Project-Level Conformity Determination Documentation for

Greenwood Avenue and Jensen Avenue Intersection Improvement 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 Greenwood Avenue and Jensen Avenue Intersection Improvement Project located in the City of Sanger, Fresno County.

The proposed project consists of traffic signal modifications and pavement rehabilitation at the intersection of Jensen Avenue and Greenwood Avenue. 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: Greenwood Avenue and Jensen Avenue Intersection Improvements - Federal Project No. STPL-5197(025)

B. FTIP/CTIPS #Identification No[1]: LSTMP894

C. City/County: Sanger/Fresno

D. Project Description: Traffic signal modifications and pavement rehabilitation.

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 Sanger

a. Contact Person: Josh Rogers

b. Phone #: 559-244-3123

c. Email: jrogers@yhmail.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: 6/25/2024

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

	PE/ Env	ENG	ROW	CON
Start	2025			2026
End	2026			2027

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)

a. Purpose and need of the project.
The intersection of Greenwood and Jensen Avenue is located in Central Sanger and is a junction between a Principal Arterial (Jensen Avenue) and a Collector (Greenwood Avenue). The geometric configuration is less than optimal, with the intersection located at a reverse curve. The existing traffic signal provides for unprotected left turns in all directions, even though Jensen Avenue is one of the highest trafficked roadways within the City. This intersection experiences the second highest number of reported accidents along the Jensen Avenue corridor within City limits. The City of Sanger Systemic Safety Analysis Report found high numbers of broadside and head-on accidents due to right of way conflicts on left-turns with those at fault turning from

[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	2027
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]		
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	19,145	19,145
Truck AADT	96	96
% Trucks	0.5%	0.5%
Level-of-Service (LOS)	B	B
Control Delay (seconds)	AM Peak Hour: 11.4 PM Peak Hour: 12.2	AM Peak Hour: 17.4 PM Peak Hour: 17.7

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	22,534	22,534
Truck AADT	113	113
% Trucks	0.5%	0.5%
Level-of-Service (LOS)	B	B
Control Delay (seconds)	AM Peak Hour: 12.4 PM Peak Hour: 13.5	AM Peak Hour: 17.6 PM Peak Hour: 19.5

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]

The introduction of protected left turn lanes and phasing will increase the delay of the intersection between the existing no build and build scenarios by 6 seconds in the AM peak hour and 5.5 seconds in the PM peak hour. The slight increase in delay is expected when introducing additional phasing to address operational safety issues rather than a failed capacity issue. The intersection remains at an acceptable level of service of B for the existing build and no build scenarios.

The 2046 analysis year is projected to experience increase in delay between no build and build scenarios by 5.2 seconds in the AM peak hour and 6 seconds in the PM peak hour. The intersection remains at an

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

No potential redistribution effects of congestion relief is expected as the intersection remains at level service of B.

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.*

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

"An intersection channelization project or interchange configuration project that involves either turn lanes or slots, or lanes or movements that are physically separated. These kinds of projects improve freeway operations by smoothing traffic flow and vehicle speeds by improving weave and merge operations, which would not be

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*:*

No comments were received.

