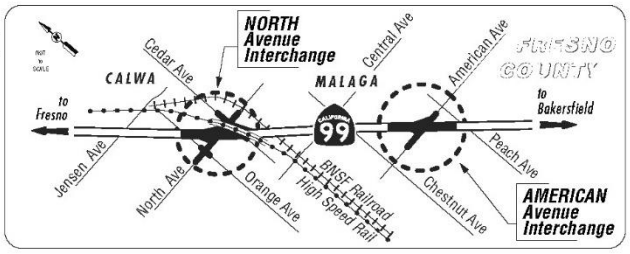
(Study Results Available)

and Announcement of a VIRTUAL PUBLIC HEARING

South Fresno, State Route 99 Corridor Project in Fresno County

PUBLIC COMMENT PERIOD

Comments will be accepted from October 14, 2021 to November 27, 2021
If there are no major comments, Caltrans will proceed with the project's design.



WHEN AND WHERE?

Virtual Public Hearing:

Date: November 4, 2021
Time: 6:00 p.m. to 8:00 p.m.
Access: To attend the Virtual Public Hearing, go to https://dot.ca.gov/caltrans-near-me/district-6/district-6-projects/06-0h240 or scan the QR code to the right.
(You can view the full project presentation materials beginning the day of the virtual public hearing.)

WHAT IS BEING PLANNED?

The California Department of Transportation (Caltrans) proposes to improve the operations of two existing interchanges at American Avenue and North Avenue on State Route 99 between post miles 12.5 and 19.1 in south Fresno County.

WHY THIS PUBLIC NOTICE?

Caltrans has studied the effects this project may have on the environment. Our studies show it will significantly affect the quality of the environment. The report that explains why is called an Environmental Impact Report/Environmental Assessment. This notice is to inform you of the completion of the Draft Environmental Impact Report/Environmental Assessment and of its availability for you to read and comment on. A 45-day public review period will begin on October 14, 2021, and end on November 27, 2021. During this period, a virtual public hearing will be held to give you an opportunity to discuss the project with Caltrans' staff before the final design is selected.

WHAT'S AVAILABLE?

Beginning on October 14, 2021, the Draft Environmental Impact Report/Environmental Assessment and other project information will also be available for review at:

- The District 6 website: https://dot.ca.gov/caltrans-near-me/district-6/district-6-projects/06-0h240 or scan the QR code above
- Easton Branch Library, 25 East Fantz Avenue, Fresno, California 93706
- Caltrans District Office, 1352 West Olive Avenue, Fresno, California 93728
- If you prefer that a printed copy, email copy, or CD of the document be sent to your home, call John Thomas at 559-408-4496 or email him at john.q.thomas@dot.ca.gov

WHERE YOU COME IN?

Have the potential impacts been addressed? Do you have information that should be included? Your comments will be part of the public record. If you wish to make a comment, you may submit your written comments by U.S. mail to Caltrans Environmental Planning, Attention: John Thomas, Senior Environmental Planner, 2015 East Shields Avenue, Suite 100, Fresno, California 93726, by email to john.q.thomas@dot.ca.gov.

Key environmental information to consider is:

- A project-level conformity analysis shows that the project will conform to the State Implementation Plan, including localized impact analysis with interagency consultation for particulate matter (PM10 and PM2.5) required by 40 CFR 93.116 and 93.123. This project is not considered a Project of Concern regarding particulate matter (PM10 and PM2.5) as defined in 40 CFR 93.123(b)(1). A detailed PM10 and PM2.5 hot-spot analysis was not completed because the Clean Air Act and 40 CFR 93.116 requirements are met without an explicit hot-spot analysis. The project comes from a conforming Regional Transportation Plan and Transportation Improvement Program. Comments are requested regarding the project-level conformity analysis.
- The proposed work involves a site on a list enumerated under Section 65962.5 of the Government Code pertaining to hazardous wastes.
- While the environmental studies show little to no impacts, the project will significantly affect the quality of the environment with an increase in greenhouse gases, according to Caltrans Executive Order B-30-15 restricting greenhouse gas emissions. This Draft Environmental Impact Report/Environmental Assessment explains why.

CONTACT

For more information about this project, please contact John Thomas, Senior Environmental Planner, at 559-408-4496 or by email at john.q.thomas@dot.ca.gov. For all other state highway matters in the area, please contact the District 6 Public Information Office at d6.public.info@dot.ca.gov or by phone at 559-488-4067.

SPECIAL ACCOMMODATIONS

Under the Americans with Disabilities Act of 1990, individuals who require accommodation (American Sign Language interpreter, accessible seating, documents in alternative formats, etc.) are requested to contact the Caltrans District 6 Public Information Office at d6.public.info@dot.ca.gov or by phone at 559-488-4067. Telecommunication Devices for the Deaf (TDD) users may contact the California Relay Service line at 1-800-735-2929, Voice Line at 1-800-735-2922, or contact the California Relay Service Teletype Voice Line by dialing 711.

Figure A-2. Public Notice Time Extension.

PUBLIC NOTICE

Notice of Availability of Draft Environmental Impact Report/Environmental Assessment

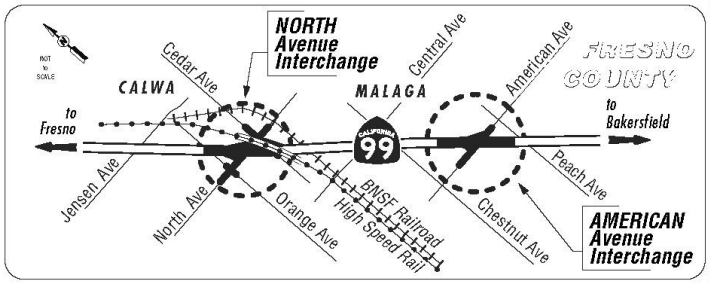
(Study Results Available)

and Announcement of the EXTENDED PUBLIC COMMENT PERIOD

South Fresno, State Route 99 Corridor Project in Fresno County

PUBLIC COMMENT PERIOD

Comments will be accepted during the extended review period from October 14, 2021, to December 3, 2021. If there are no major comments, Caltrans will proceed with the project's design.



WHAT IS BEING PLANNED?

The California Department of Transportation (Caltrans) proposes to improve the operations of two existing interchanges at American Avenue and North Avenue on State Route 99 between post miles 12.5 and 19.1 in south Fresno County.

WHY THIS PUBLIC NOTICE?

Caltrans has studied the effects this project may have on the environment. Our studies show it will significantly affect the quality of the environment. The report that explains why is called an Environmental Impact Report/Environmental Assessment. This notice is to inform you of the completion of the Draft Environmental Impact Report/Environmental Assessment and of its availability for you to read and comment on. **The public comment period began on October 14, 2021, and will end on December 3, 2021.**

WHAT'S AVAILABLE?

The Draft Environmental Impact Report/Environmental Assessment and other project information will be available for review during the extended review period at:

- The District 6 website: https://dot.ca.gov/caltrans-near-me/district-6/district-6-projects/06-0h240
- Easton Branch Library, 25 East Fantz Avenue, Fresno, California 93706
- Caltrans District Office, 1352 West Olive Avenue, Fresno, California 93728
- If you prefer that a printed copy, email copy, or CD of the document be sent to your home, call John Thomas at 559-408-4496 or email him at john.q.thomas@dot.ca.gov

WHERE YOU COME IN?

Have the potential impacts been addressed? Do you have information that should be included? Your comments will be part of the public record. If you wish to make a comment, you may submit your written comments by U.S. Mail or email no later than December 3, 2021, to Caltrans Environmental Planning, Attention: John Thomas, Senior Environmental Planner, 2015 East Shields Avenue, Suite 100, Fresno, California 93726, or by email to john.q.thomas@dot.ca.gov.

Key environmental information to consider is:

- A project-level conformity analysis shows that the project will conform to the State Implementation Plan, including localized impact analysis with interagency consultation for particulate matter (PM10 and PM2.5) required by 40 CFR 93.116 and 93.123. This project is not considered a Project of Concern regarding particulate matter (PM10 and PM2.5) as defined in 40 CFR 93.123(b)(1). A detailed PM10 and PM2.5 hot-spot analysis was not completed because the Clean Air Act and 40 CFR 93.116 requirements are met without an explicit hot-spot analysis. The project comes from a conforming Regional Transportation Plan and Transportation Improvement Program. Comments are requested regarding the project-level conformity analysis.
- The proposed work involves a site on a list enumerated under Section 65962.5 of the Government Code pertaining to hazardous wastes.
- While the environmental studies show little to no impacts, the project will significantly affect the quality of the environment with an increase in greenhouse gases, according to Caltrans Executive Order B-30-15 restricting greenhouse gas emissions. This Draft Environmental Impact Report/Environmental Assessment explains why.

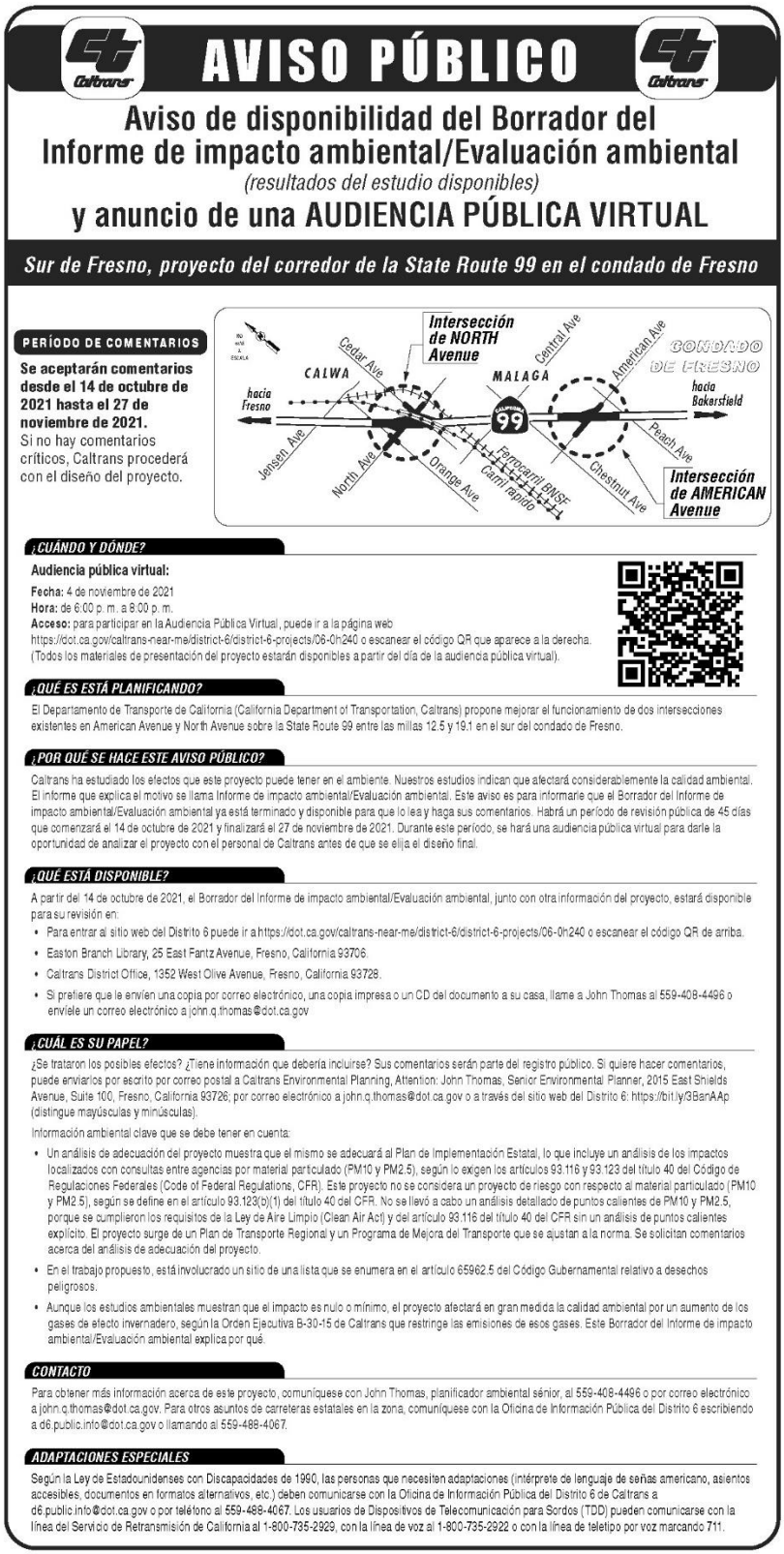
CONTACT

For more information about this project, please contact John Thomas, Senior Environmental Planner, at 559-408-4496 or by email at john.q.thomas@dot.ca.gov. For all other state highway matters in the area, please contact the District 6 Public Information Office at d6.public.info@dot.ca.gov or by phone at 559-488-4067.

