

## **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:

**H STREET CORRIDOR IMPROVEMENTS – ATPCML 5109 (295)**

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

**CTIPS ID: 204-0000-0994**

C. City/County:

**BAKERSFIELD, KERN**

D. Project Description:

**H Street Corridor (SR 204 - Hwy 58) In Bakersfield – On H Street between SR 204 and SR 58; Construct curb cuts, ADA Ramps, High visibility Crosswalks, Advanced Stop and Turn Line Markings, and Pedestrian Friendly Streetscaping.**

The proposed project will involve streetscape improvements along ‘H’ Street from Hwy 58 to CA SR 204 (±2.4 miles). This project was originally conceived as part of the Downtown Bakersfield Corridor Enhancement Master Plan, which was completed in November of 2021.

In conjunction with the California High-Speed Rail Authority (CHSRA), the City of Bakersfield (City) has been developing the “Making Downtown Bakersfield” Vision Plan (Plan). The goal of the plan is to provide a cohesive framework and vision for the greater Downtown Bakersfield Area over the next 30 years. Drawing on the goals and values outlined in the Plan, the City worked with IBI Group to develop the Downtown Corridor Enhancement Master Plan.

The Downtown Corridor Enhancement Master Plan offers insight into the existing state and community of Downtown Bakersfield, provides a set of streetscape guidelines and design standards to promote uniformity throughout the area, and outlines improvements for the major corridors (Chester Ave, ‘H’ St, etc.). This looks to further the City’s efforts to support mobility options and create a safe pedestrian environment and is also consistent with the 2018 Regional Transportation Plan created by the Kern Council of Governments (KCOG).

The project is funded through Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Active Transportation Program (ATP).

The project will improve safety conditions through a number of traffic calming measures: increased pedestrian/cyclist visibility through high-visibility

---

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

**crosswalks, advanced stop markings, turn lane markings, striping and pedestrian-friendly streetscape, shorter pedestrian crossings through the addition of bulb-outs and updated curb ramps, wider and buffered bike lanes throughout the length of the corridor, and intersection channelizers.**

**This project will increase the safety and number of trips accomplished by biking and other micro mobility options, advance the active transportation efforts of regional agencies, support greenhouse gas emissions reductions by reducing motorized vehicle miles traveled, and increase accessibility to active modes of transportation facilities.**

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: Road Diet**

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

F. Lead Agency: **CITY OF BAKERSFIELD**

a. Contact Person: **PAUL ARCHER**

b. Phone #: **(661) 326-3350**

c. Email: **parcher@bakersfieldcity.us**

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

<input checked="" type="checkbox"/>	Categorical Exclusion (NEPA)		EA or Draft EIS		FONSI or Final EIS		PS&E or Construction		Other
-------------------------------------	------------------------------	--	-----------------	--	--------------------	--	----------------------	--	-------

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

I. NEPA Assignment – Project Type (check appropriate box)

	Exempt	<input checked="" type="checkbox"/>	Section 326 –Categorical Exclusion		Section 327 – Non-Categorical Exclusion
--	--------	-------------------------------------	------------------------------------	--	---

J. 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 FTIP (KER231003) 12/16/2024 (Page 127);  
2022 Regional Transportation Plan / Sustainable Communities Strategy (Pages 153 and 515)

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

	PE/ Env	ENG	ROW	CON
Start				25/26
End				2026

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

Information should include, but is not limited to:

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

**The project aims to improve safety conditions through a number of traffic calming measures: increased pedestrian and cyclist visibility through high-visibility crosswalks, advanced stop markings, turn lane markings, striping and pedestrian-friendly streetscape, shorter pedestrian crossings through the**

<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

addition of bulb-outs and updated pedestrian access ramps, wider and buffered bike lanes throughout the length of the corridor, and intersection channelizers.

The project features a road diet along 'H' Street between Brundage Lane (Hwy 58) and 24<sup>th</sup> Street. Currently, 'H' Street between Brundage Lane (Hwy 58) and 24<sup>th</sup> Street has 4 lanes (2 lanes in each direction). The road diet involves changing majority of H Street between Brundage Lane and 24<sup>th</sup> Street to 3 lanes (1 travel lane in each direction and a center turn lane). Lane configurations on 'H' Street between 24<sup>th</sup> Street and SR 204 will not change - 3 lanes (1 travel lane in each direction and a center turn lane).

