

**Project-Level Conformity Determination Documentation  
for**

**McCall & Dinuba Traffic Signal Project**

CML-5096(040), FTIP: LSTMP735

Fresno County

**August 2024**

Fresno Council of Governments (FCOG), on behalf of the City of Selma, is providing the final documentation for PM<sub>2.5</sub> and PM<sub>10</sub> Hot-spot Conformity Assessment for McCall & Dinuba Traffic Signal - CML-5096(040) (FTIP: LSTMP735) located in the City of Selma, Fresno County.

The project consists of installing a new traffic signal at the intersection of Dinuba Avenue and McCall Avenue in the City of Selma, Fresno County. The project objective is to improve the level of service, reduce queues and idling time at the intersection, and provide safety improvements for pedestrians to cross the existing congested four-way stop intersection.

The draft conformity material was posted on FCOG's website ([Project-Level Conformity - Fresno Council of Governments \(fresnocog.org\)](https://www.fresnocog.org)) and was available for the public comment period from August 13 – August 26, 2024. No comments were received during this time frame. An interagency consultation (IAC) meeting was scheduled for August 28, 2024, at 1:30 – 2:00 pm (PT).

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

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

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

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

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

## STEP 1: PROJECT IDENTIFICATION

A. Project Name and Number:

B. FTIP/CTIPS #Identification No<sup>1</sup>:

C. City/County:

D. Project Description:

E. Type of Project:

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

E. Hot-Spot Pollutant of Concern (*check both*): PM<sub>2.5</sub> PM<sub>10</sub>

F. Lead Agency:

a. Contact Person:

b. Phone #:

c. Email:

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<sup>1</sup> FTIP: Federal Transportation Improvement Program; CTIPS: California Transportation Improvement Program System.

G. Federal Action for which Project-Level PM Conformity is Needed  
*(check appropriate box)*<sup>2</sup>

	Categorical Exclusion (NEPA)		EA or Draft EIS		FONSI or Final EIS		PS&E or Construction		Other
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a. Include the scheduled date of Federal Action (if available):

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

	Exempt		Section 326 –Categorical Exclusion		Section 327 – Non-Categorical Exclusion
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I. Is this project in a conforming Plan and Transportation Improvement Program (TIP)?

Yes      No

a. If yes, indicate the federal approval date for the latest regional conformity analysis:

J. Current Programming Dates *(as appropriate)*<sup>3</sup>

*PE/ Env*

ENG

ROW

CON

Start

End

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

*Information should include, but is not limited to:*

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



<sup>2</sup> EA: Environmental Assessment; EIA: Environmental Impact Assessment; FONSI: Finding of No Significant Impact; PS&E: Planning, Specification and Estimate.

<sup>3</sup> PE: Preliminary Engineering; ENG: Engineering; ROW: Right-of-Way; CON: Construction

## STEP 2: EXEMPT PROJECTS

### **EXEMPT PROJECT**

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

Describe Type of Exempt Project:

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

### STEP 3: TRAFFIC INFORMATION

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

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

**a. Year(s) selected**

	Years Selected
Existing Year	
Opening Year	
Analysis Year(s) <sup>4</sup>	

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

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

	No Build	Build
Annual Average Daily Traffic (AADT) <sup>5</sup>		
Truck AADT		
% Trucks <sup>6</sup>		

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

<sup>5</sup> Combine directional traffic (southbound and northbound).

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

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

	No Build	Build
Annual Average Daily Traffic		
Truck AADT		
% Trucks		

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

	No Build	Build
Cross Street AADT		
Truck AADT		
% Trucks		
Level-of-Service (LOS)		
Control Delay (seconds)		

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

	No Build	Build
Cross Street AADT		
Truck AADT		
% Trucks		
Level-of-Service (LOS)		
Control Delay (seconds)		

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

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



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

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

H. Describe Traffic Impacts *(if appropriate)*<sup>7</sup>

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

J. Is additional traffic information (tables, maps, and other graphical representations of the project (location, project details on additional lanes or ramps) presented in additional sheets at the end of the checklist?:

Yes      No

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

## STEP 4: POAQC DETERMINATION

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

**Go to STEP 6.**

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

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

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

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

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

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<sup>8</sup> Refer to EPA’s 2021 guidance, EPA-420-B-21-037, and FHWA’s FAQ document, for complete details.