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

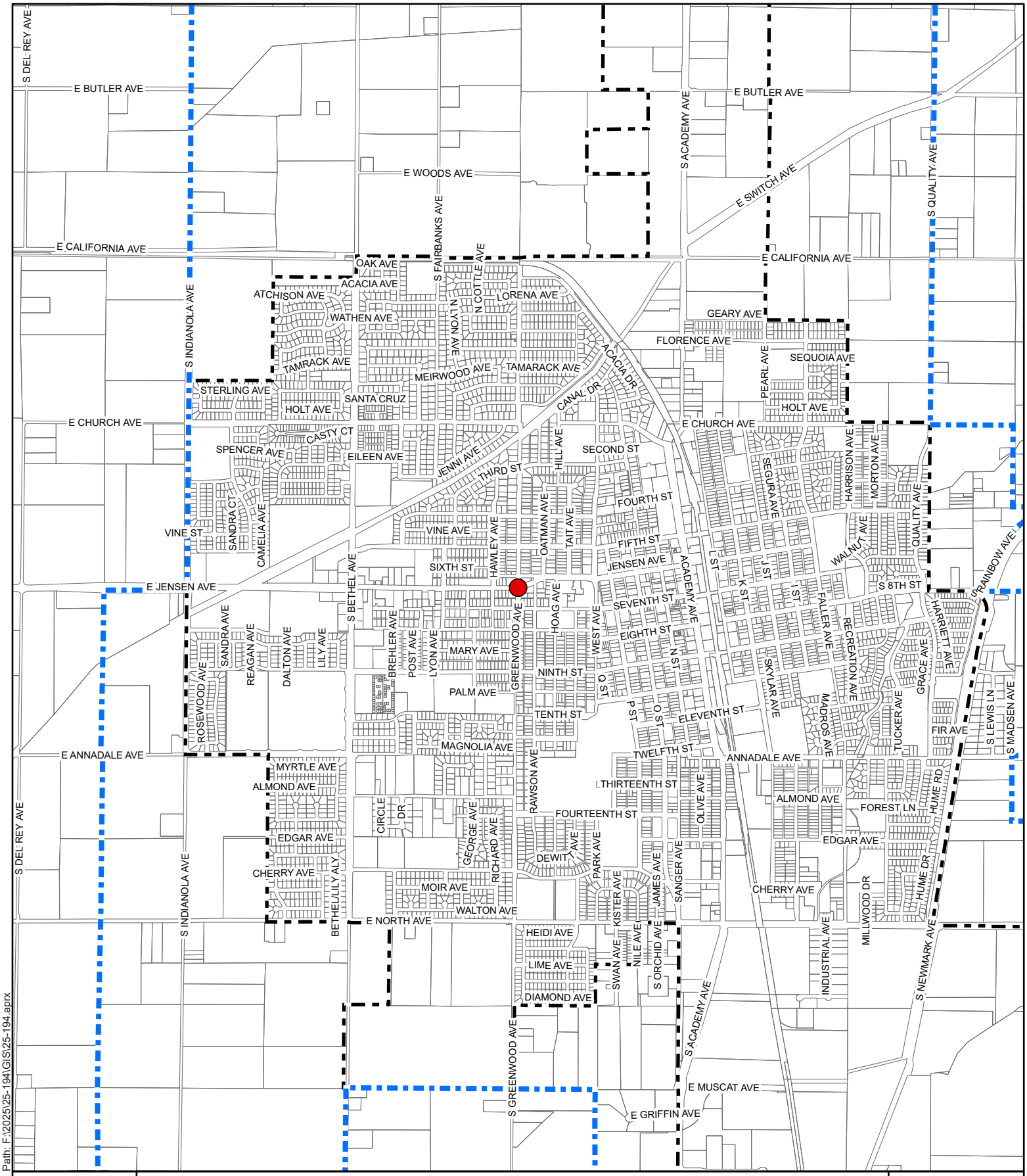
The draft conformity material was posted on FCOG's website at https://www.fresnocog.org/project-level-conformity/ and was available for the public comment period from May 04 through May 15, 2026. No comments were received.

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.



