



## Meeting Agenda Air Quality Conformity Task Force

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Thursday, August 28, 2025

9:30 AM

Remote - Zoom

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Join Zoom Meeting @ [Zoom Link](#)

Meeting ID: 810 1038 9629

Passcode: 363043

(Additional Zoom Meeting Call-In Info on Next Page)

MTC Staff Liaison: Adam Noelting, [anoelting@bayareametro.gov](mailto:anoelting@bayareametro.gov)

### 1. Welcome and Introductions

### 2. PM<sub>2.5</sub> Project Conformity Interagency Consultations

- a. Consultation to Determine Project of Air Quality Concern Status
  - i. Staff Memo..... page 3
  - ii. Signalized Intersections Pedestrian Safety Improvements..... page 4
  - iii. Parkway Blvd/UPRR Grade Separation..... page 35
- b. Projects Exempt Under 40 CFR 93.126 – Not of Air Quality Concern
  - i. Staff Memo..... page 74
  - ii. Project List..... page 75

### 3. Projects with Regional Air Quality Conformity Concerns

- a. Review of the Regional Conformity Status for New and Revised Projects
  - i. Staff Memo ..... page 76
  - ii. Project List ..... page 77

### 4. Consent Calendar

- a. July 24, 2025, Air Quality Conformity Task Force Meeting Summary..... page 82

### 5. Other Items

### 6. Next Meeting

The next meeting of the Air Quality Conformity Task Force will be held on Thursday, September 25, 2025, at 9:30 a.m. via Zoom. Any changes to the schedule will be duly noticed.

Join Zoom Meeting

<https://bayareametro.zoom.us/j/81010389629?pwd=iLGylpiMv6SazyzcUq5xjVFiMNxl86.1&from=addon>

Meeting ID: 810 1038 9629

Passcode: 363043

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One tap mobile

+16694449171,,81010389629#,,,,\*363043# US

+16699006833,,81010389629#,,,,\*363043# US (San Jose)

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Join by SIP

- 81010389629@zoomcrc.com

Join instructions

[https://bayareametro.zoom.us/meetings/81010389629/invitations?signature=so\\_TRjLpmTl6GbK62xe\\_T2go4wa4LxkFL7xrM1U2NOE](https://bayareametro.zoom.us/meetings/81010389629/invitations?signature=so_TRjLpmTl6GbK62xe_T2go4wa4LxkFL7xrM1U2NOE)



METROPOLITAN  
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## *Memorandum*

TO: Air Quality Conformity Task Force

DATE: August 28, 2025

FR: Adam Noelting

RE: **PM<sub>2.5</sub> Project Conformity Interagency Consultation**

Two project sponsors are seeking interagency consultation from the Air Quality Conformity Task Force at today's meeting to determine Project of Air Quality Concern (POAQC) status for projects classified under 40 CFR §93.127.

1. Signalized Intersections Pedestrian Safety Improvements (San Jose)
2. Parkway Blvd/UPRR Grade Separation (Dixon)

**Application of Criteria for a Project of Air Quality Concern**  
**Project Title: CML-5005-179 OBAG3 Signalized Intersections Pedestrian Safety Improvements**  
**Project Summary for Air Quality Conformity Task Force Meeting: (August 28<sup>th</sup>,2025)**

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**Description**

- This project will improve existing traffic signals at 3 signalized intersections in San Jose: Reed & Seventh, First & Virginia, and Dana and Naglee.
- Improvements include addition of protected left turns, upgrading existing equipment to the latest standards (additional signal heads, accessible pedestrian push button signals, video detection, high visibility back plates, and enhanced street lighting), and intersection redesigns such as “bulb out” corners and protected intersection.

**Background**

- Completed PES and Field Review with Caltrans in Fall/Winter 24-25
- Received E-76 for PE phase in March 25
- Seeking Project-Level PM Conformity for NEPA

**Not a Project of Air Quality Concern (40 CFR 93.123(b)(1))**

*(i) New or expanded highway projects with significant number/increase in diesel vehicles?*

- It is not a highway expansion or new capacity project

*(ii) Affects intersections at LOS D, E, or F with a significant number of diesel vehicles?*

- None of the project intersections currently operate at LOS D or worse and are expected to degrade to LOS D or worse under project conditions.
- Truck volumes are low due to the land use context, urban setting, and functional classifications.

*(iii) New bus and rail terminals and transfer points?*

- Not Applicable

*(iv) Expanded bus and rail terminals and transfer points?*

- Not Applicable

*(v) Affects areas identified in PM<sub>10</sub> or PM<sub>2.5</sub> implementation plan as site of violation?*

- No project intersections are in PM<sub>2.5</sub> or PM<sub>10</sub> violation zones identified in the SIP.

<b>RTIP ID# (required)</b> 21-T09-061					
<b>TIP ID# (required)</b> SCL230209					
<b>Air Quality Conformity Task Force Consideration Date</b> TBD					
<b>Project Description (clearly describe project)</b> This project will improve existing traffic signals at 3 signalized intersections in San Jose: Reed & Seventh, First & Virginia, and Dana and Naglee. Improvements include addition of protected left turns, upgrading existing equipment to the latest standards (additional signal heads, accessible pedestrian push button signals, video detection, high visibility back plates, and enhanced street lighting), and intersection redesigns such as "bulb out" corners and protected intersection. These treatments improve safety by eliminating permissive conflicts, upgrading signal visibility and accessibility, and reducing exposure to roadway risks.					
<b>Type of Project:</b> Complete Streets					
<b>County</b>	<i>Narrative Location/Route &amp; Postmiles</i>				
Santa Clara	<b>Caltrans Projects – EA#</b>				
<b>Lead Agency:</b> City of San Jose					
<i>Contact Person</i> Anthony Do	<i>Phone#</i> 408-975-3234	<i>Fax#</i>	<i>Email</i> Anthony.Do@sanjoseca.gov		
<b>Federal Action for which Project-Level PM Conformity is Needed (check appropriate box)</b>					
<input checked="" type="checkbox"/>	<i>Categorical Exclusion (NEPA)</i>	<b>EA or Draft EIS</b>	<b>FONSI or Final EIS</b>	<b>PS&amp;E or Construction</b>	<i>Other</i>
<b>Scheduled Date of Federal Action:</b>					
<b>NEPA Delegation – Project Type (check appropriate box)</b>					
		<b>Section 326 – Categorical Exclusion</b>	<b>Section 327 – Non-Categorical Exclusion</b>		
<b>Current Programming Dates (as appropriate)</b>					
	<b>PE/Environmental</b>	<b>ENG</b>	<b>ROW</b>	<b>CON</b>	
<b>Start</b>	April 2025			Jan 2027	
<b>End</b>	Oct 2026			Dec 2027	

**Project Purpose and Need (Summary):** *(please be brief)*

This project seeks to improve existing traffic signals at 3 signalized intersections in San Jose: Reed & Seventh, First & Virginia, and Dana and Naglee. Improvements include addition of protected left turns, upgrading existing equipment to the latest standards (additional signal heads, accessible pedestrian push button signals, video detection, high visibility back plates, and enhanced street lighting), and intersection redesigns such as “bulb out” corners and protected intersection. These treatments improve safety by eliminating permissive conflicts, providing operation flexibility with projected left turns, upgrading signal visibility and accessibility, and reducing exposure to roadway risks.

This project aims to improve safety for street users and improve neighborhood livability. The complete streets improvements will make the streets calmer, safer, more accessible, and more visible for pedestrians, bicyclists, and drivers.

**Surrounding Land Use/Traffic Generators** *(especially effect on diesel traffic)*

Dana & Naglee- Residential with Park (Northwest Corner) Library (Southeast Corner) and Elementary school (Southwest Corner).

First & Virginia – Downtown Core within a quarter mile of HWY 280 On Ramp

Seventh & Reed - Downtown Core within a quarter mile of HWY 280 On Ramp with Elementary school (Southwest Corner).

**Brief summary of assumptions and methodology used for conducting analysis**

The project entails signal and safety improvements at three existing intersections in San José: Reed Street & Seventh Street, First Street & Virginia Street, and Dana Avenue & Naglee Avenue. limited to safety-focused upgrades—including protected left turns, bulb-outs, ADA-compliant pedestrian signals, and enhanced signal visibility—and does not introduce new lanes or roadway capacity. Accordingly, the analysis is primarily qualitative, based on available AADT and turning movement counts, functional classifications, and standard truck traffic assumptions.

- The project does not increase vehicular capacity and will not induce new vehicle trips.
- Improvements are focused on multimodal safety and accessibility, consistent with Complete Streets design principles.
- Truck traffic is assumed to constitute approximately 2% of AADT, a standard estimate for urban arterials and collectors in non-industrial areas.
- Given the surrounding land uses (residential neighborhoods, schools, a library, and the downtown core) and the functional classification of intersecting streets, truck traffic is expected to remain low and stable.

**Opening Year: If facility is a highway or street, Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility**

N/A

**RTP Horizon Year / Design Year: If facility is a highway or street, Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility**

N/A

**Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT**

**Intersection 1: Seventh Street & Reed Street**

Seventh Street (Arterial): Total 16,911 AADT

- Estimated truck volume: ~338 trucks/day

Reed Street (Neighborhood Collector): Total 3,842 AADT

- Estimated truck volume: ~77 trucks/day

Total Intersection Volume: ~20,753 AADT

- Level of service: C (AM); B (PM)
- Total estimated trucks: ~415/day

**Intersection 2: First Street & Virginia Street**

First Street (Arterial): Total 16,227 AADT

- Estimated truck volume: ~325 trucks/day

Virginia Street (Neighborhood Collector): 10,512 AADT

- Estimated truck volume: ~210 trucks/day

Total Intersection Volume: ~26,739 AADT

- Level of service: B (AM/PM)
- Total estimated trucks: ~535/day

**Intersection 3: Dana Avenue & Naglee Avenue**

Naglee Avenue (Arterial): Total 9,303 AADT

- Estimated truck volume: ~186 trucks/day

Dana Avenue (Neighborhood Collector): Total 1,877 AADT

- Estimated truck volume: ~38 trucks/day

Total Intersection Volume: ~11,180 AADT

- Level of service: B (AM/PM)
- Total estimated trucks: ~224/day

**RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT**

Truck and total volumes are expected to remain consistent across Build and No Build scenarios, given the nature of the improvements. No significant changes to truck routing or volumes are anticipated.

**Opening Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses**

N/A

**RTP Horizon Year / Design Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses**

N/A

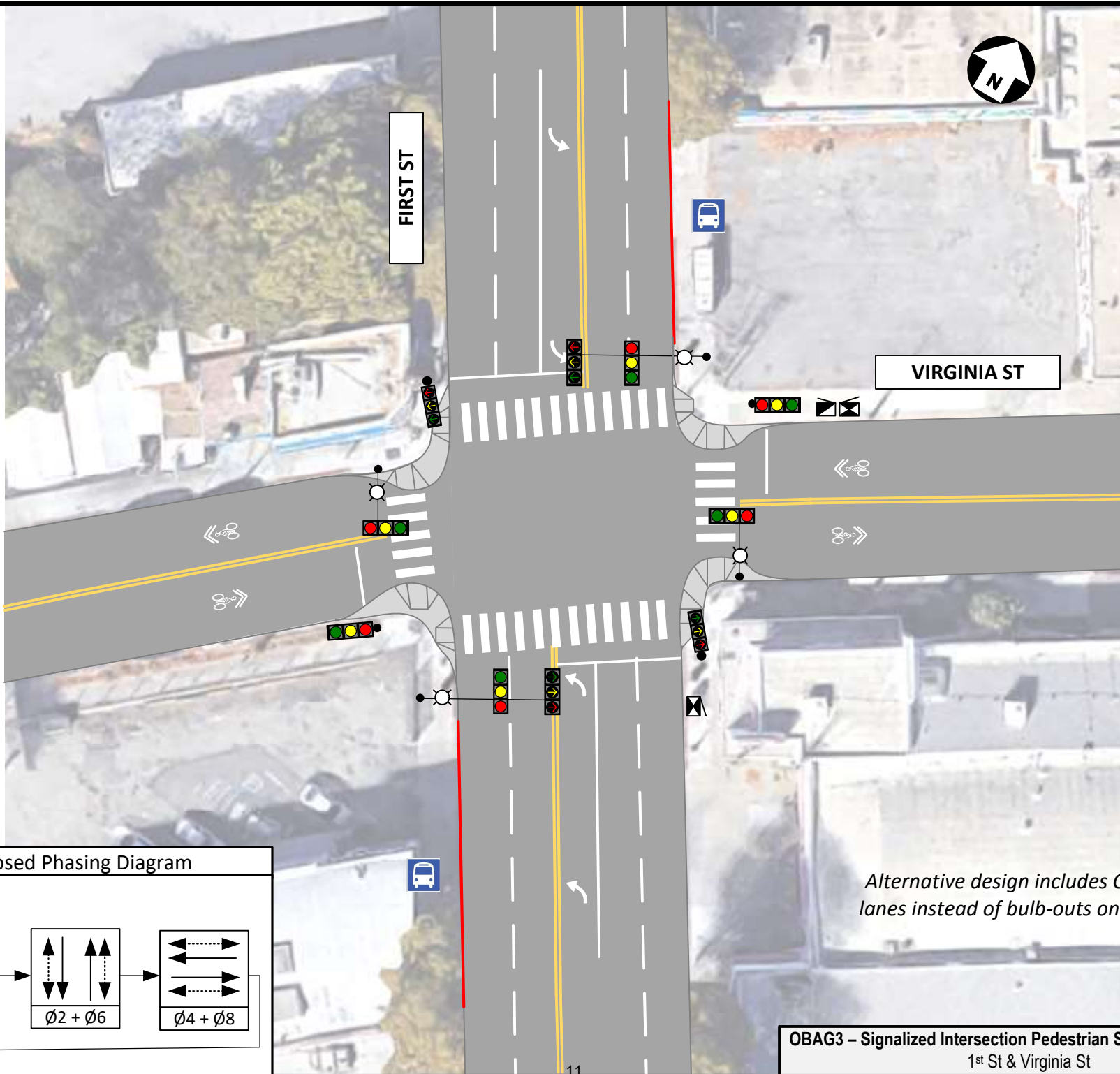
**Describe potential traffic redistribution effects of congestion relief (*impact on other facilities*)**

Given that the project scope is confined to safety-focused upgrades and does not introduce additional lanes or roadway capacity, this project will not cause measurable congestion relief that could induce traffic redistribution. Signal enhancements and intersection redesigns are focused on safety and multimodal accessibility, not vehicle throughput. As such, no redirection of vehicle or truck traffic from adjacent facilities is expected.

**Comments/Explanation/Details (please be brief)**

- This project does not meet the criteria of a Project of Air Quality Concern (40 CFR 93.123(b)(1)).
- It is not a highway expansion or new capacity project.
- None of the project intersections currently operate at LOS D or worse and are expected to degrade to LOS D or worse under project conditions.
- Truck volumes are low due to the land use context, urban setting, and functional classifications.
- No project intersections are located in PM2.5 or PM10 violation zones identified in the SIP.
- The project qualifies under Categorical Exclusion (NEPA).



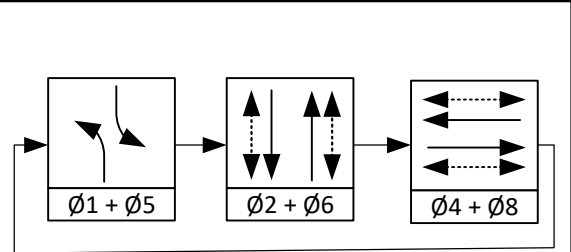


FIRST ST

VIRGINIA ST

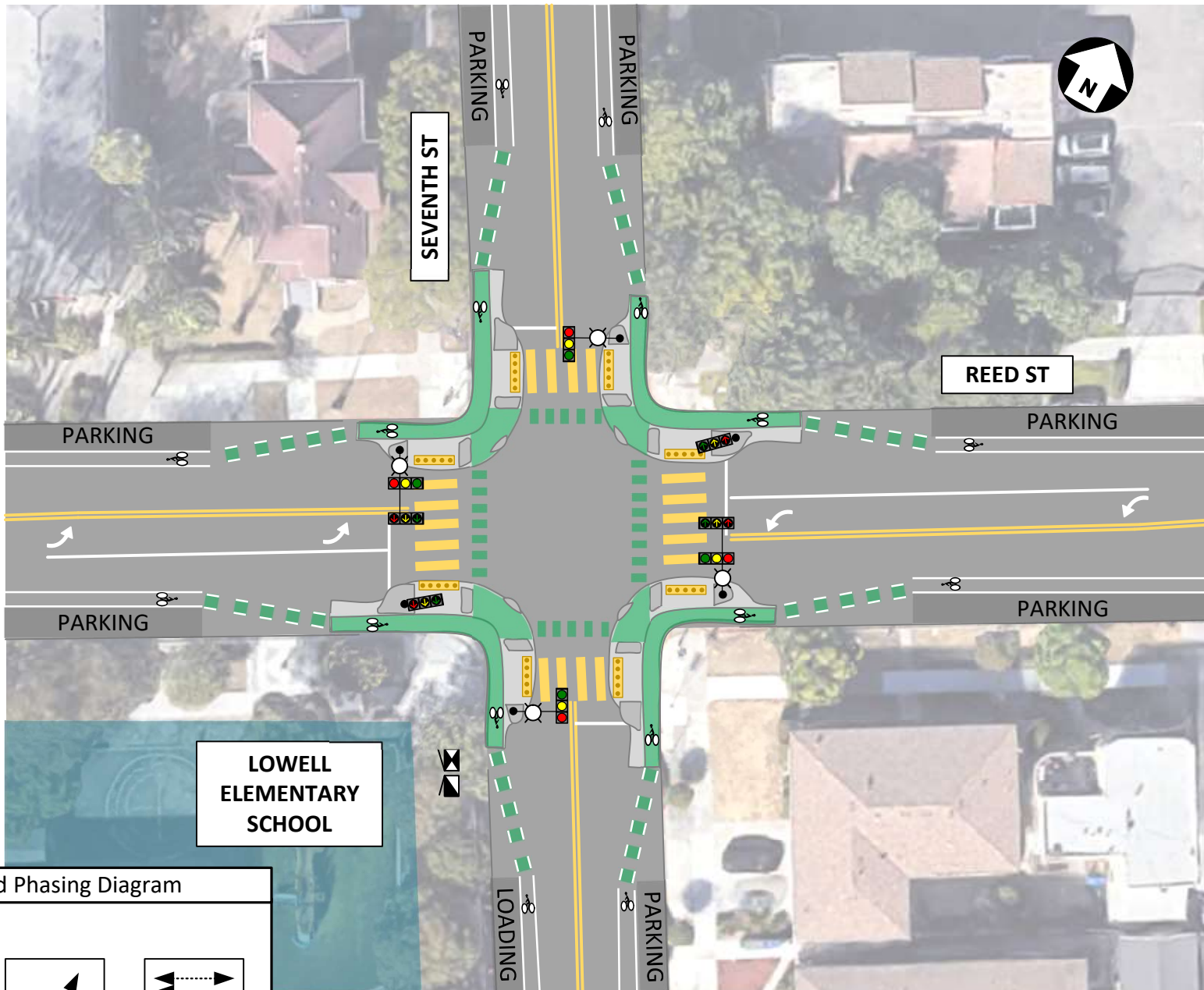


Proposed Phasing Diagram

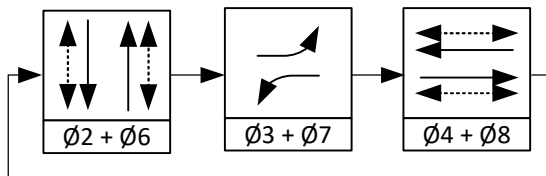


*Alternative design includes Class II bike lanes instead of bulb-outs on Virginia St.*

