

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT

Coachella Valley Arts & Music Line

Resolution ATP-P-2425-07B

(to be completed by CTC)

1. FUNDING PROGRAM

- ☒ Active Transportation Program
- ☐ Local Partnership Program (Competitive)
- ☐ Solutions for Congested Corridors Program
- ☐ State Highway Operation and Protection Program
- ☐ Trade Corridor Enhancement Program

2. PARTIES AND DATE

- 2.1 This Project Baseline Agreement (Agreement) effective on May 15, 2025 (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, Coachella Valley Association of Governments, and the Implementing Agency, Coachella Valley Association of Governments, sometimes collectively referred to as the "Parties".

3. RECITAL

- 3.1 Whereas at its 12/7/2022 meeting the Commission approved the Active Transportation Program and included in this program of projects the Coachella Valley Arts & Music Line, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as **Exhibit A**, the Project Report attached hereto as **Exhibit B**, the Performance Metrics Form, if applicable, attached hereto as **Exhibit C**, as the baseline for project monitoring by the Commission.
- 3.2 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

4. GENERAL PROVISIONS

The Project Applicant, Implementing Agency, and Caltrans agree to abide by the following provisions:

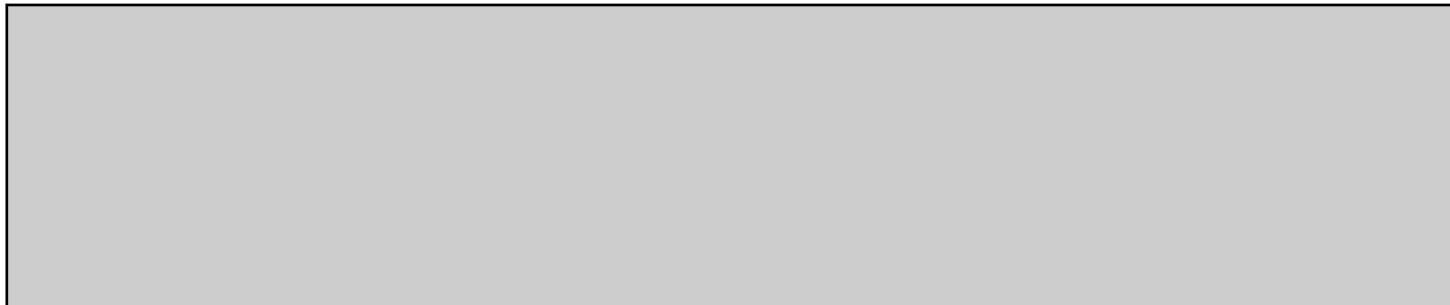
- 4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.
- 4.2 To adhere, as applicable, to the provisions of the Commission:

- ☒ Resolution G-22-70, "Adoption of Program of Projects for the Active Transportation Program", dated 12/7/2022
- ☐ Resolution , "Adoption of Program of Projects for the Local Partnership Program", dated
- ☐ Resolution , "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated
- ☐ Resolution , "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated
- ☐ Resolution , "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated

- 4.3 All signatories agree to adhere to the Commission's Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.
- 4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.
- 4.5 Coachella Valley Association of Governments agrees to secure funds for any additional costs of the project.
- 4.6 Coachella Valley Association of Governments agrees to report to Caltrans on a quarterly basis; on the progress made toward the implementation of the project, including scope, cost, schedule, and anticipated benefits/performance metric outcomes.
- 4.7 Caltrans agrees to prepare program progress reports on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.
- 4.8 Coachella Valley Association of Governments agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.9 Coachella Valley Association of Governments agrees to submit a timely Project Performance Analysis as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.10 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits and performance metric outcomes during the course of the project, and retain those records for six years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.
- 4.11 The Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for six years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

5. SPECIFIC PROVISIONS AND CONDITIONS

- 5.1 Project Schedule and Cost
See Project Programming Request Form, attached as Exhibit A.
- 5.2 Project Scope
See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.
- 5.3 Performance Metrics
See Performance Metrics Form, if applicable, attached as Exhibit C.
- 5.4 Additional Provisions and Conditions *(Please attach an additional page if additional space is needed.)*



Attachments:

- Exhibit A: Project Programming Request Form
Exhibit B: Project Report
Exhibit C: Performance Metrics Form *(if applicable)*

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

Project Name **Coachella Valley Arts & Music Line**

Resolution **ATP-P-2425-07B**

(to be completed by CTC)

Randall J. Bowman

Digitally signed by Randall J. Bowman
Date: 2025.03.26 08:50:25 -07'00'

3/26/2025

Randy Bowman

Date

Assistant Director of Transportation

Project Applicant

Jonathan Hoy

Digitally signed by Jonathan Hoy
Date: 2025.03.26 09:49:41 -07'00'

3/26/2025

Jonathan Hoy, P.E.

