

**Project-Level Conformity Determination Documentation
for**

5th Street and Quince Street Rehabilitation Project

Fresno County

February 2026

Fresno Council of Governments (FCOG) is providing the final documentation for PM_{2.5} and PM₁₀ Hot-spot Conformity Assessment for the 5th Street and Quince Street Rehabilitation Project (STPL-5285(027)) located in the City of Mendota, Fresno County.

The proposed project consists of rehabilitating 5th Street from Quince Street to Derrick Street and Quince Street from 5th Street to 6th Street, including upgrades to curb ramps and alley approaches. The draft conformity material was posted on FCOG's website at <https://www.fresnocog.org/project-level-conformity/> and was available for the public comment period from February 5 through February 23, 2026.

The NEPA document for this project is CE (23 USC 326), and Caltrans and EPA provided concurrence that the project is not of air quality concern (non-POAQC) on February 25, 2026.

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

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

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

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

STEP 1: PROJECT IDENTIFICATION

A. Project Name and Number:

B. FTIP/CTIPS #Identification No¹:

C. City/County:

D. Project Description:

E. Type of Project:

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

E. Hot-Spot Pollutant of Concern (*check both*): PM_{2.5} PM₁₀

F. Lead Agency:

a. Contact Person:

b. Phone #:

c. Email:

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

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

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

Yes No

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

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

	<i>PE/ Env</i>	ENG	ROW	CON
Start				
End				

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

Information should include, but is not limited to:

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



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	
Opening Year	
Analysis Year(s) ⁴	

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

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

	No Build	Build
Annual Average Daily Traffic (AADT) ⁵		
Truck AADT		
% Trucks ⁶		

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		
Truck AADT		
% Trucks		

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

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

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

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

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

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

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

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

H. Describe Traffic Impacts *(if appropriate)*⁷

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

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

Yes No

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 CONCERN⁸. *Quantitate analysis is NOT required. IAC review, public participation, and concurrence are required. Provide the filled-out checklist to your MPO for the next steps⁹. Use the space to provide a detailed narrative and rationale for this conclusion.*

Go to STEP 6.

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

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

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

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

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

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:

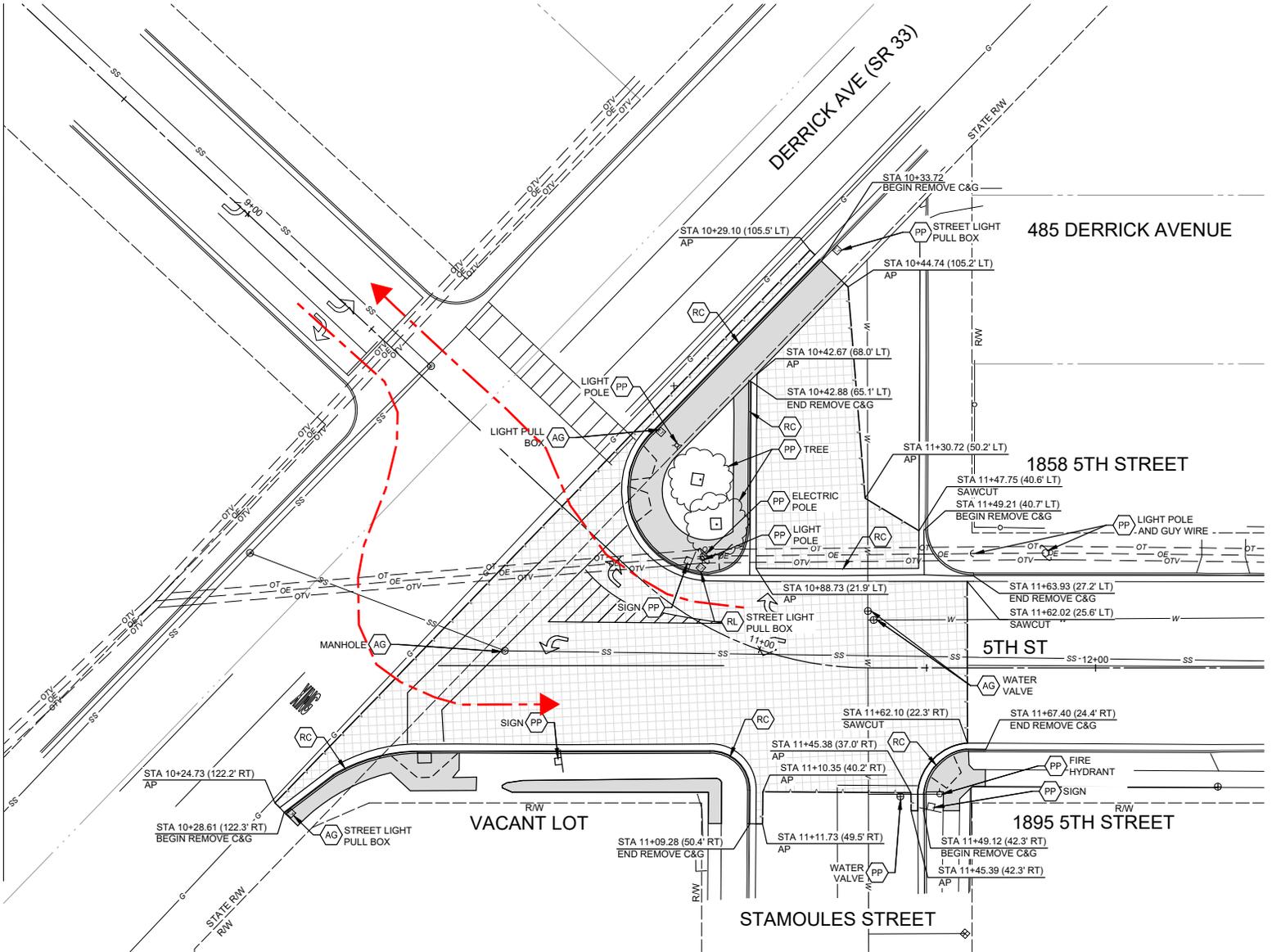
B. Summary of IAC comments received and responses:

