



**CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION
DETERMINATION FORM (rev. 06/2022)**

Project Information

Project Name (if applicable): Ivanhoe Safe Routes

DIST-CO-RTE: 06-TUL-216

PM/PM: 6.84/6.95

EA: 06-1C090

Federal-Aid Project Number: 0621000021

Project Description

The purpose of this project is to improve pedestrian and bicycle safety as part of the Active Transportation Program in Ivanhoe, CA on State Route 216 from Avenue 327 to just north of the Avenue 328 intersection. The project improvements are needed to address the incomplete routes that pedestrians and cyclists use when using the side of the road and railroad crossings. The California Department of Transportation (Caltrans) proposes to upgrade a section of State Route 216, from Avenue 327 to Avenue 328, to create a safe route to school. The project also proposes to improve or add pedestrian sidewalks that cross over two railroad tracks, build Americans with Disabilities Act-compliant curb ramps, driveways, a transit turnoff pad, and a transit shelter. The project will reconfigure the current 5-legged intersection to a standard 4-legged intersection by realigning the southern terminus of Depot Drive. Other improvements include reconstructing drainage elements as needed, relocate utilities if required, and install or improve lighting within the project limits. Partial Right-of-Way acquisition will be required for the project.

Caltrans CEQA Determination (Check one)

- Not Applicable** – Caltrans is not the CEQA Lead Agency
- Not Applicable** – Caltrans has prepared an IS or EIR under CEQA

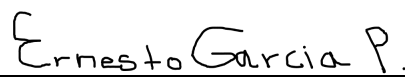
Based on an examination of this proposal and supporting information, the project is:

- Exempt by Statute.** (PRC 21080[b]; 14 CCR 15260 et seq.)
- Categorically Exempt. Class 1.** (PRC 21084; 14 CCR 15300 et seq.)
 - No exceptions apply that would bar the use of a categorical exemption (PRC 21084 and 14 CCR 15300.2). See the [SER Chapter 34](#) for exceptions.
- Covered by the Common Sense Exemption.** This project does not fall within an exempt class, but it can be seen with certainty that there is no possibility that the activity may have a significant effect on the environment (14 CCR 15061[b][3].)

Senior Environmental Planner or Environmental Branch Chief

Shane Gunn		02/07/2023
Print Name	Signature	Date

Project Manager

Ernesto Garcia		02/13/2023
Print Name	Signature	Date



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Caltrans NEPA Determination (Check one)

Not Applicable

Caltrans has determined that this project has no significant impacts on the environment as defined by NEPA, and that there are no unusual circumstances as described in 23 CFR 771.117(b). See SER Chapter 30 for unusual circumstances. As such, the project is categorically excluded from the requirements to prepare an EA or EIS under NEPA and is included under the following:

23 USC 326: Caltrans has been assigned, and hereby certifies that it has carried out the responsibility to make this determination pursuant to 23 USC 326 and the Memorandum of Understanding dated April 18, 2022, executed between FHWA and Caltrans. Caltrans has determined that the project is a Categorical Exclusion under:

23 CFR 771.117(c): activity (c)(3)

23 CFR 771.117(d): activity (d)

Activity listed in Appendix A of the MOU between FHWA and Caltrans

23 USC 327: Based on an examination of this proposal and supporting information, Caltrans has determined that the project is a Categorical Exclusion under 23 USC 327. The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated May 27, 2022, and executed by FHWA and Caltrans.

Senior Environmental Planner or Environmental Branch Chief

Shane Gunn (Print Name), Signature (Shane Gunn), Date (02/07/2023)

Project Manager/ DLA Engineer

Ernesto Garcia (Print Name), Signature (Ernesto Garcia P.), Date (02/13/2023)

Date of Categorical Exclusion Checklist completion (if applicable): 1/19/2023
Date of Environmental Commitment Record or equivalent: 1/19/2023

Briefly list environmental commitments on continuation sheet if needed (i.e., not necessary if included on an attached ECR). Reference additional information, as appropriate (e.g., additional studies and design conditions).



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Continuation sheet:

Biology

- Preconstruction field surveys will be required to determine if special-status species or other resources of concern are located within the action area and/or project footprint.
- Before ground disturbance, the contractor, all employees of the contractor, subcontractors, and subcontractors' employees will attend a Worker Environmental Awareness Training conducted by a Caltrans-approved biologist.