Date

Director of Transportation

Implementing Agency

04/15/2025

Catalino A. Pining III

Date

District Director

California Department of Transportation

Michael D. Keever

05/08/2025

For Tony Tavares

Date

Director

California Department of Transportation

05/21/2025

Tanisha Taylor

Date

Executive Director

California Transportation Commission

Exhibit A: Project Programming Request (PPR) Form

PROJECT PROGRAMMING REQUEST

LAPG -25I (Revised 6 Feb 2024 v1.02)

General Instructions

Amendment (Existing Project) No					Date:	4/9/25		
District	EA	Project ID		PPNO	MPO ID			
08				1290				
County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency				
RIV	N/A			Coachella Valley Association of Governments (CVAG)				
				MPO	Element			
				SCAG	Local Assistance			
Project Manager/Contact		Phone		E-mail Address				
Randy Bowman		(760) 346-1127		rbowman@cvag.org				
Project Title								
Coachella Valley Arts & Music Line								
Location (Project Limits), Description (Scope of Work)								
The project is in the Coachella Valley, spanning the cities of La Quinta, Indio, and Coachella; and the County, with its route primarily along Avenue 48 and Dillon Road. This project will construct more than 15 miles of bicycle facilities that incorporate innovative lighting and provides a safe active transportation route for users of all ages and abilities, including students, seniors and disadvantaged community residents.								
Component		Implementing Agency						
PA&ED		CVAG						
PS&E		CVAG						
Right of Way		CVAG						
Construction		CVAG						
Legislative Districts								
Assembly:	42, 56		Senate:	28		Congressional:	36	
Project Benefits								
This project will provide nearly 9 miles of Class I and IV bikeways along Avenue 48, Van Buren Street, and Dillon Road. The project will also construct more than 6 miles of Class II and III bikeways to directly connect the project to 11 disadvantaged schools. These improvements will provide significant separation and protection for people walking along the project corridors.								
Purpose and Need								
Despite having existing bicycle lane infrastructure, few riders can be seen on these facilities due to the high-stress, high-speed environments with little to no separation between motorists and bicyclists or pedestrians. The project will construct key segments of the regional bikeway network, create connections to Coachella Valley (CV) Link, and enhance bicycle connections to transit and key destinations								
Category		Outputs			Unit	Total		
Active Transportation		Pedestrian/Bicycle facilities miles constructed			Miles	2.27		
Active Transportation		Bicycle lane-miles			Miles	13.03		
ADA Improvements		New curb ramp installed			EA	18		
ADA Improvements		New crosswalk			EA	4		
NHS Improvements	No		Roadway Class	NA		Reversible Lane analysis	No	
Inc. Sustainable Communities Strategy Goals			Yes		Reduces Greenhouse Gas Emissions			Yes
Project Milestone					Existing	Proposed		
Project Study Report Approved					01/01/20			
Begin Environmental (PA&ED) Phase					01/02/20	01/02/20		
Circulate Draft Environmental Document				Document Type	CE	12/31/21	02/25/24	
Draft Project Report					12/01/21	02/01/24		
End Environmental Phase (PA&ED Milestone)					02/25/21	05/31/24		
Begin Design (PS&E) Phase					03/01/23	03/01/23		
End Design Phase (Ready to List for Advertisement Milestone)					12/31/23	10/31/26		
Begin Right of Way Phase					03/01/23	03/01/23		
End Right of Way Phase (Right of Way Certification Milestone)					10/27/23	06/30/26		
Begin Construction Phase (Contract Award Milestone)					03/14/24	02/28/27		
End Construction Phase (Construction Contract Acceptance Milestone)					11/03/25	02/28/29		
Begin Closeout Phase					12/01/25	04/28/29		
End Closeout Phase (Closeout Report)					05/31/25	06/28/29		

PROJECT PROGRAMMING REQUEST

LAPG -25I (Revised 6 Feb 2024 v1.02)

Date: 4/9/25

Additional Information

This project will transform the non-motorized environment specifically for more than 19 existing affordable housing communities, and an additional 6 that are right outside the project area. This project will deliver the improvements that have been requested by the local residents for years, as shown in the number of public outreach events.

