

DRAFT

**California Statewide Procedures for Particulate Matter
Hot Spot Analysis Consultation**

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SUMMARY

Hot spot analysis procedures for project-level conformity changed when the U.S. Environmental Protection Agency (EPA) published a [Final Rule on March 10, 2006](#). Prior to that date, hot spot analysis for particulate matter (PM10 only) followed a set of procedures issued by the Federal Highway Administration (FHWA) in 2001, with revisions and extensions by FHWA, Caltrans, and U.C. Davis in 2005, that were based on the 1993 and 1997 EPA Conformity regulations. Under the 2001 and 2005 procedures Interagency Consultation occurred only for exceptional cases – the project proponent normally carried out a qualitative assessment of the project's likely effects on localized PM10 and documented findings in a National Environmental Policy Act (NEPA) environmental document to support a project-level conformity determination.

EPA specified new criteria and procedures to be used in project-level particulate matter (PM) conformity analysis, now for both PM10 and PM2.5, in the Final Rule of March 10, 2006 and Guidance issued on March 29, 2006. The new procedures require Interagency Consultation concurrence in the project-level hot spot analysis and findings for every project in a PM nonattainment or maintenance area that is not fully exempt from conformity analysis requirements. Interagency Consultation concurrence is required both for projects where a detailed analysis is done, and for the decision that a project is not a Project of Air Quality Concern (POAQC) and does not need a detailed analysis.

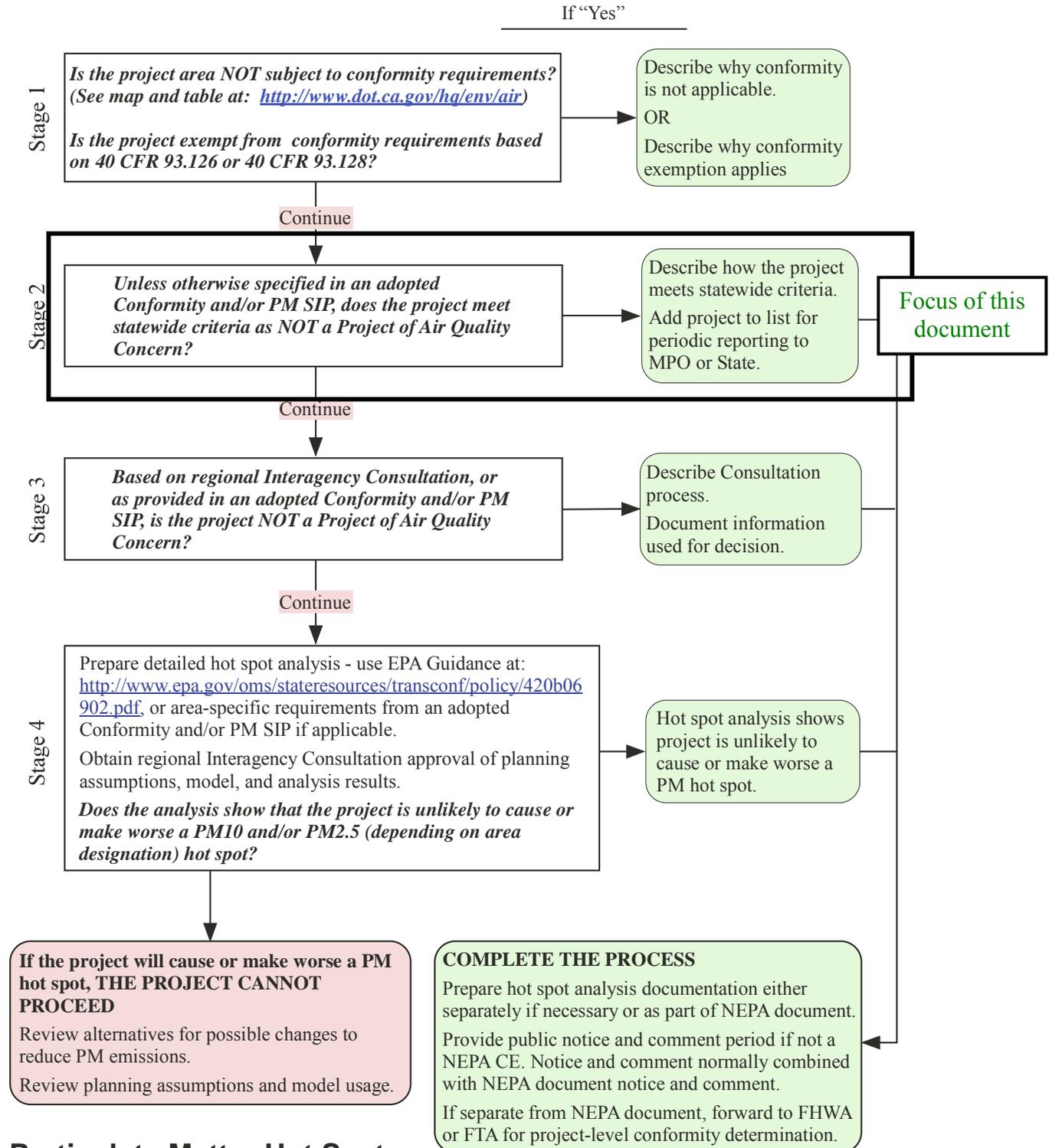
This document proposes a screening process to reduce the need for regional Interagency Consultation if individual projects fall into categories that have seldom or never, since April 2006, been found to be a Project of Air Quality Concern through regional Interagency Consultation in the South Coast and San Joaquin Valley areas. These types of projects are found, as a matter of statewide Interagency Consultation, not be Projects of Air Quality Concern (POAQCs). Project proponents would document that the project falls into one of these groups to support a project-level conformity determination by the Federal Highway Administration, Federal Transit Administration, or other agencies with conformity responsibilities under the Transportation Conformity process. A structure is provided to help standardize documentation of how projects meet the screening criteria in this document. To ensure that regional Interagency Consultation processes and Metropolitan Planning Organizations remain informed of project progress and particulate matter hot spot analyses, a periodic reporting process is specified.

This document is intended for review and consideration by EPA, FHWA, the Federal Transit Administration (FTA), the California Air Resources Board (ARB), and other members of the Statewide Conformity Working Group. EPA has stated that, after acceptance by statewide Interagency Consultation, this document would also need to be accepted by the regional Interagency Consultation group in a PM10 or PM2.5 nonattainment area before it can be applied locally.

Regional Interagency Consultation procedures continue to apply to individual projects that do not meet the screening criteria described in this document. Specific consultation procedures may vary by area.

This document is intended for use only in areas without an EPA-approved Conformity, Attainment, or Maintenance State Implementation Plan (SIP) that specifies project-level Interagency Consultation procedures. As of October 2007, none of the approved SIPs in California specified procedures or criteria related to conformity hot spot analyses.