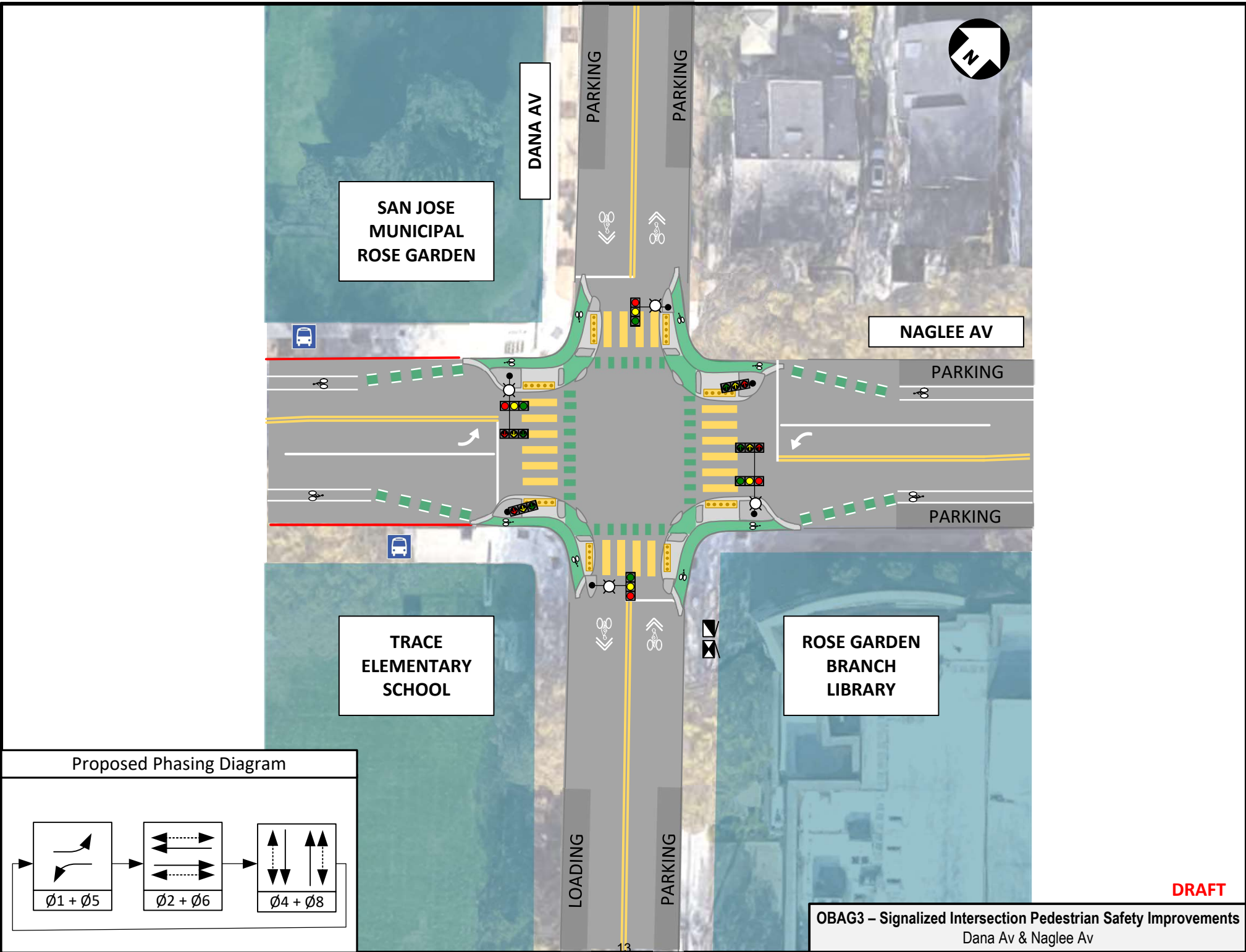
**DRAFT**



Proposed Phasing Diagram



DRAFT



SAN JOSE  
MUNICIPAL  
ROSE GARDEN

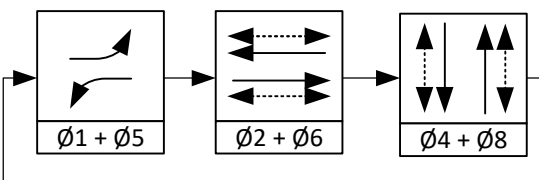
DANA AV

NAGLEE AV

TRACE  
ELEMENTARY  
SCHOOL

ROSE GARDEN  
BRANCH  
LIBRARY

Proposed Phasing Diagram



LOADING

PARKING

**DRAFT**



**Required Attachments:**

- Regional map                       Project location map                       Project footprint map (existing/proposed right of way)
- Engineering drawings (existing and proposed cross sections), if available    Borrow/disposal site location map, if applicable  
*(Note: all maps (except project location map and regional maps) should be consistent with the project description (minimum scale: 1" = 200').)*
- GeoTracker Printout for Hazardous Materials (<http://geotracker.waterboards.ca.gov/>).
- Federal Threatened and Endangered Species List from USFWS (<http://ecos.fws.gov/ipac/>).
- Federal Threatened and Endangered Species List from NMFS  
([https://www.westcoast.fisheries.noaa.gov/maps\\_data/california\\_species\\_list\\_tools.html](https://www.westcoast.fisheries.noaa.gov/maps_data/california_species_list_tools.html)).
- Current Photos of Project Site    FEMA map    VIA Questionnaire

**Examine the project for potential effects on the environment, direct or indirect and answer the following questions. The "construction area," as specified below, includes all areas of ground disturbance associated with the project, including staging and stockpiling areas and temporary access roads.**

**Each answer must be briefly documented on the "Notes" pages at the end of the PES Form.**

<b>A. Potential Environmental Effects</b>	<b>Yes</b>	<b>To Be Determined</b>	<b>No</b>
<b>General</b>			
1. Will the project require future construction to fully utilize the design capabilities included in the proposed project?			
2. Will the project generate public controversy?			
<b>Noise</b>			
3. Is the project a Type I project as defined in 23 CFR 772.5(h); "construction on new location or the physical alteration of an existing highway, which significantly changes either the horizontal or vertical alignment or increases the number of through-traffic lanes"?			
4. Does the project have the potential for adverse construction-related noise impact (such as related to pile driving)?			
<b>Air Quality</b>			
5. Is the project in a NAAQS non-attainment or maintenance area?			
6. Is the project exempt from the requirement that a conformity determination be made? (If "Yes," state which conformity exemption per 40 CFR 93.126, or 40 CFR 93.128) (check one box below and identify the project type if applicable): 40 CFR 93.126              Project type: 40 CFR 93.128			
7. Is the project exempt from regional conformity? (If "Yes," state which conformity exemption in 40 CFR 93.127, Table 3 applies):			
8. If project is not exempt from regional conformity, (If "No" on Question #7) Is project in a metropolitan non-attainment/maintenance area? Is project in an isolated rural non-attainment area? Is project in a CO, PM10 and/or PM2.5 non-attainment/maintenance area?			
<b>Hazardous Materials/Hazardous Waste</b>			
9. Is there potential for hazardous materials (including underground or aboveground tanks, etc.) or hazardous waste (including oil/water separators, waste oil, asbestos-containing material, lead-based paint, ADL, etc.) within or immediately adjacent to the construction area?			
<b>Water Quality/Resources</b>			
10. Does the project have the potential to impact water resources (rivers, streams, bays, inlets, lakes, drainage sloughs) within or immediately adjacent to the project area?			
11. Is the project within a designated sole-source aquifer?			

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**Coastal Zone**

12. Is the project within the State Coastal Zone, San Francisco Bay, or Suisun Marsh?
- 

**Floodplain**

13. Is the construction area located within a regulatory floodway or within the base floodplain (100-year elevation of a watercourse or lake)?
- 

**Wild and Scenic Rivers**

14. Is the project within or immediately adjacent to a Wild and Scenic River System?
- 

**Biological Resources**

15. Is there a potential for federally listed threatened or endangered species, or their critical habitat or essential fish habitat to occur within or adjacent to the construction area?
16. Does the project have the potential to directly or indirectly affect migratory birds, or their nests or eggs (such as vegetation removal, box culvert replacement/repair, bridge work, etc.)?
17. Is there a potential for wetlands to occur within or adjacent to the construction area?
18. Is there a potential for agricultural wetlands to occur within or adjacent to the construction area?
19. Is there a potential for the introduction or spread of invasive plant species?
- 

**Sections 4(f) and 6(f)**

20. Are there any historic sites or publicly owned public parks, recreation areas, wildlife or waterfowl refuges (Section 4[f]) within or immediately adjacent to the construction area?
21. Does the project have the potential to affect properties acquired or improved with Land and Water Conservation Fund Act (Section 6[f]) funds?
- 

**Visual Resources**

22. Does the project have the potential to affect any visual or scenic resources?
- 

**Relocation Impacts**

23. Will the project require the relocation of residential or business properties?
- (If the answer to questions 23-32 is “yes,” then Title VI Implementation and outreach may be triggered)
- 

**Land Use, Community, and Farmland Impacts**

24. Will the project require any right of way, including partial or full takes? Consider construction easements and utility relocations.
25. Is the project inconsistent with plans and goals adopted by the community?
26. Does the project have the potential to divide or disrupt neighborhoods/communities?
27. Does the project have the potential to disproportionately affect low-income and minority populations?
28. Will the project require the relocation of public utilities?
29. Will the project affect access to properties or roadways?
30. Will the project involve changes in access control to the State Highway System (SHS)?
31. Will the project involve the use of a temporary road, detour, or ramp closure?
32. Will the project reduce available parking?
33. Will the project construction encroach on state or federal lands?
34. Will the project convert any farmland to a different use or impact any farmlands?
- 

**Cultural Resources**

35. Is there National Register listed, or potentially eligible historic properties, or archaeological resources within or immediately adjacent to the construction area?  
(Note: Caltrans PQS answers question #35)
36. Is the project adjacent to, or would it encroach on Tribal land?
-

For Sections B, C, and D, check appropriate box to indicate required technical studies, coordination, permits, or approvals.

<b>B. Required Technical Studies and Analyses</b>	<b>C. Coordination</b>	<b>D. Anticipated Actions/Permits/Approvals</b>
<input type="checkbox"/> <b>Traffic</b> <i>Check one:</i> <input type="checkbox"/> Traffic Study <input type="checkbox"/> Technical Memorandum <input type="checkbox"/> Discussion in ED Only	<input type="checkbox"/> Caltrans <input type="checkbox"/> Caltrans <input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval <input type="checkbox"/> Approval <input type="checkbox"/> Approval
<input type="checkbox"/> <b>Noise</b> <i>Check as applicable:</i> <input type="checkbox"/> Traffic Related <input type="checkbox"/> Construction Related  <i>Check one:</i> <input type="checkbox"/> Noise Study Report <input type="checkbox"/> NADR <input type="checkbox"/> Technical Memorandum <input type="checkbox"/> Discussion in ED Only	<input type="checkbox"/> Caltrans <input type="checkbox"/> Caltrans <input type="checkbox"/> Caltrans <input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval <input type="checkbox"/> Approval <input type="checkbox"/> Approval <input type="checkbox"/> Approval
<input type="checkbox"/> <b>Air Quality</b> <i>Check as applicable:</i> <input type="checkbox"/> Traffic Related <input type="checkbox"/> Construction Related <i>Check one:</i> <input type="checkbox"/> Air Quality Report <input type="checkbox"/> Technical Memorandum <input type="checkbox"/> Discussion in ED Only	<input type="checkbox"/> Caltrans <input type="checkbox"/> Caltrans <input type="checkbox"/> Caltrans  <input type="checkbox"/> FHWA <input type="checkbox"/> Caltrans <input type="checkbox"/> Regional Agency	<input type="checkbox"/> Approval <input type="checkbox"/> Approval <input type="checkbox"/> Approval  <input type="checkbox"/> Conformity Finding (23 USC 327 CEs, EAs, EISs) <input type="checkbox"/> Conformity Finding ( 23 USC 326 CEs) <input type="checkbox"/> PM10/PM2.5 Interagency Consultation
<input type="checkbox"/> <b>Hazardous Materials/ Hazardous Waste</b> <i>Check as applicable:</i> <input type="checkbox"/> Initial Site Assessment (Phase 1) <input type="checkbox"/> Preliminary Site Assessment (Phase 2) <input type="checkbox"/> Discussion in ED Only	<input type="checkbox"/> Caltrans <input type="checkbox"/> Caltrans <input type="checkbox"/> Caltrans  <input type="checkbox"/> Cal EPA DTSC <input type="checkbox"/> Local Agency	<input type="checkbox"/> Approval <input type="checkbox"/> Approval <input type="checkbox"/> Approval  <input type="checkbox"/> Review Database <input type="checkbox"/> Review Database
<input type="checkbox"/> <b>Water Quality/Resources</b> <i>Check as applicable:</i> <input type="checkbox"/> Water Quality Assess. Report <input type="checkbox"/> Technical Memorandum <input type="checkbox"/> Discussion in ED Only	<input type="checkbox"/> Caltrans <input type="checkbox"/> Caltrans <input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval <input type="checkbox"/> Approval <input type="checkbox"/> Approval
<input type="checkbox"/> <b>Sole-Source Aquifer (Districts 5, 6 and 11)</b>	<input type="checkbox"/> EPA (S.F. Regional Office)	<input type="checkbox"/> Approval of Analysis in ED
<input type="checkbox"/> <b>Coastal Zone</b>	<input type="checkbox"/> CCC	<input type="checkbox"/> Coastal Zone Consistency Determination

B. Required Technical Studies and Analyses	C. Coordination	D. Anticipated Actions/Permits/Approvals
<input type="checkbox"/> <b>Floodplain</b>		
<i>Check as applicable:</i>		
<input type="checkbox"/> Location Hydraulic Study	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval
<input type="checkbox"/> Floodplain Evaluation Report	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval
<input type="checkbox"/> Summary Floodplain Encroachment Report	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval
	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Only Practicable Alternative Finding
	<input type="checkbox"/> FHWA	<input type="checkbox"/> Approves significant encroachments and concurs in Only Practicable Alternative Findings
<input type="checkbox"/> <b>Wild and Scenic Rivers</b>	<input type="checkbox"/> River Managing Agency	<input type="checkbox"/> Wild and Scenic Rivers Determination
<input type="checkbox"/> <b>Biological Resources</b>		
<i>Check as applicable:</i>		
<input type="checkbox"/> NES, Minimal Impact	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval
<input type="checkbox"/> NES		
<input type="checkbox"/> BA	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Approves for Consultation
	<input type="checkbox"/> USFWS <input type="checkbox"/> NOAA Fisheries	<input type="checkbox"/> Section 7 Informal/Formal Consultation
<input type="checkbox"/> EFH Evaluation	<input type="checkbox"/> NOAA Fisheries	<input type="checkbox"/> MSA Consultation
<input type="checkbox"/> Bio-Acoustic Evaluation	<input type="checkbox"/> NOAA Fisheries	<input type="checkbox"/> Approval
<input type="checkbox"/> Technical Memorandum	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval
<input type="checkbox"/> <b>Wetlands</b>		
<i>Check as applicable:</i>		
<input type="checkbox"/> WD and Assessment	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval
	<input type="checkbox"/> ACOE	<input type="checkbox"/> Wetland Verification
	<input type="checkbox"/> NRCS	<input type="checkbox"/> Agricultural Wetland Verification
	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Wetlands Only Practicable Alternative Finding
<input type="checkbox"/> <b>Invasive Plants</b>		
<input type="checkbox"/> Discussion in ED Only	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval
<input type="checkbox"/> <b>Section 4(f)</b>		
<i>Check as applicable:</i>		
<input type="checkbox"/> De minimis	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Determine Temporary Occupancy
<input type="checkbox"/> De minimis finding	<input type="checkbox"/> Caltrans	<input type="checkbox"/> De minimis finding
<input type="checkbox"/> Programmatic 4(f) Evaluation Type: _____	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval
<input type="checkbox"/> Individual 4(f) Evaluation	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval
	<input type="checkbox"/> Agency with Jurisdiction <input type="checkbox"/> SHPO <input type="checkbox"/> DOI <input type="checkbox"/> HUD <input type="checkbox"/> USDA	

B. Required Technical Studies and Analyses	C. Coordination	D. Anticipated Actions/Permits/Approvals
<input type="checkbox"/> <b>Section 6(f)</b>	<input type="checkbox"/> Agency with Jurisdiction <input type="checkbox"/> NPS	<input type="checkbox"/> Determines Consistency with Long-Term Management Plan
	<input type="checkbox"/> NPS	<input type="checkbox"/> Approves Conversion
<input type="checkbox"/> <b>Visual Resources</b>		
<input type="checkbox"/> Technical	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval
<input type="checkbox"/> Memorandum 8	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval
<input type="checkbox"/> Moderate VIA	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval
<input type="checkbox"/> Advance/Complex VIA	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval
<input type="checkbox"/> <b>Relocation Impacts</b>		
<i>Check one:</i>		
<input type="checkbox"/> Relocation Impact Memo	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval
<input type="checkbox"/> Relocation Impact Study	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval
<input type="checkbox"/> Relocation Impact Report	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval
<input type="checkbox"/> <b>Land Use and Community Impacts</b>		
<i>Check one:</i>		
<input type="checkbox"/> CIA	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval
<input type="checkbox"/> Technical Memorandum	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval
<input type="checkbox"/> Discussion in ED Only	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval
<input type="checkbox"/> <b>Construction/Encroachment on State Lands</b>		
<i>Check as applicable:</i>		
<input type="checkbox"/> SLC Jurisdiction	<input type="checkbox"/> SLC	<input type="checkbox"/> SLC Lease
<input type="checkbox"/> Caltrans Jurisdiction	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Encroachment Permit
<input type="checkbox"/> SP Jurisdiction	<input type="checkbox"/> SP	<input type="checkbox"/> Encroachment Permit
<input type="checkbox"/> <b>Construction/Encroachment on Federal Lands</b>		
	<input type="checkbox"/> Federal Agency with Jurisdiction	<input type="checkbox"/> Encroachment Permit
<input type="checkbox"/> <b>Construction/Encroachment On Indian Trust Lands</b>	<input type="checkbox"/> Bureau of Indian Affairs	<input type="checkbox"/> Right of Way Permit
<input type="checkbox"/> <b>Farmlands</b>		
<i>Check one:</i>		
<input type="checkbox"/> CIA	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval
<input type="checkbox"/> Technical Memorandum	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval
<input type="checkbox"/> Discussion in ED Only	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval
<i>Check as applicable:</i>		
<input type="checkbox"/> Form AD 1006	<input type="checkbox"/> NRCS	<input type="checkbox"/> Approves Conversion
<input type="checkbox"/> Conversion to Non-Agri Use	<input type="checkbox"/> CDOC	<input type="checkbox"/> Approves Conversion
<input type="checkbox"/> Conversion to Non-Agri Use	<input type="checkbox"/> ACOE	

B. Required Technical Studies and Analyses	C. Coordination	D. Anticipated Actions/Permits/Approvals
<input type="checkbox"/> <b>Cultural Resources</b> (PQS completes this section)		
	<input type="checkbox"/> Caltrans PQS	Screened Undertaking
<input type="checkbox"/> APE Map	<input type="checkbox"/> Caltrans PQS and DLAE	<input type="checkbox"/> Approves APE Map
<input type="checkbox"/> HPSR <input type="checkbox"/> ASR <input type="checkbox"/> HRER	<input type="checkbox"/> Local Preservation Groups and/or Native American Tribes  <input type="checkbox"/> Caltrans	<input type="checkbox"/> Provides Comments Regarding Concerns with Project  <input type="checkbox"/> Approves for Consultation
<input type="checkbox"/> Finding of Effect Report	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Concurs on No Effect, No Adverse Effect with Standard Conditions
	<input type="checkbox"/> SHPO	<input type="checkbox"/> Letter of Concurrence on Eligibility, No Adverse Effect without Standard
<input type="checkbox"/> MOA	<input type="checkbox"/> Caltrans <input type="checkbox"/> SHPO <input type="checkbox"/> ACHP (if requested)	<input type="checkbox"/> Approves MOA <input type="checkbox"/> Approves MOA <input type="checkbox"/> Approves MOA
<input type="checkbox"/> <b>Permits</b> Copies of permits and a list of mitigation commitments are mandatory submittals following NEPA approval.	<input type="checkbox"/> ACOE <input type="checkbox"/> ACOE <input type="checkbox"/> Caltrans/ACOE/EPA <input type="checkbox"/> USFWS <input type="checkbox"/> NOAA Fisheries <input type="checkbox"/> ACOE <input type="checkbox"/> USCG <input type="checkbox"/> RWQCB <input type="checkbox"/> CDFW <input type="checkbox"/> RWQCB <input type="checkbox"/> CCC <input type="checkbox"/> Local Agency <input type="checkbox"/> BCDC	<input type="checkbox"/> Section 404 Nationwide Permit <input type="checkbox"/> Section 404 Individual Permit <input type="checkbox"/> NEPA/404 Integration MOU <input type="checkbox"/> Rivers and Harbors Act Section 10 Permit <input type="checkbox"/> USCG Bridge Permit <input type="checkbox"/> Section 401 Water Quality Certification <input type="checkbox"/> Section 1602 Streambed Alteration Agreement <input type="checkbox"/> NPDES Permit <input type="checkbox"/> Coastal Zone Permit <input type="checkbox"/> BCDC Permit

**Notes:** Additional studies may be required for other federal agencies.

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ACHP	=	Advisory Council on Historic Preservation	HRER	=	Historical Resources Evaluation Report
ACOE	=	U.S. Army Corps of Engineers	HUD	=	U.S. Housing and Urban Development
ADL	=	Aerially Deposited Lead	MOA	=	Memorandum of Agreement
APE	=	Area of Potential Effect	MSA	=	Magnuson-Stevens Fishery Conservation and Management Act
APN	=	Assessor Parcel Number	NEPA	=	National Environmental Policy Act
ASR	=	Archaeological Survey Report	NADR	=	Noise Abatement Decision Report
BA	=	Biological Assessment	NES	=	Natural Environment Study
BCDC	=	Bay Conservation and Development Commission	NHPA	=	National Historic Preservation Act
BE	=	Biological Evaluation	NOAA	=	National Oceanic and Atmospheric Administration
BO	=	Biological Opinion	NMFS	=	National Marine Fisheries Service
Cal EPA	=	California Environmental Protection Agency	NPDES	=	National Pollutant Discharge Elimination System
CCC	=	California Coastal Commission	NPS	=	National Park Service
CDFW	=	California Department of Fish and Wildlife	NRCS	=	Natural Resources Conservation Service
CDOC	=	California Department of Conservation	PM10	=	Particulate Matter 10 Microns in Diameter or Less
CE	=	Categorical Exclusion	PM2.5	=	Particulate Matter 2.5 Microns in Diameter or Less
CIA	=	Community Impact Assessment	PMP	=	Project Management Plan
CWA	=	Clean Water Act	PQS	=	Professionally Qualified Staff
DLAE	=	District Local Assistance Engineer	ROD	=	Record of Decision
DOI	=	U.S. Department of Interior	RTIP	=	Regional Transportation Improvement Program
DTSC	=	Department of Toxic Substances Control	RTP	=	Regional Transportation Plan
EA	=	Environmental Assessment	RWQCB	=	Regional Water Quality Control Board
ED	=	Environmental Document	SER	=	Standard Environmental Reference
EFH	=	Essential Fish Habitat	SEP	=	Senior Environmental Planner
EIS	=	Environmental Impact Statement	SHPO	=	State Historic Preservation Officer
EPA	=	U.S. Environmental Protection Agency	SLC	=	State Lands Commission
FEMA	=	Federal Emergency Management Agency	SP	=	State Parks
FHWA	=	Federal Highway Administration	TIP	=	Transportation Improvement Program
FONSI	=	Finding of No Significant Impacted	USCG	=	U.S. Coast Guard
FTIP	=	Federal Transportation Improvement Program	USDA	=	U.S. Department of Agriculture
HPSR	=	Historic Property Survey Report	USFWS	=	U.S. Fish and Wildlife Service
			WD	=	Wetland Delineation

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**E. Preliminary Environmental Document Classification (NEPA)**

Based on the evaluation of the project, the environmental document to be developed should be:

*Check one:*

- Environmental Impact Statement (*Note: Engagement with participating agencies in accordance with 23 USC 139 required*)
  - Compliance with 23 USC 139 regarding Participating Agencies required
- Complex Environmental Assessment
- Routine Environmental Assessment
- Categorical Exclusion without required technical studies.
- Categorical Exclusion with required technical studies

*(if Categorical Exclusion is selected, check one of the following):*

- Section 23 USC 326
  - 23 CFR 771 activity (c) (\_\_\_\_)
  - 23 CFR 771 activity (d) (\_\_\_\_)
  - Activity \_\_\_\_\_ listed in the Section 23 USC 326
- Section 23 USC 327

**F. Public Availability and Public Hearing**

*Check as applicable:*

- Not Required
- Notice of Availability of Environmental Document
- Public Meeting
- Notice of Opportunity for a Public Hearing
- Public Hearing Required

---

**G. Signatures**


**Local Agency Staff and/or Consultant Signature**

\_\_\_\_\_ (Signature of Preparer) \_\_\_\_\_ (Date) \_\_\_\_\_ (Telephone No.)  
\_\_\_\_\_  
(Name)

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**Local Agency Project Engineer Signature**

This document was prepared under my supervision, according to the *Local Assistance Procedures Manual*, Exhibit 6-B, "Instructions for Completing the Preliminary Environmental Study Form."