SPECIAL ACCOMMODATIONS

Under the Americans with Disabilities Act of 1990, individuals who require accommodation (American Sign Language interpreter, accessible seating, documents in alternative formats, etc.) are requested to contact the Caltrans District 6 Public Information Office at d6.public.info@dot.ca.gov or by phone at 559-488-4067. Telecommunication Devices for the Deaf (TDD) users may contact the California Relay Service line at 1-800-735-2929, Voice Line at 1-800-735-2922, or contact the California Relay Service Teletype Voice Line by dialing 711.

Figure A-3. Spanish Language Public Notice.



AVISO PÚBLICO

Aviso de disponibilidad del Borrador del Informe de impacto ambiental/Evaluación ambiental

(resultados del estudio disponibles)

y anuncio de una AUDIENCIA PÚBLICA VIRTUAL

Sur de Fresno, proyecto del corredor de la State Route 99 en el condado de Fresno

PERÍODO DE COMENTARIOS

Se aceptarán comentarios desde el 14 de octubre de 2021 hasta el 27 de noviembre de 2021.
Si no hay comentarios críticos, Caltrans procederá con el diseño del proyecto.

¿CUÁNDO Y DÓNDE?

Audiencia pública virtual:

Fecha: 4 de noviembre de 2021
Hora: de 6:00 p. m. a 8:00 p. m.
Acceso: para participar en la Audiencia Pública Virtual, puede ir a la página web https://dot.ca.gov/caltrans-near-me/district-6/district-6-projects/06-0h240 o escanear el código QR que aparece a la derecha. (Todos los materiales de presentación del proyecto estarán disponibles a partir del día de la audiencia pública virtual).

¿QUÉ ES ESTÁ PLANIFICANDO?

El Departamento de Transporte de California (California Department of Transportation, Caltrans) propone mejorar el funcionamiento de dos intersecciones existentes en American Avenue y North Avenue sobre la State Route 99 entre las millas 12.5 y 19.1 en el sur del condado de Fresno.

¿POR QUÉ SE HACE ESTE AVISO PÚBLICO?

Caltrans ha estudiado los efectos que este proyecto puede tener en el ambiente. Nuestros estudios indican que afectará considerablemente la calidad ambiental. El informe que explica el motivo se llama Informe de impacto ambiental/Evaluación ambiental. Este aviso es para informarle que el Borrador del Informe de impacto ambiental/Evaluación ambiental ya está terminado y disponible para que lo lea y haga sus comentarios. Habrá un período de revisión pública de 45 días que comenzará el 14 de octubre de 2021 y finalizará el 27 de noviembre de 2021. Durante este período, se hará una audiencia pública virtual para darle la oportunidad de analizar el proyecto con el personal de Caltrans antes de que se elija el diseño final.

¿QUÉ ESTÁ DISPONIBLE?

A partir del 14 de octubre de 2021, el Borrador del Informe de impacto ambiental/Evaluación ambiental, junto con otra información del proyecto, estará disponible para su revisión en:

- Para entrar al sitio web del Distrito 6 puede ir a https://dot.ca.gov/caltrans-near-me/district-6/district-6-projects/06-0h240 o escanear el código QR de arriba.
- Easton Branch Library, 25 East Fantz Avenue, Fresno, California 93706.
- Caltrans District Office, 1352 West Olive Avenue, Fresno, California 93728.
- Si prefiere que le envíen una copia por correo electrónico, una copia impresa o un CD del documento a su casa, llame a John Thomas al 559-408-4496 o envíele un correo electrónico a john.q.thomas@dot.ca.gov

¿CUÁL ES SU PAPEL?

¿Se trataron los posibles efectos? ¿Tiene información que debería incluirse? Sus comentarios serán parte del registro público. Si quiere hacer comentarios, puede enviarlos por escrito por correo postal a Caltrans Environmental Planning, Attention: John Thomas, Senior Environmental Planner, 2015 East Shields Avenue, Suite 100, Fresno, California 93726; por correo electrónico a john.q.thomas@dot.ca.gov o a través del sitio web del Distrito 6: https://bit.ly/3BanAAp (distingue mayúsculas y minúsculas).

Información ambiental clave que se debe tener en cuenta:

- Un análisis de adecuación del proyecto muestra que el mismo se adecuará al Plan de Implementación Estatal, lo que incluye un análisis de los impactos localizados con consultas entre agencias por material particulado (PM10 y PM2.5), según lo exigen los artículos 93.116 y 93.123 del título 40 del Código de Regulaciones Federales (Code of Federal Regulations, CFR). Este proyecto no se considera un proyecto de riesgo con respecto al material particulado (PM10 y PM2.5), según se define en el artículo 93.123(b)(1) del título 40 del CFR. No se llevó a cabo un análisis detallado de puntos calientes de PM10 y PM2.5, porque se cumplieron los requisitos de la Ley de Aire Limpio (Clean Air Act) y del artículo 93.116 del título 40 del CFR sin un análisis de puntos calientes explícito. El proyecto surge de un Plan de Transporte Regional y un Programa de Mejora del Transporte que se ajustan a la norma. Se solicitan comentarios acerca del análisis de adecuación del proyecto.
- En el trabajo propuesto, está involucrado un sitio de una lista que se enumera en el artículo 65962.5 del Código Gubernamental relativo a desechos peligrosos.
- Aunque los estudios ambientales muestran que el impacto es nulo o mínimo, el proyecto afectará en gran medida la calidad ambiental por un aumento de los gases de efecto invernadero, según la Orden Ejecutiva B-30-15 de Caltrans que restringe las emisiones de esos gases. Este Borrador del Informe de impacto ambiental/Evaluación ambiental explica por qué.

CONTACTO

Para obtener más información acerca de este proyecto, comuníquese con John Thomas, planificador ambiental sénior, al 559-408-4496 o por correo electrónico a john.q.thomas@dot.ca.gov. Para otros asuntos de carreteras estatales en la zona, comuníquese con la Oficina de Información Pública del Distrito 6 escribiendo a d6.public.info@dot.ca.gov o llamando al 559-488-4067.

ADAPTACIONES ESPECIALES

Según la Ley de Estadounidenses con Discapacidades de 1990, las personas que necesiten adaptaciones (intérprete de lenguaje de señas americano, asientos accesibles, documentos en formatos alternativos, etc.) deben comunicarse con la Oficina de Información Pública del Distrito 6 de Caltrans a d6.public.info@dot.ca.gov o por teléfono al 559-488-4067. Los usuarios de Dispositivos de Telecomunicación para Sordos (TDD) pueden comunicarse con la línea del Servicio de Retransmisión de California al 1-800-735-2929, con la línea de voz al 1-800-735-2922 o con la línea de teletipo por voz marcando 711.

Appendix B. Documentation Related to Regional Conformity

Regional Emissions Analysis Conducted for Conforming Regional Transportation Plan

The regional emissions analysis found that regional emissions will not exceed the State Implementation Plan's emission budgets for mobile sources in the build year, a horizon year at least 20 years from when conformity analysis started, and additional years meeting conformity regulation requirements for periodic analysis. The regional emissions analysis was based on the latest population and employment projections for Fresno County that were adopted by the Fresno Council of Governments at the time the conformity analysis was started. These assumptions are less than five years old. The modeling was conducted using current and future population, employment, traffic, and congestion estimates. The traffic data, including the fleet mix data, were based on the most recently available vehicle registration data included in the EMFAC model. EMFAC 2017 was used, which was the most recent version of the model developed by the California Air Resources Board and approved for use in California by the U.S. Environmental Protection Agency at the time of the analysis.

The San Joaquin Valley currently cannot meet regional conformity using EMFAC 2017, which must be used for all new regional emissions analyses that started on or after August 16, 2021. The project is included in Fresno Council of Governments (FCOG) for the conforming 2018 Fresno Council of Governments Regional Transportation Plan (RTP). The project's design concept and scope have not changed significantly from what was analyzed in the regional emission analysis based on EMFAC 2014.

However, since EMFAC 2014 can no longer be used, EMFAC 2017 was chosen for the emissions analyses as a demonstration to show how the project will not cause worsening of existing violations or delay in timely attainment.

Public and Interagency Consultation Process for Transportation Improvement Program

The Federal Transportation Improvement Program was developed in accordance with the Fresno Council of Governments' policies for community input and interagency consultation procedures. These procedures ensure that the public has adequate opportunity to be informed of the Federal Transportation Improvement Program development process and encourages public participation and comment.

Fresno Council of Governments
2021 Federal Transportation Improvement Program
Fresno County Region

Lead Agency: Caltrans

FRE111355	AMENDMENT: 20-03

Project Title:South Fresno SR99 Corridor Project
Project Description: On Route 99 in Fresno County and near Fresno, from 0.1 mile north of Clovis Avenue Undercrossing to 0.1 mile south of Church Avenue Undercrossing. [PPNO6288 (CTIPS 103-0000-0391) combines 2 interchange projects including FRE111355 (CTIPS 203-0000-0756) and FRE111352 (CTIPS 203-0000-0752)]
(Measure C Project M in the Urban Regional Program)

CTIPS_ID:20300000756, EA_NUMBER:0H240

Sys: State Hwy | Rt: 99 | TCM: No | Model #: 917 & | CI:Y | Exempt Category: Non-Exempt

Cost Difference: $49,950,000 | Est Total Cost: $137,113,000 | Open to Traffic: 2026

	Phase	PRIOR	20/21	21/22	22/23	23/24	24/25 BEYOND		TOTAL
Measure C - Regional	PE	$3,935,000	$10,178,000						$14,113,000
	RW		$1,000,000	$10,000,000	$4,100,000				$15,100,000
	CON					$62,554,000			$62,554,000
	TOTAL	$3,935,000	$11,178,000	$10,000,000	$4,100,000	$62,554,000			$91,767,000
RIP - STIP AC	PE	$3,000,000							$3,000,000
	RW								
	CON					$42,346,000			$42,346,000
	TOTAL	$3,000,000				$42,346,000			$45,346,000
	TOTAL PE	$6,935,000	$10,178,000	$0	$0	$0	$0	$0	$17,113,000
	TOTAL RW	$0	$1,000,000	$10,000,000	$4,100,000	$0	$0	$0	$15,100,000
	TOTAL CON	$0	$0	$0	$0	$104,900,000	$0	$0	$104,900,000
	TOTAL TOTAL	$6,935,000	$11,178,000	$10,000,000	$4,100,000	$104,900,000			$137,113,000

FRESNO COUNCIL OF GOVERNMENTS
FORMAL AMENDMENT NO. 5 TO THE 2018 RTP
CONSTRAINED PROJECT LIST - CHANGE REPORT AS OF 6/21/2021 (In $1,000)