Particulate Matter Project-Level Conformity Analysis Flowchart



Particulate Matter Hot Spot Analysis Process Flowchart

		CONFORMITY STATUS			
		Exempt Project	Project Not of Air Quality Concern	POAQC?	Project of Air Quality Concern
PROJECT TYPE	Highway	Projects per 40 CFR 93.126 categories or signal synchronization per 40 CFR 93.128, and not otherwise identified as non-exempt. (See Note 1.)	1) Any new or expanded road project that primarily serves gasoline vehicle traffic (i.e. does not involve a significant number or increase in diesel vehicles): - AADT < 50,000 and - Total Truck AADT < 6,000 and - no significant effect on diesel truck traffic due to the project (see Note 2).		1) New road project with AADT > 125,000 and truck % > 8% (approx. 10,000 AADT); road expansion project resulting in a significant increase in diesel vehicles. (See Note 3.)
			2) Intersection channelization project or interchange reconfiguration project that involves either turn lanes or slots, or lanes or movements that are physically separated, and no significant increase in diesel truck traffic due to the project (see Note 2).		2) Projects affecting intersections that are LOS D, E, F with a significant increase in diesel vehicles. (See Note 3.)
			3) Intersection channelization projects, traffic circles or roundabouts, intersection signalization projects at individual intersections, interchange reconfiguration projects, and realignments that are designed to improve traffic flow and vehicle speeds and do not involve any increases in idling and no significant increase in diesel truck traffic due to the project (see Note 2).		3) Projects in or affecting locations areas, or categories of sites that are identified in the applicable PM10 or PM2.5 implementation plan or implementation plan submission.
	Transit	Projects per 40 CFR 93.126 categories and not otherwise identified as non-exempt.	1) New or expanded bus terminal that is served only by non-diesel vehicles or hybrid-electric vehicles.		1) New bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location.
			2) A 50% increase in daily arrivals at a small bus terminal (e.g. facility with 10 buses in the peak hour).		2) Projects in or affecting locations, areas, or categories of sites which are identified in the PM10 or PM2.5 applicable implementation plan or implementation plan submission.
	INTERAGENCY CONSULTATION		No Interagency Consultation Required	Individual Project Interagency Consultation NOT Required	Individual Project Interagency Consultation Required
PROJECT-LEVEL CONFORMITY DETERMINATION		No Project-Level Conformity Determination Required	Project-Level Conformity Determination Required without Detailed PM Hotspot Analysis	Depends on Outcome of Interagency Consultation	Project-Level Conformity Determination Required with Detailed PM Hotspot Analysis (See Note 4)
<p>Note 1: “Unusual” exempt projects, such as rural truck climbing lanes that are more than 2-3 miles long, should be taken to Interagency Consultation to confirm that the conformity exemption applies.</p> <p>Note 2: AADT based on CARB land use guidance (AADT threshold for diesel particulate matter from rural roads) and review of final PM2.5 and PM10 conformity rule docket references. Truck volume is based on California average truck traffic percentage. This is a conservative number since heavy-duty diesel truck volumes are lower than the total number of trucks.</p> <p>Note 3: “Significant Increase” of diesel vehicles is 5% comparing Build with No Build alternatives.</p> <p>Note 4: In PM10 areas, detailed analysis normally includes direct emissions (exhaust, tire wear, brake wear) and reentrained dust. In PM2.5 areas, only direct emissions are normally included prior to EPA approval of a PM SIP finding that reentrained road dust analysis is necessary. Requirements may vary depending on approved SIP or other EPA/State Air Agency findings.</p>					

SCREENING PROCESS DECISION CRITERIA SUMMARY

BACKGROUND AND BASIS FOR PROCEDURE

What Is Particulate Matter?

Particulate matter (PM) pollution is fine material suspended in the atmosphere. National Ambient Air Quality Standards (NAAQS) exist for PM₁₀ (particulate matter 10 µm or less in size, sometimes called “coarse” PM or just PM) and PM_{2.5} (particulate matter 2.5 µm or less in size, usually called “fine” particulate matter). PM includes a variety of materials, both solid and liquid. The key health concern for PM is that it bypasses most of the body’s respiratory defenses, passing deeply into the lungs, and is not eliminated by the body’s usual mechanisms for ejecting contaminants.

Numerous materials that constitute PM, such as PM emitted from diesel exhaust, are harmful or hazardous in their own right, in addition to being part of the overall PM category. The California Air Resources Board (ARB) has found diesel exhaust particulate matter to be a Toxic Air Contaminant. U.S. EPA lists diesel exhaust particulate matter as a Mobile Source Air Toxic (MSAT) but not as a regulated Hazardous Air Pollutant. MSAT analysis is not part of the conformity process, and will not be discussed further here, but some MSAT studies and policy documents – notably the ARB’s ["Air Quality and Land Use Handbook: A Community Health Perspective"](#) (2006) – provide the basis for certain thresholds used in this screening process.

The PM standards are based on mass concentrations. For PM₁₀, the Federal standard is 150 µg/m³ for 24 hours. Until October 2006, there was also an annual average PM₁₀ standard of 50 µg/m³. Current PM₁₀ nonattainment and maintenance designations in California are based on both the annual and 24-hour PM₁₀ standards. For PM_{2.5}, current nonattainment designations are based on a standard of 15 µg/m³ annual average, and 65 µg/m³ for 24 hours. The PM_{2.5} 24-hour standard changed in October 2006 to 35 µg/m³, but additional monitoring and other work is needed before nonattainment designations are revised. When nonattainment designations for the 2007 PM_{2.5} occur, not before 2009, they are likely to include areas that are not currently covered by conformity requirements for PM_{2.5}.

What Is Conformity?

Conformity is a process set up in the Federal Clean Air Act, Section 176(c) (codified at 42 U.S.C. 7506(c)). The conformity process is intended to ensure that Federal actions are consistent with the State Implementation Plan (SIP) for attaining, or maintaining after a redesignation from nonattainment to attainment, compliance with Federal air quality standards. As implemented, conformity is split into two processes: Transportation Conformity, affecting actions by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), and General Conformity, affecting actions by all other Federal agencies. This document deals only with certain aspects of the Transportation Conformity process.

The conformity is governed by U.S. Environmental Protection Agency (EPA) regulations at 40 CFR 51, Subparts T and W ([Transportation](#) and [General](#) Conformity, respectively), and 40 CFR 93, Subparts A and B ([Transportation](#) and [General](#) Conformity, respectively). Most of the relevant details for transportation projects are in [40 CFR 93 Subpart A](#).

measures are identified in a NEPA document to mitigate, minimize, or avoid a significant impact, a written commitment in the conformity analysis and determination is also required for those measures (40 CFR 93.125). Finally, if project-level PM control measures are conditions of the regional conformity analysis, those measures must be listed and a written commitment provided for their implementation (40 CFR 93.125).

Why is a Statewide Procedure Needed?

Since the March 10, 2006 conformity rule revisions became effective, there has been concern on the part of regional agencies and project proponents about the time requirements and information needs for project-level Interagency Consultation. MPOs and other regional transportation and air quality planning agencies have experienced increased, time-sensitive workload reviewing and concurring in (or providing direction on revisions of) project-level hot spot and “not POAQC” analyses. Project proponents have found it necessary to carry out additional studies to provide the information needed to allow Interagency Consultation concurrence, sometimes on short notice for projects that are near a delivery deadline.

This document provides a screening process to reduce the need for project-specific regional Interagency Consultation for projects that are seldom Projects of Air Quality Concern. When adopted through the Statewide Conformity Working Group (Interagency Consultation) process, it is intended to apply in areas where local rules or approved SIPs do not prevent using it.