 \_\_\_\_\_ (Signature of Local Agency) \_\_\_\_\_ (Date) \_\_\_\_\_ (Telephone No.)

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**Caltrans District Professionally Qualified Staff (PQS) Signature**

- Project does not meet definition of an “undertaking”; no further review is necessary under Section 106 (“No” Section A, #35).
- Project is limited to the type of activity listed in Attachment 2 of the Section 106 PA and based on the information provided in the PES Form, the project does not have the potential to affect historic properties (“No” Section A, #35).
- Project is limited to the type of activity listed in Attachment 2 of the Section 106 PA, but the following additional procedures or information is needed to determine the potential for effect (“To Be Determined” Section A, #35):
  - Records Search     \_\_\_\_\_     \_\_\_\_\_     \_\_\_\_\_
- Project meets the definition of an “undertaking”; all properties in the project area are exempt from evaluation per Attachment 4 of the Section 106 PA (“No” Section A, #35).
- The proposed undertaking is considered to have the potential to affect historic properties; further studies for 106 compliance are indicated in Sections B, C, and D of this PES Form (“Yes” Section A, #35).

\_\_\_\_\_  
*(Signature of Professionally Qualified Staff)*

\_\_\_\_\_  
*(Date)*

\_\_\_\_\_  
*(Telephone No.)*

---

**The following signatures are required for all CEs, routine and complex EAs, and EISs:**

**Caltrans District Senior Environmental Planner (or Designee) and DLAE Signatures**

I have reviewed this Preliminary Environmental Study (PES) Form and determined that the submittal is complete and sufficient. I concur with the studies to be performed and the recommended NEPA Class of Action.

\_\_\_\_\_  
*(Signature of Senior Environmental Planner or Designee)*

\_\_\_\_\_  
*(Date)*

\_\_\_\_\_  
*(Telephone No.)*

\_\_\_\_\_  
*(Name)*

\_\_\_\_\_  
*(Signature of District Local Assistance Engineer or Designee)*

\_\_\_\_\_  
*(Date)*

\_\_\_\_\_  
*(Telephone No.)*

\_\_\_\_\_  
*(Name)*

---

- HQ DEA Environmental Coordinator concurrence \_\_\_\_\_ . Email concurrence attached.  
*(date)*

---

**Preliminary Environmental Investigation  
Notes to Support the Conclusions of the PES Form  
(May Also Include Continuation of Detailed Project Description)**

**Brief Explanation of How Project Complies, or Will Comply with Applicable Federal Mandate (Part A):**

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Continuation of Detailed Project Description:

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**Distribution** 1) Original - DLAE, 2) Local Agency Project Manager, 3) DLA Environmental Coordinator  
4) Senior Environmental Planner (or designee), 5) District PQS

# **OBAG3: Signalized Intersections Pedestrian Safety Improvements**

**For the Air Quality Conformity Task Force  
August 28<sup>th</sup>, 2025**

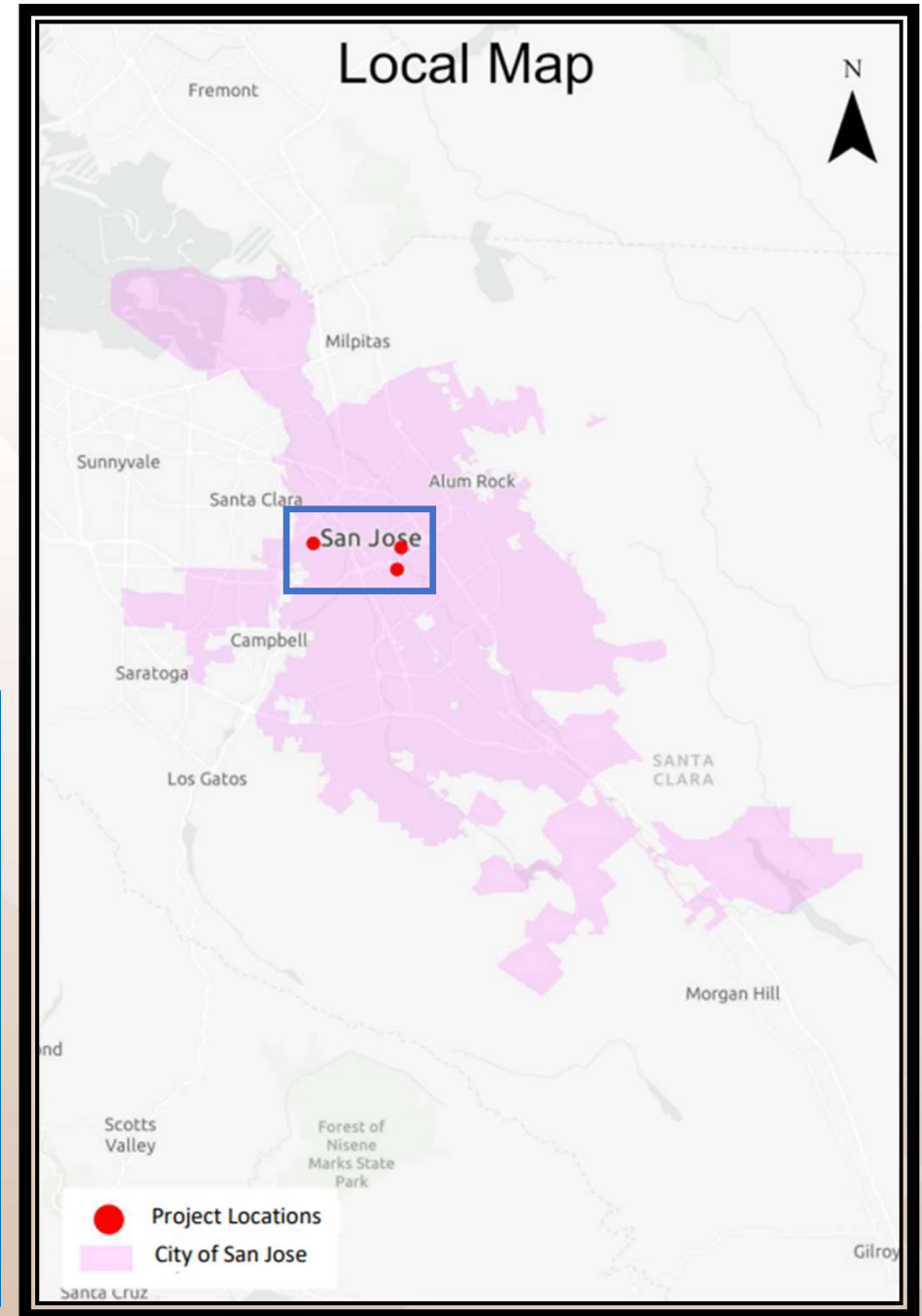
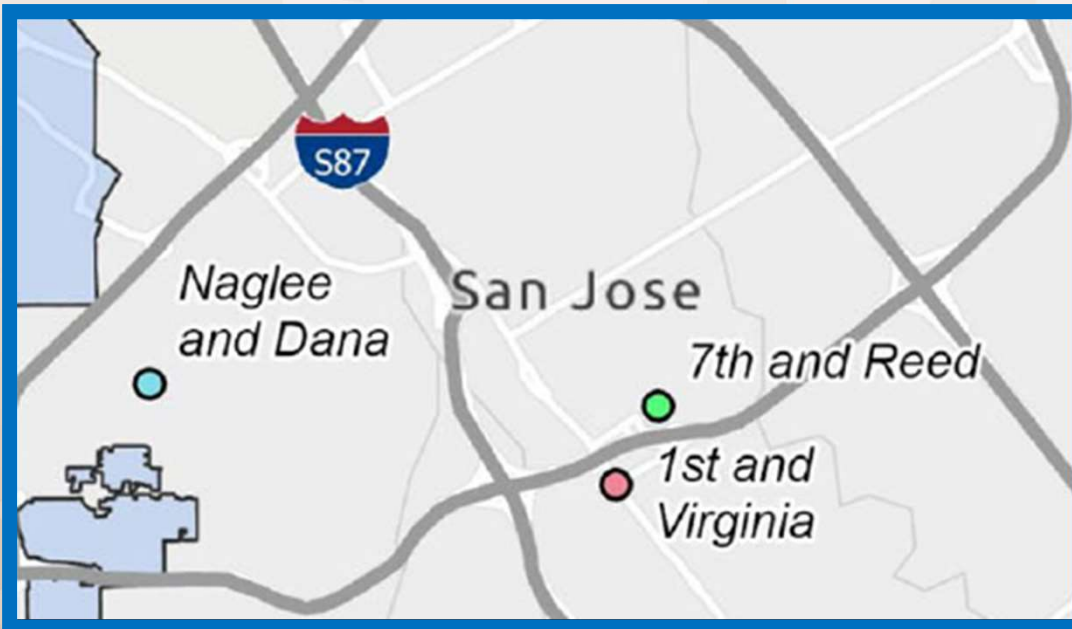
Presented by:  
Anthony Do – City of San Jose

# Project Location

Federal Project #: CML-5005-179

TIP ID #: SCL230209

- First St and Virginia St
- Seventh St and Reed St
- Dana Av and Naglee Av



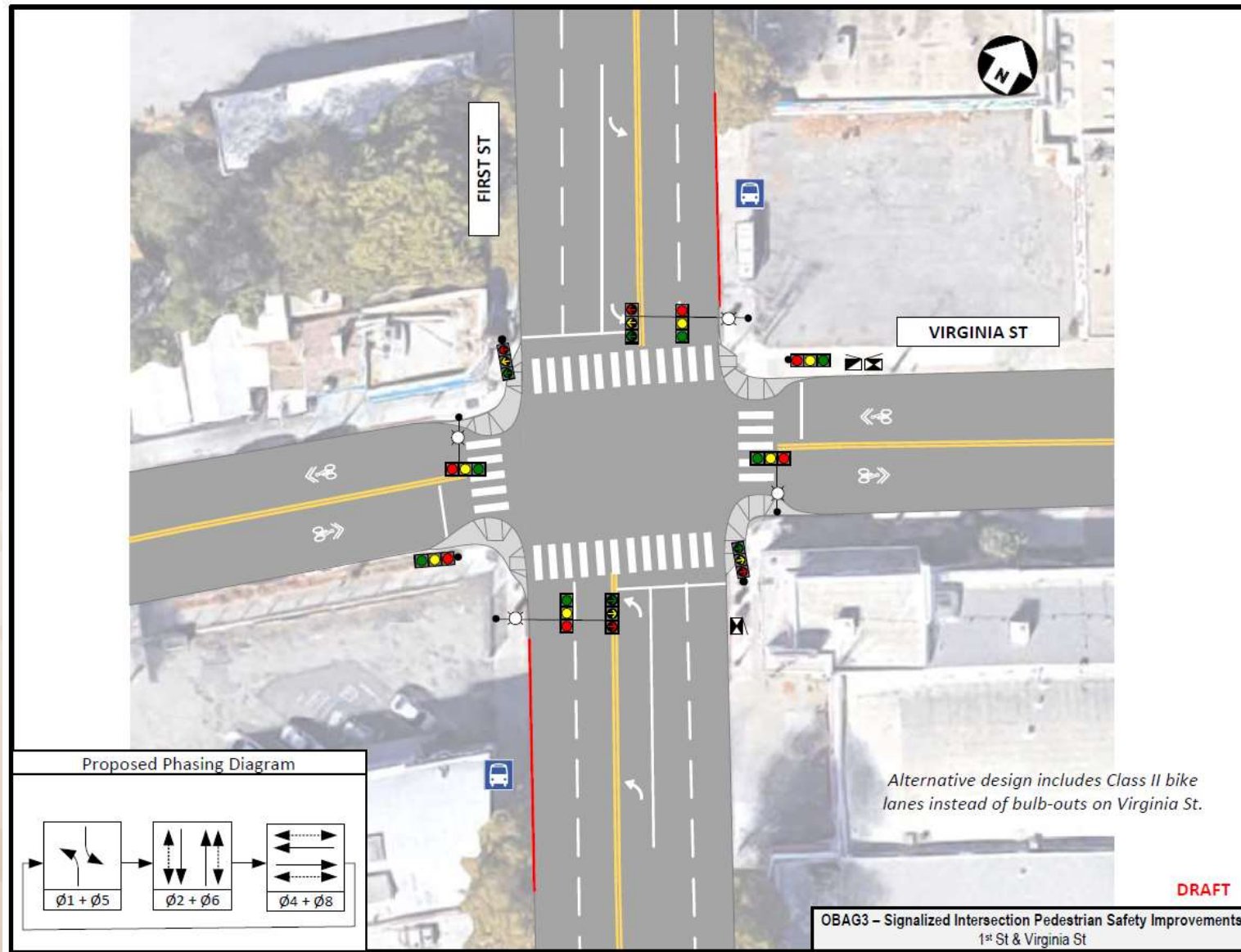
# Project Scope

- Design and construction of intersection improvements at First & Virginia St, Seventh & Reed St, and Naglee & Dana Av.
- Scope may include:
  - Protected intersections and bulb-out corners
  - Protected left turn signals
  - Additional signal heads
  - Accessible ped push buttons
  - Video detection
  - High visibility back plates
  - Enhanced street lighting

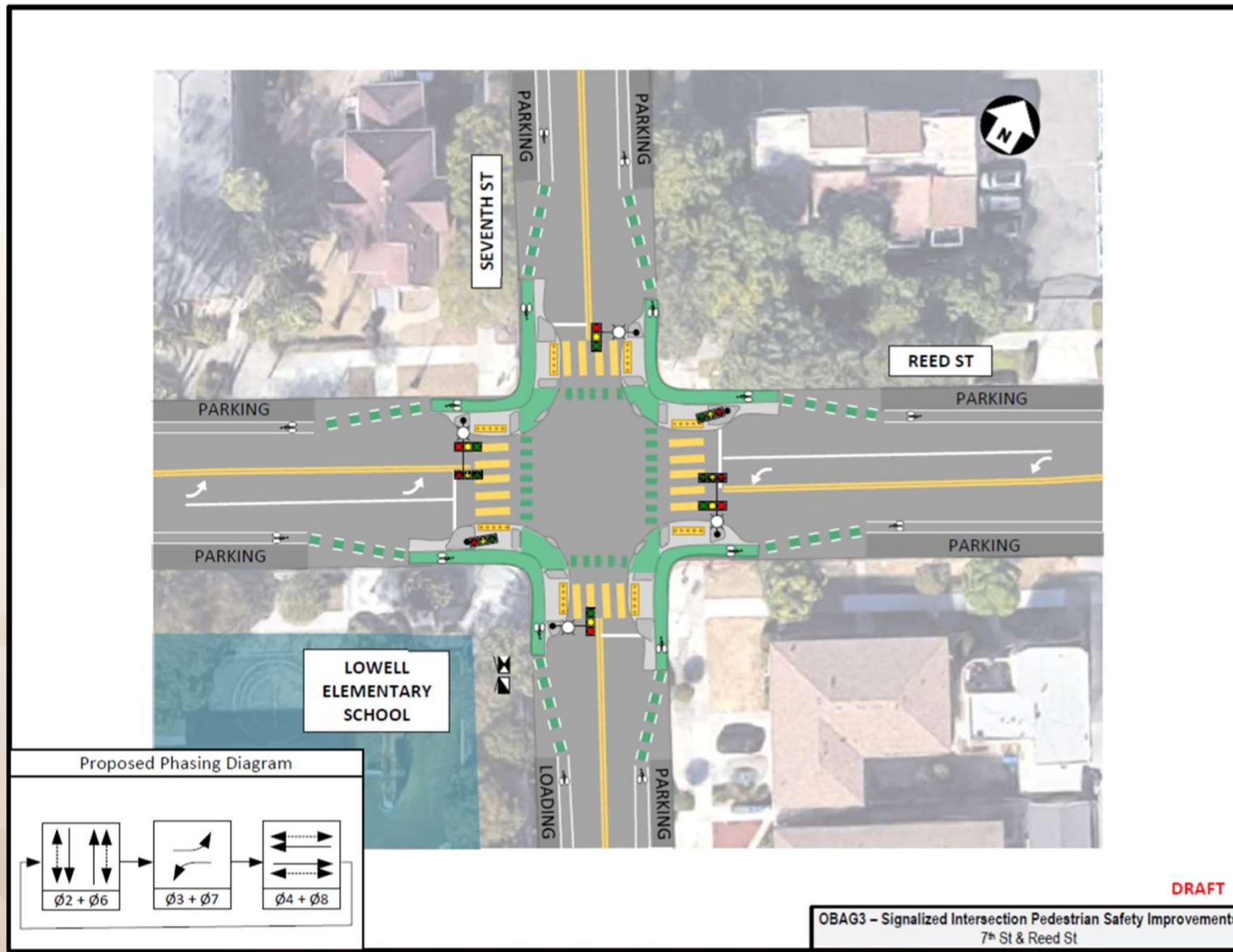
# Project Purpose

- Reduce traffic fatalities and serious injuries
- Reduce congestion and improve reliability
- Improve multimodal safety
- Reduce crossing distances

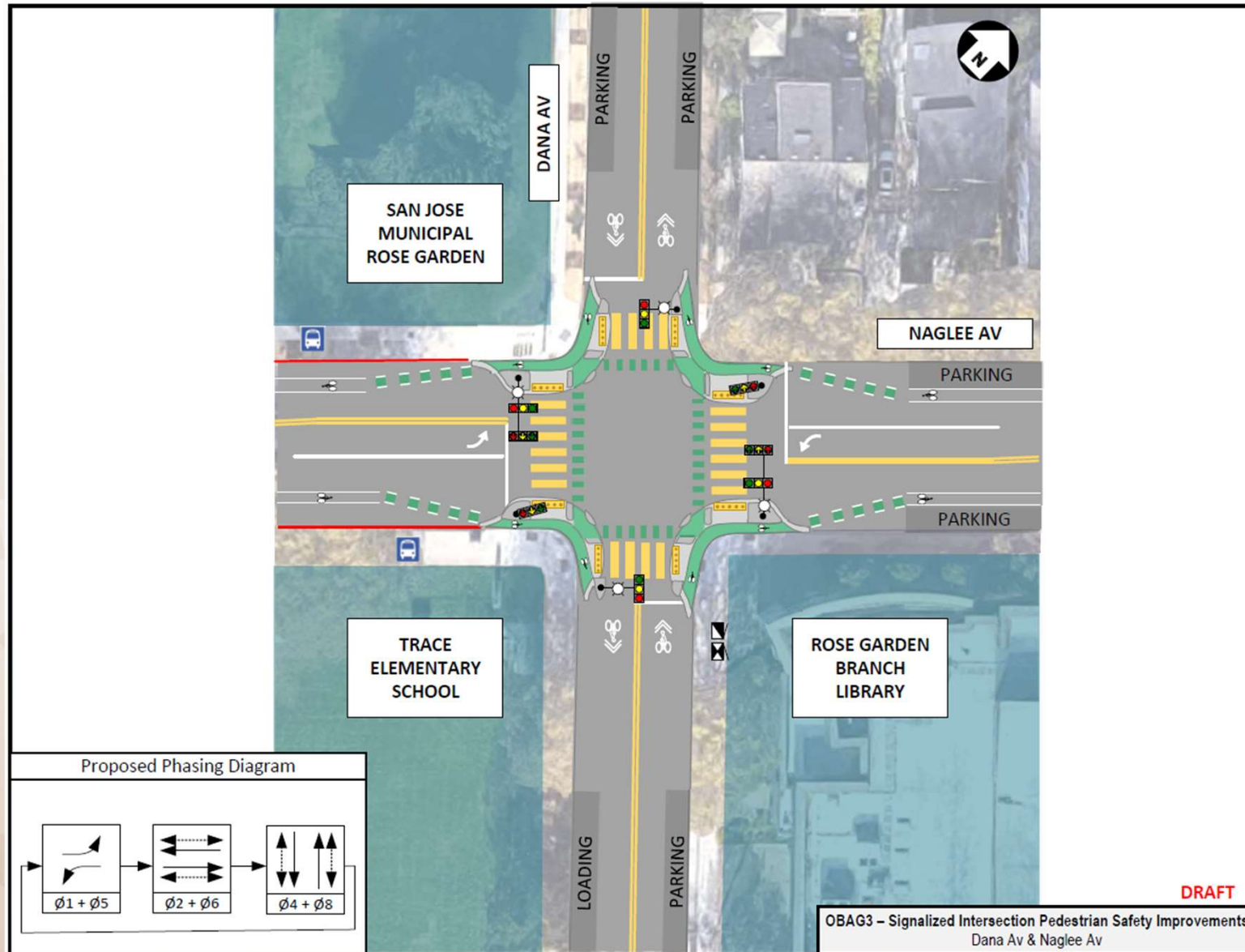
# Project Concept: 1<sup>st</sup> St and Virginia St



# Project Concept: 7<sup>th</sup> St and Reed St



# Project Concept: Dana Av and Naglee Av



# Traffic Analysis

- None of the project intersections currently operate at LOS D or worse and are expected to degrade to LOS D or worse under project conditions.
- Truck and total volumes are expected to remain consistent across Build and No Build scenarios, given the nature of the improvements. No significant changes to truck routing or volumes are anticipated.