LEAD AGENCY	PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION	PCT CHANGE	COST DIFFERENCE	COST BEFORE	COST REVISED	NARRATIVE	NOTES
Clovis	LSTMP727	FRE190006 - Shepherd Ave Signal Interconnect from Peach to DeWolf	Shepherd Ave from Peach Ave to DeWolf Ave; Signal interconnect including installation of fiber optics and associated equipment	100%	$1,421	$0	$1,421	New CMAQ TCM Project **Total RTP project cost $1,421**	New CMAQ TCM Project
Caltrans	FRE150055/ FRE501717	Excelsior Expressway - HWY 41: Kings County Line to Elkhorn Ave	Near the city of Fresno, HWY 41 from the Kings County line to Elkhorn Avenue. Widen from 2-lane to 4-lane expressway.	0%	$100	$68,000	$68,100	Change Reason: Changed Project Completion Date, Increase Funding Changed Project Completion Date: - from "2028" to "2027" **Total RTP project cost increased from $68,000 to $68,100**	Revise Open Traffic Year to 2027.
Caltrans	FRE111351	I5-SR 198 Interchange	Interchange Improvements (Measure C Project L in the Rural Regional Program)	0%	$0	$18,236	$18,236	Change Reason: Revise Project Completion Date: - from "2031" to "2033" **Total RTP project cost remains the same at $18,236**	Revise Open to Traffic Year 2031 to 2033
Caltrans	FRE111352	SR 99 @ American Avenue Interchange	American Ave @ SR 99-Interchange Improvements (Measure C Project RK in the Rural Regional Program)	-100%	-$59,821	$59821	$0	Delete project **Total RTP project cost decreased from $59,821 to $0**	Project being combined with FRE111355
Caltrans	FRE111355	South Fresno SR99 Corridor Project	On Route 99 in Fresno County and near Fresno, from 0.1 mile north of Clovis Avenue Undercrossing to 0.1 mile south of Church Avenue Undercrossing. [PPNO6288 (CTIPS 103-0000-0391) combines 2 interchange projects including FRE111355 (CTIPS 203-0000-0756) and FRE111352 (CTIPS 203-0000-0752)] (Measure C Project RK and M in the Urban Regional Program)	57%	$44,065	$93,048	$137,113	Change Reason: Revise project Title, Revise Project Description/Scope (combined with FRE111352), Revise Project Completion Date, Increase funding Revise Project Completion Date: - from "2027" to "2026" **Total RTP project cost increased from $93,048 to $137,113**	Project elements from FRE111352 are being combined with this project. Changed in Open to traffic date, 2027 to 2026.
Caltrans	FRE190013	SR 99 Interchange - Central & Chestnut	SR99 at Central/Chestnut - Improve Interchange (Measure C Project AA in the Rural Regional Program - Tier 2)	131%	$61,859	$47,141	$109,000	Change Reason: Revise Project Completion Date, Increase funding Changed Project Completion Date: - from "2028" to "2029" **Total RTP project cost increased from $47,141 to $109,000**	Increase funding, revise open to traffic year
Fresno Area Express (FAX)	FRE501108	Wi-Fi on FAX Buses	Make Wi-Fi available for passengers on all FAX fixed route and paratransit vehicles.	-100%	-$500	$500	$0	Delete project **Total RTP project cost decreased from $500 to $0**	Project deletion requested by agency
					$47,124	**$286,746**	**$333,870**		

Regionally Significant Project Listing

			Description				Conformity Analysis Year (project open to traffic)									
Jurisdiction / Agency	TIP/RTP Project ID	CTIPs Project ID	Facility Name/Route	Type of Improvement	Project Limits	Estimated Cost	2021	2022	2023	2024	2025	2026	2029	2031	2037	2042
Caltrans	FRE150055 FRE501717	10300000340	41	Widen from 2-Lane to 4-lane expressway [Excelsior]	From: Kings County Line To Elkhorn Ave	$68,000,000							X	X	X	X
Caltrans	FRE500516		41	Add NB Auxiliary Lanes	O Street to Shields	$19,500,000									X	X
Caltrans	FRE500570		41	SR 41-Ashlan to Shaw: Add 1 NB Auxiliary Lane	Ashlan to Shaw	$7,000,000									X	X
Caltrans	FRE500759		41	SR 41: El Paso to Friant: Add 1 SB Auxiliary Lane	El Paso to Friant	$13,970,000							X	X	X	X
Caltrans	FRE500767		41	SR 41-Tulare to O Street: Widen Auxiliary Lane/Improve Ramps (Project J in the Measure C Urban Regional Program)	Tulare Ave to O Street	$4,900,000	X	X	X	X	X	X	X	X	X	X
Fresno	FRE500145		41	Widen Off Ramp at Shaw	Interchange Crossstreets:SR 41 Off Ramp & Shaw	$246,000	X	X	X	X	X	X	X	X	X	X
Fresno	FRE500146		41	Auxiliary Lane	From:Gettysburg Overcross To:Shaw Exit Ramp	$1,271,000								X	X	X
Caltrans	FRE190013		99	Improve Interchange (Measure C Project AA in the Rural Regional Program - Tier 2)	Central/Chestnut	$47,141,000							X	X	X	X
Caltrans	FRE210001		99	On Highway 99 in the City of Fresno, from south of El Dorado St to Clinton Ave. Rehabilitate roadway, repair or replace culverts, construct pumping plants, and remove or replace bridges.	From: El Dorado To: Clinton	$367,300,000							X	X	X	X
Huron	FRE500805		269	New Roundabout	From:N/A To:N/A	$3,000,000		X	X	X	X	X	X	X	X	X
Huron	FRE500806		269	Lassen Ave & Palmer Ave Intersection Improvements	From:Lassen To: Palmer	$1,600,000								X	X	X
Huron	FRE500807		269	Lassen Ave & Palmer Ave Intersection Improvements	From:Lassen To: Tornado	$1,600,000						X	X	X	X	X
Caltrans	FRE111351	20300000748	<interchange>	Interchange Improvements	Interchange Cross Streets:I5 & SR 198	$18,236,000								X	X	X
Caltrans	FRE111352	20300000752	<interchange>	American Ave @ SR 99-Interchange Improvements	Interchange Cross Streets:American Ave & SR 99	$61,950,000							X	X	X	X
Caltrans	FRE111355	20300000756	<interchange>	North/Cedar/SR 99-Improve Interchange (Measure C Project M in the Urban Regional Program - South Fresno Interchange Project on CTIPS)	North Ave to Cedar	$87,163,000							X	X	X	X
Caltrans	FRE500520		<interchange>	Replace bridge structures and widen Floral	Interchange Cross Streets:SR 99 & SR 43	$13,000,000									X	X
Caltrans	FRE500521		<interchange>	Improve interchange	Interchange Cross Streets:SR 99 & Shaw	$86,000,000									X	X

Appendix C. Particulate Matter Interagency Consultation

The South Fresno State Route 99 Corridor project was submitted for Interagency Consultation on July 6, 2020. The Environmental Protection Agency and Federal Highway Administration concurred on August 18, 2020, that the project is not a Project of Air Quality Concern.

The Interagency Consultation submittal letter and subsequent concurrence from the Environmental Protection Agency and Federal Highway Administration are attached.

Particulate Matter (PM10 and PM2.5) Conformity Assessment – Project is not a Project of Air Quality Concern (POAQC)

1.1 Summary

This project is located on the outskirts of the City of Fresno in Fresno County on State Route 99, within the San Joaquin Valley Air Basin. The San Joaquin Valley Air Basin is designated as attainment-maintenance for PM10 and nonattainment for PM2.5, according to the National Ambient Air Quality Standards (NAAQS).

The proposed project will complete two existing partial interchanges. The project area is located south of the City of Fresno. The North/Cedar Avenue interchange is in an area zoned for light to heavy industry and business parks. Many large-scale shipping companies maintain facilities here due to easy truck access to State Route 99, the major travel corridor for goods and services throughout the central portion of California.

The American Avenue interchange is south of the North/Cedar Avenue interchange and will provide access to a Fresno County juvenile detention facility and surrounding agricultural lands.

According to the U.S. Environmental Protection Agency's 2021 Guidance documents, particulate matter hot-spot analysis is required only for projects of local air quality concern ("Projects of Air Quality Concern" or POAQCs) in nonattainment and maintenance areas for PM10 and/or PM2.5. Projects that are exempt from conformity requirements (listed in 40 CFR 93.126 or 128) do not need any hot-spot analysis for project-level conformity purposes. Based on the information provided below, this non-exempt project is not a project of local air quality concern (POAQC) because it does not meet U.S. Environmental Protection Agency criteria; therefore, a detailed hot-spot analysis for PM10, and PM2.5 is not required.

Concurrence by Interagency Consultation is requested in this determination that the project is not a Project of Air Quality Concern. After concurrence, public comment will be requested on this determination (for NEPA projects with an Environmental Assessment or Environmental Impact Statement), and any public comments received will be responded to in an Air Quality Conformity Analysis report provided to the Federal Highway Administration to support a project-level conformity determination for the NEPA document.

1.2 Background

Section 93.116(a) of 40 Code of Federal Regulations (CFR) states that a Federal Highway Administration/Federal Transit Administration project must not cause or contribute to any new localized $PM_{2.5}$ violations or increase the frequency or severity of any existing PM10 and PM2.5 violations in nonattainment or maintenance areas. The regulations further state that projects may satisfy this requirement without an analysis of their potential to create particulate matter hot-spots provided that they do not meet the criteria set forth in Section 93.123 (b) for Projects of Air Quality Concern. Projects that are not a Project of Air Quality Concern do not require detailed hot-spot analysis because, generally, they would not substantially affect high-priority PM10 or PM2.5 (as applicable) concentrations and are unlikely to cause or contribute to new or continued localized violation of the National Ambient Air Quality Standards.

With regard to local air quality impacts analysis, a project may be considered to have one of three types of status: (1) exempt; (2) not exempt but not a Project of Air Quality Concern based on the specific parameters established in the U.S. Environmental Protection Agency regulations; and (3) a Project of Air Quality Concern, which requires that a qualitative hot-spot analysis be conducted. The South Fresno State Route 99 Corridor project does not meet the definition of an exempt project under Sections 93.126 or 93.128.

The U.S. Environmental Protection Agency Transportation Conformity Rule defines projects of localized air quality concern (Projects of Air Quality Concern), requiring detailed PM10 and PM2.5 hot-spot analysis, in 40 CFR 93.123(b)(1) as:

(i) New or expanded highway projects that have a significant number of or significant increase in diesel vehicles;

(ii) Projects affecting intersections that are at Level of Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level of Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;

(iii) New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location;

(iv) Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and

(v) Projects in or affecting locations, areas, or categories of sites that are identified in the PM2.5 and PM10 applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

1.3 Project is Not a Project of Local Air Quality Concern (POAQC)

The South Fresno State 99 Corridor project does not fall within any of the above five categories of projects considered to be Projects of Air Quality Concern, as explained below.

i. The proposed project is not a new or expanded highway project and is not considered to significantly affect diesel truck traffic on State Route 99.

The proposed project is an interchange reconfiguration project that does not increase the capacity of State Route 99 or the interchanges. This type of project improves highway operations by reducing traffic congestion at existing interchanges or intersections and improving merge operations.

Based on the Traffic Operations Report (South Fresno State Route 99 Corridor report) traffic volumes would increase along State Route 99 and the rebuilt interchanges. However, these traffic volumes would not approach or exceed the 125,000 Annual Average Daily Traffic criterion for a Project of Air Quality Concern. In addition, the total truck volume would remain below the 10,000 Annual Average Daily Traffic criterion (8% of 125,000 Annual Average Daily Traffic) for Projects of Air Quality Concern.

- The traffic volume increase would ultimately be due to expected future population growth in the Fresno County area, not an influx of traffic due to a newly built industrial, commercial, or trucking facility. The improvements will ease congestion by more efficient distribution of all vehicles entering and exiting the freeway. The existing and future traffic volumes on existing roads are shown in Tables A and B in this section.

ii. The proposed project does not affect intersections that are at level of service (LOS) D, E, or F with a significant number of diesel vehicles.

- Increases in truck traffic at the intersections are to be expected, as the improvements will be specifically designed to accommodate such vehicles. However, these trucks are already expected in the area, as part of the existing industrial and business park facilities. New truck traffic will not be induced to use these interchanges unless they are part of a new facility.

- Completion of the full interchange at American Avenue intersection is expected to alleviate some truck traffic at the North/Cedar Avenue interchange, as this is currently the only access to facilities near the American Avenue location.