Hazardous Waste

A Lead Compliance Plan developed by a certified industrial hygienist is required. Caltrans' Standard Special Provisions Section 7-1.02K(6)(j)(iii) Earth Material Containing Lead requires a Lead Compliance Plan when lead concentrations are nonhazardous (below 1,000 milligram per kilogram of total lead and below 5 milligrams per liter of soluble lead) or whenever disturbance (e.g., excavation) of earth material (i.e., soil) that could result in lead exposure will occur, and disposal in a permitted landfill is not required.

Right-of-Way

- A temporary construction easement of approximately 704 square feet is anticipated alongside the Guadalajara Market on State Route 216, south of the State Route 216/Avenue 328 Intersection.
- A permanent partial right-of-way acquisition of approximately 445 square feet in addition to a temporary construction easement of approximately 351 square feet are anticipated to be needed from a local business on the south end of the State Route 216/Avenue 328 Intersection and will not result in displacement or impact the business.
- A permanent partial right-of-way acquisition of approximately 1,337 square feet in addition to a temporary construction easement of approximately 686 square feet are anticipated to be needed from a local business located just north of the State Route 216/Avenue 328 Intersection and will not result in displacement or impact the business. If other permanent or temporary construction easements are needed the locations will be determined in the project's design phase.

Transportation

Fire Station Services

Fire Station Number 8 of the Tulare County Fire Department is 0.1 mile to the northwest of the intersection at Avenue 328/Depot Drive/Road 160/State Route 216. Although the address is 32868 Hawthorne Road, the fire station's bay doors for emergency vehicles open on Depot Drive.

The proposed realignment of Depot Drive at the intersection will slightly alter the route that emergency vehicles would travel while responding to calls to the south or east of the station. Impacts to fire department services are expected to be minimal and only during project construction. Per the Caltrans' Traffic Management Plan, during



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construction Caltrans would organize the traffic pattern to ensure adequate response times for emergency services and the safety of pedestrians and vehicles using the State Route 216 corridor in Ivanhoe.

The proposed improvements at the intersection are expected to improve response times by creating a more defined traffic pattern and improve safety for pedestrians, bicyclists, and other motor vehicles during emergency calls.



Categorical Exclusion Checklist

PROJECT INFORMATION

DIST-CO-RTE: 06-TUL-216

PM/PM: 6.84/6.95

EA/Project Number: 06-1C090

SECTION A: Type of CE

Use the information in this section to determine the applicable CE and corresponding activity for this project.

1. Project is a CE under CE Assignment 23 USC 326 (activity must be listed in 23 CFR 771.117 (c) or (d) list (See [Chapter 30 in the SER](#)) or included in activities listed in [Appendix A of the CE Assignment MOU](#) to be eligible for 23 USC 326).

Yes, **Activity:** C(3) No

Notes for specific activities:

- **If using (c)9**, distinguish between (c)9(i) or (c)9(ii) on the form and include copy of the emergency declaration in the file.
- **If using (c)22**, identify in the project description that all work is within operational right-of-way.
- **If using (c)23**, distinguish between (c)23(i) and (c)23(ii) on the form.
- **If using (c)26, (c)(27), or (c)(28)**, ensure that the action DOES NOT include any of the constraints found in 23 CFR 771.117(e). If it does, it may not be processed under (c)(26), (c)(27), or (c)(28), however, the project may qualify for a CE under 23 CFR 771.117(d)(13).

2. Project is a CE for a highway project under NEPA Assignment 23 USC 327 (Use only if project does not qualify under CE Assignment 23 USC 326 (activities not included in question 1)).

Yes No

3. Independent Utility and Logical Termini

- The project complies with NEPA requirements related to connected actions and segmentation (i.e., the project must have independent utility, connect logical termini when applicable, be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made and not restrict further consideration of alternatives for other reasonably foreseeable transportation improvements). (FHWA Final Rule, "Background," Federal Register Vol. 79, No. 8, January 13, 2014.)

Categorical Exclusion Checklist

4. Categorical Exclusions Defined (23 CFR 771.117[a]).

FHWA regulation 23 CFR 771.117(a) defines categorical exclusions as actions which:

- do not induce significant impacts to planned growth or land use for the area;
- do not require the relocation of significant numbers of people;
- do not have a significant impact on any natural, cultural, recreational, historic or other resources;
- do not involve significant air, noise, or water quality impacts;
- do not have significant impacts on travel patterns; or
- do not otherwise, either individually or cumulatively, have any significant environmental impacts.