# Not a Project of Air Quality Concern

- Project will enhance the three intersection by enhancing bicycle and pedestrian facilities and safety improvements for all modes of transportation.
- Project will not induce traffic and will not result in adverse effect on the operations of motor vehicle traffic.



**CONFORMITY STREAMLINING EXEMPTION FORM AND GUIDANCE FOR  
“PROJECTS THAT CORRECT, IMPROVE, OR ELIMINATE A HAZARDOUS  
LOCATION OR FEATURE” EXEMPTION**

**Project Information**

**DIST-CO-RTE-PM:** 04-SOL-0-DXN

**EA/EFIS ID (Caltrans Projects):** N/A

**Fed. Aid. No. (Local Projects):** DPC-0014(005)

**FTIP ID No. (required):** SOL050009

**TCWG Consideration Date:** August 28, 2025

**Pollutant of Concern:** PM 2.5

**Contact Information**

**Lead Agency:** City of Dixon

**Contact Person:** Jordan Santos

**Phone:** 707.678.7030

**Fax:** 707.678.7039

**Email:** jsantos@cityofdixon.ca.gov

**Environmental Approval Information**

**Anticipated Federal Environmental Approval** (check appropriate box):

23 USC 326 CE       23 USC 327 CE       EA       EIS

**Anticipated Date of Federal Environmental Approval:** The NEPA document was approved on June 22, 2011. Caltrans approved a NEPA Re-Validation on February 2, 2022, for the construction of the Western Embankment. A second NEPA Re-Validation is anticipated to be approved in October/November 2025.

**Current Programming Dates** (as appropriate):

	<b>PA&amp;ED</b>	<b>PS&amp;E</b>	<b>ROW</b>	<b>CON</b>
<b>Start</b>	Jan. 2021	Mar. 2021	N/A	Mar. 2026
<b>End</b>	Oct./Nov. 2025	Oct./Nov. 2025	N/A	Mar. 2028



**CONFORMITY EXEMPTION FORM**  
**PROJECT SUMMARY FOR INTERAGENCY CONSULTATION**  
For projects that correct, improve, or eliminate a hazardous location or feature

**Project Details**

**Project Description**

The Parkway Grade Separation Project (project) would extend Parkway Boulevard, by approximately 0.5 mile, from its existing eastern terminus near the intersection of Parkway Boulevard and Valley Glen Drive to a western terminus at Pitt School Road, with a grade-separated over-head structure over the UPRR rail corridor and Porter Road. The project would close the at-grade railroad crossing on Pitt School Road at Porter Road, about 2,000 feet to the south, and construct a vehicle turnaround south of the UPRR corridor within public right-of-way. Refer to Figure 1, Project Area, in Attachment A.

The project would be constructed within existing public property and does not require property acquisition. A temporary construction easement would be necessary along the east side of Pitt School Road to allow for minor grading to conform from the improved two-lane roadway section back to existing ground and to adjust a private property driveway.

Project improvements include the construction of a 92-foot wide minor arterial (from back of sidewalk to back of sidewalk) with a raised median, bicycle lanes, and sidewalk. The roadway would be grade-separated over the UPRR rail corridor and Porter Road to provide unrestricted traffic flow between SR 113 and Pitt School Road and would have a design speed of 45 mph. The project would be constructed to be wide enough for an ultimate four-lane facility, should future development ever require it. Currently, both adjacent facilities at the eastern and western termini are one lane of traffic in each direction. Class IV bicycle lanes are located on both sides of the project and a sidewalk would be constructed on the north side of the project.

Where Parkway Boulevard intersects with Pitt School Road, a new stop-controlled intersection would be constructed. In addition, the private driveway to the private residence at 7564 Pitt School Road and the area located just north of the Parkway Boulevard and Pitt School Road intersection, would be redesigned because the existing southern access point is too close to the new intersection.

The existing at-grade railroad crossing at Pitt School Road and Porter Road would be permanently closed. A vehicle turnaround would be constructed south of the existing at-grade railroad crossing using the existing roadway right-of-way and property from the City's Detention Pond A site. There is existing maintenance access at the Detention Pond A site that would be improved to allow for vehicle turnaround. Asphalt in the area immediately adjacent to the railroad crossing would be removed and barriers installed on both sides of the railroad corridor to prevent all access over the railway including vehicle, bicycle, and pedestrian. Signage would be installed on Pitt School Road north of Midway Road to inform users the roadway is now a dead end. The project does not result in changes to the existing driveway access for businesses located south of the at-grade crossing. Refer to Attachment B, Project Design Drawings, for project plan information.



**CONFORMITY EXEMPTION FORM**  
**PROJECT SUMMARY FOR INTERAGENCY CONSULTATION**  
For projects that correct, improve, or eliminate a hazardous location or feature

**Project Purpose and Need**

The purpose of the project is to connect Parkway Boulevard with Pitt School Road with an east-west grade separated crossing of the UPRR railroad corridor and Porter Road and close the existing at-grade railroad crossing at Pitt School Road and Porter Road interchange to improve safety and mobility.

The Project is needed in order to:

- Improve safety for all modes
- Improve access for emergency vehicles
- Improve pedestrian, bicycle, and vehicular circulation
- Improve rail operations

**Please provide collision data or justification on the need for the correction, improvement, or elimination of a hazardous location or feature:**

Safety is the top priority in the City of Dixon and Solano County and the project is needed to provide a vital safety connection over a high use passenger and freight rail corridor. Figure 2, At-Grade Railroad Crossings (refer to Attachment A) illustrates that there are no existing grade separated rail crossings and the City of Dixon is bisected by the railroad corridor with over 40 trains per day traveling up to 79 mph. Freight train traffic in California is currently increasing, driven by a surge in intermodal shipments and overall economic resilience. The UPRR railroad corridor is also utilized by the Capitol Corridor Joint Powers Authority (CCJPA) intercity passenger rail service. The existing rail corridor is considered to be heavily traveled based on data from the FRA Inventory Report that shows the number of trains passing through Dixon every day. Additionally, as shown in Figure 2, four of the at-grade crossings are in close proximity to one another (about 925 and 1,200 feet apart for the crossings to the north).

In January 2025, the City of Dixon received federal funding for the completion of the project. This funding was allocated under the Fiscal Year 2023-2024 Railroad Crossing Elimination (RCE) Program. The purpose of the RCE Program is to fund highway-rail grade crossing improvement projects that focus on improving the safety and mobility of people and goods. The project summary provided by the FRA notes that the project was selected to receive federal funding due to increasing mobility by creating a dedicated path for vehicles and a separate path for pedestrians and cyclists while improving the efficiency of intercity passenger rail service and freight. The summary also notes that the project will also create a necessary alternate route for emergency responders, improving safety and mobility for the city and its emergency responders.

In accordance with the National Roadway Safety Strategy, it protects motorized and vulnerable, non-motorized travelers from safety risks by improving transportation conditions that prioritize drivers' abilities to reach their destination.



**CONFORMITY EXEMPTION FORM**  
**PROJECT SUMMARY FOR INTERAGENCY CONSULTATION**  
 For projects that correct, improve, or eliminate a hazardous location or feature

**Accidents – Eliminates Accidents and Improves Access**

The project improves safety and eliminates accidents by removing the at-grade crossing and providing a modern grade separated crossing facility with non-motorized components. Baseline accident data were obtained from:

- 2024 USDOT Highway-Rail Crossing Accident Prediction System Report (Crossing ID 751254M), and
- 2024 California Transportation Injury Mapping System (TIMS) compiled by the University of California at Berkley, Safe Transportation Research and Education Center. TIMS provides statewide summaries through geospatial analysis tools that allow users to find Statewide Integrated Traffic Records System (SWITRS) crash data across California. SWITRS contains all accidents reported to CHP by local and governmental agencies.

The accidents are divided into two accident classifications: Rail Versus Vehicle Accidents and Vehicle Versus Vehicle/Property Accidents. Table 1 summarizes the number of accidents over the eight-year reporting period (2015 through 2022) at or near the Pitt School Road at-grade crossing.

Location	Rail Versus Vehicle/Pedestrian	Vehicle Versus Vehicle/Property	Total
Pitt School Road	2	14	16

The following summarizes the accidents noted in Table 1 and provides information on rail accidents in close proximity to the Pitt School crossing.

**Rail Versus Vehicle/Pedestrian Accidents**

There were four Rail Versus Vehicle/Pedestrian Accidents during the eight-year reporting period (2015 through 2022). The first two rail versus vehicle accidents listed below occurred at the Pitt School Road crossing and included one fatality. The other two accidents were close to the Pitt School Road crossing. All of the accidents noted below resulted in major traffic delays throughout the City of Dixon.

- November 30, 2020 – An Amtrak train struck a car at the crossing.
- July 7, 2017 – A fatal accident occurred when a vehicle advanced past the gate, stopped on the tracks, and got struck by a train at the Pitt School Road crossing.
- September 16, 2020 – A fatal accident occurred when a pedestrian was struck and killed by a freight train. This resulted in the shutdown of the rail crossings at West A Street and SR-113 for several hours that morning. It also resulted in delays to UPRR freight and Capitol Corridor commuter rail operations.
- January 28, 2017 – A semi-truck hauling hazardous animal waste suffered a spill on UPRR property at the State Route 113 (SR-113) railroad crossing, which



**CONFORMITY EXEMPTION FORM**  
**PROJECT SUMMARY FOR INTERAGENCY CONSULTATION**  
**For projects that correct, improve, or eliminate a hazardous location or feature**

resulted in stopped traffic and temporary shutdown of UPRR freight and Capitol Corridor commuter rail operations.

**Vehicle Versus Vehicle/Property Accidents**

These vehicle versus vehicle/property accidents listed below are near the railroad crossing at Pitt School Road.

- February 2, 2022 – A paratransit vehicle was attempting to make a left turn on South Porter Road but had to reverse because there was not enough room to make the turn. Proceeding with this maneuver resulted in a rear-end collision with another vehicle and property damage.
- July 28, 2015 – One of the drivers failed to notice the stop sign and proceeded to cross, which resulted in a broadside vehicle collision. One of the vehicles was burned and the other vehicle was on its roof with rollover damage. As a result, there was vehicle damage and severe physical injuries to one of the drivers.
- July 19, 2015 – One of the drivers thought the intersection was a four-way stop. The driver thought the other vehicle was going to stop so they proceeded to cross, which resulted in a broadside collision. As a result, there was vehicle damage and one driver was injured.
- During the six-year reporting period, the railroad gates at the Pitt School Road crossing have been broken eleven times from vehicle collisions with the gates.

**Emergency Response – Improves Response and Travel Times**

The project improves emergency response times. As shown in Figure 2 in Attachment A, the City of Dixon currently has no existing grade separated rail crossings which limits emergency access and evacuation routes and the fire station is located in the northeastern area of Dixon on the north side of the railroad corridor. The project will potentially save lives by providing a grade separated crossing of the rail corridor and reducing emergency response time during incidences when other at-grade rail crossings may not be operational. Even when there are no incidents at the at-grade rail crossings the response and travel times can be delayed when longer freight trains (up to about 1 mile in length) which typically travel at slower speeds and prevent crossing until the tracks are cleared.

The City of Dixon Fire Department's response area covers a total area of about 320 square miles and includes the City of Dixon (about 6.7 square miles) and the Dixon Fire Protection District (about 313 square miles). Refer to Figure 3 in Attachment A for the fire department's response area. Over the three-year period from 2021 to 2023 the fire department has responded to about 3,000 calls per year.

Without the project when the at-grade rail crossings are blocked due to incidents or during times of long (up to 1 mile for some freight trains) and/or slower trains, emergency responders would have to find alternative routes and may have to travel further, negatively impacting travel and response times.



**CONFORMITY EXEMPTION FORM**  
**PROJECT SUMMARY FOR INTERAGENCY CONSULTATION**  
**For projects that correct, improve, or eliminate a hazardous location or feature**

The City of Dixon is currently working on the planning and development of a new fire station located in the southwest corner of the city on Pitt School Road (Refer to Figure 2 in Attachment A for the location near the project). The new station would be located about 2,000 feet north of the Parkway Boulevard overcrossing and the project would provide improved access and improved response times that would not occur if the project is not constructed.

**Non-Motorized Access – Improves Connections and Safety and Eliminates Hazardous Location**

The project improves non-motorized access with the construction of the overcrossing and also improves safety. Currently there is a lack of safe non-motorized railroad crossings in the City of Dixon. There is one existing non-motorized underground crossing of the UPRR corridor in the downtown area of Dixon (located in the middle of the A Street and First Street/SR 113 at-grade crossings) that was opened in 2014. Given the location of the underground crossing, it requires those living in or wanted to access areas in the southern portion of the City to travel out of direction.

To address the lack of connectivity and to avoid at-grade crossings the project includes Class IV Bikeways on both sides of the project (north and south) and a sidewalk on the north side of the overcrossing. The project would provide a safe connection on dedicated non-motorized facilities over the railroad crossing between the neighborhoods on the west and east side of Dixon and to and from the Dixon High School (located east of the planned overcrossing).

**Trespassing Injury and Fatality Prevention and Reduction – Improves Safety by Removing Hazardous Location**

The closure of the Pitt School Road at-grade rail crossing eliminates all access to crossing the tracks at this location. All modes of traffic (including pedestrian and bicycle traffic) will be restricted to the overcrossing, which will reduce trespassing accidents. Also, barricades, fencing, a turnaround, signage, and striping will be put in place to fully close the crossing access to trespassers.

**Roadway Design - Eliminates Hazardous Location**

The intersection of Pitt School Road/Porter Road and the UPRR corridor meet at a highly skewed intersection (refer to Figure 4 and Figure 5 in Attachment A). The highly skewed angle of the intersection results in visibility and alignment challenges that this project removes with the closure of the crossing. The northbound intersection approach on Pitt School Road has the potential for traffic queueing to the at-grade railroad crossing with only a few queued vehicles, particularly longer vehicles with trailers—which is common with Dixon’s agricultural surroundings, because of the short distance between the stop sign and the railroad crossing (about 60 feet). As noted above under Vehicle Versus Vehicle/Property Accidents there have been a number of accidents at this intersection due to the skew of the intersection as well as damage to the railroad gates due to the location of the crossing and intersection.



**CONFORMITY EXEMPTION FORM**  
**PROJECT SUMMARY FOR INTERAGENCY CONSULTATION**  
For projects that correct, improve, or eliminate a hazardous location or feature

**Comments/Explanation/Details** (attach additional sheets as necessary):

The project includes construction of a grade separated overcrossing and permanent closing of an at grade rail crossing. The project does not add new travel lanes. Pitt School Road provides two travel lanes, and the Parkway Boulevard grade separated overcrossing would also provide two travel lanes. The grade separated connection of Parkway Boulevard with Pitt School Road is replacing the at-grade crossing on Pitt School Road at Porter Road.

Construction of the project is largely funded through the FRA's Railroad Crossing Elimination Program. The Parkway Grade Separation Project will improve safety by removing an existing at-grade crossing in the City of Dixon and the project will also improve the mobility of all modes of transportation. Because of the focus on safety, the project can be exempted from conformity requirements according to 40 CFR 93.126 Table 2, Projects that correct, improve, or eliminate a hazardous location or feature.

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**CONFORMITY EXEMPTION FORM**  
**PROJECT SUMMARY FOR INTERAGENCY CONSULTATION**  
For projects that correct, improve, or eliminate a hazardous location or feature

**ATTACHMENT A – PROJECT FIGURES**

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**PROJECT SUMMARY FOR INTERAGENCY CONSULTATION**  
For projects that correct, improve, or eliminate a hazardous location or feature