PROJECT PROGRAMMING REQUEST

LAPG -25I (Revised 6 Feb 2024 v1.02)

Date: 4/9/25

District	County	Route	EA	Project ID	PPNO	
08	RIV	N/A			1290	
Project Title: Coachella Valley Arts & Music Line						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									CVAG
PS&E									CVAG
R/W SUP (CT)									CVAG
CON SUP (CT)									CVAG
R/W									CVAG
CON									CVAG
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	384							384	
PS&E	3,331							3,331	
R/W SUP (CT)									
CON SUP (CT)									
R/W		750						750	
CON		41,634						41,634	
TOTAL	3,715	42,384						46,099	

Fund No. 1:	ATP Infrastructure Cycle 6								Program Code
Existing Funding (\$1,000s)									20.30.720.100
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		36,483						36,483	
TOTAL		36,483						36,483	

Fund No. 2:	Local Funds								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									CVAG
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	384							384	
PS&E	3,331							3,331	
R/W SUP (CT)									
CON SUP (CT)									
R/W		750						750	
CON		5,151						5,151	
TOTAL	3,715	5,901						9,616	

Exhibit B: Project Report

To download the ATP application (equivalent to project report) use the following link:

[ATP_8-Coachella Valley Association of Governments-1.pdf](#)

Active Transportation Program Benefits Form

Project Information	
Project Title: Coachella Valley Arts & Music Line Project	Date: 3/26/2025
Project Identifier (EA, PPNO, etc): PPNO 08-1290, Project No: ATPL-6164(026)	

Contact Information	
Nominating Agency : Coachella Valley Association of Governments	Agency Completing Form: Coachella Valley Association of Governments
Contact Person: Randy Bowman Phone: (760) 346-1127	Contact Person: Randy Bowman Phone: (760) 346-1127
Email Address: rbowman@cvag.org	Email Address: rbowman@cvag.org

ATP Indicator	Measures/Outcomes	Unit	Current	Projected	
				Outcome	Year
Counts	Bicycle Counts	Each	17	40	2029
	Pedestrian Counts	Each	50	70	2029

In the space below, qualitatively explain the assumptions and methodologies used for the proposed outcomes.

The Arts and Music Line project will provide a new 15.3 miles of bicycle facilities. The assumptions and methodologies used in the current and proposed outcome are as follows: The pedestrian and bicycle volumes were derived from traffic surveys carried out between 4pm and 6pm in January 2020 at strategic locations within the study area. Due to the high cost of conducting pedestrian and bicycle counts throughout the day, the PM peak period counts were adjusted to reflect the daily average. According to mobility data from Replica, which is a big data/mobility data platform, about 9% of all daily trips (for all modes) generally occur during the PM peak period. However, since active transportation trips mostly occur during the daytime period of around 12 hours, instead of a full day (24 hours), it is assumed that active transportation trips during the PM peak period account approximately to 4.5% of daily trips. Therefore, the PM peak period trips were increased to reflect the daily trips shown above. For the projected counts: To determine the expected number of trips under the "with project" condition, an analysis was conducted based on the existing and planned land uses along the corridor facilities outlined in the Regional Active Transportation Plan, and data obtained from Replica. During the pandemic, a decrease in vehicular trips along the corridor was observed and confirmed through Replica, while walking and biking trips increased. The increase in walking and biking trips is likely due to a perceived sense of safety as a result of the decrease in vehicular traffic. Additionally, as the land uses along the corridor continue to develop in line with the vision of each jurisdiction's general plan, it is expected that there will be a rise in multi-modal trips. However, for a conservative estimate, only the observed increase resulting from the reduction in vehicular trips was factored into the existing trip numbers. Therefore, it is predicted that there will be a further 40% increase in walking trips and a 135% increase in biking trips with the project, as reflected in the projected counts above.



