# Project-Level Conformity Determination Documentation for

## Extension of Amador Avenue & Smoot Avenue Project

## Fresno County

**May 2026**

Fresno Council of Governments (FCOG) is providing the final documentation for $PM_{2.5}$ and $PM_{10}$ Hot-spot Conformity Assessment for the Extension of Amador Ave & Smoot Ave - CMLSTPL-5285(026) Project located in the City of Mendota, Fresno County.

The proposed project consists of connecting Amador Ave and Smoot Ave by extending existing streets from their current terminus to their intersection with asphalt pavement, striping and signage. 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 May 04 through May 15, 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 May 19, 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: Extension of Amador Ave & Smoot Ave - CMLSTPL-5285(026)

B. FTIP/CTIPS #Identification No[1]: FRE230005

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

D. Project Description: Connect Amador Ave and Smoot Ave by extending existing streets from their current terminus to their intersection with asphalt pavement, striping and signage.

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 | 12/14/2023 | | | 5/1/2026 |
| End | 04/30/2026 | | | 11/1/2026 |

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 extend two residential collector streets to relieve traffic congestion at Black Avenue at Sorensen for traffic entering & exiting the Las Palmas subdivision and end motorists driving over dirt between the two unconnected streets; relieving both congestion and dust. There are two lanes in either direction and that will remain. This is a Non-Capacity Adding Project; the traffic on these street segments will be redistributed from Black Avenue. No intersecting roads will be impacted, nor will there be any impacts to surrounding land use. This is not a truck route.

[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 | 2026 |
| Opening Year | 2026 |
| Analysis Year(s)[4] | 2046 |

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

This 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] | 0 | 2530 |
| 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 | 0 | 2530 |
| 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 | | |
| 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]

Ingress and egress traffic from the built-out residential subdivision will be redistributed from using Black Avenue to Amador Avenue and Smoot Avenue once these streets are connected.

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

The congestion on Black Avenue will be significantly reduced. It is estimated that approximately 276 lots will utilize the extension of Amador Avenue & Smoot Avenue instead of Black Avenue for ingress and egress after the project is built. This project will result in an 80% reduction in AADT on Black Avenue.

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 primarily serves passenger vehicles with no trucks expected, and the new extension is designed to redistribute traffic from Black Avenue, reducing congestion and improving traffic flow. As a result, no substantial increase in AADT or vehicle idling is expected. Additionally, the Las Palmas subdivision is built out so there is no increase in AADT due to population growth. The increase between build and no-build is the redistribution of traffic.

***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: 05/19/2026

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

An IAC meeting was held on May 19, 2026, during which the following comment and response were received:
Comment: Caltrans enquired about the potential queuing at the Smoot and Sorensen Avenue intersection resulting from the proposed redistribution of traffic from Black Avenue. Caltrans asked whether the intersection had been evaluated to confirm it could accommodate additional traffic without adversely affecting operations.

Response: The project team acknowledged that some queuing may occur at the Smoot and Sorensen intersection; however, the project is intended to improve overall traffic circulation by redistributing traffic currently concentrated at Black Avenue and Sorensen Avenue. Although a detailed operational analysis of the Smoot and Sorensen intersection was not specifically conducted, the redistribution of traffic is anticipated to result in improved overall network performance by alleviating congestion at Black Avenue. The team also noted that a future extension of Amador Avenue to Belmont Avenue is planned by the City to further improve circulation, although funding for that phase has not yet been secured.

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

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 May 04 through May 15, 2026. No comments were received.

D. IAC Concurrence Date(s):

05/19/2026

## Additional Information on Traffic Data

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

# Project Background

- Las Palmas Residential Subdivision:
  - 343 lots utilize Black Ave (blue shading)
  - This equates to 3,144 AADT
  - Black Avenue experiences 30-minute delays during morning commute hour

# Project Location

# Project Purpose and Need

- Las Palmas Residential Subdivision:
  - Approximately 276 lots will be accessed by project (red shading)
    - 2,530 AADT on project
  - Traffic on Black serving 67 lots (blue shading)
    - reduced to 614 AADT

# Traffic Data & Findings

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

New street segments so current traffic volume is zero.

Area is built-out so there is not an anticipated increase to total vehicles due to population or this project.