The regional Interagency Consultation process remains under the control of the process participants in each nonattainment area. If a project does not meet the screening criteria in this document, or if there is a question regarding applicability of this document, regional Interagency Consultation must be used. Interagency Consultation requirements in general are contained in the EPA conformity regulations ([40 CFR 93.105](#)). Where an EPA-approved Conformity SIP ([40 CFR 51 Subpart T](#) and [40 CFR 93 Subpart A](#)), or an EPA-approved PM10 or PM2.5 attainment or maintenance SIP, contains specific consultation and project-level hot spot analysis requirements, the SIP supersedes this screening procedure.

As of October 2007, the only EPA-approved Conformity SIP in California covers the San Francisco Bay Area, which is not currently affected by PM hot spot analysis requirements. As of October 2007, none of the EPA-approved PM10 SIPs in California (San Joaquin Valley, South Coast, Coachella Valley, Indian Wells Valley, Mammoth Lakes) includes project-specific hot spot analysis requirements related to the conformity process.

While efforts have been made by regions to streamline the Interagency Consultation process for particulate matter hot spot analysis, it remains an extra step in the project development process that takes time. In most cases, Interagency Consultation requires a minimum of 2-3 months due to lead times for studies, documentation, public notices, circulation of documents, and consideration by the Interagency Consultation group. In some cases, meeting the requirements has delayed projects causing funding and other delivery issues. In the South Coast and San Joaquin Valley PM2.5 nonattainment areas, where Interagency Consultation for PM2.5 hot spot analyses has been common since April 2006, some themes have emerged. These include:

1. The PM10 and PM2.5 hot spot analysis requirements focus on diesel trucks. The preamble to the Final Rule indicates that projects may be of concern where total traffic (AADT) is over 125,000, and diesel trucks are 8% or more of that traffic. That translates to a diesel truck volume (AADT) of 10,000. Since California truck traffic counts are in

terms of axles rather than weight or fuel type, a conversion is necessary. To be conservative, this screening procedure uses thresholds of 50,000 total AADT and 6,000 AADT of all trucks (2 or more axle). 50,000 AADT is also the threshold used in the ARB's "[Air Quality and Land Use Handbook: A Community Health Perspective](#)" (2006) for potential effect due to diesel particulate matter toxic emissions from rural highways. A more complex method for conversion from axles to weight and fuel classes is used for emission inventory and air quality planning purposes, which was not considered appropriate for a transportation project screening procedure. Projects that exceed the threshold still may not be POAQC, but regional Interagency Consultation is required to make that decision.

2. Projects that fall under [40 CFR 93.127](#) (exempt from regional analysis, but hot spot analysis required for carbon monoxide (CO) and particulate matter) have not yet been found to be Projects of Air Quality Concern in either area. While it is theoretically possible for a project falling under 40 CFR 93.127 to in fact be a POAQC if it involves sufficient traffic or diesel truck volumes, this has not yet occurred. These projects will not be considered a POAQC unless heavy-duty truck volume (3 or more axle) exceeds 6000 AADT on the road(s) substantially affected.
3. Certain types of projects that are not exempt from conformity analysis have seldom been found to be a POAQC. These include:
 - a. New HOV Lanes on freeways with moderate truck volumes. “Moderate” truck volumes are considered for this purpose to be less 6,000 AADT of total trucks (2 or more axle). An HOV lane on a freeway that exceeds this criterion in any analysis year within the design life of the project would need Interagency Consultation to determine whether or not it is a POAQC.
 - b. Auxiliary lanes on freeways with moderate truck volumes, of reasonable length (up to approximately 0.5 mile.). Such auxiliary lanes are clearly intended to ease weaving traffic between closely spaced ramps, and are rarely modeled as capacity-increasing projects in regional traffic and air quality analyses. If the freeway has higher truck volumes than are described above as “moderate” the auxiliary lane project would need project- Interagency Consultation to determine whether or not it is a POAQC.
 - c. New or widened over- or undercrossings where the local roads have a moderate AADT (less than 25,000*), and low truck volumes (less than 3,000 AADT total trucks (2 or more axle)). If the project will have no substantial effect on the “mainline” freeway then freeway traffic and truck volumes may be disregarded.
 - d. Local street widening projects with moderate traffic and low truck volumes.

* Total volume is half of the volume considered to be a rural roadway of concern in the Air Resources Board (ARB) Land Use and Air Quality Handbook (2006) and the screening level this document; truck volume is half of the volume used as a screening level in this document.

How does this process relate to regional conformity and project-level air quality analysis in general?

Particulate matter is both a project-level hot spot and a regional issue. Regional conformity analysis for PM includes calculations of both direct emissions (exhaust, tire wear, brake wear, and reentrained dust where required by EPA rules or the SIP) and precursor emissions (primarily nitrogen oxides (NO_x) and volatile organic compounds (VOC)) for secondary PM formed by atmospheric chemical reactions. An approved SIP may specify other combinations of pollutants for analysis, based on what's important under local conditions.

The March 2006 conformity regulations require project-level hot spot analysis only of direct project emissions unless an approved SIP specifies otherwise, or EPA or the State Air Agency makes a finding of significance for another emission (such as NO_x). The State Air Agency for this purpose is the ARB. No such significance finding has been made as of October 2007 in California.

A PM hot spot analysis is necessary in PM₁₀ or PM_{2.5} nonattainment or maintenance areas in order for FHWA or FTA to make a project-level conformity determination, but it is not the complete conformity analysis. In addition, the conformity analysis is not a complete project-level air quality analysis for NEPA or California Environmental Quality Act (CEQA) analysis purposes. Additional subjects and more detail may be needed for both project-level conformity and environmental analyses. Project-level air quality and conformity analysis guidance may be found in the [Caltrans Standard Environmental Reference Chapter 11](#) and, for projects where NEPA action is delegated to Caltrans, [Chapter 38](#).

PROJECT-LEVEL CONFORMITY PARTICULATE MATTER SCREENING

General Outline

The PM hot spot analysis process consists of 3 steps:

- 1) determining whether hot spot analysis is necessary;
- 2) *determining whether or not a project is a Project of Air Quality Concern*; and
- 3) preparing and gaining concurrence in a detailed project analysis for projects that are of air quality concern.

Step 1

A hot spot analysis is necessary for project-level conformity if the project is *neither* exempt from all conformity analysis (see list in [40 CFR 93.126](#)), nor a signal synchronization project involving only existing signals (see [40 CFR 93.128](#)). As part of documenting that an exemption applies, verify and document that regional Interagency Consultation has not eliminated or restricted use of any exemptions listed in the Conformity Regulations. As of April 2007, none of the regional Interagency Consultation groups in California has eliminated or restricted use of Conformity Rule exemptions. Unusual projects (such as long rural truck climbing lanes – more than about 2-3 miles long) should be taken to regional Interagency Consultation to confirm that the exemption applies; hot spot analysis will be needed only if the exemption is determined not to apply.

Step 2

If a project is not exempt, a project-level hot spot analysis for conformity is required. For PM, the analysis has two parts: determining whether or not a project is a Project of Air Quality Concern (POAQC), and if a project is a POAQC performing a detailed hot spot analysis. If a project is not a POAQC, the hot spot analysis consists of the information developed to support that decision. Interagency Consultation is required to concur in the decision that a project is not a POAQC.

This document provides screening criteria, based on statewide Interagency Consultation, which can be used to bypass regional Interagency Consultation for projects that are nearly always considered not to be a POAQC when considered by regional Interagency Consultation.

Step 3

If a project is considered a Project of Air Quality Concern, a detailed hot spot analysis is required. The [EPA Guidance of March 29, 2006](#) provides a description of the process for performing a detailed analysis; this document does not further discuss the detailed analysis process.