One of the improvements along the corridor is the installation of intersection channelizers at 2<sup>nd</sup> Street, 4<sup>th</sup> Street/Palm Street, and 28<sup>th</sup> Street. While this feature improves safety, reduces conflict points, and promotes lower speeds and traffic calming, it also improves the air quality by reducing the idle times spent at traditional intersections.

Even though road diet and intersection channelizers slow down the flow of vehicular traffic, vehicles will be able to go through intersections at an almost non-stop motion. The project will make it more conducive to micromobility options.

## 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	2023
Opening Year	2026
Analysis Year(s) <sup>4</sup>	2046

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

There is a 2046 projected future network for the region. This characterizes the typical design life of pavement and other infrastructure considered for the proposed improvement. Growth rate for this area of the town is not expected to increase drastically because it is mainly in the business district and the residential area are fully built.

**B. Opening Year Traffic (2026) Information for No Build and Build Scenarios of the Proposed Facility**

	No Build	Build
Annual Average Daily Traffic (AADT) <sup>5</sup>	13,760	13,760
Truck AADT	150	150
% Trucks <sup>6</sup>	1.09%	1.09%

<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 (2046) Traffic Information for No Build and Build Scenarios of the Proposed Facility

	No Build	Build
Annual Average Daily Traffic	23,993	23,993
Truck AADT	262	262
% Trucks	1.09%	1.09%

D. Opening Year (2026) Traffic Information for No Build and Build Scenarios of the Proposed Facility *(If the facility is an intersection or interchange)*

	No Build	Build
Main Corridor AADT	13,760	13,760
Truck AADT	150	150
% Trucks	1.09%	1.09%
Level-of-Service (LOS)	B (Morning Peak)	F (Morning Peak)
Control Delay (seconds)	17.7	92

E. Analysis Year (2046) Traffic Information for No Build and Build Scenarios of the Proposed Facility *(If the facility is an intersection or interchange)*

	No Build	Build
Main Corridor AADT	23,993	23,993
Truck AADT	262	262
% Trucks	1.09%	1.09%
Level-of-Service (LOS)	B (Morning Peak)	F (Morning Peak)
Control Delay (seconds)	17.7	92

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	0	0
Fraction (%) of bus arrivals that will be diesel buses	0	0

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	0	0
Fraction (%) of bus arrivals that will be diesel buses	0	0

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

Road diets, which involve converting four-lane roads to three-lane roads with a center two-way left-turn lane, can reduce crashes and improve safety, but can also lead to increased delays for left-turning vehicles and potential queuing.

Intersection Channelizers offer significant traffic safety and efficiency benefits by reducing crashes, congestion, and fuel consumption compared to traditional intersections, while also improving traffic flow and reducing emissions.

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

Intersection channelizers move traffic through an intersection more quickly, and with less congestion on approaching roads. Going through a circular median with channelized approaches promotes a continuous flow of traffic at a reduced speed.

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

<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.*

“The project does not meet the criteria for a Project of Air Quality Concern as defined in the final rule by 40 Code of Federal Regulations [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 Code of Federal Regulations 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 [particulate matter] emissions.”

Additionally, the build and no-build scenarios have no changes in traffic, and truck traffic, the increase in traffic in analysis year is due to population growth and not due to the project”

Though the Level of Service is reduced to the lane reduction, this project achieves high safety consideration for the corridor while maintaining acceptable traffic flow in the general downtown area. The walkable and rideable corridor make it possible for pedestrians, specially school children, to safely navigate the streets going to and from school and other downtown businesses, daytime and night time.

**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.*

<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”

- *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.*

## 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.

---

<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:  
04/02/2025

B. Summary of IAC comments received and responses:

A large rectangular area that has been redacted with a solid grey fill, covering the content of section B.