Traffic will be redistributed from Black Avenue & Sorensen Avenue to this project.

Amador Avenue & Smoot Avenue

| Year | No Build | Build |
|---|---|---|
| 2026 | 0 AADT (0% Trucks) | 2,530 AADT (0% Trucks) |
| 2046 | 0 AADT (0% Trucks) | 2,530 AADT (0% Trucks) |

Black Avenue at Sorensen Avenue

| Year | No Build | Build |
|---|---|---|
| 2026 | 3,144 AADT (0% Trucks) | 614 AADT (0% Trucks) |
| 2046 | 3,144 AADT (0% Trucks) | 614 AADT (0% Trucks) |

# Extension of Amador Ave & Smoot Ave

## Federal Project No.: CMLSTPL-5285(026)

## FTIP: FRE230005


**San Joaquin Valley**
**Project Level Conformity Group**
**Presentation**

*May 20, 2026*

Fresno Council of Governments · MCAG Merced County Association of Governments · Madera County Transportation Commission · KCAG Kings County Association of Governments · TCAG Tulare County Association of Governments · StanCOG Stanislaus Council of Governments · Kern Council of Governments · SJCOG

# Project Overview

- Project Description
- Location and Other Background Information
- Purpose and Need
- Project Listing in the FTIP/CTIPS[1]
- Project Build Scenario Features
- Traffic Data & Findings
- Project Schedule
- Project-level Conformity Summary

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

# Project Description

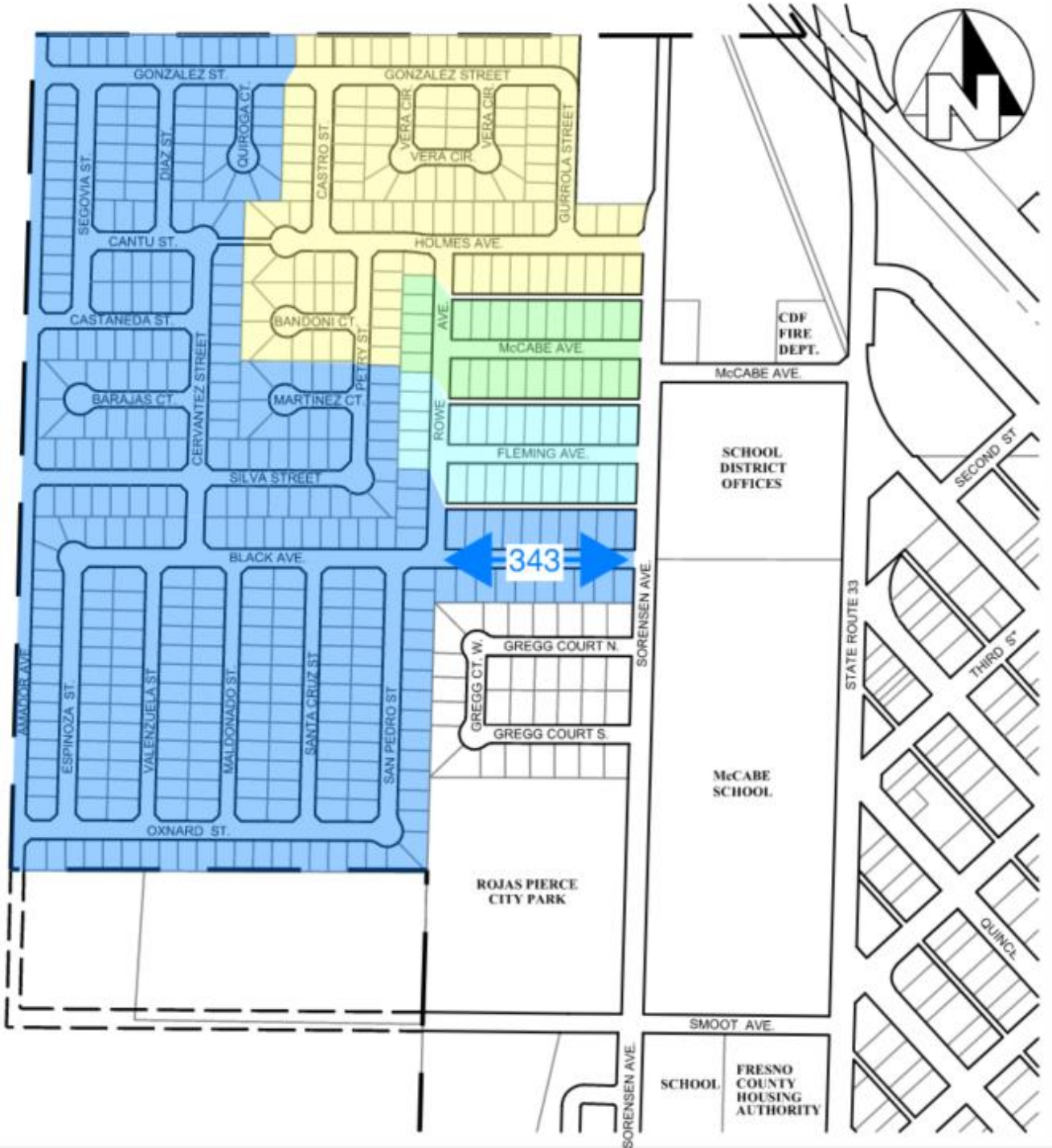
- Overall Project:
  - Connect Amador Avenue and Smoot Avenue be extending the existing streets from their current terminus to their intersection with asphalt pavement, striping and signage.
- The project was not exempt under 40 CFR 93.126 or 93.128