- Completion of the full interchange at the North/Cedar Avenue intersection will allow southbound traffic to directly enter the freeway., rather than use the current configuration that requires trucks to drive from the industrial/business park area along a local road, then idle at the intersection until they can cross onto the on-ramp.

- As indicated in Tables B and C, the project does not worsen or improve Level of Service at a majority of the intersections in the project area.

    - The project does lower the Level of Service at both the North/Cedar Avenue and American Avenue intersections. However, the number of ramp lanes will be increased to better accommodate traffic entering and exiting the freeway. Additionally, design features for diesel trucks will be incorporated, further enhancing safety and efficiency of the proposed interchanges.

    - At the American Avenue location, the 2026 and 2046 truck traffic will increase. However, the increase is attributed to the completion of the full interchange at American Avenue. In the current configuration, there is no exit ramp for the American Avenue from

the northbound State Route 99. All traffic must exit at the North/Cedar Avenue intersection, and double back southwards to the American Avenue location.

iii. The proposed project does not include the construction of a new bus or rail terminal.

- Not applicable to this project.

iv. The proposed project does not expand an existing bus or rail terminal.

- Not applicable to this project.

v. The proposed project is not in or affecting locations, areas, or categories of sites that are identified in the PM10 and PM2.5 applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

- Not applicable to this project.

Therefore, the proposed project meets the Clean Air Act requirements and 40 CFR 93.116 without any explicit hot-spot analysis. The proposed project would not create a new, or worsen an existing, PM10 and PM2.5 violation.

1.4 Supporting Information

1.4.1 Tables A to D

Table 1.4.1-A: Traffic Data – 2019 Existing Roads.

Road/Interchange	Annual Average Daily Traffic (AADT)	Truck Average Daily Traffic (ADT)
State Route 99 Mainline	122,650	19,624
North/Cedar Avenues	21,300	7,193
American Avenue	4,900	441

Source: South Fresno State Route 99 Corridor Air Quality Report.

Table 1.4.1-B: Traffic Data – No Build.

Road/Interchange	2026 No Build Annual Average Daily Traffic (AADT)	2026 No Build Truck Average Daily Traffic (ADT)	2046 No Build Annual Average Daily Traffic (AADT)	2046 No Build Truck Average Daily Traffic (ADT)
Mainline State Route 99	199,050	31,848	297,300	47,568
North/Cedar Avenues	30,000	9,996	39,400	13,250
American Avenue	5,700	513	7,800	702

Source: South Fresno State Route 99 Corridor Air Quality Report.

Table 1.4.1-C: Traffic Data – North/Cedar Avenues Alternatives 2 and 4.

Model Year	No Build Annual Average Daily Traffic (AADT)	Alternative 2 Annual Average Daily Traffic (AADT)/ Truck Average Daily Traffic (ADT)	Alternative 4 Annual Average Daily Traffic (AADT)/ Truck Average Daily Traffic (ADT)
2026	30,000 / 9,996	29,000 / 9,372	29,000 / 9,516
2046	39,400 / 13,250	37,600 / 12,311	37,500 / 12,372

Source: South Fresno State Route 99 Corridor Air Quality Report.

Table 1.4.1-D: Traffic Data – American Avenue Alternatives 1 and 2.

Model Year	No Build Annual Average Daily Traffic (AADT)	Alternative 1 Annual Average Daily Traffic (AADT)/ Truck Average Daily Traffic (ADT)	Alternative 2 Annual Average Daily Traffic (AADT)/ Truck Average Daily Traffic (ADT)
2026	5,700 / 513	8,100 / 993	8,110 / 986
2046	7,800 / 702	10,800 / 1,302	10,800 / 1,283

Source: South Fresno State Route 99 Corridor Air Quality Report.

1.4.2 Discussion of Traffic Data

The purpose of the overall project is to improve local traffic circulation and smooth traffic flow to the mainline. No new truck traffic will be added, as the proposed project will be built to serve the already established commercial and retail industry. Growth in Annual Average Daily Traffic by Opening to Traffic and Design/Horizon years is due to normal anticipated population increase.

Both the North and American Avenue interchanges were originally built as a partial interchange. As the proposed project will convert the existing partial interchanges into full interchanges, the project is not considered a new alignment. Construction of the full interchanges will enable drivers to directly access State Route 99 instead of taking local, non-continuous routes to get to their destination.

North/Cedar Avenue No Build to Build Comparisons.
The 2026 No Build Annual Average Daily Traffic is 30,000 vehicles. For both Alternatives 2 and 4, Annual Average Daily Traffic drops to 29,000 from the No Build scenario.

The 2026 Alternative 2 No Build truck traffic is 9,996 vehicles. For 2026 Build Alternative 2, truck traffic decreases by 624 vehicles. For 2026 Alternative 4, truck traffic decreases by 480 vehicles.

The 2046 No Build Annual Average Daily Traffic is 39,400 vehicles. For Alternative 2, Annual Average Daily Traffic decreases by 1,800 vehicles. For Alternative 4, Annual Average Daily Traffic decreases by 1,700 vehicles.

The 2046 Alternative 2 No Build truck traffic is 13,250 vehicles. For 2046 Build Alternative 2, truck traffic decreases by 939 vehicles. For Build Alternative 4, truck traffic decreases by 878 vehicles.

American Avenue No Build to Build Comparison

The 2026 No Build Annual Average Daily Traffic is 5,700 vehicles. For Alternative 1, Annual Average Daily Traffic increases by 2,400 vehicles. For Alternative 2, Annual Average Daily Traffic increases by 2,410 vehicles.

The 2026 Alternative 1 No Build truck traffic is 513 vehicles. For 2026 Build Alternative 1, truck traffic increases by 480 vehicles. For 2026 Alternative 4, truck traffic increases by 473 vehicles.

The 2046 No Build Annual Average Daily Traffic is 7,800 vehicles. For Alternative 2, Annual Average Daily Traffic increases by 1,800 vehicles. For Alternative 4, Annual Average Daily Traffic increases by 1,700 vehicles.

The 2046 Alternative 2 No Build truck traffic is 7,800 vehicles. For 2046 Build Alternative 1, truck traffic increases to 10,800. The 2046 Build Alternative 2 truck traffic increases to 10,800.

Analysis

Annual Average Daily Traffic (AADT):

Comparison of the proposed North/Cedar Avenue interchange to the American Avenue interchange shows that Annual Average Daily Traffic (volume) will decrease on the North/Cedar Avenue interchange, while simultaneously increase on the American Avenue interchange. This trend is continuous from the 2026 Open to Traffic Year through the 2046 Design/Horizon Year.

Cedar/North Avenue Interchange Truck Average Daily Traffic (ADT):

For the North/Cedar Avenue interchange, both Build Alternative Annual Average Daily Traffic and truck Average Daily Traffic decline in comparison with the No Build Annual Average Daily Traffic and truck Average Daily Traffic.

American Avenue Interchange Truck Average Daily Traffic (ADT):

For the American Avenue interchange, the 2026 Alternative 1 Annual Average Daily Traffic increases, with a corresponding truck Average Daily Traffic increase in comparison to the No Build Alternative 1. The 2026 Alternative 2 follows this pattern as well.

The 2046 Alternative 1 Annual Average Daily Traffic percent difference increases with a corresponding truck Average Daily Traffic increase. The 2046 Alternative 2 Annual Average Daily Traffic also increases, with a corresponding increase in truck Average Daily Traffic.

Comparison:

The decrease in Annual Average Daily Traffic/truck Average Daily Traffic for each model year for the North/Cedar Avenue interchange corresponds with an increase in these volumes at the American Avenue interchange. Earlier studies of this location indicate that many vehicles would take the North/Cedar Avenue ramps, then circle back to the American Avenue vicinity on various local roads. The trade-off in volumes between the two interchanges suggest that construction of a full interchange at the American Avenue location would alleviate some of the traffic load at the North/Cedar Avenue interchange.

On the American Avenue interchange, the change in truck numbers seems large when comparing the percent differences. However, the increase in vehicles is only a fraction of the traffic that will

be using the North/Cedar Avenue interchange, and it is assumed that the truck traffic is using the exit closest to their facility, thus saving the doubling back from the North/Cedar intersection ramp back to the American Avenue vicinity. This translates directly into a reduction in Vehicle Miles Traveled (VMT) and harmful emissions.

Per the modeled numbers, the decrease in traffic on the North/Cedar Avenue interchange is 2,263 vehicles. The increase in traffic on the American Avenue interchange is 1,698 vehicles. There is a difference of 524 vehicles. No increases in truck Average Daily Traffic of the American Avenue interchange will exceed the 10,000 truck Average Daily Traffic, which would qualify this project as a Project of Air Quality Concern (POAQC).

These redesigned interchanges and associated intersections will be made specifically to accommodate truck traffic. Overall, they will improve traffic flow and efficiency, allow direct access to State Route 99, improve Level of Service, and contribute to overall better air quality.

1.4.3 Discussion of Intersection Data

The project will complete interchanges at the North/Cedar Avenue and American Avenue. A direct comparison of existing and future build Level of Service is difficult, as the interchange will be totally reconfigured from the existing facility. Additionally, some speed data was not available (NAV). However, a qualitative comparison for Level of Service only shows that 2019 Existing Level of Service will worsen with both the North/Cedar Avenue and American Avenue interchanges for both 2026 Open to Traffic Year and 2046 Horizon Year.

Currently, there is no exit ramp for American Avenue on northbound State Route 99. Consequently, all traffic must exit at the North/Cedar Avenue intersection, then navigate southwards back to the American Avenue location.

For the North/Cedar Avenue interchange, the overall Annual Average Daily Traffic and corresponding truck Average Daily Traffic actually decreases from the 2026 and 2046 years. The decrease is attributed to the reconfiguration of the existing half-interchange at American Avenue to a complete interchange. With a full interchange, traffic can directly gain access to the facilities at American Avenue and instead of using the North/Cedar Avenue exit.

The following tables apply to the traffic discussion in this section.

Table 1.4.3-A: Existing Year 2019 North Avenue/Cedar Avenue Ramps Traffic Data.

North/Cedar Avenue Interchange Ramps	Total Annual Average Daily Traffic (AADT)	Truck Annual Average Daily Traffic (AADT)	Speed Morning	Speed Evening	Level of Service Morning	Level of Service Evening
Southbound Off-Ramp to North Avenue (ramp Diverge)	6,800	1,972	60	61	D	D
Northbound On-Ramp from North Avenue (ramp Merge)	7,200	2,088	60	56	C	D
Northbound Off-Ramp to Cedar Avenue (ramp Diverge)	3,800	1,558	61	61	D	D
Southbound On-Ramp from Cedar Avenue (ramp Merge)	3,500	1,575	61	60	C	C
Total	21,300	7,193	No total value	No total value	No total value	No total value

Table 1.4.3-B: Existing Year 2019 North Avenue/Cedar Avenue Ramps Traffic Data.

American Avenue Interchange Ramps	Total Annual Average Daily Traffic (AADT)	Truck Annual Average Daily Traffic (AADT)	Speed Morning	Speed Evening	Level of Service Morning	Level of Service Evening
Southbound Off-Ramp at American Avenue (ramp Diverge)	2,500	225	61	61	D	D
Northbound On-Ramp at American Avenue (ramp Merge)	2,400	216	60	60	C	C
Total	4,900	441	No total value	No total value	No total value	No total value

Table 1.4.3-C: Open Year 2026 and Design Year 2046 No Build Annual Average Daily Traffic and Truck Average Daily Traffic.

Roadway/Interchange	Annual Average Daily Traffic (AADT)	Truck Average Daily Traffic (ADT)
2026 No Build North/Cedar Avenue	30,000	*9,996*
2046 No Build North/Cedar Avenue	39,400	*13,250*
2026 No Build American Avenue	5,700	*513*
2046 No Build American Avenue	7,800	*702*

Table 1.4.3-D. Open Year 2026 Build Alternatives 1 and 2 North Avenue Traffic Data.