C. Summary of public comments received and responses:

D. IAC Concurrence Date(s):

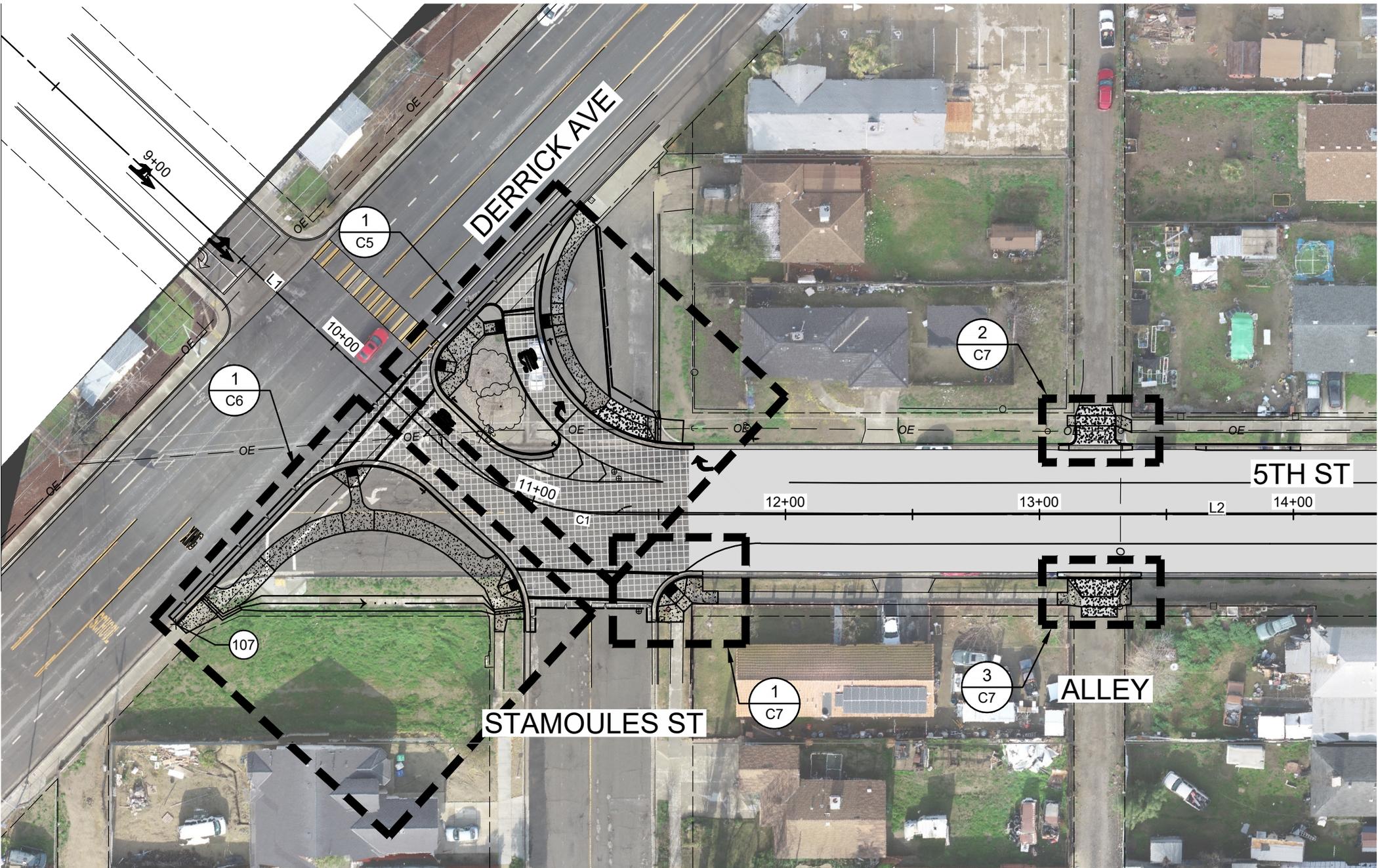
Additional Information on Traffic Data