<sup>9</sup> Listed in Pg. 1 under “Instructions”

## STEP 5: ANALYSIS AND DOCUMENTATION (for POAQC)

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

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

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

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

## **STEP 6: PUBLIC AND IAC INVOLVEMENT**

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

A. SJV Project Level Conformity Group Meeting Date:

B. Summary of IAC comments received and responses:

C. Summary of public comments received and responses:

D. IAC Concurrence Date(s):

**Additional Information on Traffic Data**

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

# Traffic Signal at Dinuba and McCall

City of Selma

Federal Project Number: CML-5096(040)

FTIP: LSTMP735



# Overview



- Project Description
- Project Location
- Purpose and Need
- Project Listing in the FTIP/CTIPS
- Traffic Data
- Project Schedule
- Project-level Conformity Summary

# Project Description



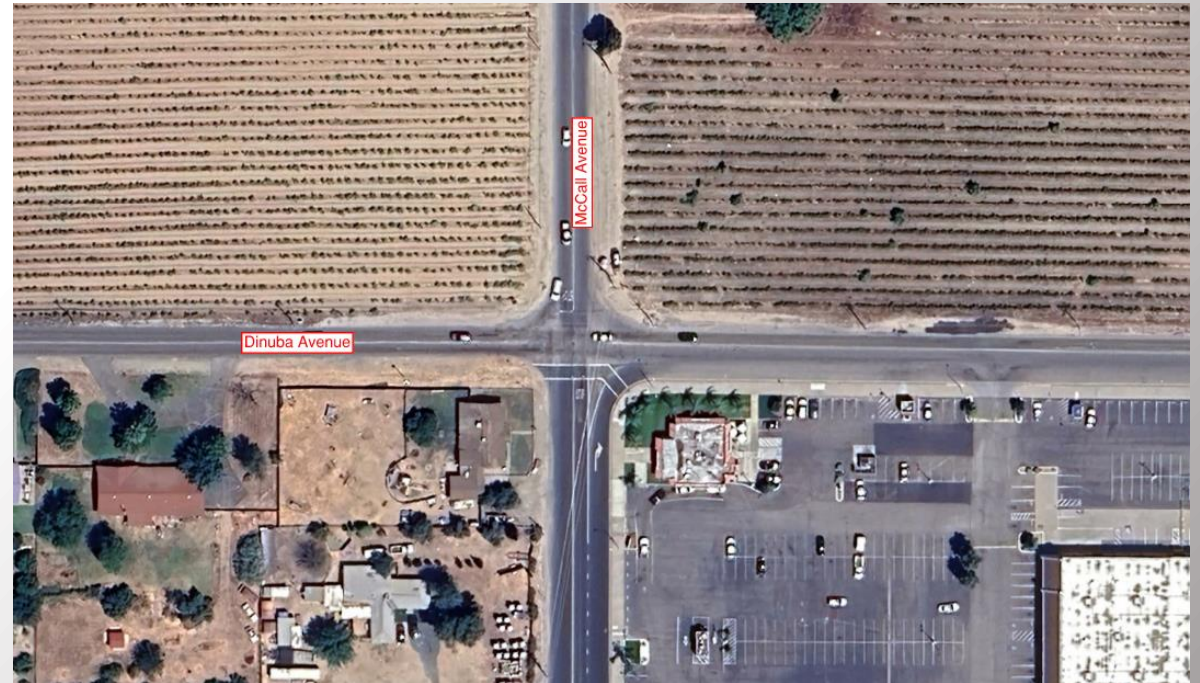
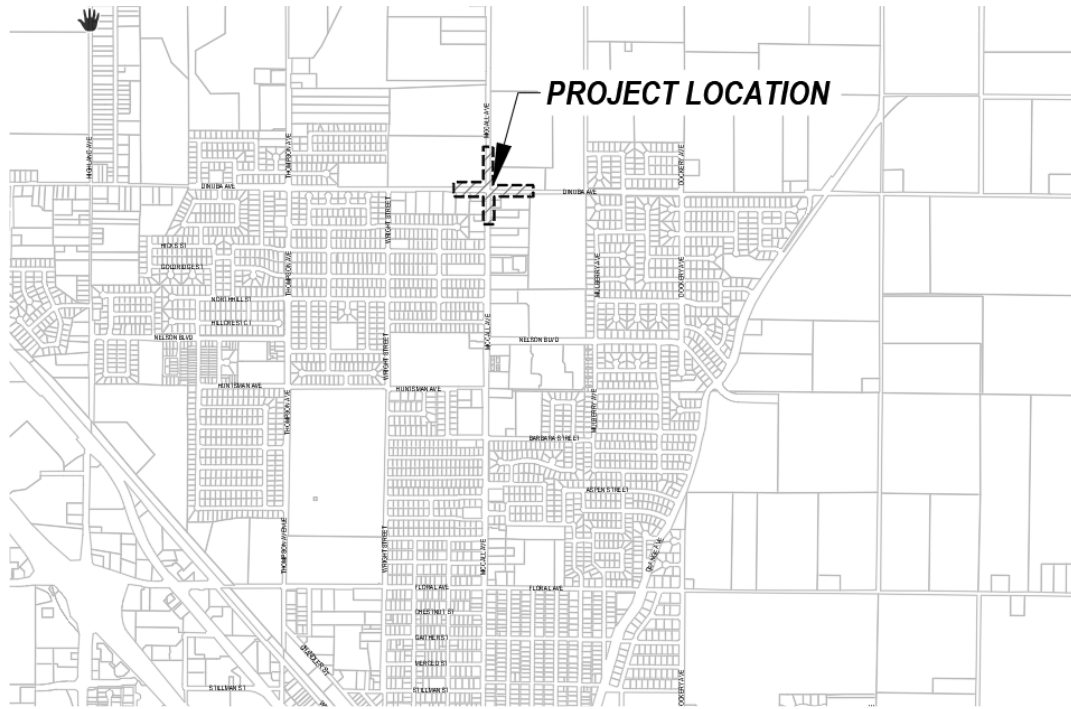
- At the intersection of Dinuba Ave and McCall Ave; Install a new traffic signal system.
- Currently, there are high traffic volumes on McCall Avenue at Dinuba Avenue, resulting in long queue times for the intersection.
- Installing a new traffic signal at the intersection improves the level of service, reduces queues and idling time at the intersection, and provides safety improvements for pedestrians to cross to the intersection.
- Project consists of a No-Build (no signal improvements) and One Build Scenario (with signal improvements)
- Project does not meet the criteria for an exempt project under 40 CFR 93.126 or 93.128.