Checking this box certifies that project meets the above definition for a Categorical Exclusion.

5. Exceptions to Categorical Exclusions/Unusual Circumstances (23 CFR 771.117[b]).

FHWA regulation 23 CFR 771.117(b) provides that any action which normally would be classified as a CE but could involve *unusual circumstances* requires the Department to conduct appropriate environmental studies to determine if the CE classification is proper. Unusual circumstances include actions that involve:

- Significant environmental impacts;
- Substantial controversy on environmental grounds;
- Significant impact on properties protected by section 4(f) of the DOT Act or section 106 of the National Historic Preservation Act; or
- Inconsistencies with any Federal, State, or local law, requirement or administrative determination relating to the environmental aspects of the action.

All of the above unusual circumstances have been considered in conjunction with this project. (Choose one)

Checking this box certifies that **none of the above conditions apply** and that the project qualifies for a Categorical Exclusion.

Checking this box certifies that unusual circumstances **are involved**. However, the appropriate studies/analysis have been completed, and it has been determined that the CE classification is still appropriate.

Categorical Exclusion Checklist

SECTION B: Compliance with FHWA NEPA policy to complete all other applicable environmental requirements¹ prior to making the NEPA determination:

During the environmental review process for which this CE was prepared, all applicable environmental requirements were evaluated. Outcomes for the following requirements are identified below and fully documented in the project file. **[NOTE: EVERY SECTION BELOW MUST BE COMPLETED, DO NOT SKIP ANY SECTIONS.]**

FSTIP

- The project description on the Categorical Exemption/Categorical Exclusion Form matches the project description in the FSTIP and RTP, and the appropriate page of the FSTIP is in the project file.

Air Quality

- [Air Quality Conformity Findings Checklist](#) has been completed and project meets all applicable AQ requirements.
- For 23 USC 326 projects which require an air quality conformity determination (this will apply to certain projects under 23 CFR 771.117(c)(22), (c)(23), (c)(26), (c)(27), and (c)(28)), list the date of the Caltrans conformity determination:
- For 23 USC 327 projects, list date of FHWA concurrence on conformity determination:

Cultural Resources

- Section 106 compliance is complete.
- A Screened Undertaking Memo was prepared, or
- A Historic Properties Survey Report was prepared, and the following finding was made:
- No Historic Properties Affected No Adverse Effect with Standard Conditions
- No Adverse Effect Adverse Effect/MOA Phasing/Project PA

Noise

23 CFR 772

- Is this a Type 1 project? Yes No (skip this section.)
- Future noise levels with project either approach or exceed NAC or result in a substantial increase.
- If yes: Abatement is reasonable and feasible
- Abatement is not reasonable or feasible

¹ Please consult the SER for a complete list of applicable laws, statutes, regulations, and executive orders that must be considered before completing the CE.

Categorical Exclusion Checklist

Biology

USFWS

Species List²:

- Not required
 Required, Date: 1/20/2023

Effect Determination:

- No Effect Section 7 (Federal Endangered Species Act)

Consultation with USFWS Findings (Effect determination):

- Not Likely to Adversely Affect with USFWS Concurrence. Date: _____³
 Likely to Adversely Affect with Biological Opinion Date: _____³

NOAA Fisheries

Species List²:

- Not required
 Required, Date: _____

Effect Determination:

- No Effect Section 7 (Federal Endangered Species Act)

Consultation with NOAA Fisheries Findings (Effect determination):

- Not Likely to Adversely Affect with NOAA Fisheries Concurrence. Date: _____³
 Likely to Adversely Affect with Biological Opinion Date: _____³

Essential Fish Habitat (Magnuson-Stevens Act) Findings (Effect determination):

- Magnuson-Stevens Fishery Conservation and Management Act does not apply
 No Adverse Effect Adverse Effect and consultation with NOAA Fisheries

Floodplains

Floodplains (Executive Order #11988)

- No Floodplains No Significant Encroachment Significant Encroachment

² See the "Changes to Species List Requirements" memo (April 9, 2021) for decision tree and information on determining if a list is required and date requirements.