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

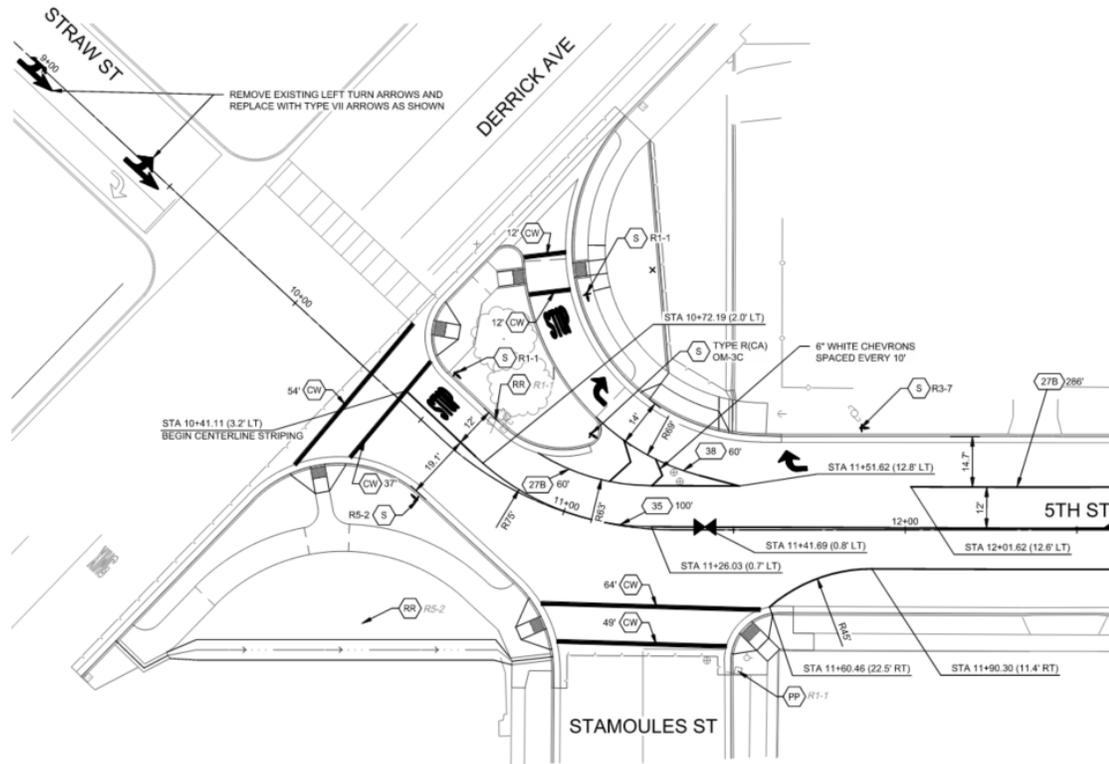


Proposed Intersection

5th & Quince Street Reconstruction

Federal Project No.: STPL-5285(027)