# Location



- City of Selma: Intersection - McCall Avenue and Dinuba Avenue



# Purpose and Need



## Purpose

- Installation of a new traffic signal at the intersection of Dinuba Avenue and McCall Avenue. Target opening year for 2026.
- Installing the traffic signal system will significantly reduce delay and idling times and increase the level of service.
- New Level of Service for the opening year based on AADT(with signal improvements) - LOS A during the AM peak hour and LOS A in the PM peak hour and new delay (with signal improvements) - 7.7 seconds and 7.5 second during AM and PM peak hours

## Need

- Currently there are high traffic volumes on Dinuba Avenue at McCall Avenue, resulting in long queue times at the intersection.
- Level of Service for opening year without signal improvements - LOS F during AM Peak Hour and LOS F during the PM Peak Hour and existing Delay - 85.7 seconds and 64.2 seconds during AM and PM peak hours.



# Horizon Level of Service - Build/No-Build

- Level of Service (with signal improvements) based on 2046 AADT - LOS A during the AM peak hour and LOS A in the PM peak hour and new delay (with signal improvements) - 8.2 seconds and 7.9 second during AM and PM peak hours
- Level of Service (without signal improvements) based on 2046 AADT - LOS F during the AM peak hour and LOS F in the PM peak hour and delay (without signal improvements) - 124.5 seconds and 99.4 seconds during AM and PM peak hours



# Project Listing in the TIP

- The proposed project (FTIP ID: LSTMP735) is listed in the 2023 Fresno Transportation Improvement Program\*.
- The scope of the proposed project is consistent with the project description in the 2023 FTIP.