³ If concurrence or BO is expected after PA&ED, enter "Pending" into this field.

Categorical Exclusion Checklist

Waters, Wetlands

Section 404 of the Clean Water Act

Impacts to Waters of the U.S.: No Yes; anticipated approval:

- Nationwide Permit Individual Permit Regional General Permit
 Letter of Permission

Section 401 of the Clean Water Act

- Exemption Certification Not Applicable

Wetland Protection (Executive Order #11990)

- No Wetland Impact
 Permanent Wetland Impact; Only Practicable Alternative Finding is included in a separate document in the project file

Section 4(f) Transportation Act (23 CFR 774)

Section 4(f) regulation was considered as a part of the review for this project and a determination was made:

- Section 4(f) does not apply
- There are no potential Section 4(f) properties in the project vicinity.
 - The properties do not meet the definition of a Section 4(f) property, the project does not “use” a Section 4(f) property, or the project meets the criteria for an exception (e.g., temporary occupancy). Document in project file or CE.
- Section 4(f) applies
- De Minimis
 - Programmatic: Type: List one of the five categories as defined in 23 CFR 774.3
 - Individual:
 - Legal Sufficiency Review complete HQ Coordinator Review Complete

Section 6(f) – Properties Acquired with Land and Water Conservation Fund grants

Was the above property purchased with grant funds from the Land and Water Conservation Fund?

- No, Section 6(f) does not apply. No additional documentation required.
 Yes: Documentation of approval from National Park Service Director (through California State Parks) has been received for the conversion/and replacement of 6(f) property.

Coastal Zone

Coastal Zone Management Act of 1972

- Not in Coastal Zone Qualifies for Exemptions Qualifies for Waiver
 Coastal Permit Required
 Consistent with Federal, State, and Local Coastal Plans Federal Consistency

Categorical Exclusion Checklist

Coast Guard – Bridge Over Navigable Waters of the U.S.

- Not applicable
- 23 USC 144(c) USCG Bridge Permit Exception
- 33 CFR 115.70 Advance Approval
- USCG Bridge Permit

Relocation and Right of Way

Relocations

- No Relocations
- Project involves Enter number relocations and will follow the provisions of the Uniform Relocation Act.

Right of Way Acquisitions/Easements

- No right of way acquisitions or easements
- Project involves 2 acquisitions and 3 easements.

Hazardous Waste and Materials

Are hazardous materials or contamination exceeding regulatory thresholds (as set by U.S. EPA, Cal EPA, County Environmental Health, etc.) present? Yes No

If yes, is the nature and extent of the hazardous materials or contamination fully known?

- Yes No

If no, briefly discuss the plan for securing information:

SECTION C: Certification

Based on the information obtained during environmental review process and included in this checklist, the project is determined to be a Categorical Exclusion pursuant to the National Environmental Policy Act and is in compliance with all other applicable environmental laws, regulations, and Executive Orders.

Prepared by:

Cuauhtemoc Galvan

Environmental Planner

Cuauhtemoc Galvan

Signature

2/7/2023

Date



Transportation Air Quality Conformity Findings Checklist

PROJECT INFORMATION

Project Name: Ivanhoe Safe Routes

DIST-CO-RTE-PM: 06-TUL-216-PM-R6.84/R6.95

EA: 10-1K460 **Federal Aid Number:**

Document Type: 23 USC 326 CE 23 USC 327 CE EA EIS

CHECKLIST

Step 1. Is the project located in a nonattainment or maintenance area for ozone, nitrogen dioxide, carbon monoxide (CO), PM_{2.5}, or PM₁₀ per [EPA's Green Book](#) listing of non-attainment areas?

- If no, go to Step 18. **Transportation conformity does not apply to the project.**
 If yes, go to Step 2.

Step 2. Is the project exempt from conformity per [40 CFR 93.126](#) or [40 CFR 93.128](#)?

- If yes, go to Step 18. **The project is exempt from all project-level conformity requirements (40 CFR 93.126 or 128)** (check one box below and identify the project type, if applicable).
 40 CFR 93.126¹
 Project type from Table 2: *Air Quality – Bicycle and pedestrian facilities*
 40 CFR 93.128
 If no, go to Step 3.

Step 3. Is the project exempt from regional conformity per [40 CFR 93.127](#)?