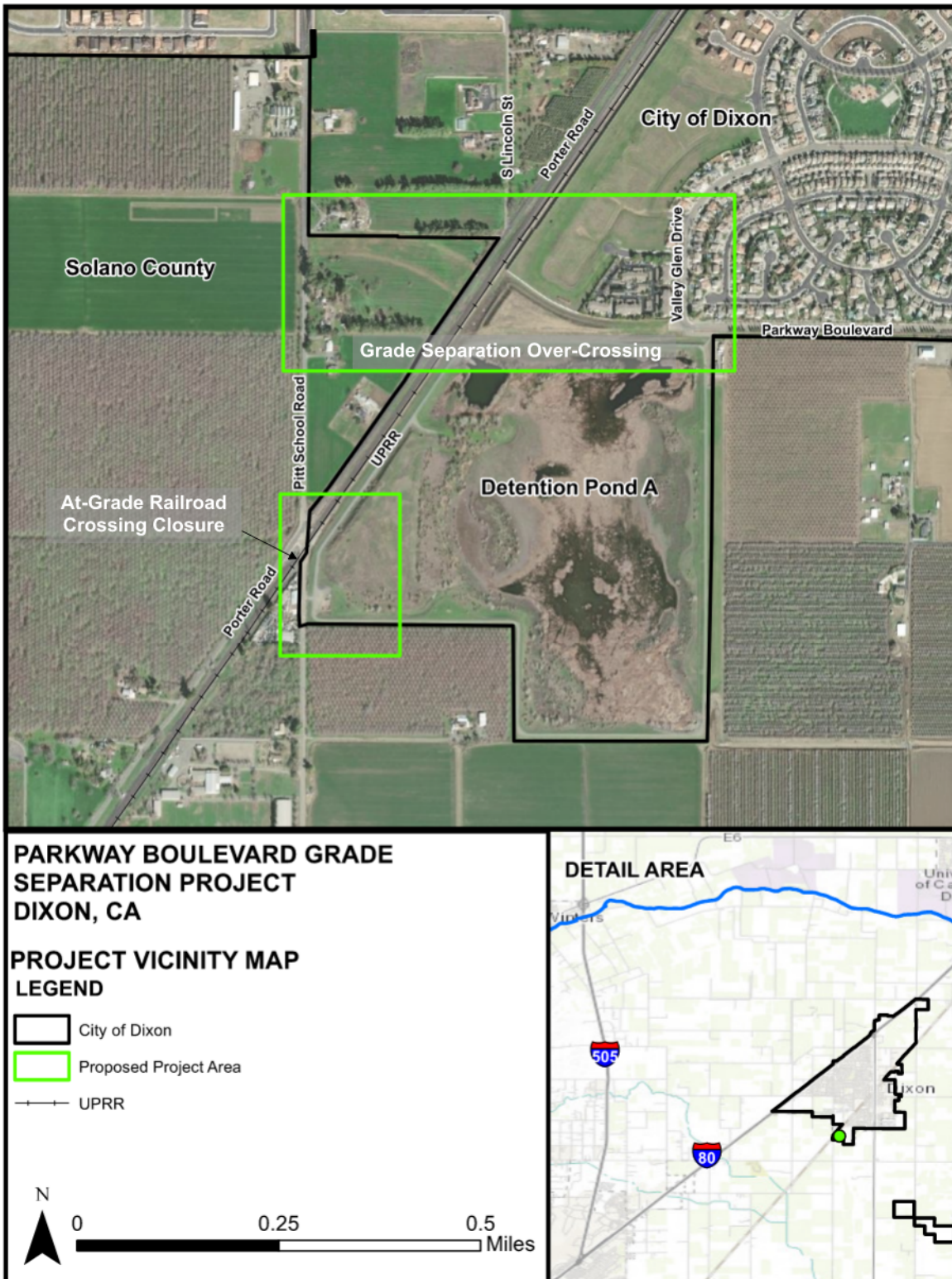


Figure 1. Project Area

Revised 5/2020

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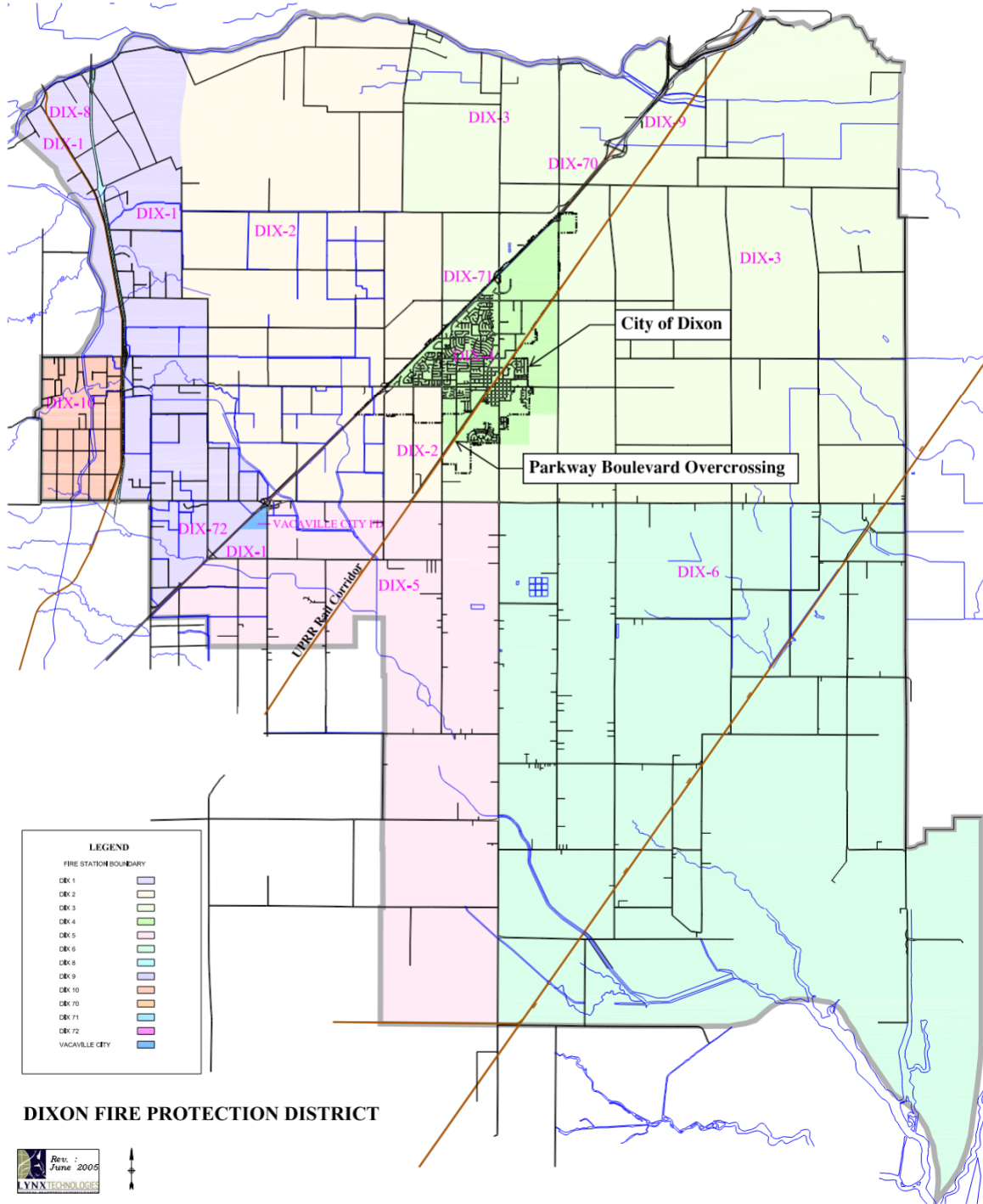


Figure 2: Existing At-Grade Railroad Crossings

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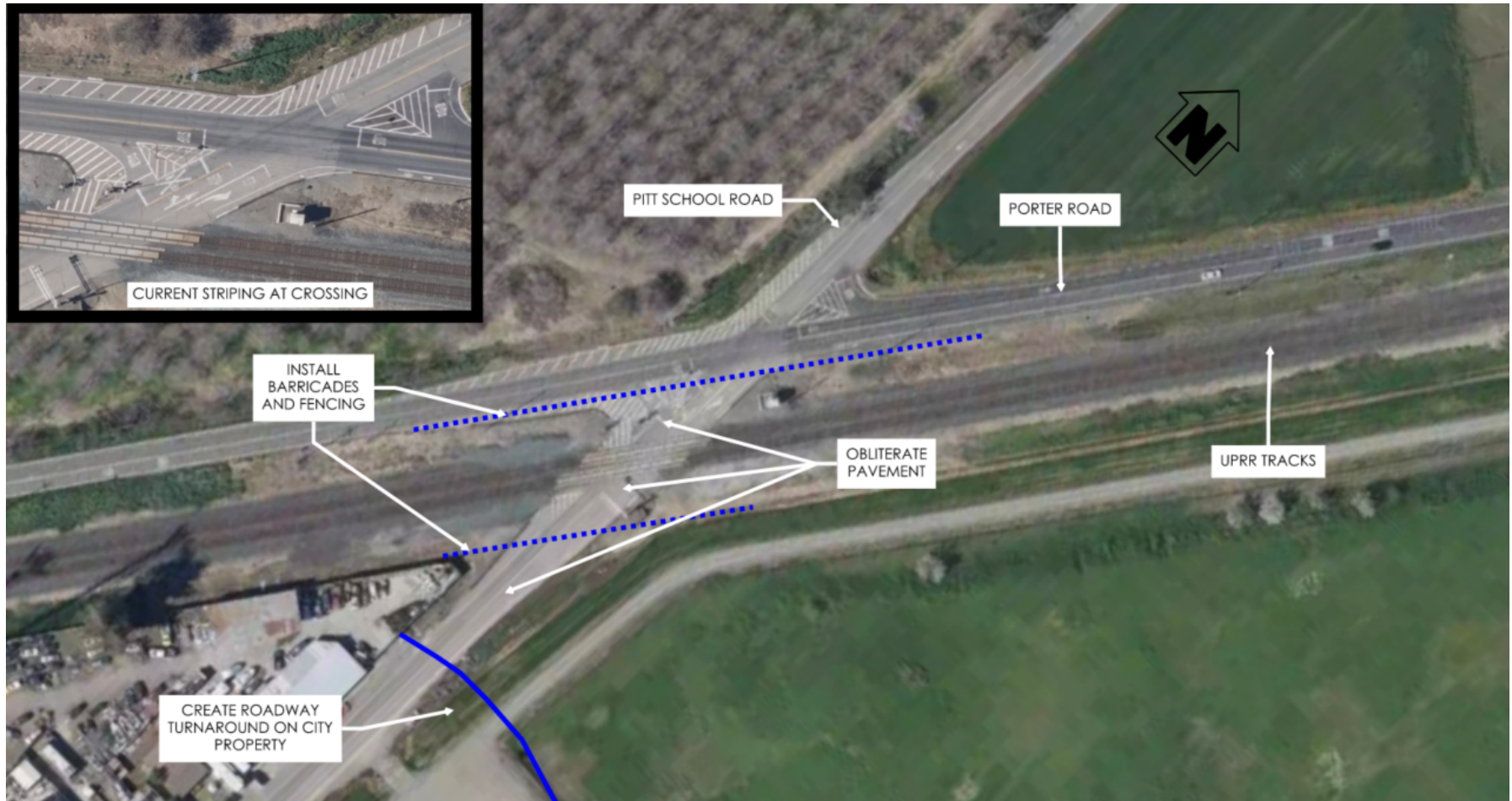
**Figure 3: City of Dixon Fire Department Response Area**

Revised 5/2020

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**CONFORMITY EXEMPTION FORM**  
**PROJECT SUMMARY FOR INTERAGENCY CONSULTATION**  
For projects that correct, improve, or eliminate a hazardous location or feature



**Figure 4: Pitt School Road/Porter Road Interchange and At-Grade Crossing**

Revised 5/2020



**CONFORMITY EXEMPTION FORM**  
**PROJECT SUMMARY FOR INTERAGENCY CONSULTATION**  
For projects that correct, improve, or eliminate a hazardous location or feature



**Figure 5: Pitt School Road/Porter Road Interchange – looking north on Pitt School Road**

Revised 5/2020



**CONFORMITY EXEMPTION FORM**  
**PROJECT SUMMARY FOR INTERAGENCY CONSULTATION**  
For projects that correct, improve, or eliminate a hazardous location or feature

**ATTACHMENT B – PROJECT DESIGN DRAWINGS**

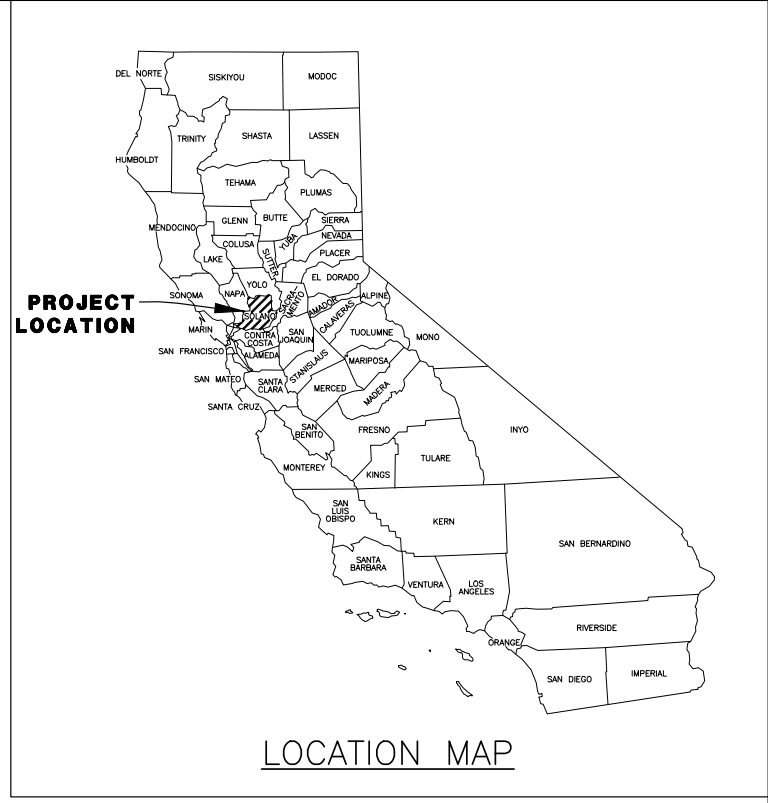
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# CITY OF DIXON

## IMPROVEMENT PLANS FOR

# PARKWAY BOULEVARD GRADE SEPERATION

TO BE SUPPLEMENTED BY THE STATE OF CALIFORNIA STANDARD PLANS, DATED 2023



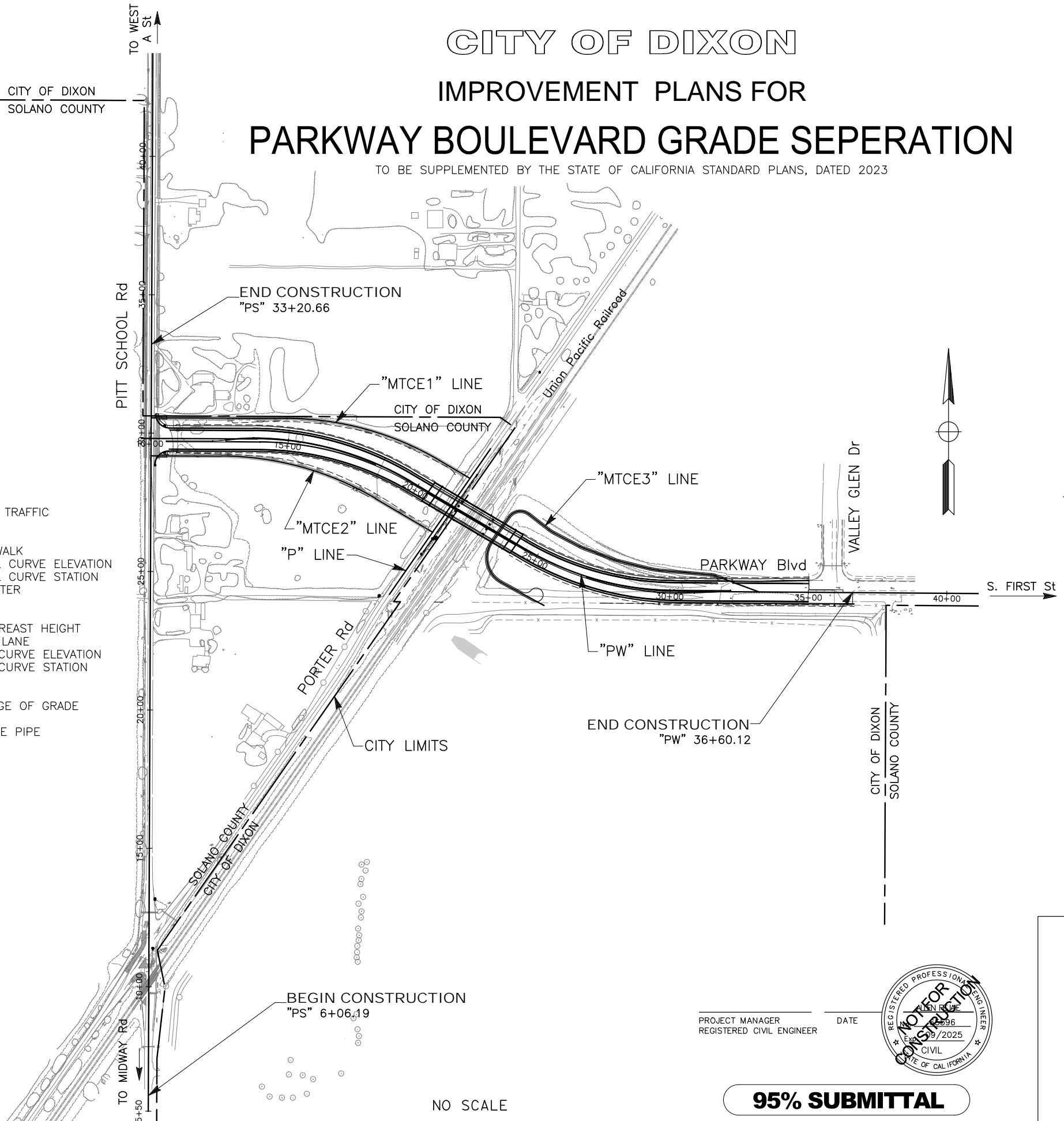
LOCATION MAP

XRef List: 026-X-TP | 026-X-TP-SUPPLEMENTAL | 026-C-RD |  
 Jul. 09, 2025 - 09:22:35 DWG Name: T:\0\T\0\m-SAC\VP\710026.40\600\_CADD\05\_Official\rdw\Sheets\01-026-T.dwg Updated By: jeffrey.hoge  
 PROJECT MANAGER ALLEN REJAIE  
 CITY OF DIXON, CA  
 PARKWAY BOULEVARD GRADE SEPERATION

DESIGN BY: JEFFREY HOGE  
 CHECKED BY: EVA CHEUNG  
 DATE: 6/16/25  
 DATE: 7/8/2025

### ABBREVIATIONS:

ADT	AVERAGE DAILY TRAFFIC
Ang	ANGLE
BOC	BACK OF CURB
BOW	BACK OF SIDEWALK
BVCE	BEGIN VERTICAL CURVE ELEVATION
BVCS	BEGIN VERTICAL CURVE STATION
C&G	CURB AND GUTTER
COD	CITY OF DIXON
CT	CALTRANS
DBH	DIAMETER AT BREAST HEIGHT
EBL	EDGE OF BIKE LANE
EVCE	END VERTICAL CURVE ELEVATION
EVCS	END VERTICAL CURVE STATION
FC	FACE OF CURB
GB	GRADE BREAK
K	RATE OF CHANGE OF GRADE
LIP	LIP OF GUTTER
OCF	OPEN CONCRETE PIPE
PL	PROPERTY LINE
Pt	POINT
TC	TOP OF CURB
TR	TOP OF RAMP



### INDEX OF SHEETS:

1	TITLE SHEET
2-5	TYPICAL CROSS SECTIONS
6	KEY MAP AND LINE INDEX
7	PROJECT CONTROL
8-10	LAYOUTS
11-12	PROFILES
13-23	CONSTRUCTION DETAILS
24-26	TEMPORARY WATER POLLUTION CONTROL AND EROSION CONTROL
27-28	CONTOUR GRADING
29-34	DRAINAGE PLANS, PROFILES, DETAILS AND QUANTITIES
35-40	UTILITY PLANS, DETAILS AND QUANTITIES
41	CONSTRUCTION AREA SIGNS
42-46	PAVEMENT DELINEATION AND SIGN PLAN AND QUANTITIES
47-48	SUMMARY OF QUANTITIES
49-X	LANDSCAPING PLANS AND DETAILS
X-X	LIGHTING AND ELECTRICAL SYSTEMS PLANS AND DETAILS
STRUCTURE PLANS PARKWAY BLVD GRADE SEPERATION Br No. XXX-XXXX	

THE STANDARD PLAN LIST APPLICABLE TO THIS CONTRACT IS INCLUDED IN THE NOTICE TO BIDDERS AND SPECIAL PROVISION BOOK.

REVIEWED AND ACCEPTED FOR PUBLIC IMPROVEMENTS IN PUBLIC RIGHTS-OF-WAY AND IN PUBLIC EASEMENTS ON PRIVATE PROPERTY.

ACCEPTED BY: \_\_\_\_\_ DATE \_\_\_\_\_

ACCEPTED BY: \_\_\_\_\_ DATE \_\_\_\_\_

XX  
SOLANO COUNTY

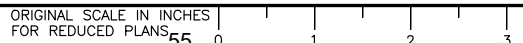
PROJECT MANAGER  
REGISTERED CIVIL ENGINEER

DATE



**95% SUBMITTAL**

NO SCALE



XRef List: gp | 026-X-TP | 026-X-LAND-NET | 026-X-UTIL | 026-C-RD | 026-Proposed TCE | 026-Del | 026-X-TP - STRIPING |  
 Jul. 09, 2025 - 10:09:57 | DWG Name: T:\0\TYLin-SAC\1710026.40\600\_CADD\05\_Official\rdwy\Sheets\16-026-PD.dwg Updated By: jeffrey.hoge

PARKWAY BOULEVARD GRADE SEPARATION  
 CITY OF DIXON, CA  
 PROJECT ENGINEER: JEFFREY HOGE  
 CHECKED BY: EVA CHEUNG  
 DESIGN BY: JEFFREY HOGE  
 DATE: 6/16/25  
 DATE: 7/8/2025

**NOTES:**

- FOR ACCURATE RIGHT OF WAY DATA, CONTACT CITY OF DIXON PUBLIC WORKS.
- EXACT LOCATION OF ROADSIDE SIGNS TO BE DETERMINED IN THE FIELD BY ENGINEER.
- W1-7 SIGN SHALL BE MOUNTED ON A TYPE III BARRICADE. TYPE III BARRICADE SHALL BE SURFACE MOUNTED.
- ALL EXISTING SIGNS NOT SHOWN FOR REMOVAL, RELOCATION OR RESETTING SHALL REMAIN IN PLACE.
- CONCRETE BARRIERS NOT SHOWN ON THIS SHEET, AND PROPOSED CURB, GUTTER AND SIDEWALK SHOWN DROPPED OUT FOR CLARITY.
- ALL STATIONING IS ALONG THE "PW" LINE UNLESS OTHERWISE NOTED.