# Project Background

- Las Palmas Residential Subdivision:
  - 428 single family residential homes
  - Only two streets for ingress/egress: Black Avenue & Holmes Avenue
    - Both designed as local streets
    - Black Avenue functions as a Collector
    - Both intersect with Sorensen Avenue on the west side of McCabe Elementary School

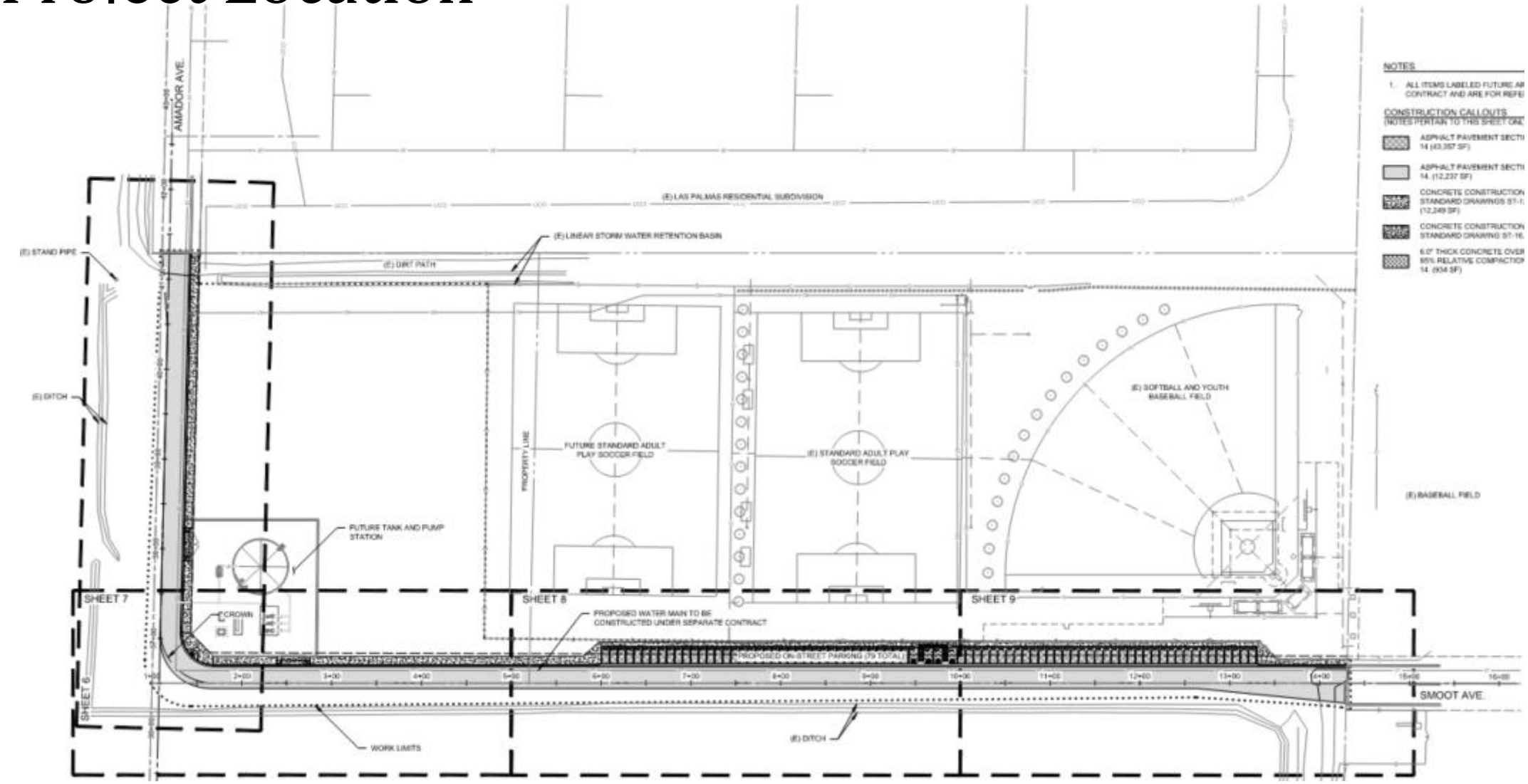
# Project Background

- Las Palmas Residential Subdivision:
  - 343 lots utilize Black Ave (blue shading)
  - This equates to 3,144 AADT
  - Black Avenue experiences 30-minute delays during morning commute hour



