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: 5th Street and Quince Street Rehabilitation - STPL-5285(027)

B. FTIP/CTIPS #Identification No[1]: LSTMP604, FRE170028

C. City/County: City of Mendota, County of Fresno

D. Project Description: Rehabilitate 5th Street from Quince to Derrick and Quince Street from 5th St to 6th St including upgrades to curb ramps and alley approaches.

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*): ☑ $PM_{2.5}$ ☑ PM_{10}

F. Lead Agency: City of Mendota

a. Contact Person: Michael Osborn, City Engineer

b. Phone #: 805-705-5222

c. Email: mosborn@ppeng.com

[1] 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)[2]

☑	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):

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

☐	Exempt	☑	Section 326 –Categorical Exclusion	☐	Section 327 – Non-Categorical Exclusion

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: 12/16/2024

J. Current Programming Dates *(as appropriate)*[3]

	PE/ Env	ENG	ROW	CON
Start	3/14/2023			2/1/2026
End	01/30/2026			6/30/2026

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)

The primary purpose of this project is to rehabilitate poor pavement, improve the road profile at the gutter crossing at 5th & Quince, and to realign the intersection of 5th & Derrick from a wide, skewed alignment to a narrower and perpendicular alignment to improve safety of motorists and pedestrians in this school zone crossing. The number of lanes does not change; the right turn only lane from WB 5th to NB Derrick Avenue is being realigned. The realignment also allows for safer, straighter vehicular movements to/from Smoot Avenue across SR 33. This is a Non-Capacity Adding project. No intersecting roads will be impacted post construction, nor will any surrounding land use be impacted.

[2] EA: Environmental Assessment; EIA: Environmental Impact Assessment; FONSI: Finding of No Significant Impact; PS&E: Planning, Specification and Estimate.
[3] 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	2024
Opening Year	2026
Analysis Year(s)[4]	2046

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

Highest potential traffic volume and 2046 is the last year of the RTP.

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

	No Build	Build
Annual Average Daily Traffic (AADT)[5]	1026	1026
Truck AADT	0	0
% Trucks[6]	0	0

[4] 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.

[5] Combine directional traffic (southbound and northbound).

[6] 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	1100	1100
Truck AADT	0	0
% Trucks	0	0

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	4500	4500
Truck AADT	623	623
% Trucks	13.85	13.85
Level-of-Service (LOS)	A	A
Control Delay (seconds)	0	0

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	4951	4951
Truck AADT	686	686
% Trucks	13.85	13.85
Level-of-Service (LOS)	A	A
Control Delay (seconds)	0	0

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)*[7]

There is a positive impact to reduce pedestrian crossing time along SR 33 across 5th Street.
The realignment improves motorist visibility to oncoming traffic on SR 33.

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

There will be no 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 ☐

[7] 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[8].** *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[9]. 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

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.*

[8] Refer to EPA's 2021 guidance, EPA-420-B-21-037, and FHWA's FAQ document, for complete details.
[9] 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. [10] *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.

[10] 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: 02/25/2026

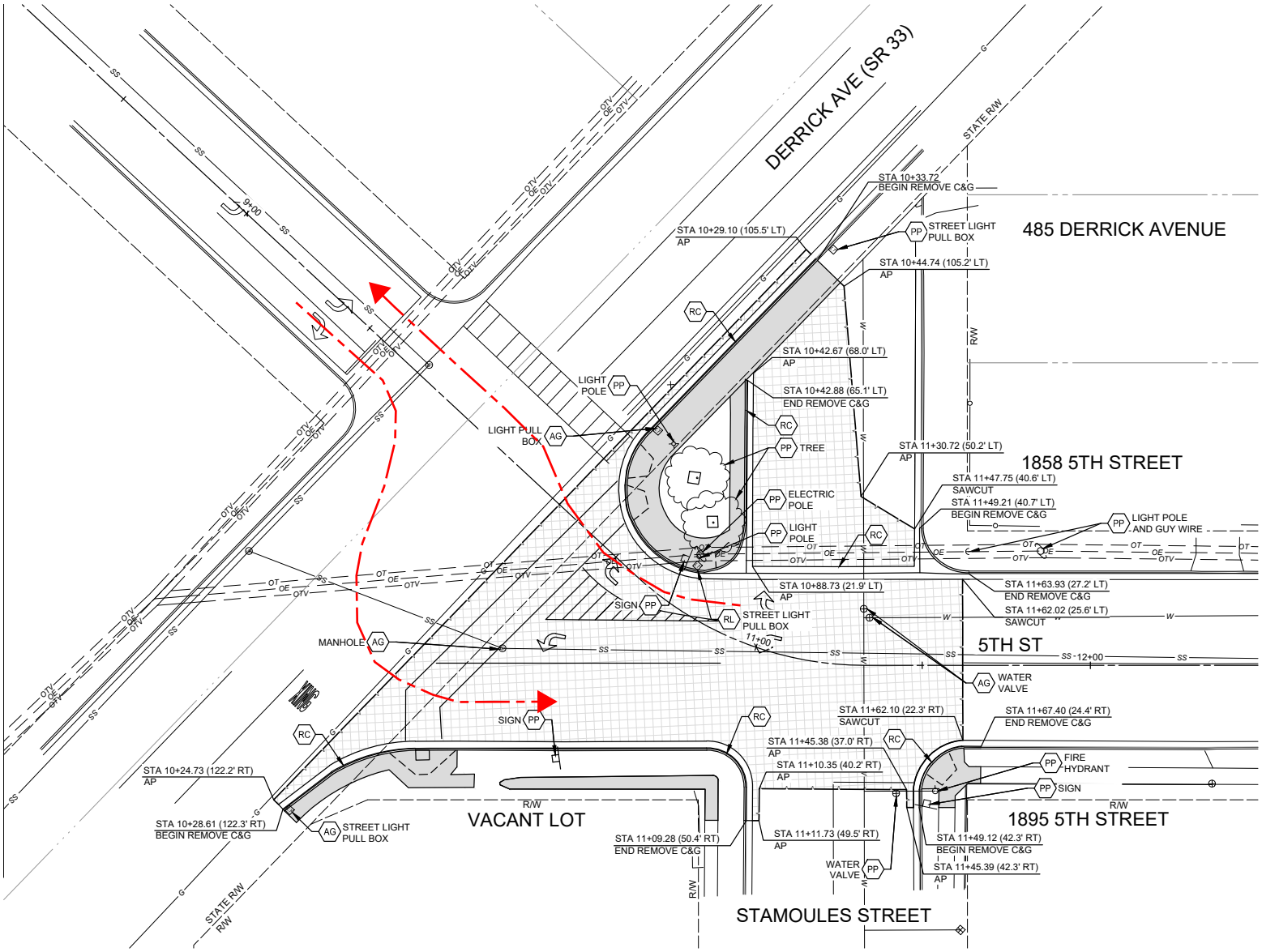
B. Summary of IAC comments received and responses*:*