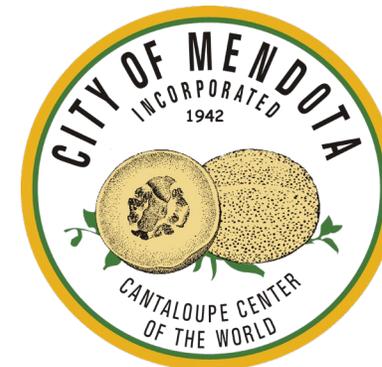
FTIP: LSTMP604



Proposed Project

San Joaquin Valley Project Level Conformity Group Presentation

February 25, 2026



Project Overview

- Project Description
- Location and Other Background Information
- Purpose and Need
- Project Listing in the FTIP/CTIPS¹
- Project Build Scenario Features
- Traffic Data & Findings
- Project Schedule
- Project-level Conformity Summary

¹FTIP: Federal Transportation Improvement Program; CTIPS: California Transportation Improvement Program System.

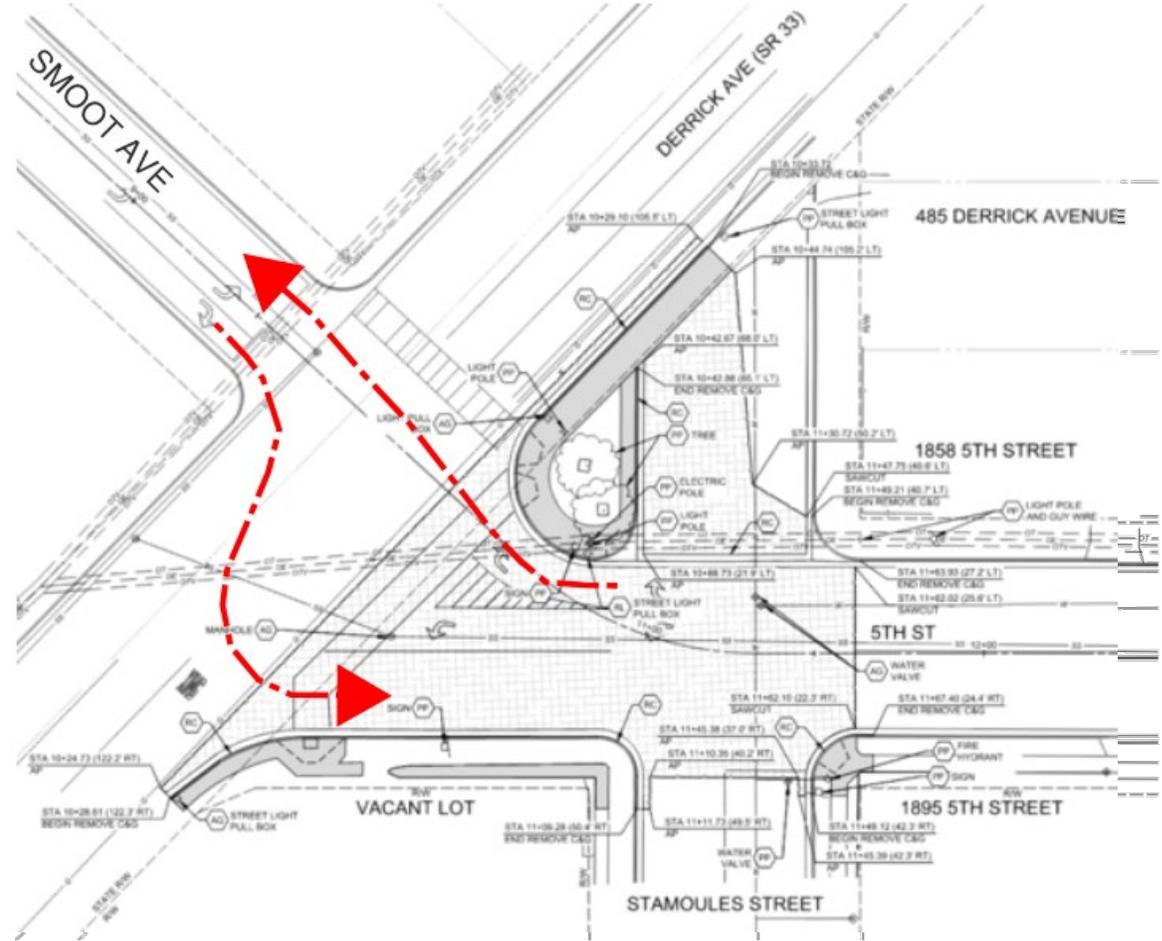
Project Description

- Overall Project:
 - Rehabilitate pavement on 5th Street from Quince St to Derrick Ave (SR 33) and Quince Street from 5th St to 6th St including upgrades to curb ramps and alley approaches.
- Intersection Channelization:
 - The project includes horizontal modifications to the stop-controlled intersection of 5th Street at SR 33/Derrick Ave.
- The project was not exempt under 40 CFR 93.126 or 93.128

Project Location

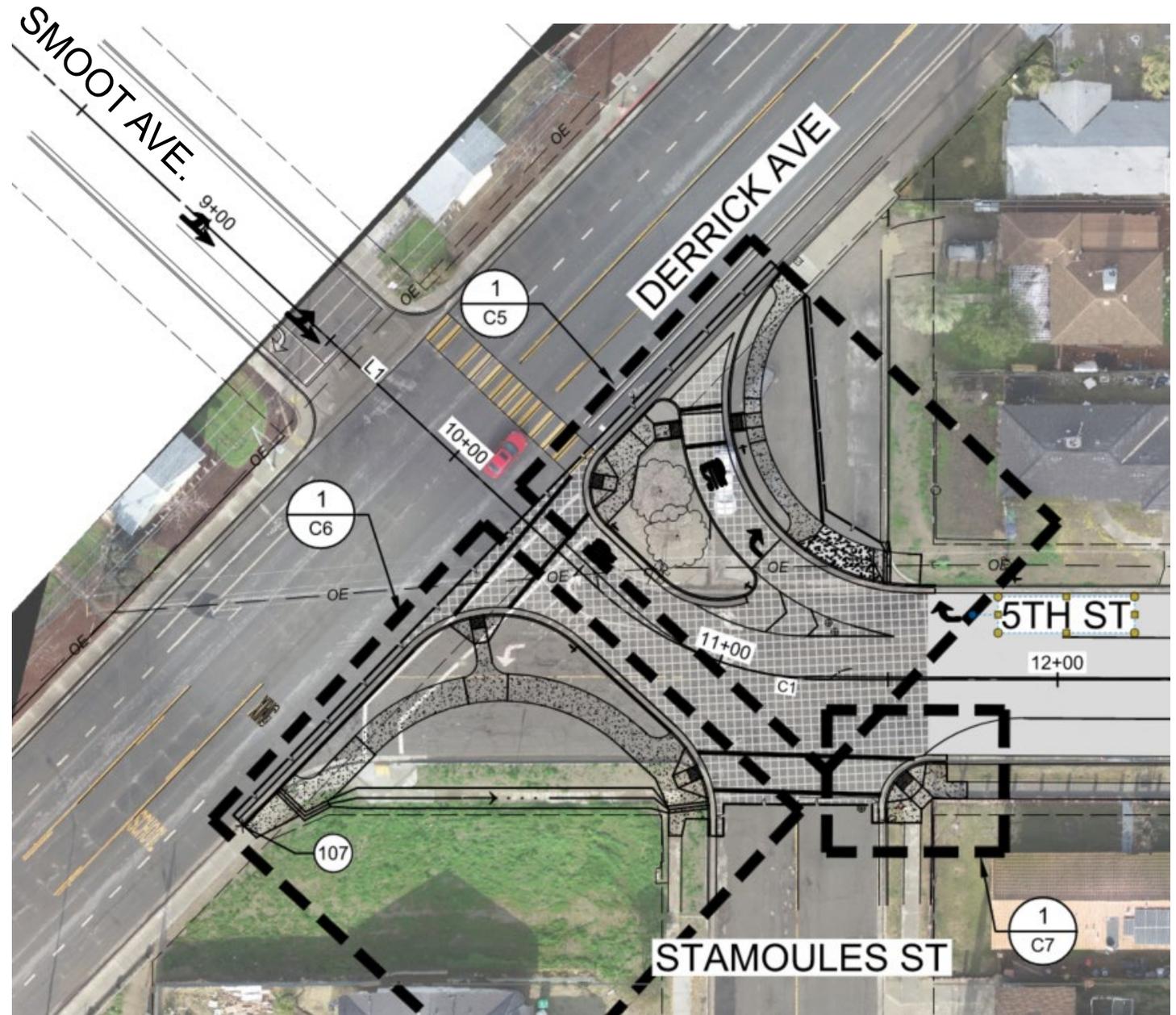


Project Location



Existing Intersection

Project Location



Proposed Intersection

Project Purpose and Need

- The primary purpose of this project is to:
 - Rehabilitate poor pavement;
 - Improve the road profile at gutter crossing at 5th & Quince; and
 - Realign the skewed intersection of 5th Street & Derrick Ave.