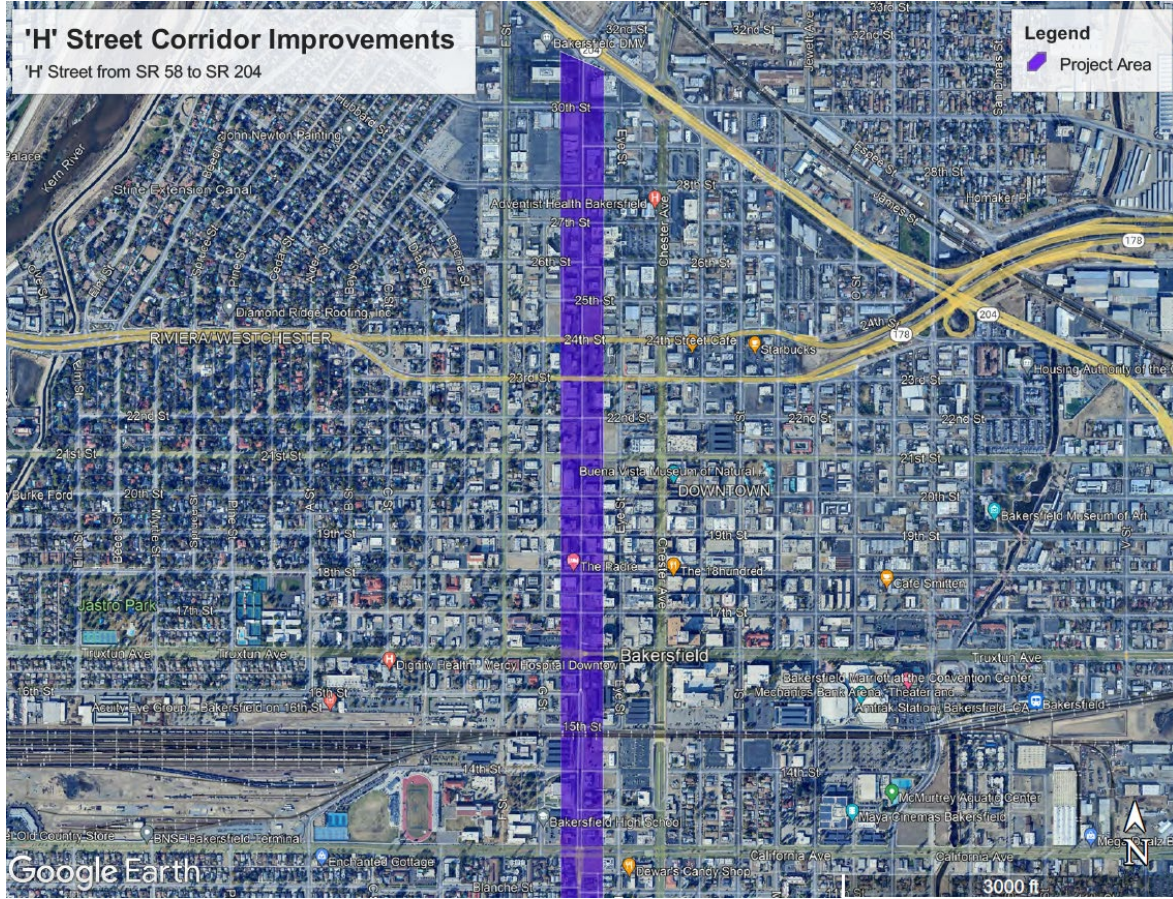
C. Summary of public comments received and responses:

A large rectangular area that has been redacted with a solid grey fill, covering the content of section C.

D. IAC Concurrence Date(s):

## Additional Information on Traffic Data

*Attach traffic data tables, maps, and other graphical representations of the project as supplemental information (as indicated under Step 3. J).*