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

Project Information

Project Name (if applicable): Coachella Valley Arts and Music Line

DIST-CO-RTE: 08-Riv-CVAG

PM/PM: NA

EA: NA

Federal-Aid Project Number: ATPL 6164(026)

Project Description The Coachella Valley Association of Governments (CVAG) proposes to construct the Coachella Valley Arts and Music Line (AML) in Riverside County within the cities of Indio, La Quinta and Coachella. The project consists of approximately 9 miles of bicycle facilities (Class I through Class IV) primarily along Avenue 48, Dillon Road and various spur connections to schools and other recreation facilities with a bike to school program. The project includes sidewalk improvements, bicycle signals with fully protected bicycle movements, raised and/or recessed bike/pedestrian crossings, and bicycle signal indicators to alert cyclists that they have been detected by the traffic signal. Portions of the AML would include music, solar power light elements, and colored concrete. The purpose of the project is to provide multiple connections to the Empire Polo Grounds in Indio where the Coachella and Stagecoach music festivals are held and to the CV Link. The project is needed to provide added safety for pedestrians and bicyclists in the Coachella Valley. The project would require temporary easements.

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 _.** (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

Caltrans not CEQA Lead

Caltrans not CEQA Lead

NA

Print Name

Signature

Date

Project Manager

Caltrans not CEQA Lead

Caltrans not CEQA Lead

NA

Print Name

Signature

Date



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

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

Aaron Burton

Print Name

Aaron Burton

Signature

5/29/2024

Date

Project Manager/ DLA Engineer

Albert Vergel de Dios

Print Name

Albert Vergel de Dios

Signature

05/29/2024

Date

Date of Categorical Exclusion Checklist completion (if applicable): NA

Date of Environmental Commitment Record or equivalent: 5/29/2024

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).



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

Continuation sheet:

The following studies, checklists and exemptions were prepared during the environmental phase of the project:

- Preliminary Environmental Studies Form: approved 4/26/2023
- Transportation Air Quality Conformity Findings Checklist: approved 5/28/2024
- Water Quality Technical Memo: approved 4/24/2024
- Location Hydraulic Study/Summary Floodplain Encroachment Report: approved 12/4/2023
- Natural Environment Study(Minimal Impact): approved 3/27/2024
- Wetlands Jurisdictional Delineation: concurred 5/1/2024
- Area of Potential Effect Map: approved 3/11/2024
- Historic Property Survey Report: approved 3/11/2024
- Historical Resources Evaluation Report: approved 3/11/2024
- Archaeological Survey Report: approved 3/11/2024
- State Historic Preservation Office: concurrence 5/24/2024 (NHPA)

Avoidance Measures:

See ECR

Permits:
1602, 401

STATE OF CALIFORNIA - THE RESOURCES AGENCY
DEPARTMENT OF FISH AND GAME
ENVIRONMENTAL FILING FEE CASH RECEIPT

Receipt #: 21-57959

State Clearinghouse # (if applicable):

Lead Agency: COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS Date: 02/05/2021

County Agency of Filing: RIVERSIDE Document No: E-202100141

Project Title: COACHELLA VALLEY ARTS AND MUSIC LINE PROJECT

Project Applicant Name: COACHELLA VALLEY ASSOCIATION OF Phone Number: (760) 346-1127

Project Applicant Address: 73710 FRED WARING DR #200, PALM DESERT, CA 92260

Project Applicant: LOCAL PUBLIC AGENCY

CHECK APPLICABLE FEES:

☐ Environmental Impact Report

☐ Negative Declaration

☐ Application Fee Water Diversion (State Water Resources Control Board Only)

☐ Project Subject to Certified Regulatory Programs

☐ County Administration Fee

☐ Project that is exempt from fees (DFG No Effect Determination (Form Attached))

☒ Project that is exempt from fees (Notice of Exemption)

Total Received \$50.00

Signature and title of person receiving payment



Deputy

Notes:

Notice of Exemption

To: County Clerk
County of: Riverside
2724 Gateway Drive
Riverside, CA 92507

From: (Public Agency)

FILED / POSTED

County of Riverside
Peter Aldana
Assessor-County Clerk-Recorder

E-202100141
02/05/2021 03:56 PM Fee: \$ 50.00
Page 1 of 2

Project Title: Coachella Valley Arts and Music Line Project

Project Applicant: Coachella Valley Association of Governments

Project Location - Specific:

The Project site spans across the cities of La Quinta, Indio, and Coachella, and the County of Riverside with its route primarily along Avenue 48 and Dillon Road and various spur connections to schools and other recreation facilities.