Clovis, City of	'23-00	FRE190006	LSTMP631	Armstrong & Nees Traffic Signal	At the intersection of Armstrong and Nees; Install traffic signal, loop detectors, communication equipment, cameras, right-turn lanes, replace access ramps, and grading/paving	CMAQ	\$89	\$501	\$0	\$0	\$0	\$0	\$590		
						Local	\$12	\$65	\$0	\$0	\$0	\$0	\$77	\$667	
Clovis, City of	'23-00	FRE190006	LSTMP632	Shepherd & Peach Traffic Signal	At the intersection of Shepherd and Peach; Install traffic signal, loop detectors, communication equipment, replace access ramps, and grading/paving	CMAQ	\$108	\$0	\$0	\$473	\$0	\$0	\$581		
						Local	\$14	\$0	\$0	\$61	\$0	\$0	\$75	\$656	
Clovis, City of	'23-00	FRE190006	LSTMP742	Nees & Sunnyside Traffic Signal	At the intersection of Nees and Sunnyside; Install a traffic signal, associated equipment, paving, concrete, and utility relocation	Local	\$0	\$0	\$0	\$0	\$123	\$1,268	\$1,391	\$1,391	
Clovis, City of	'23-00	FRE190006	LSTMP727	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	CMAQ	\$115	\$0	\$0	\$1,143	\$0	\$0	\$1,258		
						Local	\$15	\$0	\$0	\$148	\$0	\$0	\$163	\$1,421	
Fresno County	23-03	FRE190006	LSTMP623	Fowler and Olive Traffic Signal	Intersection of Fowler Ave and Olive Ave; traffic signal installation adding left turn lanes and roadway improvements to reduce emissions, dust mitigation, VOC, PM10, and PM2.5 caused by congestion at the intersection by addressing the severe delay times seen during peak hours. (Toll Credits: PE/ROW)	CMAQ	\$572	\$2,659	\$0	\$0	\$0	\$0	\$3,231		
						Local	\$0	\$995	\$0	\$0	\$0	\$0	\$995	\$4,226	
Fresno County	'23-00	FRE190006	LSTMP851	Millerton / Marina Intersection Improvements	At the intersection of Millerton Road and Marina Drive; Install traffic signal and other related intersection improvements	STBG	\$0	\$0	\$354	\$0	\$0	\$0	\$354		
						Local	\$0	\$0	\$96	\$3,000	\$0	\$0	\$3,096	\$3,450	
Sanger, City of	'23-00	FRE190006	LSTMP805	Jensen and Indianola Traffic Signal	At the intersection of Jensen Ave and Indianola Ave; Install new three-phase traffic signal system	CMAQ	\$0	\$39	\$36	\$441	\$0	\$0	\$516		
						Local	\$0	\$5	\$5	\$57	\$0	\$0	\$67	\$583	
Sanger, City of	'23-00	FRE190006	LSTMP830	Bethel and Almond Traffic Signal	Bethel Ave at Almond Ave; Install new three-phase traffic signal system	CMAQ	\$0	\$39	\$0	\$235	\$0	\$0	\$274		
						Local	\$0	\$5	\$0	\$267	\$0	\$0	\$272	\$546	
Selma, City of	'23-00	FRE190006	LSTMP735	McCall & Dinuba Traffic Signal	At the intersection of McCall and Dinuba; Install traffic signal (TC)	CMAQ	\$105	\$93	\$749	\$0	\$0	\$0	\$947	\$947	
TOTAL FRE190006 SAFETY IMPROVEMENTS TRAFFIC SIGNALS (VARIOUS AGENCIES)								\$1,901	\$4,451	\$1,245	\$5,225	\$125	\$1,250	\$16,901	\$16,901

\* [https://fresnocog.wpenginepowered.com/wp-content/uploads/2016/04/FINAL\\_FCOG\\_2023-FTIP-Amend-5-FINAL-ccc-0718.pdf](https://fresnocog.wpenginepowered.com/wp-content/uploads/2016/04/FINAL_FCOG_2023-FTIP-Amend-5-FINAL-ccc-0718.pdf)