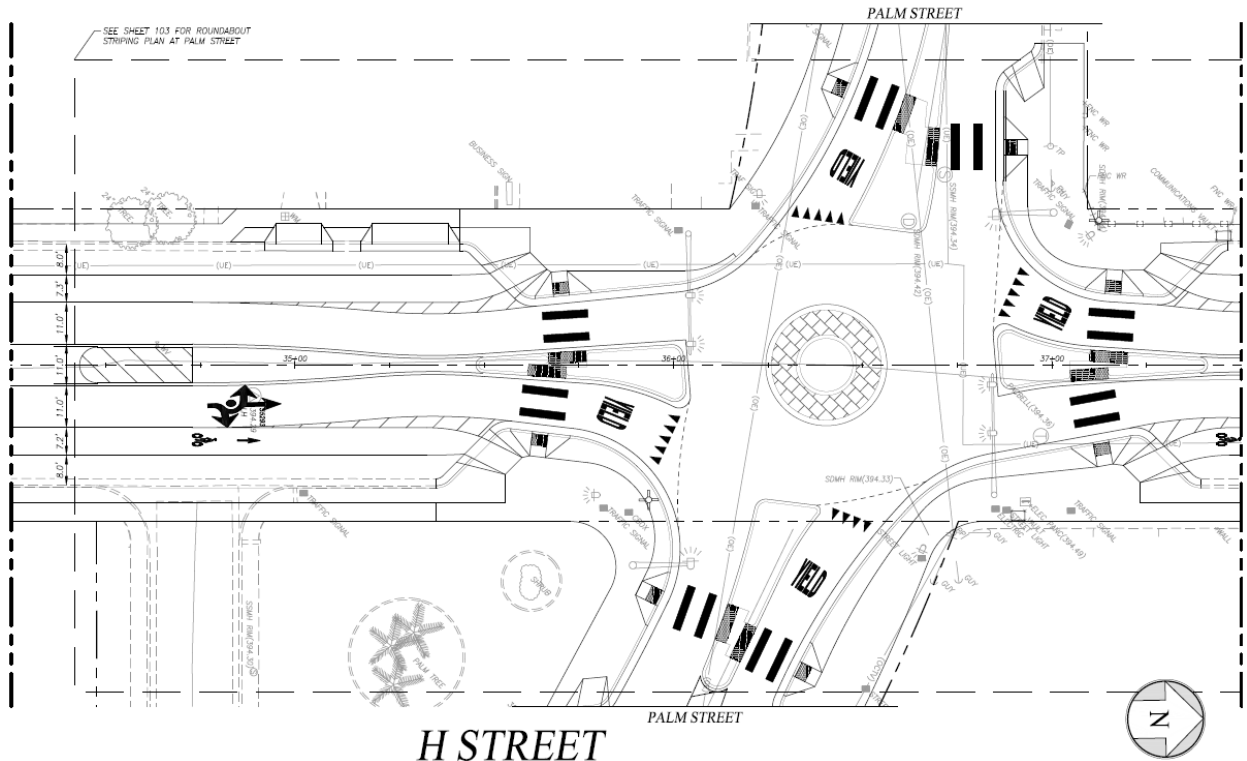


**Location Map**

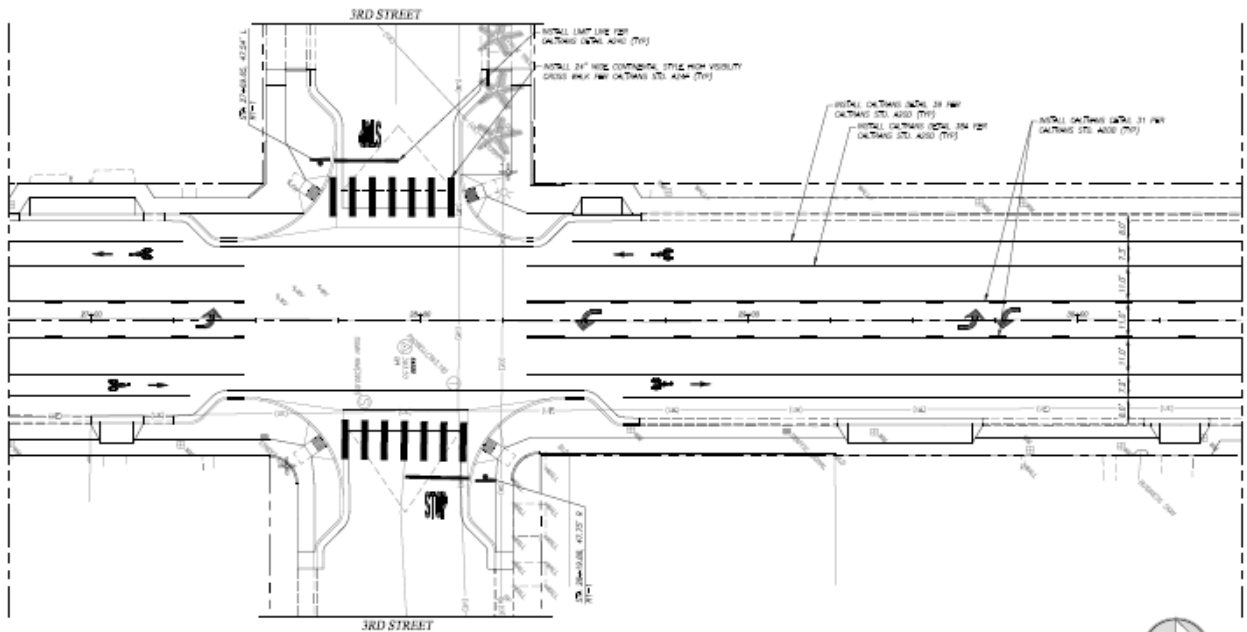
**OPENING YEAR 2026 ADT VOLUMES ALONG H STREET**