General Provisions

The project sponsor carries out the project-level conformity analysis process and documents it. Normally, this is done during preparation of environmental studies for a project subject to the National Environmental Policy Act (NEPA), and a project-level conformity determination accompanies or must precede final NEPA action. There may also be occasions, such as after a

new PM nonattainment designation occurs for an area, where new or revised project-level conformity analysis and a new conformity determination must be added on to a project that has otherwise completed the NEPA process, but has not yet been finally approved for construction.

The 2006 PM10 and PM2.5 hot spot analysis process focuses on diesel trucks. The preamble to the March 10, 2006 Final Rule indicates that projects may be of concern where total traffic (AADT) is over 125,000, and diesel trucks are 8% or more of that traffic. That translates to a diesel truck volume (AADT) of 10,000. Since California truck traffic counts are in terms of axles rather than weight or fuel type, a conversion is necessary. To be conservative, this screening procedure uses a threshold of 6,000 AADT of all trucks (2 or more axle) – a bit more than half of the EPA Guidance’s threshold. While heavy-duty trucks, typically with 3 or more axles, are almost exclusively diesel-powered, many 2-axle trucks (for instance, delivery trucks) are not, so using only 2+ axle truck volume as a screening criterion is conservative. A more complex method for conversion from axles to weight and fuel classes is used for emission inventory and air quality planning purposes, which was not considered appropriate for a simplified project screening procedure.

PM Hot Spot Screening Process

See decision [criteria chart](#) and [flowchart](#) above. Any project that is not exempt from conformity entirely, and is located in an area that is nonattainment or maintenance for the PM10 and/or PM2.5 standards, must have a project-level conformity determination regarding PM10 and/or PM2.5 as applicable. This screening process addresses the following question:

Is the project a Project of Air Quality Concern (POAQC)?

Yes: prepare a detailed project analysis as described in the [EPA 3/29/2006 Guidance document](#).

A project proponent may determine, based on the EPA Guidance thresholds or other considerations, that a project is a POAQC. If that is the case, this screening procedure does not apply.

Maybe: request Interagency Consultation for the individual project to determine whether or not the project is a POAQC.

No: meets one of the criteria in the [EPA Guidance](#), or in the [decision criteria chart](#) above.

Projects That are Normally Not Projects of Air Quality Concern Based On Statewide Interagency Consultation (This Screening Procedure)

Screening Criteria - Project Not of Air Quality Concern
1) Any new or expanded road project that primarily serves gasoline vehicle traffic (i.e. does not involve a significant number or increase in diesel vehicles): - AADT < 50,000 and - Total Truck AADT < 6,000 and - no significant effect on diesel truck traffic due to the project (see definitions).
2) Intersection channelization project or interchange reconfiguration project that involves either turn lanes or slots, or lanes or movements that are physically separated, and no significant increase in diesel truck traffic due to the project (see definitions).

Screening Criteria - Project Not of Air Quality Concern
3) Intersection channelization projects, traffic circles or roundabouts, intersection signalization projects at individual intersections, interchange reconfiguration projects, and realignments that are designed to improve traffic flow and vehicle speeds and do not involve any increases in idling and no significant increase in diesel truck traffic due to the project (see definitions).
New or expanded bus terminal that is served by non-diesel or hybrid-electric vehicles.
Up to a 50% increase in daily arrivals at a small bus terminal (e.g. facility with 10 buses in the peak hour).

Note: the type of NEPA documentation prepared for the project is not part of this consideration.

Generally:

A project is a Project of Air Quality Concern (POAQC) for particulate matter if it involves high volumes of traffic, large amounts of diesel-powered traffic, provides access to or supports land uses that involve concentrations of diesel truck traffic, or involves high concentrations of diesel-powered vehicles at one location. The presence of sensitive receptors (typically: residences, schools, parks, and health care facilities) in the vicinity of a project can affect how specific traffic and truck volumes are interpreted. [Appendix D](#) has specific language from EPA further defining activity thresholds for POAQC, and additional information is provided below.

References:

[40 CFR 93.123\(b\)\(1\)\(i-v\)](#)

List of project types of air quality concern

[EPA 3/29/2006 Guidance](#)

Appendix A – Lists of project types that generally are and generally are not projects of air quality concern

[ARB Land Use Guidance](#)

ARB Land Use Guidance is the source for the AADT and truck criteria noted in the [decision criteria chart](#) for projects that are not a project of air quality concern. The threshold used in the ARB Guidance for rural roads is used.

Discussion

Exempt Projects: A project proponent will normally identify whether or not a project is exempt, and that determination will be confirmed as part of the NEPA action on the project. Exempt projects are not subject to project-level hot spot analysis requirements for conformity. However, project proponents must confirm that none of the exempt categories have been eliminated or restricted through Interagency Consultation and document that. Also, where there is any question about whether an exemption applies to a project, such as for rural truck climbing lane projects of unusual scope, Interagency Consultation concurrence in use of the exemption is generally requested by FHWA.

Non-Exempt Projects: PM hot spot analysis requirements apply to any projects that are not fully exempt, and are located in an area subject to conformity requirements based on PM nonattainment or maintenance status. Projects that are exempt from regional analysis requirements under 40 CFR 93.127 must still have a hot spot analysis in PM areas, and a

determination whether or not they are POAQC. Many if not all projects that fall under the regional analysis exemption will not be POAQC based on the criteria above.

The AADT and truck volume criteria in box 1) above are around half of the thresholds in the EPA Final Rule and Guidance for POAQC potential. This is consistent with threshold volume specified for rural roads in the California Air Resources Board's Land Use Guidance related to mobile source air toxic risk. In an urban area, the low threshold for use of this screening process provides a substantial factor of safety. Many highway capacity projects (such as auxiliary lanes) where AADT is above 50,000, and/or with truck volumes above 5,000, will in fact not be POAQC; however, Interagency Consultation review is required to concur in that determination.

HOV lanes to be added to existing freeways require Interagency Consultation regarding POAQC status unless the freeway carries small truck volumes. In many cases, they will not be POAQC, but the effect on truck traffic and the effect of other operational measures that may be associated with the HOV lanes (such as added auxiliary lanes or HOV ramps) must be considered. Most HOV lanes are proposed on freeways that exceed the AADT and truck volume criteria listed above for screening.

The criterion for increase in daily arrivals for small transit terminals is based on FTA criteria for minor increases in operations.

In major urban areas, California ARB and, in some cases, air district rules generally prohibit the purchase of new diesel transit buses. Therefore, most new or expanded bus terminals will easily meet the Not-POAQC screening criterion. Where existing diesel buses use and will continue to use the terminal, operating frequencies should be documented, and increased use of existing buses due to terminal expansion requires Interagency Consultation review.

Auxiliary lanes with high truck volumes: Added or realigned auxiliary lanes may be POAQC based on movement of large numbers of diesel vehicle closer to sensitive receptors if they will carry 400 or more heavy trucks (3+ axle) per hour in the peak period, and 5,000 or more heavy trucks (3+ axle) AADT. If truck traffic using a proposed auxiliary lane approaches that level, regional Interagency Consultation is needed. 400 trucks/hour is approximately half of the generally accepted capacity of a freeway lane for heavy-duty trucks.