**LEGEND**

- (No.) CALTRANS TRAFFIC LINE DETAIL
- ▶ BEGIN OR END TRAFFIC STRIPE
- ✚ TRANSITION FROM ONE TRAFFIC STRIPE TO ANOTHER
- △ ANGLE POINT
- BEGIN/END CURVE
- ⊥ Exist SINGLE POST SIGN
- ⊥ ROADSIDE SIGN - ONE POST
- (X) ROADSIDE SIGN No.
- REMOVE ROADSIDE SIGN
- ▲ RELOCATE ROADSIDE SIGN
- \* EXISTING ROADSIDE SIGN TO REMAIN

- ① INSTALL 12" WHITE LIMIT LINE
- ② 12" WHITE CROSSWALK
- ③ CT Std TYPE IV (L) ARROW
- ④ CT Std TYPE IV (R) ARROW
- ⑤ CT Std TYPE VII (L) ARROW
- ⑥ CT Std TYPE VII (R) ARROW
- ⑦ CT Std TYPE VI (L) ARROW
- ⑧ "STOP" PAVEMENT MARKING
- ⑨ "BIKE LANE" PAVEMENT MARKING WITH BIKE LANE ARROW

DIST.	COUNTY	ROUTE	POST MILE TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
4	SoI	PARK		42	X

REGISTERED CIVIL ENGINEER

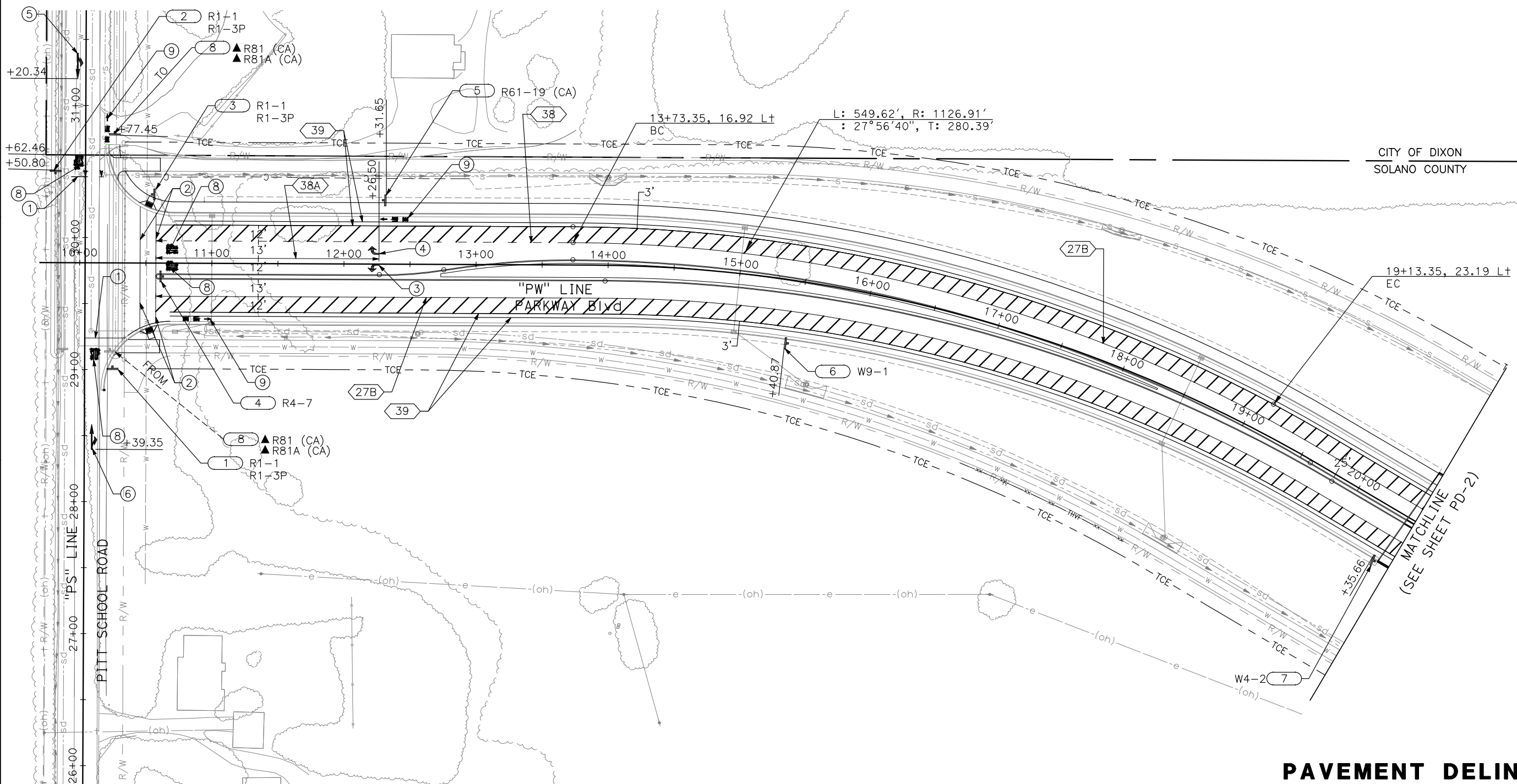
PLANS APPROVAL DATE

T. Y. Lin International or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.

REGISTERED PROFESSIONAL ENGINEER  
 JEFFREY HOGE  
 No. 9483  
 Exp. 6/30/26  
 CIVIL  
 STATE OF CALIFORNIA

**TYLin**  
 1545 RIVER PARK DRIVE, SUITE 201  
 SACRAMENTO, CA 95815

CITY OF DIXON  
 600 EAST A STREET  
 DIXON, CA 95620-3697



CITY OF DIXON  
 SOLANO COUNTY

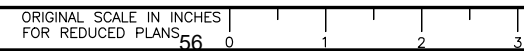
MATCHLINE  
 (SEE SHEET PD-2)

**PAVEMENT DELINEATION AND SIGN PLAN**

**95% SUBMITTAL**

SCALE: 1" = 40' **PD-1**

APPROVED FOR PAVEMENT DELINEATION AND SIGN WORK ONLY

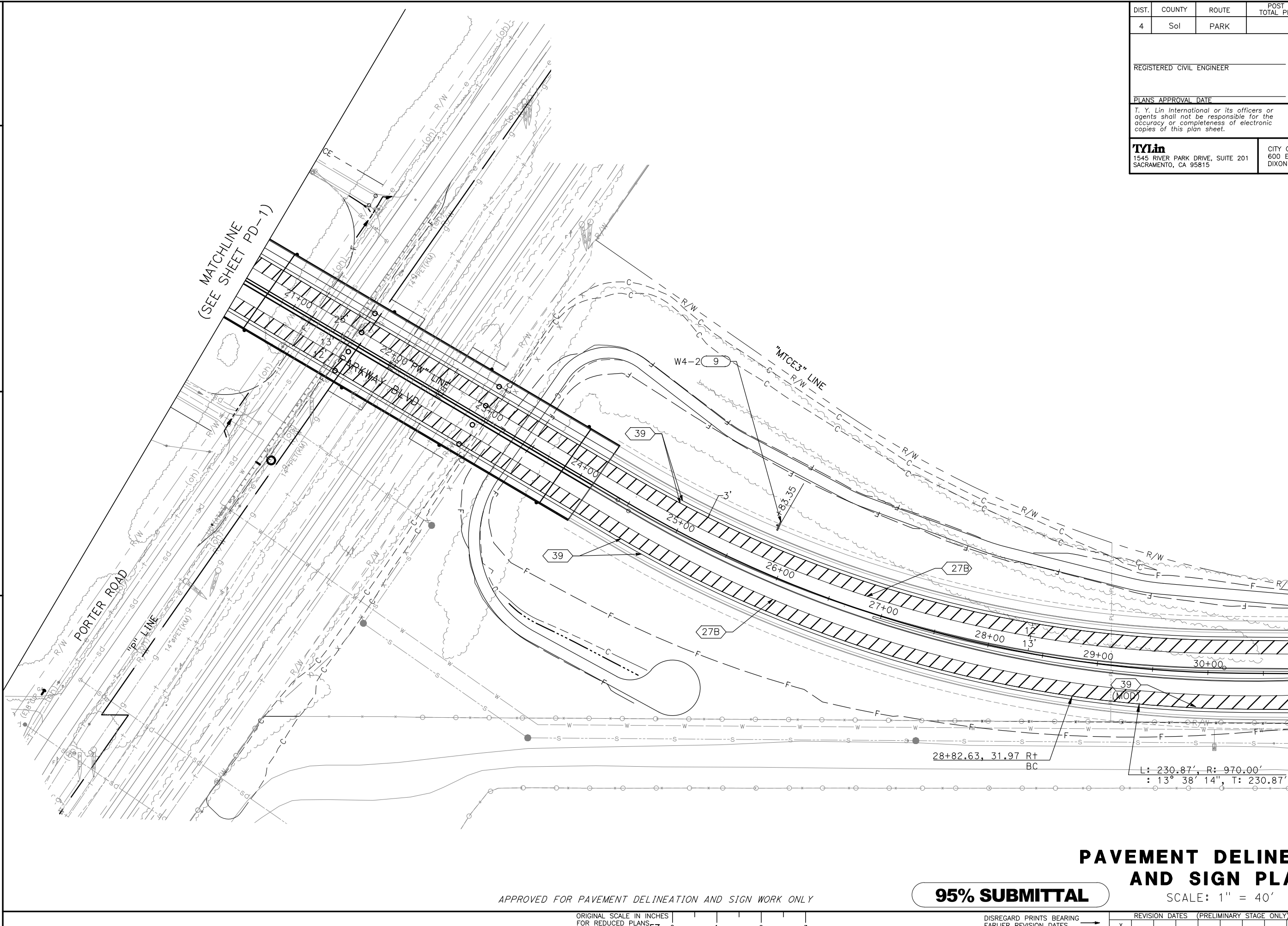


DISREGARD PRINTS BEARING EARLIER REVISION DATES

REVISION DATES (PRELIMINARY STAGE ONLY)	SHEET	OF
X		

XRef List: gp | 026-X-TP | 026-X-LAND-NET | 026-X-UTIL | 026-C-RD | 026-Proposed TCE | 026-Del | 026-X-TP - STRIPING |  
 Jul. 09, 2025 - 10:09:57 DWG Name: T:\0\_TYlin-SAC\1710026.40\600\_CADD\05\_Official\rdw\Sheets\16-026-PD.dwg Updated By: jeffrey.hoge

DESIGN BY	JEFFREY HOGE	DATE	6/16/25
CHECKED BY	EVA CHEUNG	DATE	7/8/2025
PROJECT ENGINEER	JEFFREY HOGE		



DIST.	COUNTY	ROUTE	POST MILE TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
4	SoI	PARK		43	X

REGISTERED CIVIL ENGINEER \_\_\_\_\_

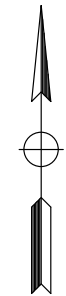
PLANS APPROVAL DATE \_\_\_\_\_

T. Y. Lin International or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.

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 SACRAMENTO, CA 95815

CITY OF DIXON  
 600 EAST A STREET  
 DIXON, CA 95620-3697

REGISTERED PROFESSIONAL ENGINEER  
 JEFFREY HOGE  
 No. 9745  
 Exp. 6/30/26  
 CIVIL  
 STATE OF CALIFORNIA

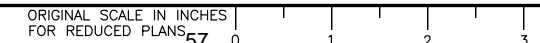


APPROVED FOR PAVEMENT DELINEATION AND SIGN WORK ONLY

**95% SUBMITTAL**

**PAVEMENT DELINEATION AND SIGN PLAN**  
**PD-2**

SCALE: 1" = 40'



DISREGARD PRINTS BEARING EARLIER REVISION DATES

REVISION DATES (PRELIMINARY STAGE ONLY)	SHEET	OF
X		

XRef List: gp | 026-X-TP | 026-X-LAND-NET | 026-X-UTIL | 026-C-RD | 026-Proposed TCE | 026-Del | 026-X-TP - STRIPING |  
 Jul. 09, 2025 - 10:09:57 DWG Name: T:\0\T\Lin-SAC\1710026.40\600\_CADD\05\_Official\rdw\Sheets\16-026-PD.dwg Updated By: jeffrey.hoge  
 PROJECT ENGINEER: JEFFREY HOGE  
 DESIGN BY: JEFFREY HOGE  
 CHECKED BY: EVA CHEUNG  
 DATE 6/16/25  
 DATE 7/8/2025  
 CITY OF DIXON, CA  
 PARKWAY BOULEVARD GRADE SEPARATION

DIST.	COUNTY	ROUTE	POST MILE TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
4	Soi	PARK		44	X

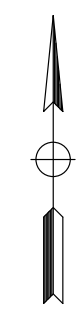
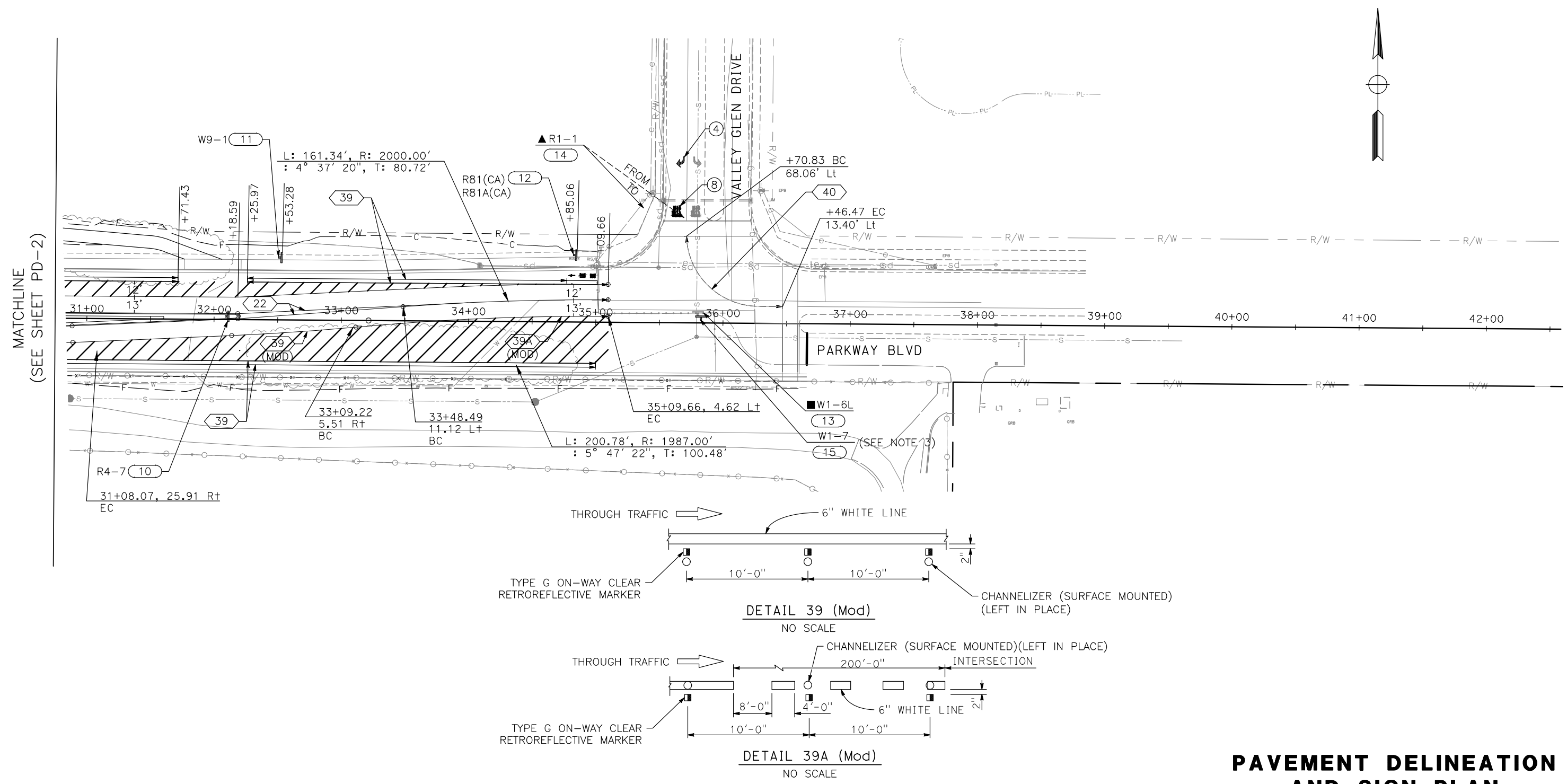
REGISTERED CIVIL ENGINEER \_\_\_\_\_

PLANS APPROVAL DATE \_\_\_\_\_

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SACRAMENTO, CA 95815

CITY OF DIXON  
600 EAST A STREET  
DIXON, CA 95620-3697



**95% SUBMITTAL**

**PAVEMENT DELINEATION AND SIGN PLAN**  
 SCALE: 1" = 40'  
**PD-3**

APPROVED FOR PAVEMENT DELINEATION AND SIGN WORK ONLY



DISREGARD PRINTS BEARING EARLIER REVISION DATES

REVISION DATES (PRELIMINARY STAGE ONLY)	SHEET	OF
X		




XRef List: 026-X-TP | 026-X-UTIL | 026-X-LAND-NET | 026-C-RD | PITT SCHOOL ROAD 12-21-22 | gp-LAYOUT | 6614.005 PARKWAY SEPARATION-PITTS SCHOOL RD-9282022 |  
 Jul. 09, 2025 - 09:35:58 DWG Name: T:\0\TYLin-SAC\710026\40\600\_CADD\05\_Official\rdwy\Sheets\07-026a-C.dwg Updated By: Jeffrey Hoge

PROJECT ENGINEER: JEFFREY HOGE  
 DESIGN BY: JEFFREY HOGE  
 CHECKED BY: EVA CHEUNG  
 DATE: 6/16/25  
 DATE: 7/8/2025

**NOTES:**

- EXISTING SIGNAL ARMS, PRECAST CONCRETE PANELS, AND CROSSING EQUIPMENT TO BE REMOVED BY UP RR.
- FOR CROSSING GRADING DETAILS, SEE SHEET G-2

**LEGEND**

-  REMOVE BASE AND SURFACING
-  ROADSIDE SIGN No.
-  REMOVE ROADSIDE SIGN

**LINE DATA**

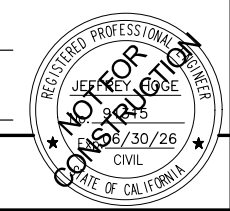
No.	BEARING	DISTANCE
17	N 00° 13' 42.58" E	1847.33'

**CURVE DATA**

No.	R	Δ	T	L
19	30.00'	79° 47' 38"	25.08'	41.78'
20	60.00	183° 16' 13"	2125.81'	194.11'

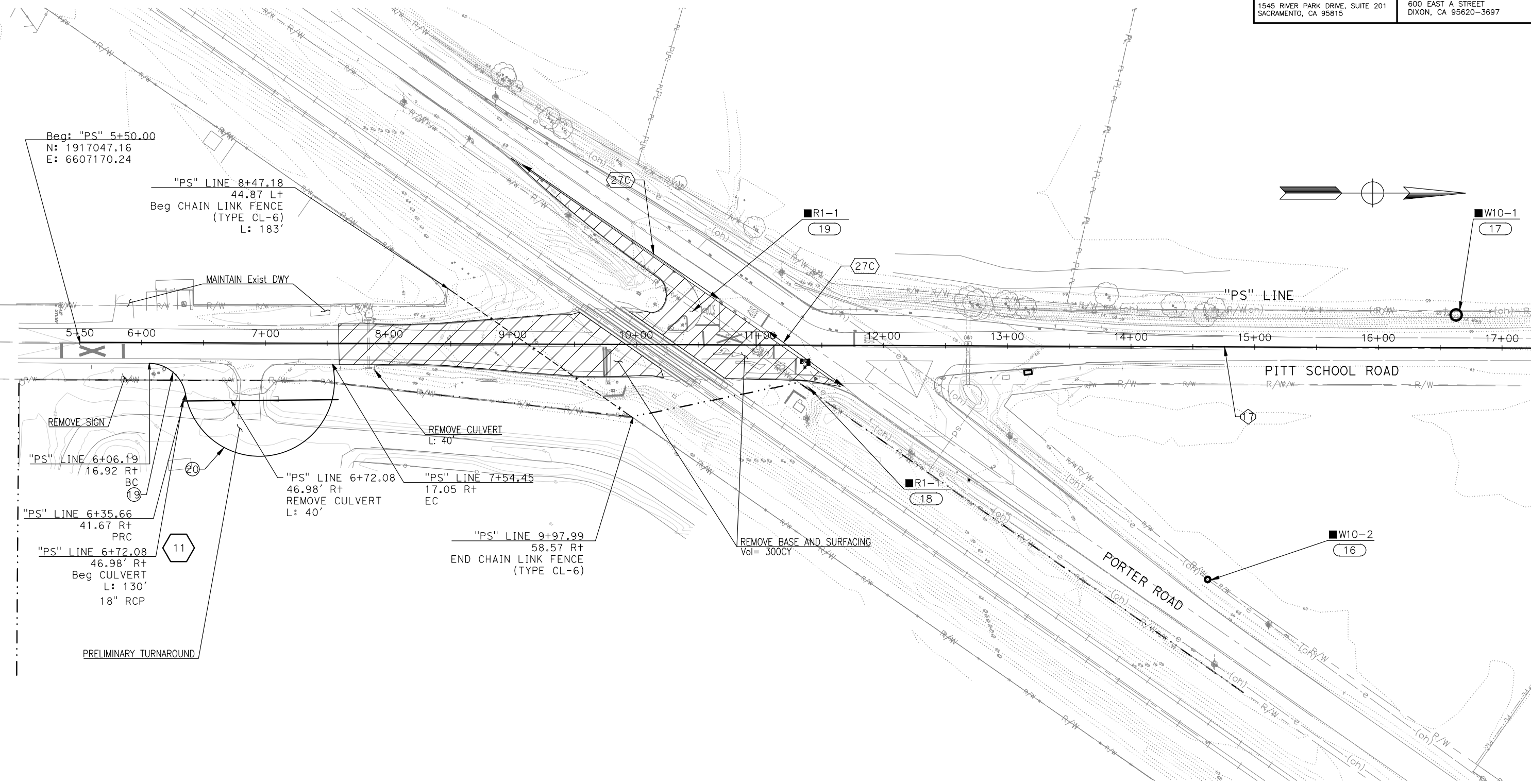
DIST.	COUNTY	ROUTE	POST MILE TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
4	Soi	PARK		16	X

REGISTERED CIVIL ENGINEER  
 PLANS APPROVAL DATE: 6/30/26  
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 1545 RIVER PARK DRIVE, SUITE 201  
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CITY OF DIXON  
 600 EAST A STREET  
 DIXON, CA 95620-3697



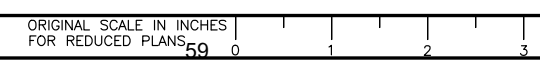
CLOSURE OF PITT SCHOOL ROAD AT-GRADE CROSSING  
 SCALE 1"=20'

**CONSTRUCTION DETAILS**

**95% SUBMITTAL**

SCALE: 1" = 40'

**C-4**



REVISION DATES (PRELIMINARY STAGE ONLY)	SHEET	OF
X		



## **Guidance**

The purpose of this form is to provide sufficient information to allow the Transportation Conformity Working Group (TCWG) to determine if a project could be exempt under the “Projects that correct, improve, or eliminate a hazardous location or feature” from 40 CFR 93.126 Table 2, pursuant to federal conformity regulations. This form is only for projects located in nonattainment and maintenance areas for ozone, CO, PM2.5, PM10 and NO2.