Project Location - City: La Quinta, Indio, Coachella, Unincorp. Project Location - County: Riverside

Description of Nature, Purpose and Beneficiaries of Project:

The Coachella Valley Arts and Music Line Project (Project or AML) entails the construction of bicycle facilities (Class I through Class IV) and sidewalk improvements along existing high-stress corridors and nine (9) schools to provide added safety for pedestrians and bicyclists in the Coachella Valley. The Project site spans across the cities of La Quinta, Indio, and Coachella, and the County of Riverside with its route primarily along Avenue 48 and Dillon Road and various spur connections to schools and other recreation facilities as shown in the Project Location Map. The Project includes several safety features including bicycle signals with fully protected bicycle movements, raised and/or recessed bike/pedestrian crossings, and bicycle signal indicators to alert cyclists that they have been detected by the traffic signal. Portions of the AML would include music, solar power light elements, and colored concrete. AML will also provide multiple connections to the Empire Polo Grounds in Indio where the Coachella and Stagecoach music festivals are held and to the CV Link, a 40-plus mile regional multi-use pathway that spans the Coachella Valley.

Name of Public Agency Approving Project: Coachella Valley Association of Governments, 73710 Fred Waring Dr # 200, Palm Desert, CA 92260

Name of Person or Agency Carrying Out Project: Coachella Valley Association of Governments, 73710 Fred Waring Dr # 200, Palm Desert, CA 92260. Contact: Eric Cowle (760) 346-1127

Exempt Status: (check one):

☐ Ministerial (Sec. 21080(b)(1); 15268);

☐ Declared Emergency (Sec. 21080(b)(3); 15269(a));

☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));

☒ Categorical Exemption. State type and section number: Class 1 - Section 15301(c) Existing Facilities

☐ Statutory Exemptions. State code number

Reasons why project is exempt:

The installation of bicycle facilities and sidewalk improvements qualifies for a Class 1 Categorical Exemption for Existing Facilities pursuant to Article 19 of the CEQA Guidelines Section 15301, which states, "operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of existing or former use." Specifically, the Project is applicable to the example given in 15301(c): "Existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities (this includes road grading for the purpose of public safety), and other alterations such as the addition of bicycle facilities, including but not limited to bicycle parking, bicycle-share facilities and bicycle lanes, transit improvements such as bus lanes, pedestrian crossings, street trees, and other similar alterations that do not create additional automobile lanes)" The safety improvements involve new and expanded bicycle facilities and pedestrian crossings, but do not create additional automobile lanes. No exceptions listed under Section 15300.2 apply.

Lead Agency

Contact Person: Eric Cowle

Area Code/Telephone/Extension: (760) 346-1427

If filed by applicant:

1. Attach certified document of exemption finding.

2. Has a Notice of Exemption been filed by the public agency approving the project? ☐ Yes ☐ No

Signature: [Signature] Date: 04 Feb 21 Title: Transfer Project MGR

☒ Signed by Lead Agency ☐ Signed by Applicant

Authority cited: Sections 21083 and 21110, Public Resources Code.

Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

Date Received for filing at OPR: _____



Transportation Air Quality Conformity Findings Checklist

PROJECT INFORMATION

Project Name: Arts & Music Line

DIST-CO-RTE-PM: 08-Riv-CVAG

EA: NA

Federal Aid Number: ATPL 6164(026)

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)** (identify the project type).

Project type: _____

☐ 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 PM_{2.5} nonattainment or maintenance area?

- ☐ If no, go to Step 13. **PM_{2.5}/PM₁₀ conformity analysis is not required.**
- ☐ If yes, go to Step 10.

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.

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?

- ☐ 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 _____. 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

Aaron Burton

Aaron Burton

5/28/2024

Senior Environmental 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.