North Avenue Interchange Ramps	Annual Average Daily Traffic (AADT) Total	Annual Average Daily Traffic (AADT) Trucks	Speed Morning	Speed Evening	Level of Service Morning	Level of Service Evening
2026 Alternatives 1 and 2	29,000	9,372	No value	No value	No value	No value
Southbound Off-Ramp to North Avenue (ramp Diverge)	10,100	2,929	59	60	E	E
Southbound Loop On-Ramp from Westbound North Avenue (ramp Merge)	700	385	61	60	C	C
Southbound Direct On-Ramp from Eastbound North Avenue (ramp Merge)	3,300	1,353	61	58	C	D
Northbound Loop On-Ramp from Eastbound North Avenue (ramp Merge)	5,900	1,357	59	56	D	D
Northbound Direct On-Ramp from Westbound North Avenue (ramp Merge)	4,800	1,584	58	58	D	F
Northbound Off Ramp to North Avenue (ramp Diverge)	4,200	1,764	61	61	D	E

Table 1.4.3-E. Open Year 2026 Alternatives 3 and 4 North Avenue Traffic Data.

North Avenue Interchange Ramps	Annual Average Daily Traffic (AADT) Total	Annual Average Daily Traffic (AADT) Trucks	Speed Morning	Speed Evening	Level of Service Morning	Level of Service Evening
2026 Alternatives 3 and 4	29,000	9,516	No value	No value	No value	No value
Southbound Off-Ramp to North Avenue (ramp Diverge)	10,100	2,929	59	60	E	E
Southbound Direct On-Ramp from North Avenue (ramp Merge)	4,000	1,720	61	58	C	D
Northbound Off-Ramp to North Avenue (ramp Diverge)	4,200	1,764	61	61	D	E
Northbound Direct On-Ramp from North Avenue (ramp Merge)	10,700	3,103	57	Data not available	D	F

Table 1.4.3-F. Horizon Year 2046 Alternatives 1 and 2 North Avenue Traffic Data.

North Avenue Interchange Ramps	Annual Average Daily Traffic (AADT) Total	Annual Average Daily Traffic (AADT) Truck	Speed Morning	Speed Evening	Level of Service Morning	Level of Service Evening
2046 Alternatives 1 and 2	37,600	12,311	No value	No value	No value	No value
Southbound Off-Ramp to North Avenue (ramp Diverge)	12,800	3,712	Data not available	Data not available	F	F
Southbound Loop On-Ramp from Westbound North Avenue (ramp Merge)	1,300	715	Data not available	Data not available	F	F
Southbound Direct On-Ramp from Eastbound North Avenue (ramp Merge)	4,200	1,722	Data not available	Data not available	F	F
Northbound Loop On-Ramp from Eastbound North Avenue (ramp Merge)	6,400	1,656	Data not available	Data not available	F	F
Northbound Direct On-Ramp from Westbound North Avenue (ramp Merge)	7,200	2,112	Data not available	Data not available	F	F
Northbound Off-Ramp to North Avenue (ramp Diverge)	5,700	2,394	Data not available	Data not available	F	F

Table 1.4.3-G. Horizon Year 2046 Alternatives 3 and 4 North Avenue Traffic Data.

North Avenue Interchange Ramps	Annual Average Daily Traffic (AADT) Total	Annual Average Daily Traffic (AADT) Truck	Speed Morning	Speed Evening	Level of Service Morning	Level of Service Evening
2046 Alternatives 3 and 4	37,500	12,372	No value	No value	No value	No value
Southbound Off-Ramp to North Avenue (ramp Diverge)	12,800	3,712	Data not available	Data not available	F	F
Southbound Direct On-Ramp from North Avenue (ramp Merge)	5,400	2,322	Data not available	Data not available	F	F
Northbound Off-Ramp to North Avenue (ramp Diverge)	5,700	2,394	Data not available	Data not available	F	F
Northbound Direct On-Ramp from North Avenue (ramp Merge)	13,600	3,944	Data not available	Data not available	F	F

Table 1.4.3-H. Open Year 2026 Alternative 1 American Avenue Traffic Data.

American Avenue Interchange Ramps	Annual Average Daily Traffic (AADT) Total	Annual Average Daily Traffic (AADT) Truck	Speed Morning	Speed Evening	Level of Service Morning	Level of Service Evening
2026 Alternative 1	8,100	993	No value	No value	No value	No value
Southbound Off-Ramp (ramp Diverge)	2,900	261	61	61	D	D
Southbound Direct On-Ramp (ramp Merge)	1,300	260	62	59	C	D
Northbound Off-Ramp (ramp Diverge)	1,100	220	61	62	D	D
Northbound Direct On-Ramp (ramp Merge)	2,800	252	58	57	D	D

Table 1.4.3-I. Open Year 2026 Alternative 2 American Avenue Traffic Data.

American Avenue Interchange Ramps	Annual Average Daily Traffic (AADT) Total	Annual Average Daily Traffic (AADT) Truck	Speed Morning	Speed Evening	Level of Service Morning	Level of Service Evening
2026 American Alternative 2	8,110	986	No value	No value	No value	No value
Southbound Off-Ramp (ramp Diverge)	2,900	261	61	61	D	D
Southbound Loop On-Ramp from Westbound American Avenue (ramp Merge)	640	70	62	60	C	C
Southbound Slip On-Ramp from Eastbound American Avenue (ramp Merge)	670	194	62	59	C	D
Northbound Slip On-Ramp from Westbound American Avenue (ramp Merge)	1,700	153	59	58	D	D
Northbound Loop On-Ramp from Eastbound American Avenue (ramp Merge)	1,100	88	59	59	C	D
Northbound Off-Ramp (ramp Diverge)	1,100	220	61	62	D	D

Table 1.4.3-J. Design Year 2046 Alternative 1 American Avenue Traffic Data.

American Avenue Interchange Ramps	Annual Average Daily Traffic (AADT) Total	Annual Average Daily Traffic (AADT) Truck	Speed Morning	Speed Evening	Level of Service Morning	Level of Service Evening
2046 American Alternative 1	10,800	1,302	No value	No value	No value	No value
Southbound Off-Ramp (ramp Diverge)	3,800	342	Data not available	Data not available	F	F
Southbound Direct On-Ramp (ramp Merge)	1,700	340	Data not available	Data not available	F	F
Northbound Off-Ramp (ramp Diverge)	1,300	260	Data not available	Data not available	B	B
Northbound Direct On-Ramp (ramp Merge)	4,000	360	Data not available	Data not available	C	C

Table 1.4.3-K. Design Year 2046 Alternative 2 American Avenue Traffic Data.

American Avenue Interchange Ramps	Annual Average Daily Traffic (AADT) Total	Annual Average Daily Traffic (AADT) Truck	Speed Morning	Speed Evening	Level of Service Morning	Level of Service Evening
2026 American Alternative 2	10,800	1,283	No value	No value	No value	No value
Southbound Off-Ramp (ramp Diverge)	3,800	342	Data not available	Data not available	F	F
Southbound Loop On-Ramp from Westbound American Avenue (ramp Merge)	870	96	57	Data not available	D	F
Southbound Slip On-Ramp from Eastbound American Avenue (ramp Merge)	830	241	56	Data not available	D	F
Northbound Slip On-Ramp from Westbound American Avenue (ramp Merge)	2,500	225	Data not available	Data not available	F	F
Northbound Loop On-Ramp from Eastbound American Avenue (ramp Merge)	1,500	120	Data not available	Data not available	F	F
Northbound Off-Ramp (ramp Diverge)	1,300	260	Data not available	Data not available	F	F

1.5 Conclusion:

There is no reason to believe that this project would create a new violation or worsen an existing violation of the PM10 and PM2.5 National Ambient Air Quality Standards (NAAQS). This project does not meet the U.S. Environmental Protection Agency criteria for being a Project of Local Air Quality Concern (POAQC).

Caltrans has completed this PM10 and PM2.5 hot-spot assessment and has determined that this project is not a "Project of Air Quality Concern.; Therefore, no further particulate matter hot-spot analysis is required for conformity.

1.6 Public Involvement Process:

"Transportation Conformity" is a process set up under the Federal Clean Air Act to ensure that transportation planning, transportation improvement programs, and projects are consistent with plans to achieve and maintain federal air quality standards. Specific requirements are set by Environmental Protection Agency regulations in 40 CFR 93, Environmental Protection Agency and Federal Highway Administration guidance documents, and local regulations and/or procedures set up by the Fresno County of Governments and the San Joaquin Valley Air Pollution Control District as provided in the Conformity State Implementation Plan approved by the U.S. Environmental Protection Agency. A Routine Environmental Assessment/Environmental Impact Report is being prepared, which is anticipated to be available for public review in 30 days. Public comment will be requested as part of the circulation process for the NEPA document.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

Making Conservation a California Way of Life!

To: Interagency Consultation Partners

Date: July 2, 2020
EA 06-0H240
FRE-99
PM 12.51/19.1

From: Maya Hildebrand
Caltrans Central Region
Environmental Engineering Branch

Subject: Consultation on PM 10 & PM 2.5 Hot-spot Conformity Assessment.

Project: South Fresno Interchange Project, State Route (SR) 99 in Fresno County

The California Department of Transportation is providing a PM10 & PM 2.5 Hot-spot Conformity assessment for the South Fresno Interchange Project for Interagency Consultation. It is requested that the Interagency Consultation Partners concur that this project is not a "Project of Air Quality Concern" (POAQC). Comments on the assessment are due by July 25, 2020. An interagency conference call will be held upon request.

Project Description

The South Fresno Interchange project is located in Fresno County. The project proposes to reconstruct two existing interchanges on State Route 99 between post miles 12.5 and 19.1 in the southwest area of the City of Fresno. The project would not change the State Route 99 mainline configuration, except to construct modified on- and off-ramps where they intersect the mainline at the interchange locations, and to set up traffic control during construction. Please see the attached map.

The purpose of the South Fresno Interchange Project is to improve the traffic operations of the existing North Avenue and American Avenue interchanges. The interchanges were built in 1965 and have numerous issues which must be addressed to update the facility to current Caltrans design standards.

- Existing interchange configurations are non-standard and are split to form five half interchanges.
- There are only two lanes for traffic to cross over the freeway; one lane for each direction of travel.
- The on and off ramps have limited dimensions which make navigation for large trucks especially difficult.
- On and off ramps are separated from each other with no expectation of where to find corresponding on or off ramps, forcing vehicles to wind their way on local streets, to and from the freeway, to reach their destinations.

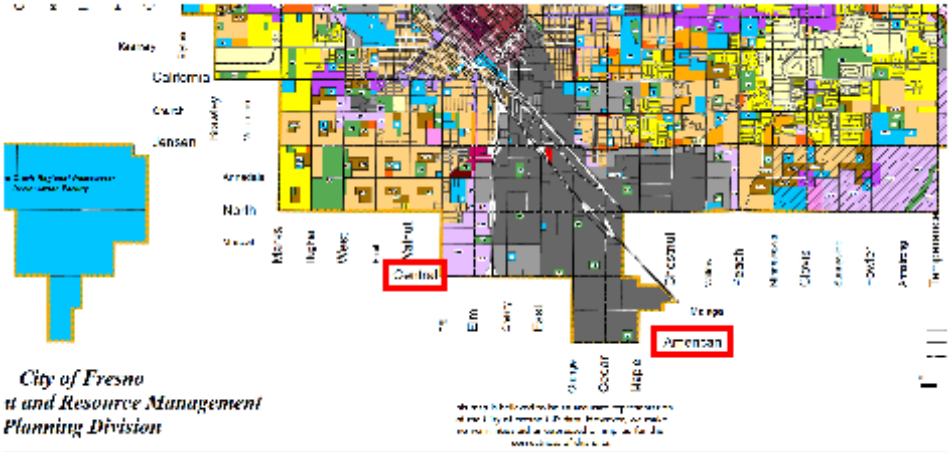
"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

- Pavement is old and cracked.

Caltrans traffic studies show the operations and performance of the interchanges will only deteriorate with time.