The form is not needed under the following circumstances (since transportation conformity already does not apply):

- a. Clearly fits within one of the other exempt categories pursuant to 40 CFR 93.126; or
- b. Is part of the Highway Safety Improvement Program (HSIP) (i.e., exempt under “Highway Safety Improvement Program implementation” in 40 CFR 93.126); or
- c. Is a traffic signal synchronization project under 40 CFR 93.128; or
- d. Uses no federal funds AND requires no federal approval (i.e., a project-level conformity determination does not apply); or
- e. Road diets: A road diet is a project where one or more vehicle travel lanes are removed to accommodate a variety of transportation modes. Road diets are done for safety purposes. If a road diet is part of a state’s Highway Safety Improvement Program, the road diet is exempt under the Table 2 item, “Highway Safety Improvement Program implementation.” If not, a road diet can still be considered exempt under the Table 2 item, “Projects that correct, improve, or eliminate a hazardous location or feature.” For more information about road diets, including the “Road Diet Informational Guide,” please refer to FHWA’s webpage at [https://safety.fhwa.dot.gov/road\\_diets/](https://safety.fhwa.dot.gov/road_diets/)

Note: A typical road diet involves converting an existing four-lane undivided roadway segment to a three-lane segment consisting of two through lanes and a center, two-way left-turn lane. The reclaimed space can be allocated for other uses, such as turn lanes, bus lanes, pedestrian refuge islands, bike lanes, sidewalks, etc.

- f. Auxiliary lanes less than 1 mile in length: An auxiliary lane is defined as the portion of the roadway adjoining the traveled way for speed change, turning, weaving, truck climbing, maneuvering of entering and leaving traffic, and other purposes supplementary to through traffic movement. If an auxiliary lane is less than 1 mile in length, it can be considered exempt under the Table 2 item, “Projects that correct, improve, or eliminate a hazardous location or feature.” For more information about auxiliary lanes, please refer to FHWA’s webpage at [https://ops.fhwa.dot.gov/freewaymgmt/publications/frwy\\_mgmt\\_handbook/chapter5.htm](https://ops.fhwa.dot.gov/freewaymgmt/publications/frwy_mgmt_handbook/chapter5.htm)
- g. Ramp metering: Ramp metering projects involve installing traffic signals on highway on-ramps to control the frequency at which vehicles enter the flow of



**CONFORMITY EXEMPTION FORM**  
**PROJECT SUMMARY FOR INTERAGENCY CONSULTATION**  
**For projects that correct, improve, or eliminate a hazardous location or feature**

traffic, and they are also exempt under the Table 2 item, “Projects that correct, improve, or eliminate a hazardous location or feature.” For more information about ramp metering projects, please refer to FHWA’s webpage at <https://ops.fhwa.dot.gov/publications/fhwahop14020/sec1.htm>

- h. Is a road diet project, a ramp metering project, or an auxiliary lane project that is less than one mile in length (these projects have already been determined to be exempt as “projects that correct, improve, or eliminate a hazardous location or feature.”)

A project sponsor that would like to exempt a project under the exemption titled “Projects that correct, improve, or eliminate a hazardous location or feature” from 40 CFR 93.126 Table 2 will need to present data to the TCWG to demonstrate that the project would resolve a safety issue before this exemption can be used.

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 TCWG to make an informed decision on whether or not a project can be exempt under the “Projects that correct, improve, or eliminate a hazardous location or feature.” For example, if a transportation agency has collision data to show both a need for the project as well as how the project will correct, improve, or eliminate the hazardous location or feature, that data can be presented to the TCWG, and if the TCWG concurs, the project could move forward as exempt. It is also the responsibility of the project sponsor to ensure a representative is available to discuss the project at the TCWG meeting if necessary.

**Instructions**

- 1) Fill out form, beginning on page 1, in its entirety.**
- 2) Be sure to include FTIP ID#.**
- 3) Submit completed form to your local Transportation Commission who will submit it to the Metropolitan Planning Organization (MPO). Caltrans projects can be submitted by Caltrans District representatives.**



**CONFORMITY EXEMPTION FORM**  
**PROJECT SUMMARY FOR INTERAGENCY CONSULTATION**  
For projects that correct, improve, or eliminate a hazardous location or feature

**Reference**

**Exempt Projects 40 CFR 93.126**

Notwithstanding the other requirements of this subpart, highway and transit projects of the types listed in Table 2 of this section are exempt from the requirement to determine conformity. Such projects may proceed toward implementation even in the absence of a conforming transportation plan and TIP. A particular action of the type listed in table 2 of this section is not exempt if the MPO in consultation with other agencies (see §93.105(c)(1)(iii)), the EPA, and the FHWA (in the case of a highway project) or the FTA (in the case of a transit project) concur that it has potentially adverse emissions impacts for any reason. States and MPOs must ensure that exempt projects do not interfere with transportation control measure (TCM) implementation. Table 2 follows:

**Links to More Information:**

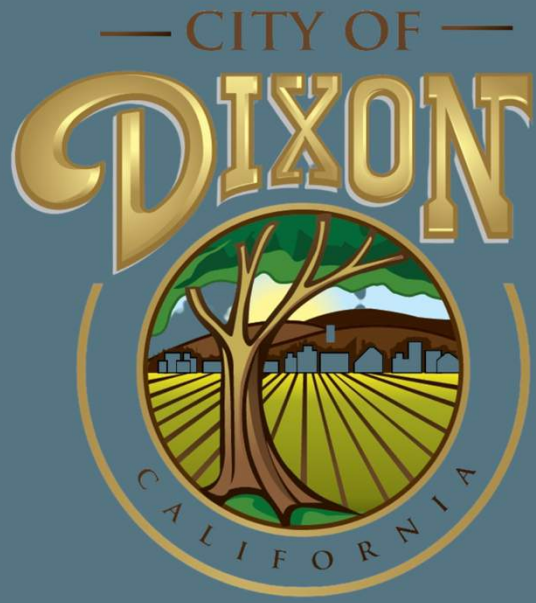
[https://www.fhwa.dot.gov/environment/air\\_quality/conformity/index.cfm](https://www.fhwa.dot.gov/environment/air_quality/conformity/index.cfm)  
<http://www.epa.gov/otaq/stateresources/transconf/index.htm>

**TABLE 2-Exempt Projects**

**Safety**

- Railroad/highway crossing.
- Projects that correct, improve, or eliminate a hazardous location or feature.
- Safer non-Federal-aid system roads.
- Shoulder improvements.
- Increasing sight distance.
- Highway Safety Improvement Program implementation.
- Traffic control devices and operating assistance other than signalization projects.
- Railroad/highway crossing warning devices.
- Guardrails, median barriers, crash cushions.
- Pavement resurfacing and/or rehabilitation.
- Pavement marking.
- Emergency relief (23 U.S.C. 125).
- Fencing.
- Skid treatments.
- Safety roadside rest areas.
- Adding medians.
- Truck climbing lanes outside the urbanized area.
- Lighting improvements.
- Widening narrow pavements or reconstructing bridges (no additional travel lanes).
- Emergency truck pullovers.

Note: This is an excerpt from Table 2, not the complete list of exempt projects from the table.



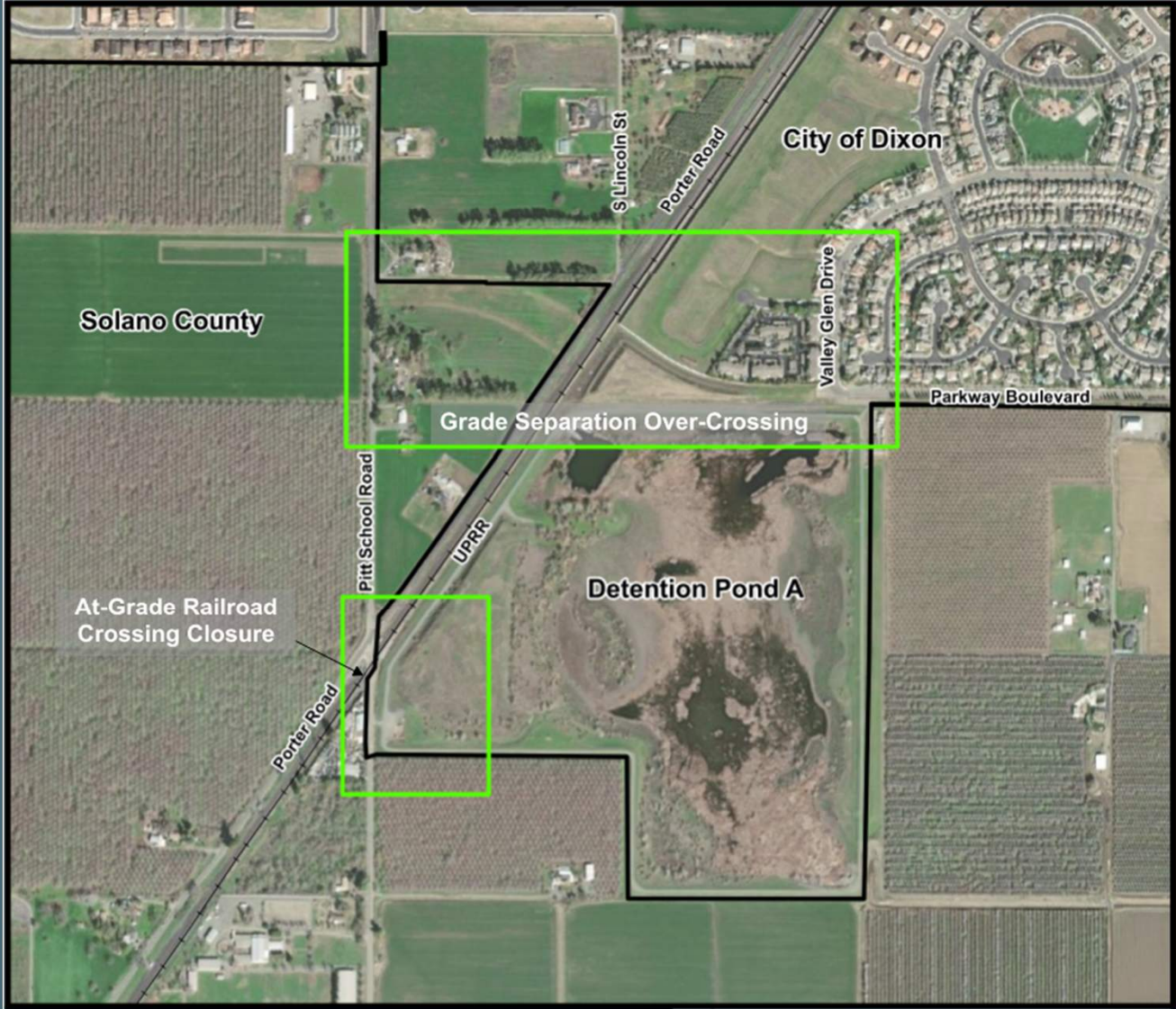
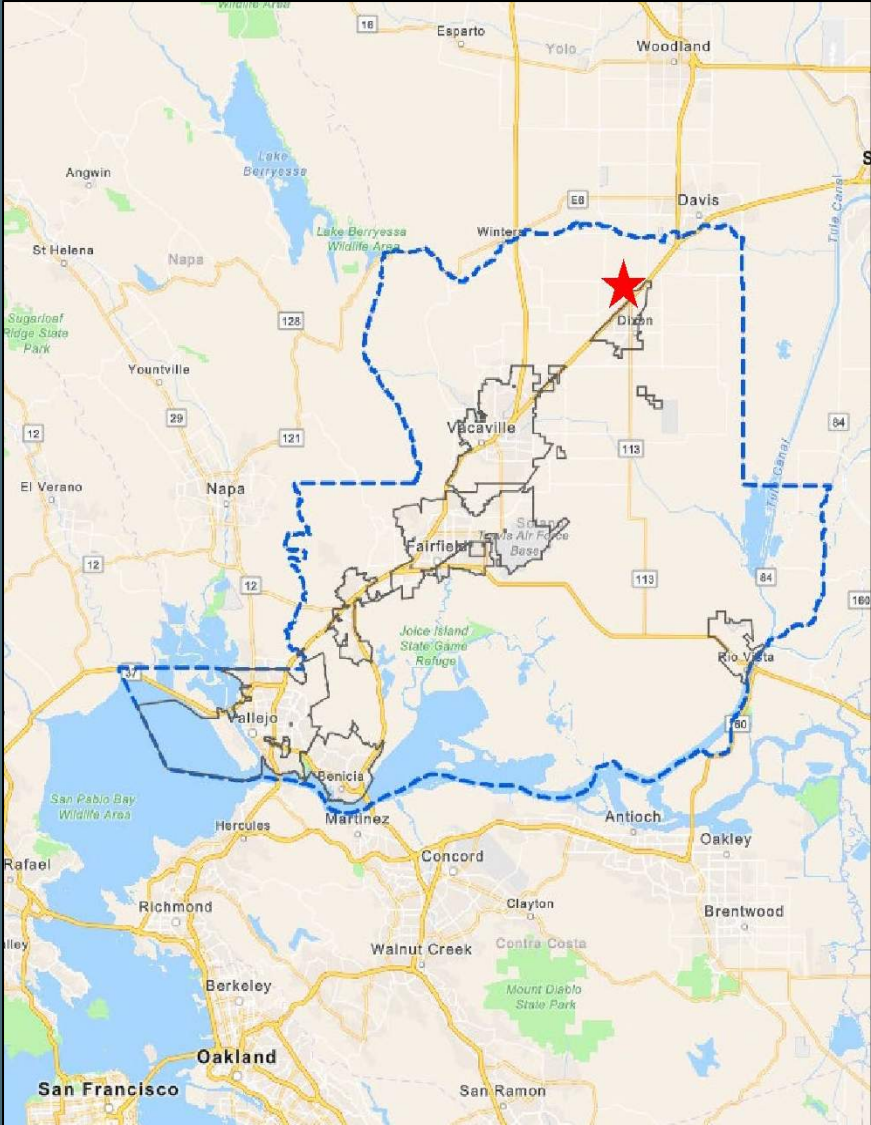
# Parkway Boulevard Grade Separation Project

Bay Area Air Quality Conformity Task Force Presentation

August 28, 2025



# PROJECT LOCATION





## PROJECT HISTORY/SCHEDULE

- 2004 - Project Initiated
- 2009 - CEQA EIR completed
- 2011 - NEPA CE completed
- 2021 - NEPA Re-Validation completed (Western Embankment)
- 2022 - Project updated to include at-grade railroad closure
- 2025 - FRA Railroad Crossing Elimination Grant
- 2025 - NEPA Re-Validation (anticipated October/November)
- 2026 - Construction anticipated to begin in Quarter 1



## PURPOSE AND NEED

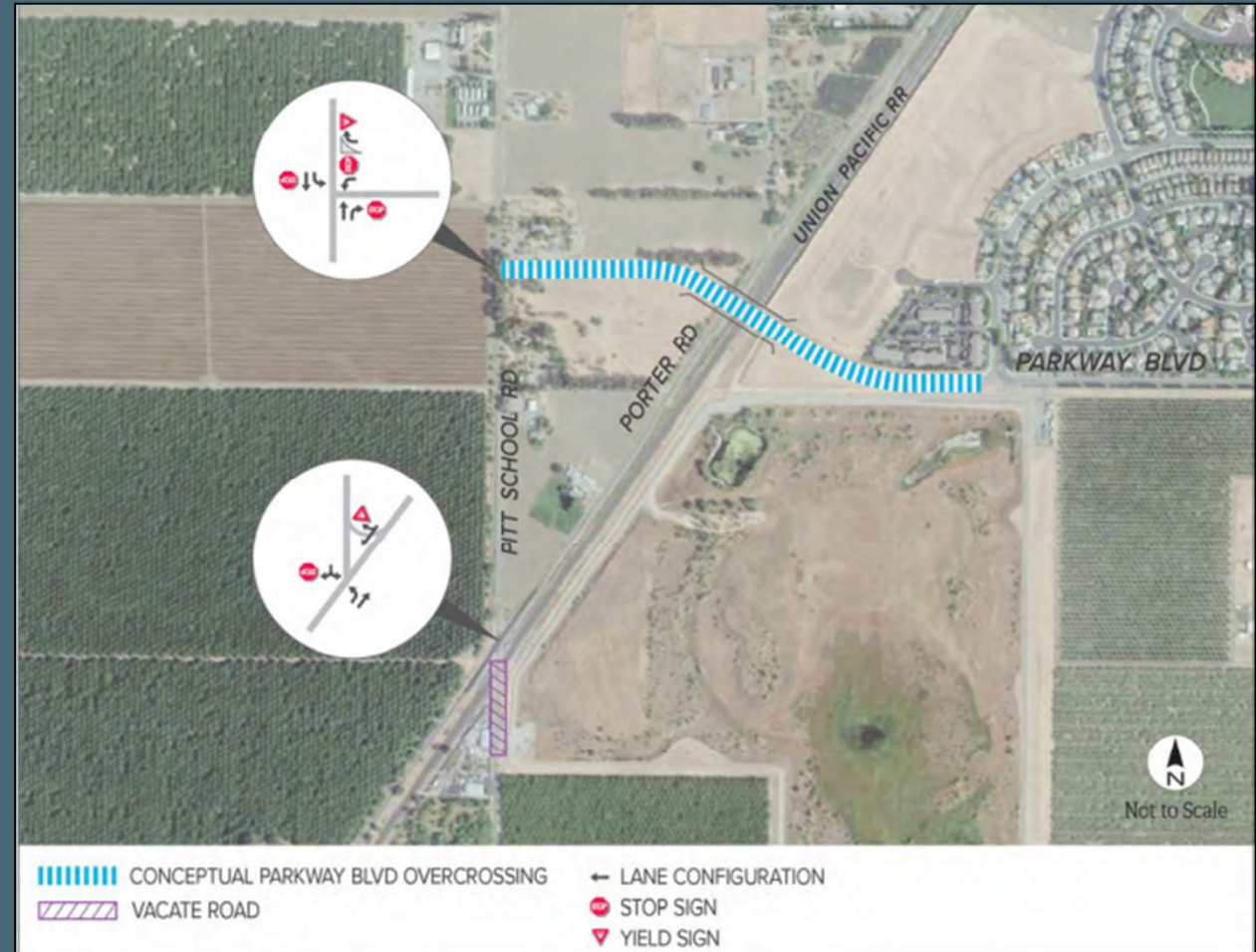
The purpose of the project is to connect Parkway Boulevard with Pitt School Road with an east-west grade separated crossing of the UPRR railroad corridor and Porter Road and close the existing at-grade railroad crossing at the Pitt School Road and Porter Road interchange to improve safety and mobility.

The project is needed in order to:

- Improve safety for all modes
- Improve access for emergency vehicles
- Improve pedestrian, bicycle, and vehicular circulation
- Improve rail operations

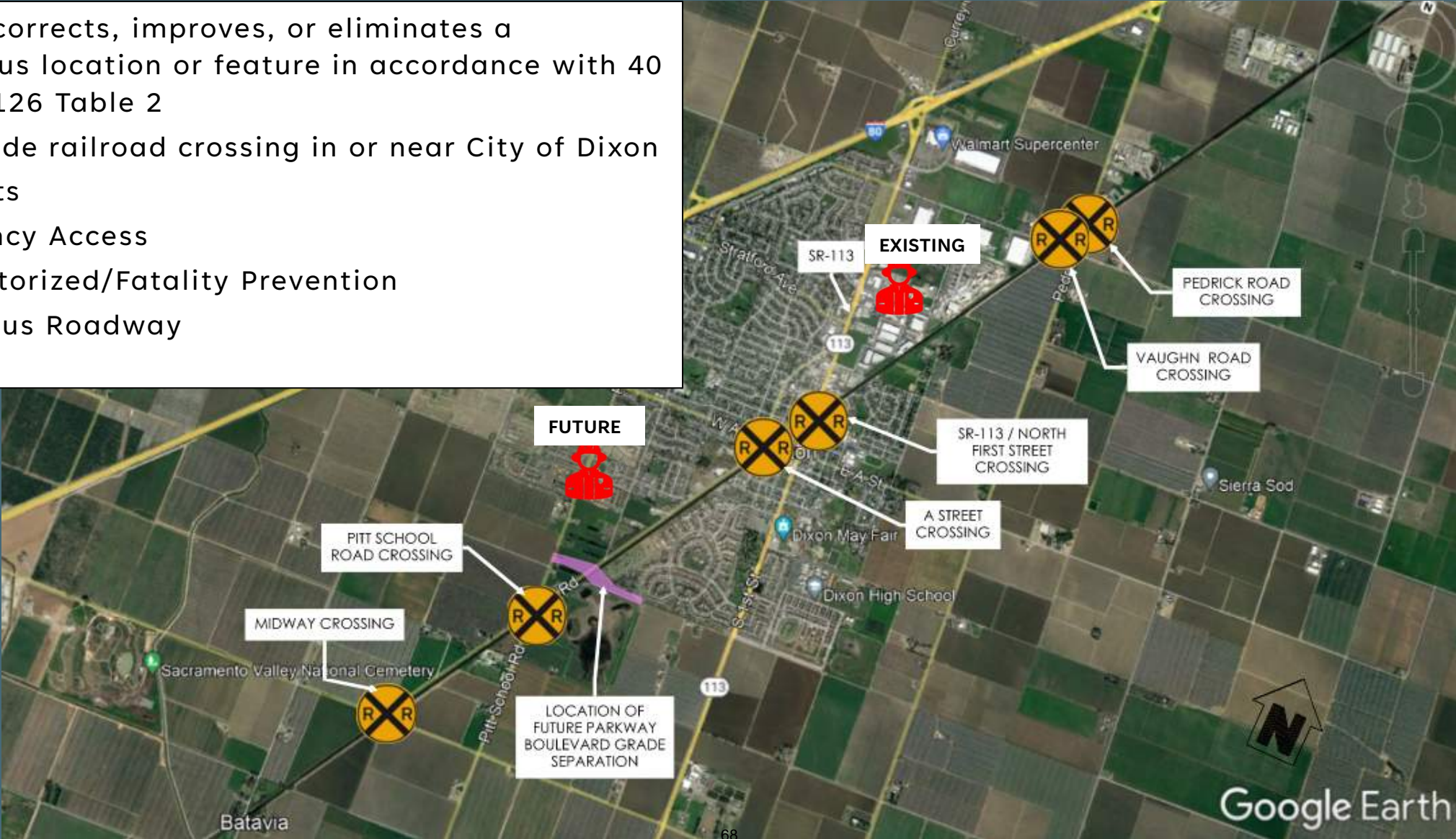
# PROJECT DESCRIPTION

- Construct a grade-separated overcrossing of the UPRR corridor and S. Porter Road and permanently close the at-grade railroad crossing on Pitt School Road about 2,000 feet southwest of the new grade separation.
- The over-crossing is approximately 300 feet long and 92 feet wide. Bicycle lanes would be located on both sides and a sidewalk would be located on the north side of the over-crossing.
- Project also includes, undergrounding of utilities, drainage improvements, barricades and fencing for the at-grade closure, and roadway approach construction.