# Project Location

# Proiect Location



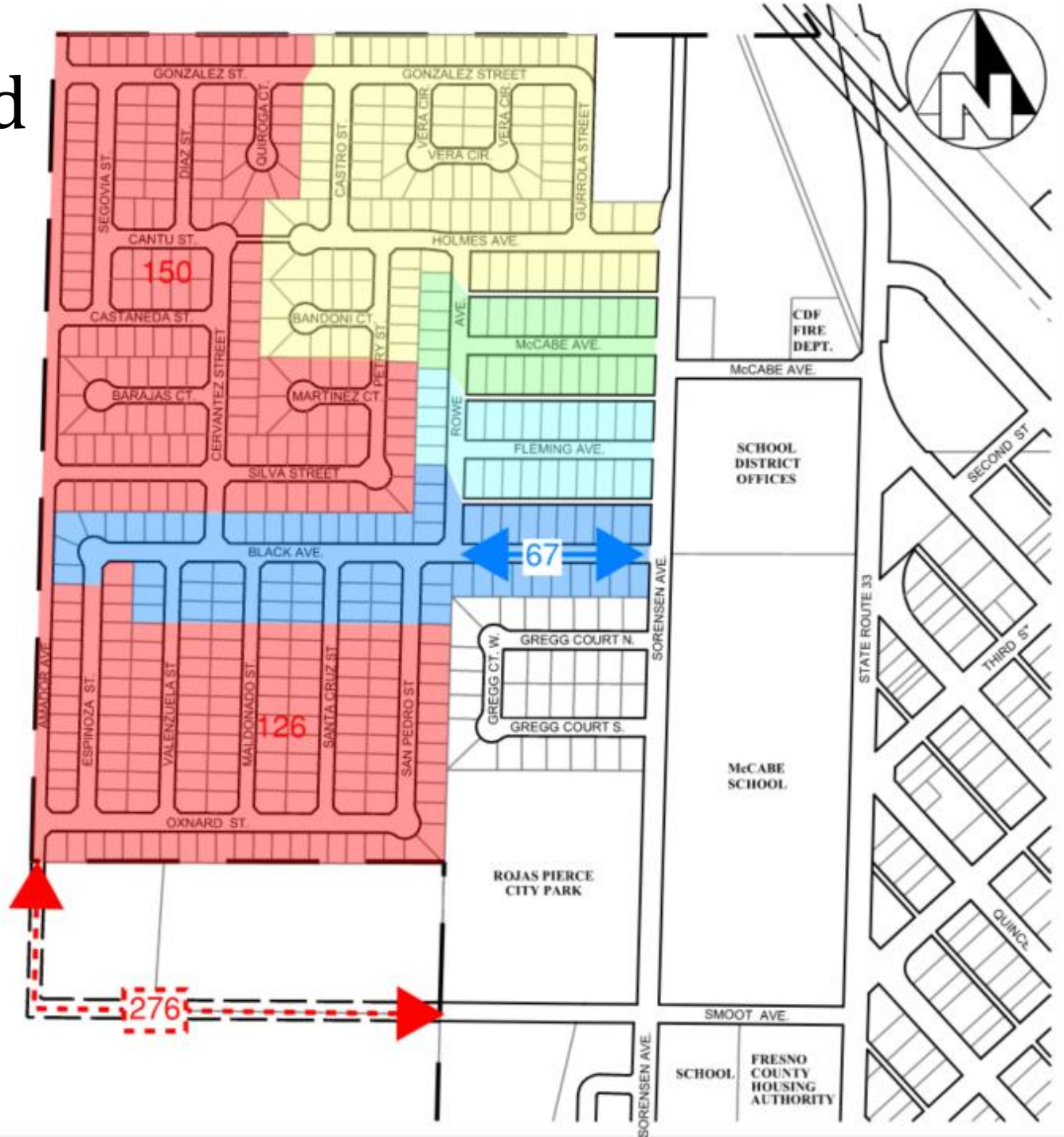

*Proposed Extension*

# Project Purpose and Need

- The primary purpose of this project is to:
  - Redistribute existing vehicular traffic
  - Relieve congestion at the Black Avenue and Sorensen Avenue intersection
  - Provide accessible sidewalks for access from Las Palmas to Rojas-Pierce Park
  - Provide alternate route for quicker emergency response, trash collection, school buses and municipal vehicles

# Project Purpose and Need

- Las Palmas Residential Subdivision:
  - Approximately 276 lots will be accessed by project (red shading)
    - 2,530 AADT on project
  - Traffic on Black serving 67 lots (blue shading)
    - reduced to 614 AADT



# Project Listing in the TIP

Federal Transportation Improvement Program (FTIP) - Fresno Council of Governments

**Fresno Council of Governments**
**2025 Federal Transportation Improvement Program**
**Fresno County Region**

**AMENDED**

Lead Agency: Mendota, City of

**FRE230005** **AMENDMENT: 25-08**

CTIPS_ID:20300001002

Project Title:Extension of Amador Ave and Smoot Ave
Project Description: Amador Ave approx. 125' s/o Oxnard Ave, and Smooth Ave approx. 660; w/o Sorensen Ave to the protracted intersection of Amador Ave and Smoot Ave; Connect Amador Ave and Smoot Ave by extending the existing streets from their current terminus to their intersection with asphalt pavement, striping and signage.
Toll Cred Comment: TOLL CREDITS OF $103,235 WILL BE USED TO MATCH FY25 FEDERAL FUNDS FOR THE CONSTRUCTION PHASE