The project location is in an area of Fresno zoned for light to heavy industry (gray) and business parks (purple). Many large-scale shipping companies have their operations here (See Figure 1). These businesses rely on a readily accessible SR-99 to reach their customers. North Avenue and American Avenue are two of the major roads they use to reach SR-99.

Figure 1. Zoning/Land Use near SR-99 North and American Avenues



SR-99/North Avenue – Cedar Avenue IC

Currently, direct access to SR-99 is via a half diamond configuration with isolated ramps. North Avenue has a SB off-ramp and a NB on-ramp. Approximately 2.5 miles south, the Cedar Avenue access to SR-99 is comprised of a NB off-ramp and a SB on-ramp. The current North Avenue and Cedar Avenue ramp configuration function together as one complete IC.

The current North Avenue OC is a two-lane bridge, and all existing ramps are one-lane. Traffic control for the NB off-ramp/Cedar Avenue intersection is currently controlled with a single stop sign, while the SB off-ramp/Parkway/North Avenue intersections are controlled by two-way stop signs.

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

West of SR-99, Parkway Avenue is located between North and Cedar Avenues and serves as the main local conduit for businesses. The Parkway/Cedar Avenue intersection is the access for the Cedar Avenue SB on-ramp to SR-99.

On the eastern side of SR-99, the North/Cedar Avenue intersection serves as the NB on-ramp.

Construction of any of the four alternatives would construct a full interchange to meet current design standards at North Avenue. The North Avenue OC will be reconstructed with four through-lanes. Intersections on North Avenue at Orange Avenue (west of the IC) and Cedar Avenue (east of the IC) would be improved, with left turn pockets installed at all four legs, as well as signals and lighting. Redesigned turn lanes and intersections will better accommodate truck traffic.

SR-99/American Avenue

The current configuration for the American IC is a half diamond interchange with isolated ramps. There is a SB off-ramp on the western side of SR-99 and a NB on-ramp on the eastern side of SR-99. These existing ramps are the only direct access points to SR-99.

The current American Avenue OC is a two-lane bridge. The SB off-ramp/American Avenue intersection is currently controlled with a single stop sign at the off-ramp. There are dedicated left- and right-turn lanes. All approaches on American Avenue at the SB off-ramp are one lane. The NB on-ramp/American Avenue intersection is uncontrolled with one-lane approaches on American Avenue. The SB off-ramp/American Avenue intersection is the only SB access point from SR-99 to the Fresno County Juvenile Justice Campus. There is no direct access to NB SR-99 at from American Avenue at this point.

All build alternatives for the American Avenue/SR-99 IC would construct a full interchange to meet current design standards at American Avenue. Intersections will be constructed where modified on- and off-ramps intersect on American Avenue. The American Avenue OC would be reconstructed with four through-lanes. On the west side, the reconstructed interchange along American Avenue would be four lanes through the on- and off-ramp intersections, then narrow to two lanes before the driveway of the County Juvenile facility. On the east side, the four lanes would narrow down and end before intersecting Golden State Highway.

Level of Service for Existing Conditions

SR-99/North/Cedar Avenue IC

All studied intersections are currently operating at acceptable LOS with the following exceptions. These three locations currently operate at LOS "F" during AM peak travel hour:

- SB off- ramp/Parkway/North Avenue

- NB left-turn on Parkway
- SB off-ramp left-turn that are currently operating at LOS "F" during AM peak travel hour

SR-99/American Avenue IC

All studied intersections are currently operating at acceptable LOS during peak travel hours.

Overall, NB SR-99 currently operates at LOS "D" during AM and PM peak travel hours, except the segment between on and off-ramps at Central and North Avenue, and north of North Avenue on-ramp. This segment operates at LOS "E" during PM peak travel hour.

The SB Route 99 segment is currently operating at LOS "C" to "D" during peak travel hours. All existing diverge areas at North and American Avenues are operating at LOS "D" during peak travel hours. All on-ramps merge areas at North and American Avenues are operating at LOS "C" during peak travel hours, except the NB on-ramp at North Avenue that is operating at LOS "D" during PM peak travel hour.

Traffic

The Caltrans Technical Planning Unit has provided estimated AADT (Annual Average Daily Traffic) for the 2019 Existing year, 2026 Open to Traffic year, and 2046 Horizon year traffic volumes.

Tables 1 shows mainline SR 99 traffic data along SR-99 between North and American Avenues. It should be noted that SR 99 traffic will not change due to interchange improvements. Tables 2 and 3 show traffic data for North Avenue and American Avenue Interchanges. Each table shows Annual Average Daily Traffic (AADT) and Truck AADT for the Existing Year 2019, Open to Traffic Year 2026 and Horizon Year 2046.

Table 1: Mainline Traffic Data

Mainline	AADT	Truck AADT (16%)
2019 Existing	245,300	*39,248*
2026 No Build	275,300	*44,048*
2046 No Build	408,200	*65,312*

Source: Caltrans Travel Forecasting.

Table 2: SR-99/North/Cedar Avenue IC

North Ave IC	2026		2046	
Alternative	AADT	Truck AADT	AADT	Truck AADT
No Build	25,500	*9,996*	39,400	*13,250*
Alt 1 Partial Clover	29,000	*9,372*	37,600	*12,311*
Alt 2 Partial Clover-Slip ramps	29,000	*9,372*	37,600	*12,311*
Alt 3 Spread Diamond	29,000	*9,516*	37,500	*12,372*
Alt 4 Diverging Diamond	29,000	*9,516*	37,500	*11,988*

Source: Caltrans Travel Forecasting.

The No-Build AADT includes traffic counts for both North and Cedar Avenue, as they function together as a single interchange. The Build alternatives AADT assumes a full interchange is in place.

The current/existing configuration is a partial half diamond configuration at North Avenue with a SB off-ramp and a NB on-ramp. The North Avenue OC is a two-lane bridge. Cedar Avenue lies 2.5 miles south, and accesses SR-99 via a NB off-ramp and a SB on-ramp.

Construction of the project would add two additional ramps to construct a full interchange at the North Avenue location, widen the North Avenue OC to a four-lane bridge, and improve existing intersections which feed into North Avenue by installing left-turn pockets and controlled signals.

Table 3: American Avenue IC

American Ave IC	2026		2046	
Alternative	AADT	Truck AADT	AADT	Truck AADT
No Build	5,700	*513*	7,800	*702*
Alt 1 Spread Diamond	8,100	*993*	10,800	*1,302*
Alt 2 Partial Clover	8,110	*986*	10,800	*1,284*

Source: Caltrans Travel Forecasting.

The No-Build AADT at American Avenue is for the existing northbound on- and southbound off-ramps. The Build AADT assumes a full American Avenue interchange is in place.

The current/existing configuration is also a partial half diamond configuration at American Avenue with a SB off-ramp and a NB on-ramp.

Construction of the project would add two additional ramps to construct a full interchange at the American Avenue location, widen the American Avenue OC to a four-lane bridge, and construct

intersections created by the modified on and off-ramps with American Avenue. Intersections would be constructed to current design standards.

Analysis

The purpose of the overall project is to improve local traffic circulation and smooth traffic flow to the mainline. No new truck traffic will be added, as the proposed project will be built to serve the already established commercial and retail industry. Growth in AADT by Opening to Traffic and Design/Horizon years are due to normal anticipated population increase.

Both North and American Avenue ICs, were originally built as a partial interchange. As the proposed project will convert the existing partial interchanges into full interchanges, the project is not considered a new alignment. Construction of the full interchanges will enable drivers to directly access SR-99 instead of taking local, non-continuous routes to get to their destination.

The redesigned interchanges and associated intersections will improve traffic flow and efficiency, allow direct access to SR-99, improve LOS, and contribute to overall better air quality.

Conformity

The South Fresno Interchange Project is in Fresno County in the San Joaquin Valley, which is in non-attainment for PM 2.5 and attainment/maintenance for PM 10. According to the Environmental Protection Agency (EPA) Transportation Conformity Guidance, PM2.5 hot-spot analysis is required for Projects of Air Quality Concern (POAQC) in non-attainment and maintenance areas (40CFR 93.123 (b) (1)). Projects that are exempt or not POAQC do not require hot-spot analysis.

Caltrans, as a Project Sponsor, has determined that this project does meet the criteria for not a "Project of Air Quality Concern" based on the November 2013 Transportation Conformity Guidance for Quantitative Hot-Spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas which states: Section 93.123(b)(1) of the conformity rule defines the projects that require a PM2.5 or PM10 hot-spot analysis as:

"(i) New highway projects that have a significant number of diesel vehicles, and **expanded highway projects that have a significant increase in the number of diesel vehicles;**

(ii) Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;

(iii) New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location;

(iv) Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and

Based on the projected traffic above, Caltrans has determined that the South Fresno State Route 99 Corridor project should be assessed as NOT a POAQC for the following reasons:

- The Truck AADTs for the future Build Alternative are consistent with growth associated with anticipated future population, not an influx of traffic due to a new industrial/commercial/trucking facility. The project will not cause a significant increase in the number of diesel vehicles in the project area.
- Mainline SR-99 volumes are not affected by the improvements proposed by the project.
- Construction of full interchanges will give vehicles direct access to SR-99, thus improving safety, efficiency and maneuverability for all motorists.

Public Involvement Process:

The NEPA document will be Routine EA. Public involvement is necessary.

If you have any questions, please contact me at (559) 445-6426 or by email at maya.hildebrand@dot.ca.gov.

From: Hildebrand, Maya@DOT
To: Romero, Ken J@DOT
Cc: Taylor, Jennifer H@DOT; Vespermann, Juergen@DOT; Skeen, Raychel H@DOT
Subject: FW: Hot-spot conformity assessment - Caltrans South Fresno Interchange
Date: Tuesday, August 18, 2020 1:49:36 PM
Attachments: image001.png