C. Summary of public comments received and responses*:*

D. IAC Concurrence Date(s):

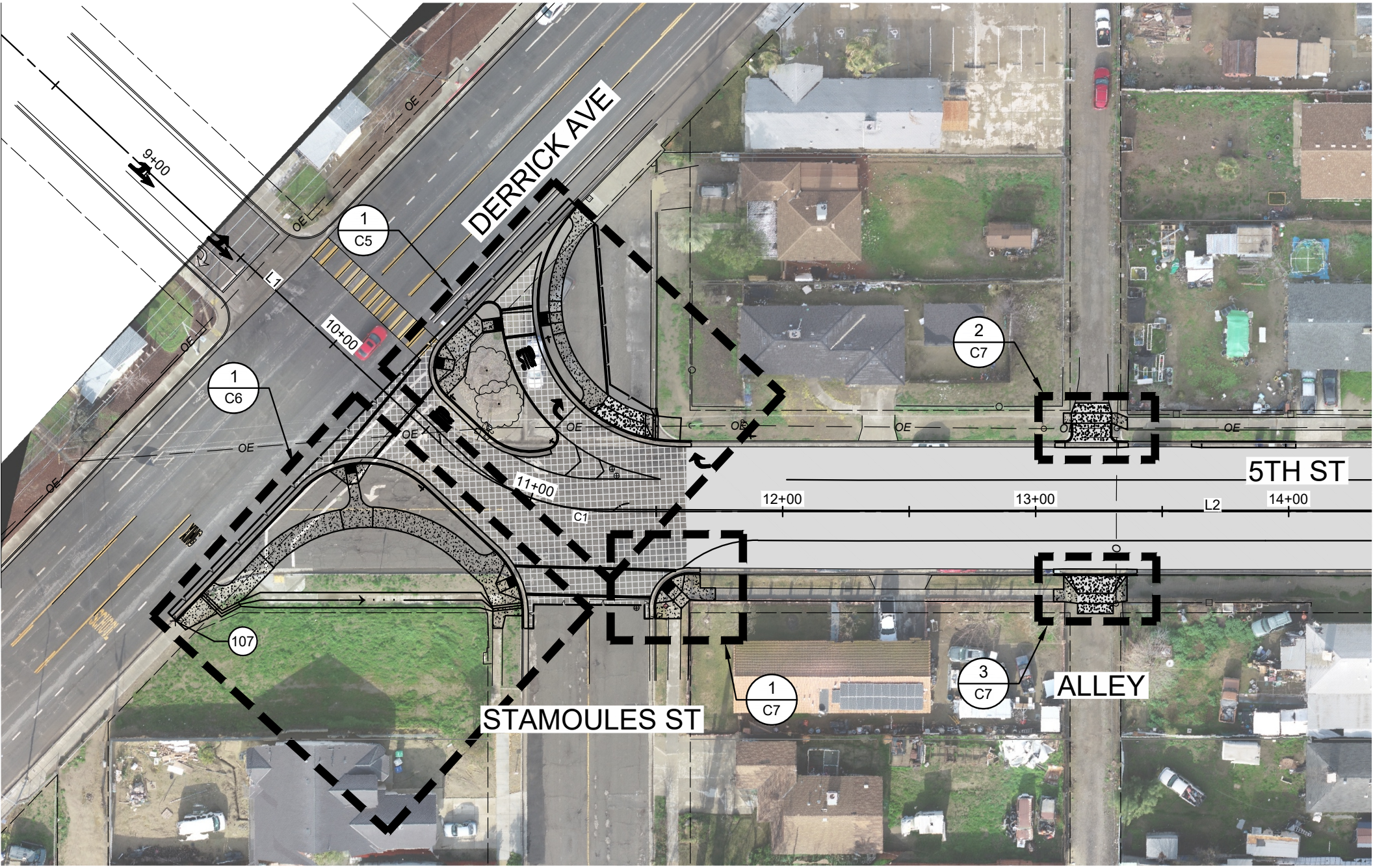
Additional Information on Traffic Data

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



Existing Intersection

Current Traffic Movements Across SR 33



Proposed Intersection