Definitions

Large volume of diesel traffic: For statewide screening purposes, 6,000 AADT or more of total truck traffic (2 or more axles). For general POAQC consideration at regional Interagency Consultation, 10,000 truck AADT (2 or more axle).

Sensitive receptor: K-12 school; hospital or other licensed health care facility; licensed child care facility; public park or playground oriented toward active recreation; residential area at typical urban or suburban densities (4 or more units per acre).

Project Significantly Affects Heavy-Duty Diesel Vehicle Traffic Patterns if:

- 1) For freeways, the heavy-duty (3+ axle) truck traffic for the Build alternative is 10% or more higher than for the No-Build alternative;
- 2) for non-freeways with a large volume of diesel traffic, the heavy-duty (3+ axle) truck traffic for the Build alternative is 5% or more higher than for the No-Build alternative; or

- 3) redirects heavy-duty truck traffic to or from other facilities that carry 6,000 or more heavy-duty trucks in the No-Project scenario, in amounts that exceed 10% of the existing heavy-duty truck traffic at those facilities.

Concentration of diesel-powered vehicles: For a road project, an increase in the number of trucks (2+ axle, or Medium-Duty or heavier) to or above 10,000 AADT; however, modifications to an existing road with more than 10,000 AADT trucks that do not significantly increase (see definition above) truck traffic may still not be projects of air quality concern depending on the results of regional Interagency Consultation. For a transit/transfer center, more than 10% of scheduled bus operations per day are ordinarily diesel-powered; if diesel buses are effectively prohibited from idling for more than 5 minutes while at the center, they will not be counted. For freight intermodal or distribution facility access, a truck volume using the access road of 5,000 heavy trucks (3 axle or more) per day in any analysis year.

Movement of large numbers of diesel vehicles closer to sensitive receptors: Realignment or addition of mixed flow lanes on a road with more than 6,000 heavy (3 axle or more) trucks per day in any analysis year, that would move the outermost lane closer to existing sensitive receptors.

Procedures

Documentation

Project sponsors will document how the project meets the stated criteria as part of the project-level conformity analysis prepared to support the NEPA document or Categorical Exclusion (CE). Documentation must indicate at least which category in [40 CFR 93.127](#), EPA Guidance project category, or other category from this document the project falls in (see [Appendix C](#) for details), and a basis for finding that the project will not concentrate diesel vehicles or move large volumes of diesel vehicles (as defined) closer to sensitive receptors. Project sponsors are encouraged to review documentation formats or prototype language with regional Interagency Consultation to ensure adequacy. The documentation must accompany the Final NEPA document or CE for Federal approval.

Reporting

Project sponsors will prepare an annual summary of projects that have used this process. Project sponsors will transmit the summary to the regional Interagency Consultation group. The regional Interagency Consultation group may comment, make local amendments to the criteria, or otherwise direct modification of these criteria for the local process. The regional Interagency Consultation group may specify submittal of the summary more or less often, but neither less often than annually nor more often than quarterly.

Document Retention and Public Access

The MPO or other agency that is primarily responsible for the regional Interagency Consultation process will retain and make available for public and Federal review a list of projects that have used this procedure, based on lists submitted by project sponsors, and will summarize the process when a regional conformity analysis is prepared. Documentation will normally be retained by the MPO at least until the projects that have used the process are no longer included in the

currently conforming Transportation Improvement Program. The project sponsor will retain documentation of having used this screening process as part of the project file.

Public Comment on the Project-Level Hot Spot Analysis

For projects that are not processed with a Categorical Exclusion (CE) for NEPA, public comment must be requested for the project-level conformity analysis. Ordinarily, public comment for the conformity analysis should be combined with public comment for the Draft and Final NEPA document. If project-level conformity analysis is added on to a project, or is significantly revised (such as by adding analysis for PM_{2.5} due to a new nonattainment designation), after the NEPA process is complete, a new public comment period must be provided that is consistent in length with the original public comment period used during the NEPA process. ***This requirement applies whether or not the regional Interagency Consultation process is used.*** A non-exempt, non-CE project that meets this screening procedure's criteria must still have a public comment period regarding the project-level hot spot analysis. Unless otherwise required by the lead agency's adopted public involvement procedures or a locally adopted conformity procedure, a public hearing is not necessary for a project-level conformity analysis, but an opportunity for public comment and written response in the record to comments is required before the project-level conformity determination is completed.

Prototype project-level conformity language for use with either a NEPA document public notice, or a separate notice only for the conformity determination, is provided in [Appendix E](#).

Default Planning Assumptions and Other Information

Default Planning Assumptions

The statewide default vehicle fleet assumptions are those used in the most recent of the following:

- The currently approved (for conformity purposes) [EMFAC model](#) (link is to the California ARB web site), using the data for the county and air basin the project is located in. The currently approved version is the version most recently made available for conformity analysis use by U.S. EPA. There may be a transition period when a new version of EMFAC is made available during which flexibility may be allowed regarding which version to use.
- The most recent planning assumptions specified for use in conformity analysis by FHWA, FTA, and/or EPA, usually as part of EMFAC model update.
- The current, conforming Regional Transportation Plan and its conformity analysis.
- The approved PM₁₀ or PM_{2.5} SIP for the project area.

If other sources of information for vehicle fleet information are used, and any question is expected as to their appropriateness, regional Interagency Consultation should be requested to confirm their use.

Default Emission Model

The default emission model is the current version of the Air Resources Board's EMFAC model made available by U.S. EPA for conformity purposes. At the time of this writing, the EMFAC

2002 model is current, but cannot be used because it does not meet “Latest Planning Assumptions” requirements of FHWA. EPA will likely make EMFAC 2007 available for conformity use by the end of 2007.

Project Tracking Data Availability

The MPO or other agency responsible for the regional Interagency Consultation process should make records available on a web site or from specified staff contacts for reference by the public and Federal agencies of Project of Air Quality Concern determinations. Records should include both determinations made through regional Interagency Consultation directly, and determinations made through this statewide determination process and reported by project sponsors.

Project sponsors are responsible for maintaining records of Interagency Consultation and other information related to the hot spot analysis process in project files. Ordinarily, the determination regarding whether a project meets the criteria of this document will be reported as part of an air quality technical study and conformity analysis that accompanies the NEPA document or other request for Federal approval.

APPENDIX A: Interagency Consultation Contact Information as of October 18, 2007 for PM Hot Spot Analysis

Statewide Conformity Working Group

California Statewide Conformity Working Group

Contact: Michael Brady, Caltrans Headquarters (916) 653-0158

Key Participants: FHWA, FTA, EPA, ARB, Caltrans HQ and Districts, air quality management and air pollution control districts in areas subject to conformity requirements, metropolitan planning organizations (MPOs) and regional transportation planning agencies in areas subject to conformity requirements.

Statewide Conformity Working Group web site: http://www.dot.ca.gov/hq/env/air/state_cwg

Sacramento County PM10 Nonattainment Area

Sacramento County Association of Governments (SACOG), Regional Planning Partnership

Contact: Jason Crow, SACOG (916) 340-6219

Key Participants (for PM): SACOG, FHWA, FTA, EPA, ARB, Caltrans District 3, Sacramento County Air Quality Management District, city and county transportation agencies, Sacramento Regional Transit.