From: OConnor, Karina <OConnor.Karina@epa.gov>
Sent: Tuesday, August 18, 2020 1:43 PM
To: Hildebrand, Maya@DOT <Maya.Hildebrand@dot.ca.gov>; Alex Marcucci <AMarcucci@trinityconsultants.com>; Bagde, Abhijit J@DOT <abhijit.bagde@dot.ca.gov>; Ahron Hakimi (ahakimi@kerncog.org) <ahakimi@kerncog.org>; Arellano, Alexus@DOT <Lexie.Arellano@dot.ca.gov>; Andrew Chesley (chesley@sjcog.org) <chesley@sjcog.org>; Lee, Anita <Lee.Anita@epa.gov>; Mahaney, Ann@DOT <ann.mahaney@dot.ca.gov>; Anna Myers <Anna.Myers@valleyair.org>; Antonio Johnson <antonio.johnson@dot.gov>; Becky Napier (bnapier@kerncog.org) <bnapier@kerncog.org>; Ben Giuliani (BGiuliani@tularecog.org) <BGiuliani@tularecog.org>; Ben Raymond <BRaymond@kerncog.org>; Braden Duran <BDuran@fresnocog.org>; De Terra, Bruce W@DOT <bruce.de.terra@dot.ca.gov>; Knecht, Carey@ARB <Carey.Knecht@arb.ca.gov>; Chris Jasper <cjasper@stancog.org>; Christopher Xiong <Christopher.Xiong@co.kings.ca.us>; Crystal Yunker <Crystal.Yunker@valleyair.org>; Deel, David@DOT <david.deel@dot.ca.gov>; Cheser, Dawn@CATC <Dawn.Cheser@catc.ca.gov>; Debbie Trujillo <dtrujillo@stancog.org>; Derek Winning <dwinning@tularecog.org>; Diane Nguyen (nguyen@sjcog.org) <nguyen@sjcog.org>; Dylan Stone (dylan@maderactc.org) <dylan@maderactc.org>; Ed Flickinger <EFlickinger@kerncog.org>; Edith Robles <erobles@stancog.org>; Elisabeth Hahn <ehahn@stancog.org>; Elizabeth Wright (EWright@tularecog.org) <EWright@tularecog.org>; Thompson, Erin M@DOT <Erin.Thompson@dot.ca.gov>; Gabriel Gutierrez (ggutierrez@tularecog.org) <ggutierrez@tularecog.org>; Valencia, Gilbert@DOT <Gilbert.Valencia@dot.ca.gov>; King, Heather@ARB <Heather.King@arb.ca.gov>; External, IOjeda@DOT <IOjeda@stancog.org>; Kahrs, Jacqueline J@DOT <jacqueline.kahrs@dot.ca.gov>; Gentry, Jamaica@DOT <Jamaica.Gentry@dot.ca.gov>; Perrault, James R@DOT <james.perrault@dot.ca.gov>; Jasmine Amanin <jasmine.amanin@dot.gov>; Jeff Findley (Jeff@maderactc.org) <Jeff@maderactc.org>; Jennifer Soliz <JSoliz@fresnocog.org>; Jessica Coria <jessica.coria@valleyair.org>; Joseph Stramaglia (jstramaglia@kerncog.org) <jstramaglia@kerncog.org>; Joseph Vaughn (Joseph.Vaughn@dot.gov) <Joseph.Vaughn@dot.gov>; Swearingen, Joshua B@DOT <joshua.swearingen@dot.ca.gov>; Kai Han (khan@fresnocog.org) <khan@fresnocog.org>; Kasia Poleszcuk <KThompson1@tularecog.org>; Romero, Ken J@DOT <ken.j.romero@dot.ca.gov>; Mariant, Kevin B@DOT <kevin.mariant@dot.ca.gov>; Kevin Wing <Kevin.Wing@valleyair.org>; Vu, Khanh D@DOT <khanh.vu@dot.ca.gov>; Kim Kloeb (kloeb@sjcog.org) <kloeb@sjcog.org>; Kristine Cai (kcai@fresnocog.org) <kcai@fresnocog.org>; Lang Yu <Yu@fresnocog.org>; Carr, Laura@ARB <Laura.Carr@arb.ca.gov>; Lawrence, Laura <Lawrence.Laura@epa.gov>; Kimura, Lezlie@ARB <Lezlie.Kimura@arb.ca.gov>; Huy, Lima A@DOT <lima.huy@dot.ca.gov>; Mendibles, Lorena@DOT <lorena.mendibles@dot.ca.gov>; Sanchez, Lucas@DOT <Lucas.Sanchez@dot.ca.gov>; Evans, Marcus B@DOT <marcus.evans@dot.ca.gov>; Mark Hays <MHays@tularecog.org>; Matt Fell

<matt.fell@mcagov.org>; Navarro, Michael@DOT <michael.navarro@dot.ca.gov>; Aljabiry, Muhaned M@DOT <muhaned.aljabiry@dot.ca.gov>; Kalandiyur, Nesamani@ARB <nesamani.kalandiyur@arb.ca.gov>; Fung, Nicholas@DOT <nicholas.fung@dot.ca.gov>; Patricia Taylor (patricia@maderactc.org) <patricia@maderactc.org>; Marquez, Paul Albert@DOT <paul-albert.marquez@dot.ca.gov>; Ramirez, Pedro@DOT <pedro.ramirez@dot.ca.gov>; Martinez-Velez, Priscilla@DOT <priscilla.martinez-velez@dot.ca.gov>; Raquel Pacheco (rpacheco@kerncog.org) <rpacheco@kerncog.org>; Rob Ball (rball@kerncog.org) <rball@kerncog.org>; Robert Phipps <rphipps@fresnocog.org>; Roberto Brady (RBrady@tularecog.org) <RBrady@tularecog.org>; Rochelle Invina <rinvina@kerncog.org>; Tavitas, Rodney A@DOT <rodney.tavitas@dot.ca.gov>; Mays, Rory <Mays.Rory@epa.gov>; Rosa Park (rpark@stancog.org) <rpark@stancog.org>; Ryan Niblock (niblock@sjcog.org) <niblock@sjcog.org>; Yazdi, Sadegh@DOT <sadegh.yazdi@dot.ca.gov>; Scherr, Sandra L@DOT <sandra.l.scherr@dot.ca.gov>; Santosh Bhattarai <Bhattarai@fresnocog.org>; Scott Carson <Scott.Carson@dot.gov>; Christian, Shalanda M@DOT <shalanda.christian@dot.ca.gov>; Tracey, Stephen R@DOT <stephen.tracey@dot.ca.gov>; Martinez, Steven R@DOT <Steven.R.Martinez@dot.ca.gov>; Suzanne Martinez <SMartinez@fresnocog.org>; Vanderspek, Sylvia@ARB <Sylvia.Vanderspek@arb.ca.gov>; Tashia Clemons <tashia.clemons@dot.gov>; Ted Matley (Ted.Matley@fta.dot.gov) <Ted.Matley@fta.dot.gov>; Ted Smalley (tsmalley@tularecog.org) <tsmalley@tularecog.org>; Terri King (terri.king@co.kings.ca.us) <terri.king@co.kings.ca.us>; Dumas, Thomas A@DOT <tom.dumas@dot.ca.gov>; tom.jordan@valleyair.org; Tony Boren <tboren@fresnocog.org>; Tray Wadsworth <twadsworth@stancog.org>; Ty Phimmasone (ty.phimmasone@mcagov.org) <ty.phimmasone@mcagov.org>; Vincent Liu (vliu@kerncog.org) <vliu@kerncog.org>; Tasat, Webster@ARB <webster.tasat@arb.ca.gov>; Choi, Yoojoong@DOT <yoojoong.choi@dot.ca.gov>
Subject: RE: Hot-spot conformity assessment - Caltrans South Fresno Interchange

EXTERNAL EMAIL. Links/attachments may not be safe.

EPA concurs that this is not a project of air quality concern.

Thanks, Karina

Karina OConnor
Air Planning Office
US EPA Region 9 (AIR-2)
75 Hawthorne St.
San Francisco, CA 94105
(775) 434-8176
oconnor.karina@epa.gov

From: Hildebrand, Maya@DOT <Maya.Hildebrand@dot.ca.gov>
Sent: Thursday, July 9, 2020 8:45 AM
To: Alex Marcucci <AMarcucci@trinityconsultants.com>; Bagde, Abhijit J@DOT <abhijit.bagde@dot.ca.gov>; Ahron Hakimi (ahakimi@kerncog.org) <ahakimi@kerncog.org>; Arellano, Alexus@DOT <Lexie.Arellano@dot.ca.gov>; Andrew Chesley (chesley@sjcog.org)

<chesley@sjcog.org>; Lee, Anita <Lee.Anita@epa.gov>; Mahaney, Ann@DOT <ann.mahaney@dot.ca.gov>; Anna Myers <Anna.Myers@valleyair.org>; Antonio Johnson <antonio.johnson@dot.gov>; Becky Napier (bnapier@kerncog.org) <bnapier@kerncog.org>; Ben Giuliani (BGiuliani@tularecog.org) <BGiuliani@tularecog.org>; Ben Raymond <BRaymond@kerncog.org>; Braden Duran <BDuran@fresnocog.org>; De Terra, Bruce W@DOT <bruce.de.terra@dot.ca.gov>; Knecht, Carey@ARB <Carey.Knecht@arb.ca.gov>; Chris Jasper <cjasper@stancog.org>; Christopher Xiong <Christopher.Xiong@co.kings.ca.us>; Crystal Yunker <Crystal.Yunker@valleyair.org>; Deel, David@DOT <david.deel@dot.ca.gov>; Cheser, Dawn@CATC <Dawn.Cheser@catc.ca.gov>; Debbie Trujillo <dtrujillo@stancog.org>; Derek Winning <dwinning@tularecog.org>; Diane Nguyen (nguyen@sjcog.org) <nguyen@sjcog.org>; Dylan Stone (dylan@maderactc.org) <dylan@maderactc.org>; Ed Flickinger <EFlickinger@kerncog.org>; Edith Robles <erobles@stancog.org>; Elisabeth Hahn <ehahn@stancog.org>; Elizabeth Wright (EWright@tularecog.org) <EWright@tularecog.org>; Thompson, Erin M@DOT <Erin.Thompson@dot.ca.gov>; Gabriel Gutierrez (ggutierrez@tularecog.org) <ggutierrez@tularecog.org>; Valencia, Gilbert@DOT <Gilbert.Valencia@dot.ca.gov>; King, Heather@ARB <Heather.King@arb.ca.gov>; External, IOjeda@DOT <IOjeda@stancog.org>; Kahrs, Jacqueline J@DOT <jacqueline.kahrs@dot.ca.gov>; Gentry, Jamaica@DOT <Jamaica.Gentry@dot.ca.gov>; Perrault, James R@DOT <james.perrault@dot.ca.gov>; Jasmine Amanin <jasmine.amanin@dot.gov>; Jeff Findley (Jeff@maderactc.org) <Jeff@maderactc.org>; Jennifer Soliz <JSoliz@fresnocog.org>; Jessica Coria <jessica.coria@valleyair.org>; Joseph Stramaglia (jstramaglia@kerncog.org) <jstramaglia@kerncog.org>; Joseph Vaughn (Joseph.Vaughn@dot.gov) <Joseph.Vaughn@dot.gov>; Swearingen, Joshua B@DOT <joshua.swearingen@dot.ca.gov>; Kai Han (khan@fresnocog.org) <khan@fresnocog.org>; OConnor, Karina <OConnor.Karina@epa.gov>; Kasia Poleszcuk <KThompson1@tularecog.org>; Romero, Ken J@DOT <ken.j.romero@dot.ca.gov>; Mariant, Kevin B@DOT <kevin.mariant@dot.ca.gov>; Kevin Wing <Kevin.Wing@valleyair.org>; Vu, Khanh D@DOT <khanh.vu@dot.ca.gov>; Kim Kloeb (kloeb@sjcog.org) <kloeb@sjcog.org>; Kristine Cai (kcai@fresnocog.org) <kcai@fresnocog.org>; Lang Yu <Yu@fresnocog.org>; Carr, Laura@ARB <Laura.Carr@arb.ca.gov>; Lawrence, Laura <Lawrence.Laura@epa.gov>; Kimura, Lezlie@ARB <Lezlie.Kimura@arb.ca.gov>; Huy, Lima A@DOT <lima.huy@dot.ca.gov>; Mendibles, Lorena@DOT <lorena.mendibles@dot.ca.gov>; Sanchez, Lucas@DOT <Lucas.Sanchez@dot.ca.gov>; Evans, Marcus B@DOT <marcus.evans@dot.ca.gov>; Mark Hays <MHays@tularecog.org>; Matt Fell <matt.fell@mcagov.org>; Navarro, Michael@DOT <michael.navarro@dot.ca.gov>; Aljabiry, Muhaned M@DOT <muhaned.aljabiry@dot.ca.gov>; Kalandiyur, Nesamani@ARB <nesamani.kalandiyur@arb.ca.gov>; Fung, Nicholas@DOT <nicholas.fung@dot.ca.gov>; Patricia Taylor (patricia@maderactc.org) <patricia@maderactc.org>; Marquez, Paul Albert@DOT <paul-albert.marquez@dot.ca.gov>; Ramirez, Pedro@DOT <pedro.ramirez@dot.ca.gov>; Martinez-Velez, Priscilla@DOT <priscilla.martinez-velez@dot.ca.gov>; Raquel Pacheco (rpacheco@kerncog.org) <rpacheco@kerncog.org>; Rob Ball (rball@kerncog.org) <rball@kerncog.org>; Robert Phipps <rphipps@fresnocog.org>; Roberto Brady (RBrady@tularecog.org) <RBrady@tularecog.org>; Rochelle Invina <rinvina@kerncog.org>; Tavitas, Rodney A@DOT <rodney.tavitas@dot.ca.gov>; Mays, Rory <Mays.Rory@epa.gov>; Rosa Park (rpark@stancog.org) <rpark@stancog.org>; Ryan Niblock (niblock@sjcog.org) <niblock@sjcog.org>; Yazdi, Sadegh@DOT <sadegh.yazdi@dot.ca.gov>; Scherr, Sandra L@DOT <sandra.l.scherr@dot.ca.gov>; Santosh Bhattarai <Bhattarai@fresnocog.org>; Scott Carson <Scott.Carson@dot.gov>; Christian, Shalanda M@DOT <shalanda.christian@dot.ca.gov>; Tracey, Stephen R@DOT <stephen.tracey@dot.ca.gov>; Martinez,