Sys: Local | Rt: | TCM: No | Model #: | CI:Y | Exempt Category: Non-Exempt

Cost Difference: $0 | Est Total Cost: $960,041 | Open to Traffic: 2025

| | Phase | PRIOR | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 BEYOND | TOTAL |
|---|---|---|---|---|---|---|---|---|
| CMAQ - Congestion Mitigation | PE | | | | | | | |
| | RW | | | | | | | |
| | CON | | $160,034 | | | | | $160,034 |
| | TOTAL | | $160,034 | | | | | $160,034 |
| Loc Funds - City Funds | PE | $60,000 | | | | | | $60,000 |
| | RW | | | | | | | |
| | CON | | | | | | | |
| | TOTAL | $60,000 | | | | | | $60,000 |
| STBG - STP | PE | | | | | | | |
| | RW | | | | | | | |
| | CON | | $740,008 | | | | | $740,008 |
| | TOTAL | | $740,008 | | | | | $740,008 |
| | TOTAL PE | $60,000 | $0 | $0 | $0 | $0 | $0 $0 | $60,000 |
| | TOTAL RW | $0 | $0 | $0 | $0 | $0 | $0 $0 | $0 |
| | TOTAL CON | $0 | $900,041 | $0 | $0 | $0 | $0 $0 | $900,041 |
| | TOTAL TOTAL | $60,000 | $900,041 | | | | | $960,041 |

# Project Features

- Extension of Amador Avenue (550 linear feet) and Smoot Avenue (1,325 linear feet)
  - Eliminates vehicle driving over dirt
  - Provides safe, accessible pedestrian access
  - Provide alternate route for ingress to and egress from Las Palmas residential subdivision
    - Shorter Emergency Response Times
    - More options for trash collection, school buses, municipal vehicles
    - Relief of congestion at intersection of Black Avenue & Sorensen Avenue
  - The number of lanes does not change

# Traffic Data & Findings

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

New street segments so current traffic volume is zero.