SACOG web site: <http://www.sacog.org>

San Joaquin Valley PM10 and PM2.5 Nonattainment Area

San Joaquin Valley Model Coordinating Committee

Contact: Jason Paukovits, Council of Fresno County Governments (559) 233-4148

Facilitator: Cari Anderson, Cari Anderson Consulting (602) 277-1640

Key Participants: Cari Anderson Consulting, San Joaquin Council of Governments, Stanislaus Council of Governments, Merced Council of Governments, Madera County Transportation Commission, Council of Fresno County Governments, King County Association of Governments, Tulare Council of Governments, Kern Council of Governments, FHWA, FTA, EPA, ARB, Caltrans Districts 6 and 10, San Joaquin Valley Air Pollution Control District, city and county transportation and transit agencies.

Main web site for conformity issues in the San Joaquin Valley: <http://www.fresnocog.org>

Indian Wells Valley PM10 Maintenance Area

Kern Council of Governments

Contact: Robert Ball or Vincent Zhe Liu, Kern Council of Governments (661) 861-2191

Key Participants: Kern COG, Kern County Air Pollution Control District, FHWA, FTA, EPA, Caltrans Districts 6 and 9, city and county transportation and transit agencies, U.S. Navy.

Kern COG web site: <http://www.kerncog.org>

Coso Junction, Owens Valley, Mammoth Lakes, and Mono Lake PM10 Nonattainment Areas

“Isolated Rural” areas; primary contact for conformity analysis is Caltrans District 9. The consultation process in general is governed by rules adopted by the Great Basin Unified Air Pollution Control District. No web site is available for conformity references. No specific contact references available.

Key Participants: FHWA, FTA, EPA, ARB, Great Basin Unified APCD, Caltrans District 9, city and county transportation and transit agencies.

Web Sites: Caltrans District 9: <http://www.dot.ca.gov/dist9/>
Great Basin Unified APCD: <http://www.gbuapcd.org/>

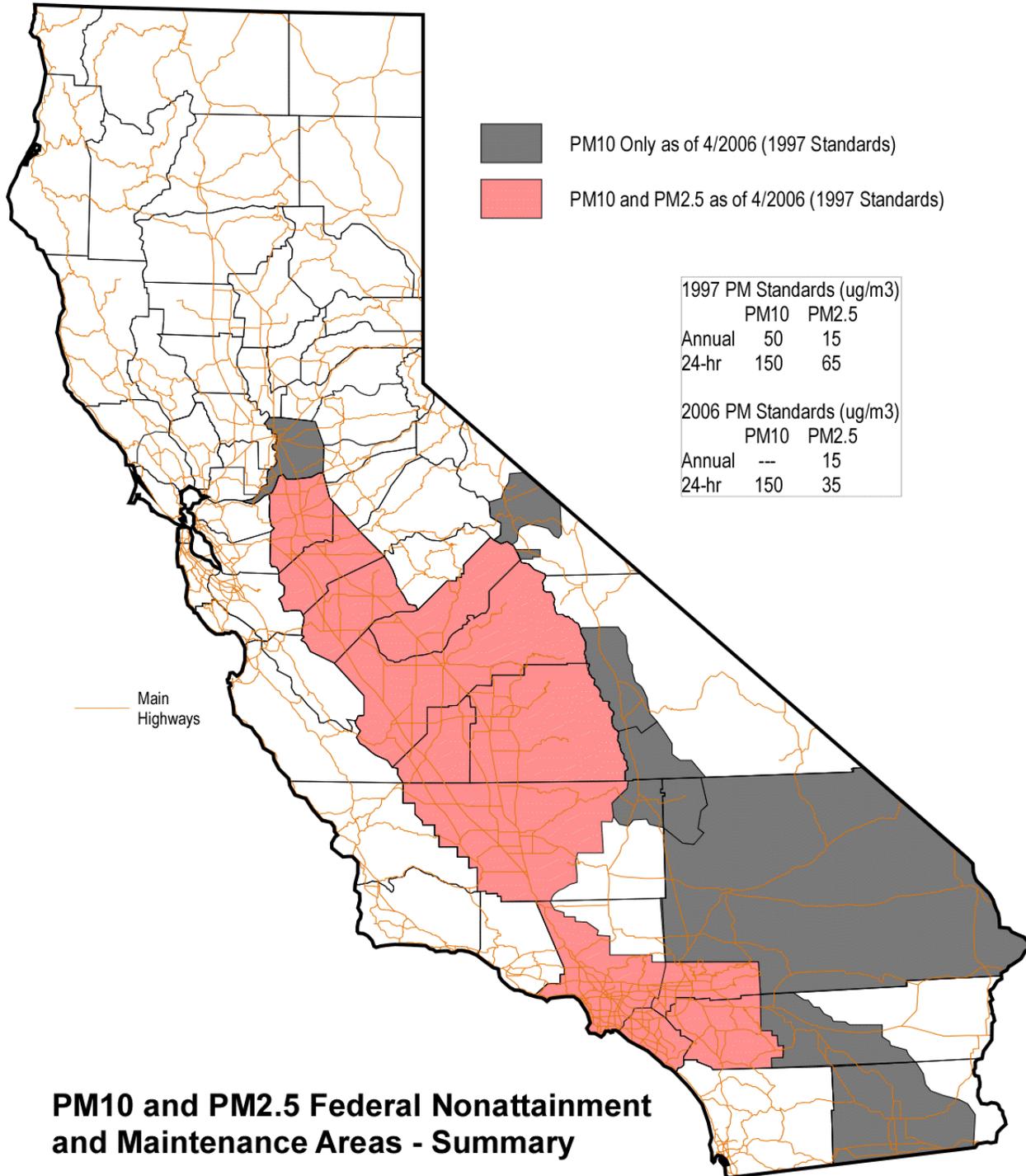
Trona, San Bernardino County, South Coast, Coachella Valley, Imperial County PM10 Nonattainment Areas; South Coast PM2.5 Nonattainment Area

Southern California Association of Governments (SCAG),
Transportation Conformity Working Group
Contact: Jonathan Nadler, SCAG (213) 236-1884

Key Participants (for PM): SCAG, FHWA, FTA, EPA, ARB, South Coast Air Quality Management District, Mojave Desert Air Quality Management District, Imperial County Air Pollution Control District, Caltrans Districts 7, 8, 11, and 12, Los Angeles Metropolitan Transportation Agency, Orange County Transportation Agency, San Bernardino County Association of Governments, Riverside County Transportation Commission, Imperial County Transportation Commission, city and county transportation agencies.

SCAG Transportation Conformity Working Group web site: <http://www.scag.org/tcwg>

APPENDIX B: Map of PM10 and PM2.5 Nonattainment and Maintenance Areas



DISCLAIMER
The State of California (State) and the California Department of Transportation (Department) make no representation or warranty regarding the accuracy of the data shown on this map. Neither the State nor the Department shall be liable under any circumstances for any direct, indirect, special, incidental, or consequential damages with respect to any claim by any user or any third party on account of or arising from the use of this map.

APPENDIX C: Exemption Provisions of the Transportation Conformity Rule (3/10/2006 update) and Projects That Normally Are Not Considered POAQC (EPA 3/29/2006 Guidance Appendix A)

Sources:

FHWA consolidated Conformity Rule document with all changes made through March 10, 2006 Final Rule (<http://www.fhwa.dot.gov/environment/conformity/rule.pdf>). See also the Government Printing Office's "e-CFR" web site for [40 CFR 93](#).

EPA Guidance: <http://www.epa.gov/oms/stateresources/transconf/policy/420b06902.pdf>

Note: All text in this section is quoted from the stated reference document unless otherwise indicated.