Steven R@DOT <Steven.R.Martinez@dot.ca.gov>; Suzanne Martinez <SMartinez@fresnocog.org>; Vanderspek, Sylvia@ARB <Sylvia.Vanderspek@arb.ca.gov>; Tashia Clemons <tashia.clemons@dot.gov>; Ted Matley (Ted.Matley@fta.dot.gov) <Ted.Matley@fta.dot.gov>; Ted Smalley (tsmalley@tularecog.org) <tsmalley@tularecog.org>; Terri King (terri.king@co.kings.ca.us) <terri.king@co.kings.ca.us>; Dumas, Thomas A@DOT <tom.dumas@dot.ca.gov>; tom.jordan@valleyair.org; Tony Boren <tboren@fresnocog.org>; Tray Wadsworth <twadsworth@stancog.org>; Ty Phimmasone (ty.phimmasone@mcagov.org) <ty.phimmasone@mcagov.org>; Vincent Liu (vliu@kerncog.org) <vliu@kerncog.org>; Tasat, Webster@ARB <webster.tasat@arb.ca.gov>; Choi, Yoojoong@DOT <yoojoong.choi@dot.ca.gov>
Subject: Hot-spot conformity assessment - Caltrans South Fresno Interchange

Hello Interagency Consultation Partners,

The California Department of Transportation (Caltrans) is providing a PM 2.5 and PM 10 Hot-spot Conformity Assessment memo for interagency consultation. The project is the SR-99 South Fresno Interchange project. It is requested that the Interagency Consultation Partners concur that this project is not a "Project of Air Quality Concern" (POAQC). Comments on the assessment are due on July 29, 2020. An interagency conference call will be held upon request.

The NEPA document for this project is Routine EA (23 USC 327). A Public Hearing will be held during the circulation period of the Draft Environmental Document. FHWA and EPA concurrence is requested.

Please contact me if you have questions regarding this email or the attached memo.

Maya Hildebrand
Air Quality Coordinator
Central Environmental ANW/ECL
Engineering Branch | 559.445.6426

From: Hildebrand, Maya@DOT
To: Romero, Ken J@DOT
Cc: Taylor, Jennifer H@DOT; Vespermann, Juergen@DOT; Skeen, Rachel H@DOT
Subject: FW: Hot-spot conformity assessment - Caltrans South Fresno Interchange
Date: Tuesday, August 18, 2020 1:48:28 PM
Attachments: image001.png

From: Vaughn, Joseph (FHWA) <Joseph.Vaughn@dot.gov>
Sent: Tuesday, August 18, 2020 1:18 PM
To: Hildebrand, Maya@DOT <Maya.Hildebrand@dot.ca.gov>
Cc: Karina O'Connor (oconnor.karina@epa.gov) <oconnor.karina@epa.gov>
Subject: RE: Hot-spot conformity assessment - Caltrans South Fresno Interchange

EXTERNAL EMAIL. Links/attachments may not be safe.

FHWA concurs that this is not a project of air quality concern. Thanks!

Joseph Vaughn
Environmental Specialist
FHWA, CA Division
(916) 498-5346

From: Hildebrand, Maya@DOT [mailto:Maya.Hildebrand@dot.ca.gov]
Sent: Thursday, July 9, 2020 8:45 AM
To: Alex Marcucci <AMarcucci@trinityconsultants.com>; Bagde, Abhijit J@DOT <abhijit.bagde@dot.ca.gov>; Ahron Hakimi (ahakimi@kerncog.org) <ahakimi@kerncog.org>; Arellano, Alexus@DOT <Lexie.Arellano@dot.ca.gov>; chesley sjcog.org <chesley@sjcog.org>; Anita Lee <Lee.Anita@epa.gov>; Mahaney, Ann@DOT <ann.mahaney@dot.ca.gov>; Anna Myers <Anna.Myers@valleyair.org>; Johnson, Antonio (FHWA) <antonio.johnson@dot.gov>; Becky Napier (bnapier@kerncog.org) <bnapier@kerncog.org>; Ben Giuliani (BGiuliani@tularecog.org) <BGiuliani@tularecog.org>; Ben Raymond <BRaymond@kerncog.org>; Braden Duran <BDuran@fresnocog.org>; De Terra, Bruce W@DOT <bruce.de.terra@dot.ca.gov>; Knecht, Carey@ARB <Carey.Knecht@arb.ca.gov>; Chris Jasper <cjasper@stancog.org>; Christopher Xiong <Christopher.Xiong@co.kings.ca.us>; Crystal Yunker <Crystal.Yunker@valleyair.org>; david.deel dot.ca.gov <david.deel@dot.ca.gov>; Cheser, Dawn@CATC <Dawn.Cheser@catc.ca.gov>; Debbie Trujillo <dtrujillo@stancog.org>; Derek Winning <dwinning@tularecog.org>; Diane Nguyen (nguyen@sjcog.org) <nguyen@sjcog.org>; Dylan Stone (dylan@maderactc.org) <dylan@maderactc.org>; Ed Flickinger <EFlickinger@kerncog.org>; Edith Robles <erobles@stancog.org>; Elisabeth Hahn <ehahn@stancog.org>; Elizabeth Wright (EWright@tularecog.org) <EWright@tularecog.org>; Thompson, Erin M@DOT <Erin.Thompson@dot.ca.gov>; Gabriel Gutierrez (ggutierrez@tularecog.org) <ggutierrez@tularecog.org>; Valencia, Gilbert@DOT <Gilbert.Valencia@dot.ca.gov>; King, Heather@ARB <Heather.King@arb.ca.gov>; External, IOjeda@DOT <IOjeda@stancog.org>; Kahrs, Jacqueline J@DOT <jacqueline.kahrs@dot.ca.gov>; Gentry, Jamaica@DOT <Jamaica.Gentry@dot.ca.gov>; Perrault, James R@DOT <james.perrault@dot.ca.gov>; Amanin,

Jasmine (FHWA) <jasmine.amanin@dot.gov>; Jeff Findley (Jeff@maderactc.org) <Jeff@maderactc.org>; Jennifer Soliz <JSoliz@fresnocog.org>; Jessica Coria <jessica.coria@valleyair.org>; Joseph Stramaglia (jstramaglia@kerncog.org) <jstramaglia@kerncog.org>; Vaughn, Joseph (FHWA) <Joseph.Vaughn@dot.gov>; Swearingen, Joshua B@DOT <joshua.swearingen@dot.ca.gov>; Kai Han (khan@fresnocog.org) <khan@fresnocog.org>; Karina O'Connor (OConnor.Karina@epamail.epa.gov) <OConnor.Karina@epamail.epa.gov>; Kasia Poleszcuk <KThompson1@tularecog.org>; Romero, Ken J@DOT <ken.j.romero@dot.ca.gov>; Mariant, Kevin B@DOT <kevin.mariant@dot.ca.gov>; Kevin Wing <Kevin.Wing@valleyair.org>; Vu, Khanh D@DOT <khanh.vu@dot.ca.gov>; Kim Kloeb (kloeb@sjcog.org) <kloeb@sjcog.org>; Kristine Cai (kcai@fresnocog.org) <kcai@fresnocog.org>; Lang Yu <Yu@fresnocog.org>; Carr, Laura@ARB <Laura.Carr@arb.ca.gov>; Laura Lawrence <Lawrence.Laura@epa.gov>; Kimura, Lezlie@ARB <Lezlie.Kimura@arb.ca.gov>; Huy, Lima A@DOT <lima.huy@dot.ca.gov>; Mendibles, Lorena@DOT <lorena.mendibles@dot.ca.gov>; Sanchez, Lucas@DOT <Lucas.Sanchez@dot.ca.gov>; Evans, Marcus B@DOT <marcus.evans@dot.ca.gov>; Mark Hays <MHays@tularecog.org>; Matt Fell <matt.fell@mcagov.org>; Navarro, Michael@DOT <michael.navarro@dot.ca.gov>; Aljabiry, Muhaned M@DOT <muhaned.aljabiry@dot.ca.gov>; Kalandiyur, Nesamani@ARB <nesamani.kalandiyur@arb.ca.gov>; Fung, Nicholas@DOT <nicholas.fung@dot.ca.gov>; patricia maderactc.org <patricia@maderactc.org>; Marquez, Paul Albert@DOT <paul-albert.marquez@dot.ca.gov>; Ramirez, Pedro@DOT <pedro.ramirez@dot.ca.gov>; Martinez-Velez, Priscilla@DOT <priscilla.martinez-velez@dot.ca.gov>; Raquel Pacheco (rpacheco@kerncog.org) <rpacheco@kerncog.org>; Rob Ball (rball@kerncog.org) <rball@kerncog.org>; Robert Phipps <rphipps@fresnocog.org>; Roberto Brady (RBrady@tularecog.org) <RBrady@tularecog.org>; Rochelle Invina <rinvina@kerncog.org>; Tavitas, Rodney A@DOT <rodney.tavitas@dot.ca.gov>; Rory Mays <Mays.Rory@epa.gov>; Rosa Park (rpark@stancog.org) <rpark@stancog.org>; Ryan Niblock (niblock@sjcog.org) <niblock@sjcog.org>; Yazdi, Sadegh@DOT <sadegh.yazdi@dot.ca.gov>; Scherr, Sandra L@DOT <sandra.l.scherr@dot.ca.gov>; Santosh Bhattarai <Bhattarai@fresnocog.org>; Carson, Scott (FHWA) <Scott.Carson@dot.gov>; Christian, Shalanda M@DOT <shalanda.christian@dot.ca.gov>; Tracey, Stephen R@DOT <stephen.tracey@dot.ca.gov>; Martinez, Steven R@DOT <Steven.R.Martinez@dot.ca.gov>; Suzanne Martinez <SMartinez@fresnocog.org>; Vanderspek, Sylvia@ARB <Sylvia.Vanderspek@arb.ca.gov>; Clemons, Tashia (FHWA) <tashia.clemons@dot.gov>; Matley, Ted (FTA) <Ted.Matley@dot.gov>; Ted Smalley (tsmalley@tularecog.org) <tsmalley@tularecog.org>; terri.king co.kings.ca.us <terri.king@co.kings.ca.us>; Dumas, Thomas A@DOT <tom.dumas@dot.ca.gov>; Tom Jordan <Tom.Jordan@valleyair.org>; Tony Boren <tboren@fresnocog.org>; Tray Wadsworth <twadsworth@stancog.org>; Ty Phimmasone (ty.phimmasone@mcagov.org) <ty.phimmasone@mcagov.org>; Vincent Liu (vliu@kerncog.org) <vliu@kerncog.org>; Tasat, Webster@ARB <webster.tasat@arb.ca.gov>; Choi, Yoojoong@DOT <yoojoong.choi@dot.ca.gov>

Subject: Hot-spot conformity assessment - Caltrans South Fresno Interchange

Hello Interagency Consultation Partners,

The California Department of Transportation (Caltrans) is providing a PM 2.5 and PM 10 Hot-spot Conformity Assessment memo for interagency consultation. The project is the State Route 99 South Fresno Interchange project. It is requested that the Interagency Consultation Partners concur that this project is not a "Project of Air Quality Concern" (POAQC). Comments on the assessment are due on July 29, 2020. An interagency conference call will be held upon request.

The NEPA document for this project is a Routine Environmental Assessment (23 USC 327). A Public Hearing will be held during the circulation period of the Draft Environmental Document. Federal Highway Administration and Environmental Protection Agency concurrence is requested.

Please contact me if you have questions regarding this email or the attached memo.

Maya Hildebrand
Air Quality Coordinator
Central Environmental ANW/ECL
Engineering Branch 559.445.6426