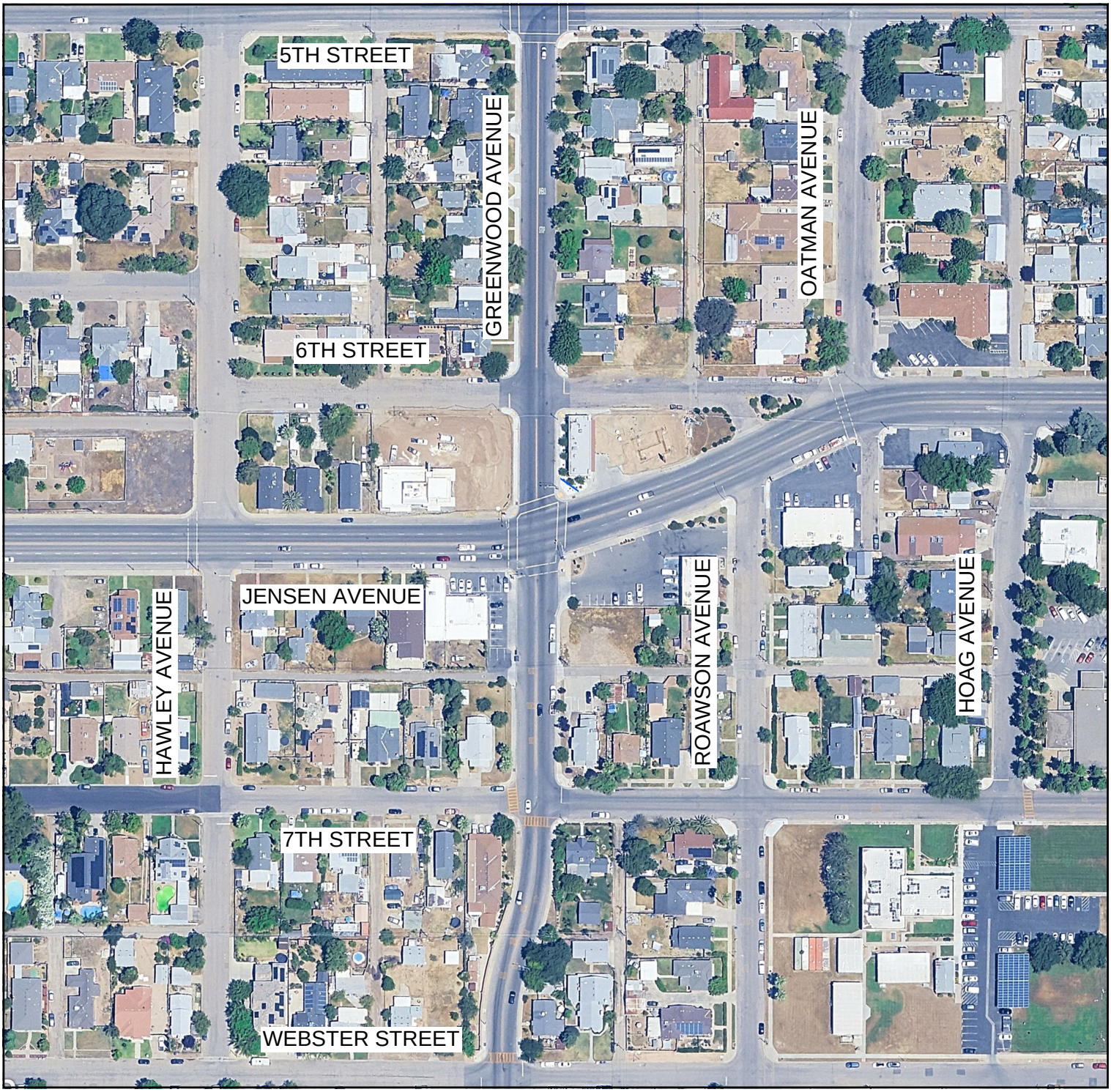
Legend

- Greenwood and Jensen Avenue Intersection Improvements
- Parcels
- City Limits
- Sphere of Influence