Project Features

- Realign the intersection of 5th Street & SR33/Derrick Avenue
 - From a wide, skewed alignment to a narrower and perpendicular alignment to improve safety of motorists and pedestrians in this school zone crossing.
 - Pedestrian crossing distance/time reduced by 50%
 - The right turn only lane from WB 5th to NB Derrick Avenue is being realigned
 - Reduce vehicle conflict point from SB SR 33 LT onto EB 5th w/ WB vehicle
 - Better visibility for WB 5th LT onto SB SR 33
 - Straighter and safer Smoot Ave to 5th Street crossing of SR 33
 - The number of lanes does not change

Traffic Data & Findings

Years Selected for Analysis	
Existing Year	2024
Opened to Traffic	2026
Analysis Year	2046 (last year of RTP)

5th Street

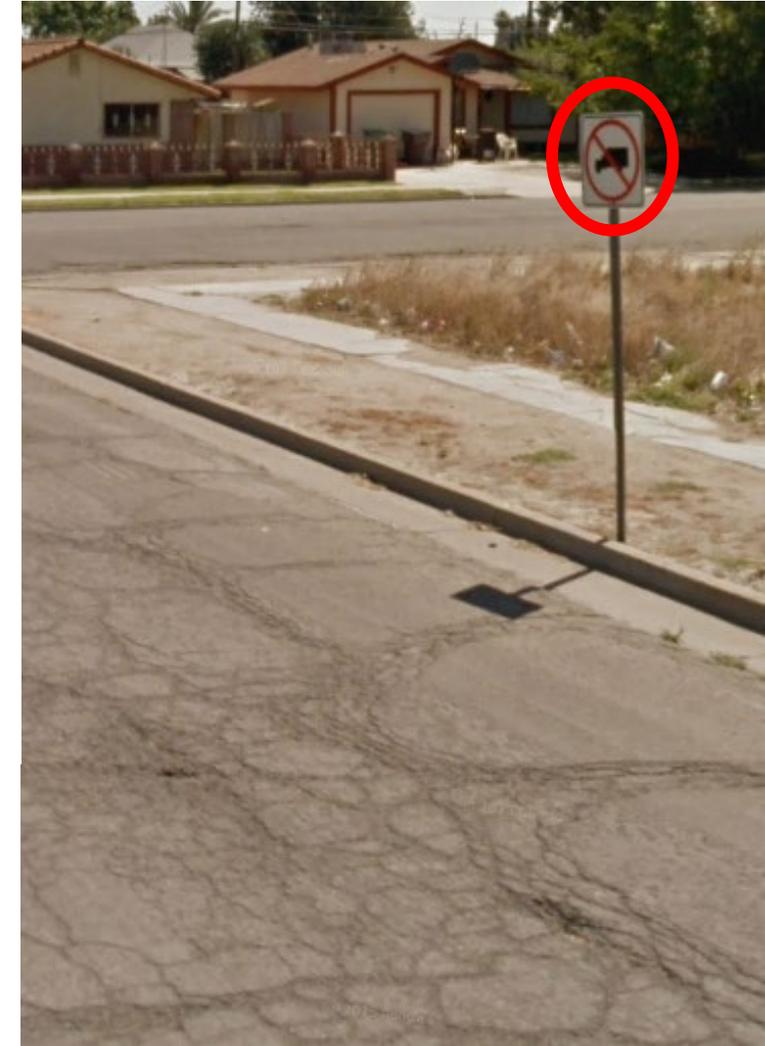
Year	No Build	Build
2026	1,026 AADT (0% Trucks)	1,026 AADT (0% Trucks)
2046	1,100 AADT (0% Trucks)	1,100 AADT (0% Trucks)

Cross Street (SR 33/Derrick Ave)