H STREET		NO BUILD CONDITIONS			NO BUILD / BUILD CONDITIONS			NO BUILD CONDITIONS / BUILD CONDITIONS		
		2023	2023	2023	2026	2026	2026	2046	2046	2046
FROM	TO	TOTAL ADT	TRUCKS ADT	TRUCKS %	TOTAL ADT	TRUCKS ADT	TRUCKS %	TOTAL ADT	TRUCKS ADT	TRUCKS %
BRUNDAGE LANE	SR 204	13,527	147	1.09%	13,760	150	1.09%	23,993	262	1.09%

**ADT**



**H STREET**  
**Intersection Channelizer @ H Street and 4<sup>th</sup> Street**



**Typical Road Diet and Other Improvements**

Existing 4 lanes to 3 lanes (1 lane each direction plus dual left turn lane), Curb extensions, Class II bike lanes

*The table shows comparative analysis using the City’s May 7, 2024 turning movement data.*

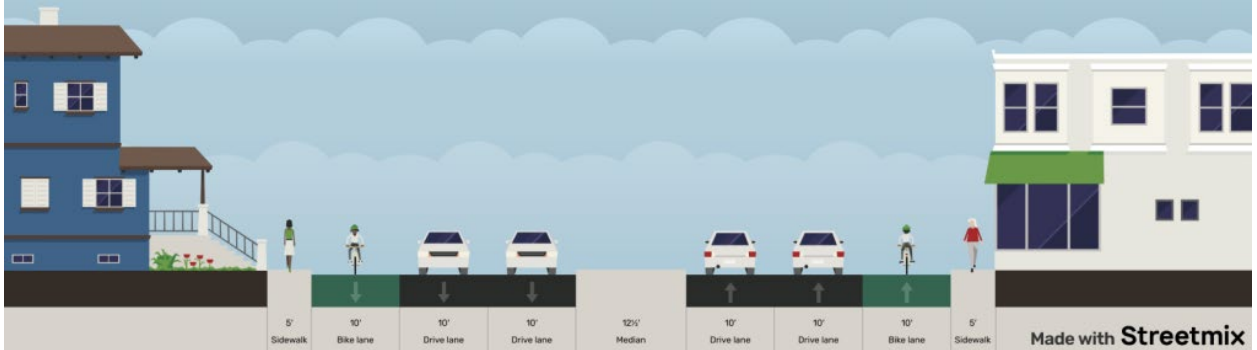
H STREET CORRIDOR					
INTERSECTION CHANNELIZERS					
	LOCATION	LOS (CURRENT)		LOS (With Modifications)	
	H St. & 2nd St	AM Peak	PM Peak	AM Peak	PM Peak
DIRECTION	NB		C		A
	SB		A		B
	EB	F	A	E	A
	WB	E	A	C	A
	LOCATION	LOS (CURRENT)		LOS (With Modifications)	
	H St. & 4th St	AM Peak	PM Peak	AM Peak	PM Peak
DIRECTION	NB	B	B	F	A
	SB	B	B	A	E
	EB	B	C	A	B
	WB	C	C	B	A
	LOCATION	LOS (CURRENT)		LOS (With Modifications)	
	H St. & 28th St	AM Peak	PM Peak	AM Peak	PM Peak
DIRECTION	NB		A		A
	SB		A		A
	EB	B	A	A	A
	WB	A	A	A	A

**LEVEL OF SERVICE**

## H St - Brundage to California



## H St - California to Truxtun



**Typical Road Widths**