0 700 1,400
Feet

Location Map
City of Sanger

Yamabe & Horn Engineering, Inc.
CIVIL ENGINEERS • LAND SURVEYORS



Yamabe & Horn Engineering, Inc.
CIVIL ENGINEERS • LAND SURVEYORS

NTS

JENSEN AVENUE AND GREENWOOD AVENUE INTERSECTION IMPROVEMENTS

PROJECT LOCATION MAP

THE NATION'S CHRISTMAS TREE CITY
SANGER
GENERAL GRANT

Jensen Avenue and Greenwood Avenue Intersection Improvements

San Joaquin Valley

Project Level Conformity Group Presentation

April 17, 2026

Project Overview

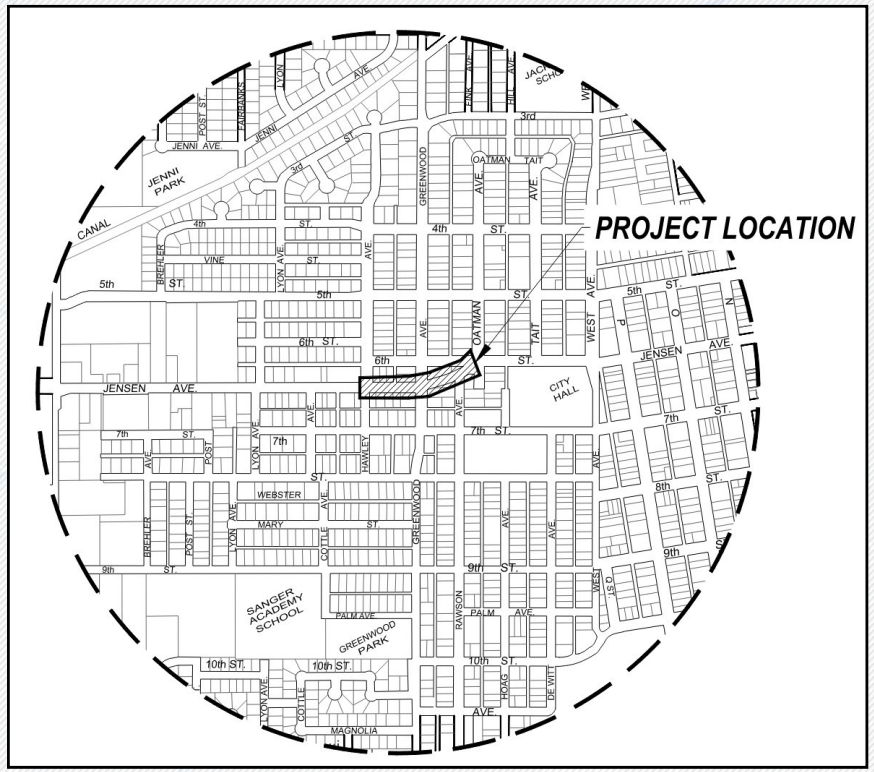
- Project Description
- Project Location
- Purpose and Need
- Project Listing in the FTIP/CTIPS[1]
- Traffic Data
- Project Schedule
- Project-level Conformity Summary

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

Project Description

- Jensen Avenue and Greenwood Avenue is located at a reverse curve controlled by an existing traffic signal with permissive/unprotected left turns in all directions.
- The intersection experiences the second highest number of reported accidents along the Jensen Avenue Corridor within City limits. The majority of accidents are broadside and head-on accidents due to are left-turn right of way conflicts from Jensen Avenue onto Greenwood Avenue.
- Roadway pavement within the Project limits will be rehabilitated to address block cracking, weathering and medium to high severity alligator cracking.
- The Project will construct dedicated left turn lanes and modify the existing traffic signal system from permissive to protected left turn phasing for EB/WB Jensen Avenue approaches.
- Project consists of a No-Build (no signal modifications) and One Build Scenario (with signal modifications).
- Project does not meet the criteria for an exempt project under 40 CFR 93.126 or 93.128.

Location


PROJECT LOCATION
JENNI PARK
CANAL
JENNI AVE.
VINE
JENSEN AVE.
CITY HALL
WEBSTER
MARY
SANGER ACADEMY SCHOOL
GREENWOOD PARK
PALM AVE
10th ST.
MAGNOLIA
GREENWOOD
OATMAN
TAIT
LYON AVE
POST ST
BREHLER
HAWLEY
COTTLE
RAWSON
HOAG
DE WITT
WEST
JACOBSON SCHOOL


5TH STREET
6TH STREET
7TH STREET
WEBSTER STREET
JENSEN AVENUE
GREENWOOD AVENUE
OATMAN AVENUE
HAWLEY AVENUE
ROAWSON AVENUE
HOAG AVENUE

Purpose and Need

Need

- Permissive left turn lanes and phasing currently controls all approaches at Jensen Avenue and Greenwood Avenue.
- High rate of head-on and broadside collisions due to right of way left turn conflicts from Jensen Avenue onto Greenwood Avenue.
- Existing roadway pavement within the Project limits exhibits low to medium block cracking and areas of medium to high alligator cracking for an overall PCI of 45.