Year	No Build	Build
2026	4,500 AADT (13.85% Trucks)	4,500 AADT (13.85% Trucks)
2046	4,951 AADT (13.85% Trucks)	4,951 AADT (13.85% Trucks)

Traffic Data & Findings

- This is a Non-Capacity Adding project
 - No change to AADT between build/no-build
 - Only a realignment with new right turn lane onto NB SR 33
 - AADT increase over 20 years is due to population growth, not project
- No intersecting roads or surrounding land use will be impacted post construction
- Trucks are not allowed on 5th Street
- Traffic on Intersecting SR 33/Derrick Avenue does not change
- No impacts to adjacent streets or landuses.



Project Schedule

- PSE (design) Complete
- ROW Certification Complete
- NEPA Clearance pending IAC
- Bid Advertisement Spring 2026
- Construction Summer 2026

Project-level Conformity Conclusion

This project does not meet the criteria for not being a “project of air quality concern” (POAQC) as is it not:

- i. A new highway project with a significant number of diesel vehicles or an expanded highway project with a significant increase in the number of diesel vehicles.
- ii. A project that affects or changes a LOS D/E/F intersection with a significant number of diesel vehicles
- iii. A new bus or rail terminal or transfer point
- iv. An expansion to a bus and rail terminal or transfer point
- v. In or affecting locations, areas, or categories of sites identified as sites of violation or possible violation

Project-level Conformity Conclusion

Project does not meet the criteria for a POAQC as defined in the final rule by 40 CFR 93.123(b)(1). The project is listed as one of the non-exempt project examples that are not a local air quality concern under 40 CFR 93.123(b)(1)(i) and (ii) stated as:

“Intersection channelization projects, traffic circles or roundabouts, intersection signalization projects at individual intersections, and interchange reconfiguration projects that are designed to improve traffic flow and vehicle speeds, and do not involve any increases in idling. Thus, they would be expected to have a neutral or positive influence on PM emissions”

Additional reasons why the project is not a POAQC are:

- Project with increase visibility of motorists turning onto SR 33 from 5th Street which will improve safety and reduce idle time at intersection.
- Project will not increase AADT in the build vs. no-build scenarios. Increase in AADT is the result of population growth and not this project.
- Trucks are not allowed on 5th Street.

Questions?

Contact Information

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San Joaquin Valley Project-Level Conformity Working Group

Project-Level Conformity Determination for

5th Street and Quince Street Rehabilitation Project, City of Mendota, Fresno County
Meeting Minutes

Wednesday, February 25, 2026, 1:30 – 2:00 (PT)

The meeting was held via Zoom teleconference.

Attendees

- SJV AQ Coordinator (Trinity Consultants): Suriya Vallamsundar
- FCOG: Matthew Shimizu, Kai Han
- City of Mendota: Michael Osborn
- KernCOG: Vincent Liu, Ed Flickinger
- StanCOG: Jose Luis Caceres
- KCAG: Kayley Clay
- SJCOG: Ty Phimmason
- Caltrans HQ: Rodney Tavitas, Karishma Becha
- Caltrans District 6: Ken Romero, Maya Hildebrand
- Caltrans District 10: Sriram Iyer, Yousif Zard, David Deel
- EPA: Lindsay Wickersham
- FHWA: Chris Dresser, Gilbert Contreras, Leigh Oesterling
- FTA: Michelle Ruan

Meeting Summary

- Introductions
Commencing the meeting, AQ Coordinator provided opening remarks and conducted a call to establish the attendance of all participants.
- Review of Non-Exempt Projects for the Project-level Particulate Matter (PM) Conformity
 - Introductions and Project Overview: AQ Coordinator introduced the 5th Street and Quince Street Rehabilitation Project, City of Mendota, Fresno County.
 - Project Presentation: The project team presented the project details and the reasoning behind the proposed project-level conformity determination.
 - Public Comment Period: FCOG informed the group that all project-level materials were available for public review on the COG website from February 5 – February 23, 2026. No public comments were received during this period.
- Discussion
No questions
- Determination
EPA and Caltrans concurred that the project is not a project of air quality concern (POAQC).
- Closing Remarks and Adjournment
AQ Coordinator informed the group that the final hot spot materials and meeting minutes will be posted to the FCOG's website. FCOG will then send a final email to IAC, documenting the concurrences received.