40 CFR 93.126 – Projects that are exempt from conformity requirements

Notwithstanding the other requirements of this subpart, highway and transit projects of the types listed in Table 2 of this section are exempt from the requirement to determine conformity. Such projects may proceed toward implementation even in the absence of a conforming transportation plan and TIP. A particular action of the type listed in Table 2 of this section is not exempt if the MPO in consultation with other agencies (see §93.105(c)(1)(iii)), the EPA, and the FHWA (in the case of a highway project) or the FTA (in the case of a transit project) concur that it has potentially adverse emissions impacts for any reason. States and MPOs must ensure that exempt projects do not interfere with TCM implementation. Table 2 follows:

Table 2--Exempt Projects

Safety

- Railroad/highway crossing.
- Hazard elimination program.
- Safer non-Federal-aid system roads.
- Shoulder improvements.
- Increasing sight distance.
- Safety improvement program.
- Traffic control devices and operating assistance other than signalization projects.
- Railroad/highway crossing warning devices.
- Guardrails, median barriers, crash cushions.
- Pavement resurfacing and/or rehabilitation.
- Pavement marking demonstration.
- Emergency relief (23 U.S.C. 125).
- Fencing.
- Skid treatments.
- Safety roadside rest areas.
- Adding medians.
- Truck climbing lanes outside the urbanized area.
- Lighting improvements.

Widening narrow pavements or reconstructing bridges (no additional travel lanes).
Emergency truck pullovers.

Mass Transit

Operating assistance to transit agencies.
Purchase of support vehicles.
Rehabilitation of transit vehicles¹.
Purchase of office, shop, and operating equipment for existing facilities.
Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.).
Construction or renovation of power, signal, and communications systems.
Construction of small passenger shelters and information kiosks.
Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).
Rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way.
Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet¹.
Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR part 771.

Air Quality

Continuation of ride-sharing and van-pooling promotion activities at current levels.
Bicycle and pedestrian facilities.

Other

Specific activities which do not involve or lead directly to construction, such as:
Planning and technical studies.
Grants for training and research programs.
Planning activities conducted pursuant to titles 23 and 49 U.S.C.
Federal-aid systems revisions.
Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action.
Noise attenuation.
Emergency or hardship advance land acquisitions (23 CFR 710.503).
Acquisition of scenic easements.
Plantings, landscaping, etc.
Sign removal.
Directional and informational signs.
Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities).
Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational or capacity changes.

Note: ¹In PM10 and PM2.5 nonattainment or maintenance areas, such projects are exempt only if they are in compliance with control measures in the applicable implementation plan.

40 CFR 93.128 – Signal Synchronization Projects

Traffic signal synchronization projects may be approved, funded, and implemented without satisfying the requirements of this subpart. However, all subsequent regional emissions analyses required by §§93.118 and 93.119 for transportation plans, TIPs, or projects not from a conforming plan and TIP must include such regionally significant traffic signal synchronization projects

40 CFR 93.127 – Projects that are exempt from regional analysis requirements

Notwithstanding the other requirements of this subpart, highway and transit projects of the types listed in Table 3 of this section are exempt from regional emissions analysis requirements. The local effects of these projects with respect to CO or PM10 concentrations must be considered to determine if a hot-spot analysis is required prior to making a project-level conformity determination. These projects may then proceed to the project development process even in the absence of a conforming transportation plan and TIP. A particular action of the type listed in Table 3 of this section is not exempt from regional emissions analysis if the MPO in consultation with other agencies (see §93.105(c)(1)(iii)), the EPA, and the FHWA (in the case of a highway project) or the FTA (in the case of a transit project) concur that it has potential regional impacts for any reason. Table 3 follows:

TABLE 3 – Projects Exempt from Regional Emission Analysis

Intersection channelization projects.
Intersection signalization projects at individual intersections.
Interchange reconfiguration projects.
Changes in vertical and horizontal alignment.
Truck size and weight inspection stations.
Bus terminals and transfer points.

EPA 3/29/2006 Guidance – Appendix A List – Projects That Normally Would Not Be Projects of Air Quality Concern

Note: The March 2006 final rule also provided examples of projects that would not be covered by 40 CFR 93.123(b)(1) and would not require a PM2.5 or PM10 hot-spot analysis (71 FR 12491). However, as noted elsewhere in this guidance, PM10 nonattainment and maintenance areas with approved conformity SIPs that include PM10 hot-spot provisions from previous rulemakings must continue to follow those approved conformity SIP provisions until the SIP is revised.[#]

The following are examples of projects that are not an air quality concern under 40 CFR 93.123(b)(1)(i) and (ii):

[#] *California Note:* None of the approved PM10 SIPs or Conformity SIPs in California contains specific provisions governing PM hot spot analysis for transportation projects. Only the Bay Area has an approved Conformity SIP; that area is not currently subject to conformity requirements for PM. Approved PM10 SIPs exist as of October 2007 for Mammoth Lakes, Owens Valley, Coachella Valley, South Coast, and San Joaquin Valley. Numerous areas have locally-adopted conformity regulations, even if Conformity SIPs are not approved, based on the 1993 or 1997 versions of the Conformity Rule; in such areas, the local rule may prescribe procedures for hot spot analysis that differ from those in the March 10, 2006 revision of the conformity regulations. Since the Conformity SIP in such areas has not been approved, and in general the older local procedures do not deal with PM2.5 where that is an issue, U.S. EPA has advised through statewide and regional Interagency Consultation that procedures based on the March 10, 2006 EPA regulations should be used outside the Bay Area if conflicts with local procedures arise.

PM hot spot analysis procedures based on older version of the EPA Conformity Rule did not require project-specific Interagency Consultation in all cases; the March 10 regulatory revisions require some form of Interagency Consultation in all cases where a project is not fully exempt. Therefore, the newer procedures can be considered an extension of the older ones, rather than a replacement, where a Conformity SIP or PM10 SIP does not clearly specify something. The screening process in this document is intended to streamline project-level consultation in cases where the project clearly does not meet the criteria for a Project of Air Quality Concern.

- Any new or expanded highway project that primarily services gasoline vehicle traffic (i.e., does not involve a significant number or increase in the number of diesel vehicles), including such projects involving congested intersections operating at Level-of-Service D, E, or F;
- An intersection channelization project or interchange configuration project that involves either turn lanes or slots, or lanes or movements that are physically separated. These kinds of projects improve freeway operations by smoothing traffic flow and vehicle speeds by improving weave and merge operations, which would not be expected to create or worsen PM_{2.5} or PM₁₀ violations; and,
- Intersection channelization projects, traffic circles or roundabouts, intersection signalization projects at individual intersections, and interchange reconfiguration projects that are designed to improve traffic flow and vehicle speeds, and do not involve any increases in idling. Thus, they would be expected to have a neutral or positive influence on PM_{2.5} or PM₁₀ emissions.

Examples of projects that are not an air quality concern under 40 CFR 93.123(b)(1)(iii) and (iv) would be:

- A new or expanded bus terminal that is serviced by non-diesel vehicles (e.g., compressed natural gas) or hybrid-electric vehicles; and,
- A 50% increase in daily arrivals at a small terminal (e.g., a facility with 10 buses in the peak hour).