Purpose

- Address right of way left turn conflicts by:
  - Constructing dedicated left turn lanes for EB and WB Jensen Avenue.
  - Modify existing traffic signal system to provide protected left turn phasing for EB and WB Jensen Avenue.
- Rehabilitate the roadway: perform dig outs of alligator cracking, asphalt grind and overlay.

Project Listing in the TIP

- The proposed project (FTIP ID: LSTMP894) is listed in the 2025 Fresno Transportation Improvement Program.
- The scope of the proposed project is consistent with the project description in the 2025 FTIP.

Project Listing in the TIP

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

Lead Agency: Sanger, City of

LSTMP894									**AMENDMENT: 25-20**
Project Title:FRE170006 - Greenwood and Jensen Ave Intersection Improvements Project Description: Greenwood and Jensen Avenue; Traffic Signal Modification and Pavement Rehabilitation									
Sys: Local	Rt:	TCM: Yes	Model #:	CI:N	Exempt Category: Safety - Pavement resurfacing and/or rehabilitation.				
				Cost Difference: $0		Est Total Cost: $1,290,000		Open to Traffic:	
	Phase	PRIOR	24/25	25/26	26/27	27/28	28/29	BEYOND	TOTAL
Loc Funds - City Funds	PE		$19,000						$19,000
	RW								
	CON				$239,000				$239,000
	TOTAL		$19,000		$239,000				$258,000
STBG - STP	PE		$76,000						$76,000
	RW								
	CON				$956,000				$956,000
	TOTAL		$76,000		$956,000				$1,032,000
	TOTAL PE	$0	$95,000	$0	$0	$0	$0	$0	$95,000
	TOTAL RW	$0	$0	$0	$0	$0	$0	$0	$0
	TOTAL CON	$0	$0	$0	$1,195,000	$0	$0	$0	$1,195,000
	TOTAL TOTAL		$95,000		$1,195,000				$1,290,000

Modeling and Tables

Intersection	Peak Hour	Opening Year No Build		Opening Year Build		Analysis Year No Build		Analysis Year Build	
		Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS
Jensen Avenue & Greenwood Avenue	AM	11.4	B	17.4	B	12.4	B	17.6	B
	PM	12.2	B	17.7	B	13.5	B	19.5	B

- AADT for 2026 and 2046 analysis years is the same for no-build and build (Project is not a trip generator).
- Y&H coordinated with Fresno COG who provided traffic data from their travel demand model. Y&H then applied the incremental method to traffic counts conducted to get forecasted traffic and determine the level of service of the intersection for both 2026 and 2046 with and without protected left turn lanes and signal modifications.

Project Schedule

	Preliminary Engineering	Engineering	Right-of-Way	Construction
Start	2025			2026

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
  - **"<u>An intersection channelization project or interchange configuration project that involves either turn lanes or slots, or lanes or movements that are physically separated.</u> These kinds of projects improve freeway operations by smoothing traffic flow and vehicle speeds by improving weave and merge operations, which would not be expected to create or worsen PM2.5 or PM10 violations"**
- Additional reasons why the project is not a POAQC are:
  - The project is not developer driven and will not generate any additional trips. The traffic volumes between the build and no-build scenarios is the same for both 2026 and 2046. The additional traffic in 2046 is due to natural growth of the area and there is no correlation between additional traffic and this project.

Questions

<u>Contact Information</u>

Josh Rogers

City of Sanger

559-244-3123

Trinity Consultants

MEETING MINUTES

San Joaquin Valley Project-Level Conformity Working Group

Project-Level Conformity Determination for

Greenwood Avenue and Jensen Avenue Intersection Improvement Project, City of Sanger, 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: Andrew Vongphachanh, Josh Rogers and Noah Washburn (Yamabe & Horn Engg)
- 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 Greenwood Avenue and Jensen Avenue Intersection Improvement Project, City of Sanger, 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

  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.