- If yes, go to Step 8. **The project is exempt from regional conformity requirements (40 CFR 93.127)**

Project type: *Projects exempt from regional emission analyses – “Intersection channelization projects”*

- If no, go to Step 4.

Step 4. Is the project located in a region with a currently conforming RTP and TIP?

- If yes, **the project is included in a currently conforming RTP and TIP per 40 CFR 93.115. The project's design and scope have not changed significantly from what was assumed in RTP conformity analysis (40 CFR 93.115[b])** Go to Step 8.
 If no and the project is located in an isolated rural area, go to Step 5.
 If no and the project is not located in an isolated rural area, STOP and do not proceed until a conforming RTP and TIP are adopted.

¹ Please refer to [Clarifications on Exempt Project Determinations](#) to verify exempt project type from Table 2. Road diets, auxiliary lanes less than one-mile, and ramp metering may be exempt under “projects that correct, improve, or eliminate a hazardous location or feature.”

Step 5. For isolated rural areas, is the project regionally significant per 40 CFR 93.101, based on review by Interagency Consultation?

- If yes, go to Step 6.
- If no, go to Step 8. **The project, located in an isolated rural area, is not regionally significant and does not require a regional emissions analysis (40 CFR 93.101 and 93.109[e]).**

Step 6. Is the project included in another regional conformity analysis that meets the isolated rural area analysis requirements per 40 CFR 93.109, including Interagency Consultation and public involvement?

- If yes, go to Step 8. **The project, located in an isolated rural area, has met its regional analysis requirements through inclusion in a previously-approved regional conformity analysis that meets current requirements (40 CFR 93.109[e]).**
- If no, go to Step 7.

Step 7. The project, located in an isolated rural area, requires a separate regional emissions analysis.

- Regional emissions analysis for regionally significant project, located in an isolated rural area, is complete. Regional conformity analysis was conducted that includes the project and reasonably foreseeable regionally significant projects for at least 20 years. Interagency Consultation and public participation were conducted. Based on the analysis, the interim or emission budget conformity tests applicable to the area are met (40 CFR 93.109[e] and 95.105).² Go to Step 8.**

Step 8. Is the project located in a CO nonattainment or maintenance area? (South Coast Air Basin only)

- If no, go to Step 9. **CO conformity analysis is not required.**
- If yes, **hot-spot analysis requirements for CO per the [CO Protocol](#) (or per EPA's modeling guidance, CAL3QHCR can be used with EMFAC emission factors³) have been met. Project will not cause or contribute to a new localized CO violation (40 CFR 93.116 and 93.123)⁴. Go to Step 9.**

Step 9. Is the project located in a PM10 and/or a PM2.5 nonattainment or maintenance area?

- If no, go to Step 13. **PM2.5/PM10 conformity analysis is not required.**
- If yes, go to Step 10.

Step 10. Is the project considered to be a Project of Air Quality Concern (POAQC), as described in EPA's [Transportation Conformity Guidance](#) for PM 10 and PM 2.5?

² The analysis must support this conclusion before going to the next step.

³ Use of the CO Protocol is strongly recommended due to its use of screening methods to minimize the need for modeling. When modeling is needed, the Protocol simplifies the modeling approach. Use of CAL3QHCR must follow U.S. EPA's latest CO hot spot guidance, using EMFAC instead of MOVES; see: <http://www.epa.gov/otaq/stateresources/transconf/projectlevel-hotspot.htm#co-hotspot>.

⁴ As of October 1, 2007, there are no CO nonattainment areas in California. Therefore, the requirements to not worsen existing violations and to reduce/eliminate existing violations do not apply.

- If no, **the project is not a project of concern for PM10 and/or PM2.5 hot-spot analysis based on 40 CFR 93.116 and 93.123 and EPA’s Hot-Spot Analysis Guidance. Interagency Consultation concurred with this determination on [March 9, 2021 \(EPA\)](#) and [March 10, 2021 \(FHWA\)](#).**

Go to Step 12.

- If yes, go to Step 11.

Step 11. The project is a POAQC.