APPENDIX D: Projects That Normally ARE Projects of Air Quality Concern

Source:

EPA Guidance: <http://www.epa.gov/oms/stateresources/transconf/policy/420b06902.pdf>

Projects that fall under one of the following criteria normally are Projects of Air Quality Concern, and must have a detailed hot spot analysis in Particulate Matter nonattainment and maintenance areas. Screening provisions of these procedures do not apply to these projects.

Note: All text below in this Appendix is quoted from the stated reference document unless otherwise indicated. Footnotes are added for reference and further explanation.

40 CFR 93.123(b) List of Projects of Air Quality Concern

- (b) *PM₁₀ and PM_{2.5} hot-spot analyses.* (1) The hot-spot demonstration required by §93.116 must be based on quantitative analysis methods for the following types of projects:
- (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 which are identified in the PM₁₀ or PM_{2.5} applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

EPA 3/29/2006 Guidance – Appendix A List

Examples of Projects of Air Quality Concern ^{\$}

Some examples of projects of air quality concern that would be covered by 40 CFR 93.123(b)(1)(i) and (ii) are:

- A project on a new highway or expressway that serves a significant volume of diesel truck traffic, such as facilities with greater than 125,000 annual average daily traffic (AADT) and 8% or more[#] of such AADT is diesel truck traffic;

^{\$} EPA noted in the March 2006 final rule that the examples below are considered to be the most likely projects that would be covered by 40 CFR 93.123(b)(1) and require a PM_{2.5} or PM₁₀ hot-spot analysis (71 FR 12491).

- New exit ramps and other highway facility improvements to connect a highway or expressway to a major freight, bus, or intermodal terminal;
- Expansion of an existing highway or other facility that affects a congested intersection (operated at Level-of-Service D, E, or F) that has a significant increase in the number of diesel trucks; and,
- Similar highway projects that involve a significant increase in the number of diesel transit busses and/or diesel trucks.

Some examples of projects of air quality concern that would be covered by 40 CFR 93.123(b)(1)(iii) and (iv) are:

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

[#] This percentage is the national average of truck vehicle miles traveled (VMT) to total VMT, based on FHWA’s Highway Statistics publication which can be found at: <http://www.fhwa.dot.gov/policy/ohim/hs04/index.htm>. EPA’s MOBILE6.2 motor vehicle emissions model also uses 8% truck VMT as a national default.

^{*} 40 CFR 93.101 defines a “regionally significant project” as “a transportation project (other than an exempt project) that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area’s transportation network, including at a minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel.”

APPENDIX E: Prototype Public Notice Language for Project-Level Conformity – PM Hot Spot Analysis

(Revised 10/2/2007 – from NEPA Delegation materials)

Include this language when advertising NEPA document availability to ensure that public comment is explicitly requested on the conformity analysis. Separate typeface is used only to show the language; for the notice use whatever typeface and formatting matches the rest of the notice.

If a project is a Project of Air Quality Concern (POAQC) for PM10 and/or PM2.5 (depending on the area), replace the underlined language below with the following, and make sure the conformity analysis (if separate from the environmental document) is available along with other environmental document materials for public review.

This project is considered a Project of Air Quality Concern regarding particulate matter (PM10 and/or PM2.5 as appropriate) as defined in 40 CFR 93.123(b)(1). A detailed (PM10 and/or PM2.5 as appropriate) hot spot analysis was completed, as required by 40 CFR 93.116 and 93.123.

The following language would be used in the indicated areas, assuming the project (in PM10 or PM2.5 areas) is not a Project of Air Quality Concern (POAQC). If the project *IS* a Project of Air Quality Concern, replace the underlined language with the language above.

In Federal PM10 and PM2.5 nonattainment areas (Merced, Madera, Kings, and Tulare Counties):

Project-level conformity analysis shows that the project will conform with the State Implementation Plan, including localized impact analysis for particulate matter (PM10 and PM2.5) required by 40 CFR 93.116 and 93.123. This project is not considered a Project of Air Quality Concern regarding particulate matter (PM10 and PM2.5) as defined in 40 CFR 93.123(b)(1). Clean Air Act and 40 CFR 93.116 requirements for PM10 and PM2.5 are met without an explicit hot-spot analysis. Comment is requested regarding the project-level conformity analysis.

In Federal nonattainment and maintenance areas for carbon monoxide (CO) AND PM10 AND PM2.5 (South Coast air basin; and San Joaquin, Stanislaus, Fresno, and the San Joaquin Valley portion of Kern Counties):

Project-level conformity analysis shows that the project will conform with the State Implementation Plan, including the localized impact analysis for carbon monoxide (CO) and particulate matter (PM10 and PM2.5) required by 40 CFR 93.116 and 93.123. This project is not considered a Project of Air Quality Concern regarding particulate matter (PM10 and PM2.5) as defined in 40 CFR 93.123(b)(1). Clean Air Act and 40 CFR 93.116 requirements for PM10 and PM2.5 are met without an explicit hot-spot analysis. Comment is requested regarding the project-level conformity analysis.

In Federal nonattainment areas for CO and PM10, but not for PM2.5 (Sacramento County inside Sacramento urbanized area):

Project-level conformity analysis shows that the project will conform with the State Implementation Plan, including the localized impact analysis for carbon monoxide (CO) and particulate matter (PM10) required by 40 CFR 93.116 and 93.123. This project is not considered a Project of Air Quality Concern regarding particulate matter (PM10) as defined in 40 CFR 93.123(b)(1). Clean Air Act and 40 CFR 93.116 requirements for PM10 are met without an explicit hot-spot analysis. Comment is requested regarding the project-level conformity analysis.

In Federal nonattainment areas for PM10 but not CO or PM2.5 (Sacramento County outside the Sacramento urbanized area; Mono Lake and Mammoth Lakes areas in Mono County; Owens Valley and Coso Junction areas in Inyo County; Indian Wells Valley and Lake Isabella portions of Kern County; Trona area and San Bernardino Co. outside South Coast air basin; Coachella Valley area in Riverside County; Salton Sea air basin portion of Imperial County):

Project-level conformity analysis shows that the project will conform with the State Implementation Plan, including the localized impact analysis for particulate matter (PM10) required by 40 CFR 93.116 and 93.123. This project is not considered a Project of Air Quality Concern regarding particulate matter (PM10) as defined in 40 CFR 93.123(b)(1). Clean Air Act and 40 CFR 93.116 requirements for PM10 are met without an explicit hot-spot analysis. Comment is requested regarding the project-level conformity analysis.

Prototype Language for Public Notice For a Separate Project-Level Conformity Analysis (NEPA Process Already Completed)

If PM2.5 hot spot analysis is added to a project that has already completed the NEPA process, and public notice is required (the original NEPA document was a FONSI or EIS) the following language can be used as a starting point for developing a public notice. If the project is a POAQC, substitute the language at the top of this note for the underlined section.

Project-level hot-spot conformity analysis for fine particulate matter (PM2.5) shows that the project will conform with the State Implementation Plan, including the localized impact analysis for fine particulate matter (PM2.5) required by 40 CFR 93.116 and 93.123. This project is not considered a Project of Air Quality Concern regarding particulate matter (PM2.5) as defined in 40 CFR 93.123(b)(1). Clean Air Act and 40 CFR 93.116 requirements for PM2.5 are met without an explicit hot-spot analysis. Comment is requested regarding the PM2.5 project-level conformity analysis. Project-level conformity analysis was previously performed and approved for other pollutants for which the project area is designated nonattainment or maintenance, and is not the subject of this request for comments.