# Traffic Data



	2026 (NO-BUILD)	2026 (BUILD)	2046 AADT (NO-BUILD)	2046 AADT (NO-BUILD)
AADT	10515	10515	11188	11188
% Trucks	2%	2%	2%	2%
Truck AADT	210	210	224	224
LOS & Delay	AM - F (85.7 Seconds) PM - F (64.2 Seconds)	AM - A (7.7 Seconds) PM - A (7.5 Seconds)	AM - F (124.5 Seconds) PM - F (99.4 Seconds)	AM - A (8.2 Seconds) PM - A (7.9 Seconds)

- AADT for 2026 opening and 2046 future years is the same for no-build and build.
- Y&H coordinated with Fresno COG and COG provided traffic data from their travel demand model. Y&H then applied incremental method to traffic counts conducted to get forecast traffic and determine the level of service of the intersection for both 2026 and 2046 with and without the signal improvements.

# Project Schedule



	Preliminary Engineering	Engineering	Right-of-Way	Construction
Start	2021	2024	2024	2026
End	2023	2025	2025	2027



# Project-level Conformity Conclusion

- Project does not meet the criteria for a POAQC as defined in the final rule by 40 CFR 93.123(b)(1). The project is listed as one of the non-exempt project examples that are not a local air quality concern under 40 CFR 93.123(b)(1)(i) and (ii) stated as
  - **“Intersection channelization projects, traffic circles or roundabouts, intersection signalization projects at individual intersections, and interchange reconfiguration projects that are designed to improve traffic flow and vehicle speeds, and do not involve any increases in idling. Thus, they would be expected to have a neutral or positive influence on PM emissions”**
- Additional reasons why the project is not a POAQC are:
  - Project will significantly improve the LOS of the intersection
  - Queues and idling times will be significantly reduced and in turn will reduce emissions
  - The project is not developer driven and will not generate any additional trips. The traffic volumes between the build and no-build scenarios is the same for both 2026 and 2046. The additional traffic in 2046 is due to natural growth of the area and there is no correlation between additional traffic and this project.

# Questions?



## Contact Information

David Horn  
City of Selma  
559-244-3123



## San Joaquin Valley Project-Level Conformity Working Group

### Project-Level Conformity Determination for McCall & Dinuba Traffic Signal Project, City of Selma, Fresno County

Meeting Minutes

August 28, 2024, 1:30 pm – 2:00 pm

The meeting was held via Zoom teleconference.

#### Attendees

- SJV AQ Coordinator (Trinity Consultants): Suriya Vallamsundar
- City of Selma (and Consultants): David Horn, Aaron Martinez
- FCOG: Matthew Shimizu
- Caltrans HQ: Erika Vaca, Erika Espinosa Araiza, Emma Maggioncalda, Karishma Becha
- Caltrans District 6: Ken Romero, Maya Hildebrand
- EPA: Lindsay Wickersham
- Others: Janine Lee (City of Turlock)

#### Meeting Summary

- Introductions  
Commencing the meeting, AQ Coordinator provided opening remarks and conducted a roll call to establish the attendance of all participants.
- Review of Non-Exempt Projects for the Project-level Particulate Matter (PM) Conformity
  - Introductions and Project Overview: AQ Coordinator introduced the McCall & Dinuba traffic signal project in the City of Selma.
  - Project Presentation: David Horn presented the project details and the reasoning behind the proposed project-level conformity determination. Since this is an intersection signalization project that improves the level of service of the intersection and no traffic increase is expected, the City of Selma concluded that this project is not a POAQC.
  - Public Comment Period: FCOG informed the group that all project-level materials were available for public review on the COG website from August 13 – August 26, 2024. No comments were received during the designated public comment period. No comments were received from IAC partners during the draft conformity review.
- Discussion  
No comments or questions were received from the attendees.
- Determination  
EPA and Caltrans concurred that the project is not a POAQC.
- Closing Remarks and Adjournment  
AQ Coordinator informed the group that the final hot spot materials and meeting minutes will be posted to the FCOG website. FCOG will then send a final email to IAC documenting the concurrences received. The next project-level conformity meeting is scheduled for September 25, 2024.