- The project is a project of concern for PM10 and/or PM2.5 hot-spot analysis based on 40 CFR 93.116 and 93.123, and EPA’s Hot-Spot Guidance. Interagency Consultation concurred with this determination on _____. Detailed PM hot-spot analysis, consistent with 40 CFR 93.116 and 93.123 and EPA’s Hot-Spot Guidance, shows that the project would not cause or contribute to, or worsen, any new localized violation of PM10 and/or PM2.5 standards. Go to Step 12.**

Step 12. Does the approved PM SIP include any PM10 and/or PM2.5 control measures that apply to the project, and has a written commitment been made as part of the air quality analysis to implement the identified SIP control measures? [Control measures can be found in the applicable Federal Register notice at: <https://www.epa.gov/state-and-local-transportation/conformity-adequacy-review-region-9#ca>.]

- If yes, **a written commitment is made to implement the identified SIP control measures for PM10 and/or PM2.5 through construction or operation of this project (40 CFR 93.117).** Go to Step 14.
- If no, go to Step 13.

Step 13a. Have project-level mitigation or control measures for CO, PM10, and/or PM2.5, included as part of the project’s design concept and scope, been identified as a condition of the RTP or TIP conformity determination? AND/OR

Step 13b. Are project-level mitigation or control measures for CO, PM10, and/or PM2.5 included in the project’s NEPA document? AND

Step 13c (applies only if Step 13a and/or 13b are answered “yes”). Has a written commitment been made as part of the air quality analysis to implement the identified measures?

- If yes to 13a and/or 13b and 13c, **a written commitment is made to implement the identified mitigation or control measures for CO, PM10, and/or PM2.5 through construction or operation of this project. These mitigation or control measures are identified in the project’s NEPA document and/or as conditions of the RTP or TIP conformity determination (40 CFR 93.125(a)).** Go to Step 14.
- If no, go to Step 14.

Step 14. Does the project qualify for a Categorical Exclusion pursuant to 23 USC 326?

- If yes, go to step 15.
- If no, the project requires preparation of a Categorical Exclusion, EA, or EIS pursuant to 23 USC 327. Go to Step 16.

Step 15. Is any analysis required by steps 1-13 of this form?⁵

- If yes, then Caltrans prepares the appropriate analysis and documentation for the project file and makes the conformity determination through its signature on the CE form. No FHWA involvement is required. See the AQCA Annotated Outline. Go to Step 18.
- If no, then Caltrans makes the conformity determination through its signature on the CE form. No FHWA involvement is required. Go to Step 18.

Step 16. Is the project located in a non-attainment/maintenance area for **ozone only and considered not regionally significant/non-exempt?**

- If yes, go to Step 18.⁶
- If no, then **an AQCA is needed**. See the AQCA Annotated Outline. Caltrans submits a conformity determination request to FHWA for FHWA's conformity determination. Go to Step 17.

Step 17. Send FHWA Request for Conformity Determination package and [FHWA Submittal Package Checklist](#) to DOTP- Air Quality (rodney.tavitas@dot.ca.gov) and DEA-Air Quality (daisy.laurino@dot.ca.gov) for completeness review. Please direct technical questions to DOTP-Air Quality office. Headquarters staff will coordinate with FHWA on behalf of the district.

Date of FHWA air quality conformity determination: _____

Step 18. STOP as all air quality conformity requirements have been met.

SIGNATURE

Maya Hildebrand



August 24, 2022

ASO ENV Planner

Signature

Date

⁵ Please note that not all projects that qualify for a categorical exclusion will be exempt from air quality conformity requirements. Many types of projects that may qualify for a CE (such as the addition of auxiliary lanes less than one-mile, weaving lanes less than one-mile, turning lanes less than one-mile, climbing lanes less than one-mile, parking, road diets, ramp metering, and even many bridge projects) MAY require some level of project level conformity analysis and may even require interagency consultation. Additionally, please note that for ALL projects the project file must include evidence that one of the three following situations apply: 1) Conformity does not apply to the project area; or 2) The project is exempt from all conformity analysis requirements; or 3) The project is subject to project-level conformity analysis (and possibly regional conformity analysis) and meets the criteria for a conformity determination. The project file must include all supporting documentation and this checklist.

⁶ Project-level conformity analysis shows that the project will conform to the State Implementation Plan. Because the project area is Attainment/Unclassified for carbon monoxide (CO) and particulate matter (PM10 and PM2.5), no hot spot analysis is required for the project-level conformity determination by 40 CFR 93.116 and 93.123. The project comes from a conforming Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP). Include documentation of interagency consultation review in the final CE/EA/EIS, if applicable.