Area is built-out so there is not an anticipated increase to total vehicles due to population or this project.

Traffic will be redistributed from Black Avenue & Sorensen Avenue to this project.

Amador Avenue & Smoot Avenue

| Year | No Build | Build |
|---|---|---|
| 2026 | 0 AADT (0% Trucks) | 2,530 AADT (0% Trucks) |
| 2046 | 0 AADT (0% Trucks) | 2,530 AADT (0% Trucks) |

Black Avenue at Sorensen Avenue

| Year | No Build | Build |
|---|---|---|
| 2026 | 3,144 AADT (0% Trucks) | 614 AADT (0% Trucks) |
| 2046 | 3,144 AADT (0% Trucks) | 614 AADT (0% Trucks) |

# Traffic Data & Findings

- This is a Non-Capacity Adding project
  - Change to AADT between build and no-build is redistribution of traffic
- Changes LOS of Black & Sorensen from F to A
- No surrounding land use will be impacted post construction
- These streets are not truck routes
- Traffic on nearby SR 33/Derrick Avenue does not change as a result of this project

# Project Schedule

- PSE (design) …….. Complete
- ROW Certification …….. Complete
- NEPA Clearance …….. pending IAC & Noice Study
- Bid Advertisement …….. Summer 2026
- Construction …….. Fall 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 primarily serves passenger vehicles with no trucks expected, and the new extension is designed to redistribute traffic from Black Avenue, reducing congestion and improving traffic flow. As a result, no substantial increase in AADT or vehicle idling is expected.

Additional reasons why the project is not a POAQC are:

- Project will redistribute traffic from Black Avenue which was designed as a local street to Amador Avenue & Smoot Avenue, which are designed as collectors
- Project will provide safer bicycle and pedestrian access to Rojas-Pierce Park
- Project will eliminate vehicles from driving over dirt

# Questions?


## Contact Information

Michael Osborn, City Engineer
559-449-2700
mosborn@ppeng.com

Trinity Consultants

**MEETING MINUTES**

# San Joaquin Valley Project-Level Conformity Working Group

**Project-Level Conformity Determination for**

Extension of Amador Ave & Smoot Ave Project, City of Mendota, Fresno County

Meeting Minutes

Tuesday, May 19, 2026, 2:00 pm – 3:00 pm (PT)

The meeting was held via Zoom teleconference.

## Attendees

- SJV AQ Coordinator (Trinity Consultants): Suriya Vallamsundar
- FCOG: Matthew Shimizu, Kai Han
- StanCOG: Nick St Cook
- City of Mendota: Michael Osborn (Provost & Pritchard Consulting Group)
- Caltrans HQ: Rodney Tavitas, Erika Vaca, Kevin Hernandez Rios, Noe Puente
- Caltrans District 6: Ken Romero, Maya Hildebrand
- EPA: Lindsay Wickersham
- FHWA: Gilbert Contreras

## 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 Extension of Amador Ave & Smoot Ave 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 May 04 – May 15, 2026. No public comments were received during this period.

- Discussion

  The following comments and response were received during the IAC call:
  Comment: Caltrans enquired about the potential queuing at the Smoot and Sorensen Avenue intersection resulting from the proposed redistribution of traffic from Black Avenue. Caltrans asked whether the intersection had been evaluated to confirm it could accommodate additional traffic without adversely affecting operations.

  Response: The project team acknowledged that some queuing may occur at the Smoot and Sorensen intersection; however, the project is intended to improve overall traffic circulation by redistributing traffic currently concentrated at Black Avenue and Sorensen Avenue. Although a detailed operational analysis of the Smoot and Sorensen intersection was not specifically conducted, the redistribution of traffic is anticipated to result in improved overall network performance by alleviating congestion at Black Avenue. The team also noted that a future extension of Amador Avenue to Belmont Avenue is planned by the City to further improve circulation, although funding for that phase has not yet been secured.

- 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.