# JUSTIFICATION OF NEED

- Project corrects, improves, or eliminates a hazardous location or feature in accordance with 40 CFR 93.126 Table 2
- 6 at-grade railroad crossing in or near City of Dixon
- Accidents
- Emergency Access
- Non-motorized/Fatality Prevention
- Hazardous Roadway





## ACCIDENTS

Location	Rail	Non-Rail	Total
Pitt School Road	2	14	16

- Project eliminates accidents and improves safety for all travelers.
- UPRR Corridor classified as a heavy use corridor by the FRA.
  - Currently over 40 trains per day traveling up to 79 mph
- Accident data over 8-year period (2015 to 2022)
  - Rail versus Vehicle/Pedestrian Accidents
  - Vehicle versus Vehicle Property Accidents
- Rail versus Vehicle/Pedestrian Accidents
  - Fatality at the crossing in 2017
- Vehicle versus Vehicle Property Accidents
  - Railroad gates damaged/broken 11 times from vehicle incidents.



## EMERGENCY ACCESS

- Project improves emergency access response and travel times.
- Lack of grade separated crossings has potential impacts on travel and response times during incidents directly involving the railroad crossings and indirectly when trains traveling through the City of Dixon.
- Fire department need to travel out of direction when crossings blocked due to incidents which impacts travel and response times.
- City of Dixon Fire Department
  - Existing station located north of the railroad corridor
  - Large response area – about 313 square miles

## NON-MOTORIZED ACCESS/FATALITY PREVENTION

- Project improves non-motorized access by providing a new safe crossing of the corridor that meets ADA requirements.
- Currently a lack of safe non-motorized crossings. Existing undercrossing located in the northern portion of the City which requires circuitous travel for non-motorized uses in the southern parts of the city.
- Closure of the at-grade crossing restricts all modes of traffic and project installs barricades, fencing, and signage to full close the crossing to trespassers.



## HAZARDOUS ROADWAY

- Project eliminates a hazardous location.
- Intersection is highly skewed for vehicles traveling north on Pitt School Road which results in visibility (sight line) and alignment challenges.
- Traffic queuing in the northbound direction is also an issue given the distance between the stop sign and the railroad crossing.
- Number of accidents have occurred at the intersection including vehicle on vehicle accidents due to the skewing and the vehicles damaging the railroad gates.



## SUMMARY

- Project received funding through the FRA Railroad Elimination Crossing Program because the project removes an existing rail crossing and improves safety
- Project constructs the only grade separated overcrossing in the City of Dixon
- Project reduces the potential for fatal and non-fatal injuries due to train and vehicle/pedestrian conflicts
- Project would correct, improve, or eliminate a hazardous location or feature in accordance with 40 CFR 93.126 Table 2

## QUESTIONS?



METROPOLITAN  
TRANSPORTATION  
COMMISSION

Bay Area Metro Center  
375 Beale Street  
San Francisco, CA 94105  
TEL 415.778.6700  
WEB [www.mtc.ca.gov](http://www.mtc.ca.gov)

## *Memorandum*

TO: Air Quality Conformity Task Force

DATE: August 28, 2025

FR: Adam Noelting

RE: **PM<sub>2.5</sub> Project Conformity Interagency Consultation**

Six project sponsors are seeking interagency consultation from the Air Quality Conformity Task Force at today's meeting for projects classified under 40 CFR §93.126. The projects are on the following page.

**40 CFR 93.126 Exempt Projects List**

County	TIP ID	Sponsor	Project Name	Project Description	Expanded Description	Project Type under 40 CFR 93.126
ALA	ALA250209	Newark	Thomton Ave Alternate Route Comidor Pavement Reh	Newark : Thomton Avenue from I880 to Olive St (Phase 1) & Thomton Avenue from Ash to Spruce St (Phase 2) : Pavement rehabilitation and improvements to existing bicycle facilities and other safety improvements.	Pavement rehabilitation of Thomton Avenue from I880 to Olive Street (Phase 1) and pavement rehabilitation of Thomton Avenue from Ash to Spruce Street (Phase 2). Each phase will also include improvements to the existing bicycle facilities and other safety improvements. Both phases will be implemented as part of one contract.	Safety - Pavement resurfacing and/or rehabilitation
CC	CC-230213	CC County	San Pablo Ave Complete Streets/Bay Trail Gap Clostu	Contra Costa County : Along San Pablo Avenue from Pacific Avenue to Pomona Street, Unincorporated Rodeo and Crockett, Contra Costa County : Implement a road diet and construct a Class I shared-use path along San Pablo Avenue and close a gap of the San Francisco Bay Trail.	Contra Costa County: Unincorporated Rodeo/Crockett: Implement a road diet and construct a Class I shared-use path along San Pablo Avenue from Pacific Ave to Pomona Street in unincorporated communities of Rodeo and Crockett. Project closes a 3.2-mile gap of the San Francisco Bay Trail.	Air Quality - Bicycle and pedestrian facilities
CC	CC-TR0202	Walnut Creek	HSIP Ygnacio Valley Rd Protected Left Turn Project	Walnut Creek : Signalized intersections on Ygnacio Valley Road at the Walnut Boulevard, Via Monte Drive, Wimbledon Road and Wiget Lane. : The project will install protected left-turn phasing which will include new traffic signal poles with mast arms and foundations, conduit replacement where necessary. All signal heads at this intersection will have reflective tape added and signal heads will have lens replaced. Video detection system will be added. Additionally, due to the constricted spacing at this location, some concrete restoration with ADA Ramp and drainage improvements may be needed.	Add protected left turn signal phasing at signalized intersections on Ygnacio Valley Road at the Walnut Boulevard, Via Monte Drive, Wimbledon Road and Wiget Lane.	Safety - Highway Safety Improvement Program implementation
SM	SM-230201	Burlingame	Rollins Road Bicycle and Pedestrian Improvement	Burlingame : Rollins Road north of Broadway to Millbrae City limit near Adrian Road : Implement bike/ped improvements including a road diet and bikeway	Burlingame: Rollins Road north of Broadway to Millbrae City limit near Adrian Road: Implement Road Diet; Striping and Signage; Pedestrian Crossing Improvement; ADA comer ramp and Bulb-out installation; separate Class IV bikeway; median installation and rectangular rapid flashing beacons. The existing multilane roadway is 64-ft wide curb to curb, with 10-ft ROW on each side, consisting of four vehicle travel lanes shared by bicyclists and motorists through the provision of Class III sharrows in one direction and Class II Bike Lane in another direction. The project will provide a Class IV buffered bicycle facility and pedestrian improvements, reconfigure the roadway with traffic calming elements, improve signage and striping to enhance safety, improve access, better connectivity, and attractiveness of bicycling for people of varying ages and abilities	Air Quality - Bicycle and pedestrian facilities
SM	SM-230205	SMCTA	19th Avenue/Fashion Island Blvd Complete Streets	San Mateo (City) : 19th Avenue/Fashion Island Boulevard between the City of San Mateo and City of Foster City from Pacific Blvd to Mariners Island Blvd : Construct a new bikeway and pedestrian access improvements by reconfiguring the existing roadway and intersections	The 19th Avenue/Fashion Island Boulevard Complete Street Class IV Bikeway (Bikeway) is located along 19th Avenue/Fashion Island Boulevard between the City of San Mateo and City of Foster City. The proposed mile long new bikeway extends between the Hayward Park Caltrain Station in City of San Mateo and the Bridgepointe Parkway shopping and business center in Foster City, providing residents with active transportation alternatives and access under the US-101 and SR-92 interchange. The project includes reconfiguring the existing roadway and intersections for bicycle and pedestrian access improvements. The project is proposed to be constructed in two phases. Phase 1 will be constructed from Mariners Island to Norfolk Blvd and Phase 2 will be constructed from Norfolk Blvd to Pacific Blvd.	Air Quality - Bicycle and pedestrian facilities
VAR	VAR230207	BART	Electric Vehicle Charging at BART Stations	Bay Area Rapid Transit District (BART) : Various locations throughout the BART system : Install Level-2 charging ports at BART stations.	Install approximately 1,200 Level-2 charging ports at various BART stations.	Other - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)
ALA	ALA230225	Alameda	Parking Pricing And Curb Management Strategies	Alameda (City) : Various locations citywide : 1) implement demand-responsive parking pricing in paid parking spaces; 2) create more space for short-term parking, loading, and ADA parking; 3) guide people straight to underutilized off-street parking; and 4) introduce and improve paid parking at ferry terminals.	Alameda's Demand-Based Parking Pricing and Curb Management in Business Districts and Ferry Terminals Project is a package of strategies that includes: 1) implement demand-responsive parking pricing in paid parking spaces; 2) create more space for short-term parking, loading, and ADA parking; 3) guide people straight to underutilized off-street parking; and 4) introduce and improve paid parking at ferry terminals. The project includes non-infrastructure components and capital components.	Other - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)
VAR	VARTR0201	MTC	Dumbarton Bike Access Improvements	Menlo Park, Newark, Redwood City : Various locations in San Mateo and Alameda Counties : The project focuses on delivering bicycle access improvements to encourage safe bicycling and support modes of transportation across the SR 84-Dumbarton Bridge-Bayfront Expressway corridor. It aims to improve safety and connectivity for bicyclists by completing critical gaps in the existing bike network, signage, and intersection crossings.	The project focuses on delivering bicycle access improvements to encourage safe bicycling and support modes of transportation across the SR 84-Dumbarton Bridge-Bayfront Expressway corridor. It aims to improve safety and connectivity for bicyclists by completing critical gaps in the existing bike network, signage, and intersection crossings.	Air Quality - Bicycle and pedestrian facilities



## *Memorandum*

TO: Air Quality Conformity Task Force

DATE: August 28, 2025

FR: John Saelee

RE: **Review of the Regional Conformity Status for New and Revised Projects**

Staff has prepared the following information in an effort to streamline the review of the *regional* air quality conformity implications of projects that staff proposes to add into the 2025 TIP through current or future revisions. This item is for advisory purposes only. The inclusion of these projects and project changes in a proposed revision to the TIP is subject to Commission approval in the case of amendments and MTC's Executive Director or Deputy Executive Director in the case of administrative modifications. The final determination of the regional air quality conformity status of these projects will be made by the Federal Highway Administration, the Federal Transit Administration and the Environmental Protection Agency as part of their review of proposed final TIP amendments and by the Executive Director or Deputy Executive Director as part of their review for TIP administrative modifications.

### Changes Staff is Proposing to Include in 2025 TIP

Staff is proposing to add a number of new projects to the 2025 TIP through future revisions. The description of the new projects along with the *regional* air quality category that staff believes best describes the project is included on Attachment A.

MTC staff is not seeking a determination on the status of this project for project-level conformity purposes with this item.

Review of the Regional Conformity Status for New and Revised Projects - Attachment A							
#	County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Expanded Project Description	Project Type
1	ALA	10707	Berkeley	I-80 and Aquatic Park Lagoon Subsurface Culvert	Berkeley : In City of Berkeley on Interstate 80 and Aquatic Park Lagoon : Renovate the existing subsurface culverts underneath Interstate 80 (I-80)	Rehabilitate five existing tide tubes that serve Aquatic Park's Main Lagoon and two interconnecting tubes between the Main Lagoon and Model Yacht Basin, and one existing tide tube between the Model Yacht Basin and the Bay. Dredging at the tide tube openings at Main Lagoon and Model Yacht Basin will be performed to provide unimpeded flow. Fortify the shoreline with appropriate outfall structures on the San Francisco Bay side to boost the culverts' resiliency to the increased tidal impacts of climate change.	Exempt (40 CFR 93.126) - Other - Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational or capacity changes.
2	ALA	ALA250241	Berkeley	San Pablo Ave. and Ashby Ave. Intersection Imp.	Berkeley : Intersection of San Pablo Avenue (CA 123) and Ashby Avenue (CA 13) : Install the protected left turn signal hardware and signal phasing, accessible pedestrian signal push buttons, and modified curb ramps, and widens the northeast and southeast roadway sections of Ashby Ave at San Pablo Ave to included dedicated left-turn pocket lanes.	Berkeley: at the intersection of San Pablo Avenue (CA 123) and Ashby Avenue (CA 13). This intersection is on Caltrans right-of-way. The project installs protected left turn signal hardware and signal phasing, accessible pedestrian signal push buttons, and modified curb ramps, and widens the northeast and southeast roadway sections of Ashby Ave at San Pablo Ave to included dedicated left-turn pocket lanes.	Exempt (40 CFR 93.127) - Intersection signalization projects at individual intersections
3	ALA	10713	Hayward	Streetlight Conversion to LEDs	Hayward : Various Locations in the City of Hayward : EECBG (Energy Efficiency and Conservation Block Grant) program funds will be used to retrofit a portion of the City's streetlights to LED.	EECBG (Energy Efficiency and Conservation Block Grant) program funds will be used to retrofit a portion of the City's streetlights to LED.	Exempt (40 CFR 93.126) - Safety - Lighting improvements
4	ALA	10704	San Leandro	Lewelling Boulevard Class IV Bikeways	San Leandro : Lewelling Boulevard from Wicks Boulevard to Washington Avenue : Implement a road diet, Class IV protected bike lanes, and pedestrian improvements.	The Project will implement a road diet (2 lanes to 1 lane in each direction) and construct Class IV protected bike lanes with raised medians along Lewelling Boulevard, pedestrian enhancements, signing and striping.	Exempt (40 CFR 93.126) - Safety - Projects that correct, improve, or eliminate a hazardous location or feature
5	ALA	10584	Union City	Union City Station District Mobility Hub	Union City : Duncan Way & 11th Street : Implement enhancements including bus shelters, new signage, bicycle storage and repair stations, trees and lighting, information and wayfinding	Union City Station Mobility Hub will connect to the eastside improvement ongoing at the Union City BART Station. This area will provide new transit amenities to support the East Plaza/Transit Loop area on a 30-acre TOD site. Improvements include bus shelters, wayfinding, and transit information signs for UC Transit FLEA services. The project also includes a new transit plaza with benches, bike lockers, bike repair stations, trees and lighting. This mobility hub will have the capacity to host transit services, rail connections, ride hailing, and alternative transportation options such as micromobility & car sharing.	Exempt (40 CFR 93.126) - Mass Transit - Construction of small passenger shelters and information kiosks
6	CC	CC-250224	Concord	Downtown Concord Parking Technology Innovation	Concord : Downtown Concord : Project will positively impact over 6,500 parking spaces in Downtown Concord by implementing a combination of cutting-edge parking management technology alongside upgrades to physical parking infrastructure, including relevant signage and markings	The project will positively impact over 6,500 parking spaces in Downtown Concord by implementing a combination of cutting-edge parking management technology alongside upgrades to physical parking infrastructure, including signage, wayfinding, striping, and curb markings. Proposed project elements include, but are not limited to, new software and hardware to support dynamic parking management such as smart metering, parking space occupancy indicators, and license plate readers. The project will address observed parking system inefficiencies in the overlapping Downtown Concord PDA, TOC Policy Area, & FDC district	Exempt (40 CFR 93.126) - Other - Directional and informational signs

Review of the Regional Conformity Status for New and Revised Projects - Attachment A							
#	County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Expanded Project Description	Project Type
7	CC	CC-250226	CC County	Verde K-8 Safe Routes to School	Contra Costa County : Along Market Ave, between Fred Jackson Way & 7th St, Unincorporated North Richmond, Contra Costa County : The Project will reduce the lane widths along to allow wider sidewalks and provide street trees. Curb extensions will be built at an intersection which leads to a school. These improvements will promote slower speeds and deter large trucks	The Project will reduce the vehicle travel lane widths along Market Ave b/t Fred Jackson Way and 7th St to accommodate wider sidewalks for a more comfortable walking environment and provide street trees to promote urban greening. Additionally, curb extensions will be installed at the intersection of Verde Ave/Giaramita St located north of Market Ave, which leads to Verde Elementary School. These improvements will promote slower speeds and deter large trucks from using this community as a passthrough to industrial areas.	Exempt (40 CFR 93.126) - Safety - Pavement marking
8	CC	10558	Richmond	Neighborhood Complete Streets	Richmond : Harbour Way between Pennsylvania Avenue and Hoffman Boulevard, Ohio Avenue between Garrard Boulevard and Harbour Way, and Macdonald Avenue between 21st Street to 23rd Street : Project components include new bike lanes, bus stop enhancements, streetscape improvements, street crossing enhancements, and traffic calming measures. Trees will be planted along this corridor as part of the Bosque del Barrio project.	his project will create streets for everyone enabling safe access for all. The new bike lanes and pedestrian facilities will create connections between transit corridors, the Yellow Brick Road, and Harbour 8. Project components include new bike lanes, bus stop enhancements, streetscape improvements, street crossing enhancements, and traffic calming measures. Trees will be planted along this corridor as part of the Bosque del Barrio project.	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities
9	MRN	MRN250210	Sausalito	Sausalito Capital Parking Improvements	Sausalito : Downtown Sausalito : 1. Smart Multi-Space Pay Stations; 2. Expansion of mobile payment options; 3. Virtual Permit Parking system; 4. License Plate Reader technology; 5. Wayfinding Signage; 6. Regulatory Signage	In downtown Sausalito, upgrade current parking management infrastructure to smart technology which includes: 1. Smart Multi-Space Pay Stations for on-street parking and eliminating single space parking meters, reducing "street furniture," 2. Expansion of mobile payment options 3. Virtual Permit Parking system utilizing pay-by-plate technology for commuters, employees, and residents 4. License Plate Reader technology for enforcement and occupancy, utilizing pay-by-plate technology where the license plate verifies parking sessions and parking permits instead of a printed receipt, decal, or hangtag 5. Wayfinding Signage, Real-time digital parking signage and data that can	Exempt (40 CFR 93.126) - Other - Directional and informational signs
10	NAP	NAP250204	Napa	Park Napa Project	Napa (City) : City of Napa - Downtown Area : The project includes: 1) Community Outreach, 2) Parking Regulatory Signs, 3) Repaint Curbs for Flex Use, 4) Parking Permit Vendor, 5) New Parking Enforcement Vehicle, 6) LPR System and Upfit, 7) Bike Rack Capital Installation, and 8) Bike Locker Capital Installation	Implement the parking management recommendations provided to the City of Napa through the MTC Parking Management Planning Grant.	Exempt (40 CFR 93.126) - Other - Directional and informational signs
11	NAP	NAP250206	Napa	EV Charging in Downtown Napa	Napa (City) : City of Napa - 1276 Second Street parking lot : Install 7-8 Direct Current Fast Charging (DC Fast) electric vehicle (EV) stations and add off grid E-bike charging and bike parking at 1276 Second Street parking lot in downtown Napa.	Install 7-8 Direct Current Fast Charging (DC Fast) electric vehicle (EV) stations and add off grid E-bike charging and bike parking at 1276 Second Street parking lot in downtown Napa.	Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)
12	REG	10721	MTC	Smart Transbay Transit	SF Bay Area : Development and implementation of ITS/technology strategies to prioritize transbay transit and enhance the passenger experience. Strategies include but are not limited to signal retiming, transit signal priority, and traveler information technology upgrades for buses and system performance.	Development and implementation of ITS/technology strategies to prioritize transbay transit and enhance the passenger experience. Strategies include but are not limited to signal retiming, transit signal priority, and traveler information technology upgrades for buses and system performance.	Exempt (40 CFR 93.126) - Mass Transit - Operating assistance to transit agencies

Review of the Regional Conformity Status for New and Revised Projects - Attachment A							
#	County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Expanded Project Description	Project Type
13	REG	10729	MTC	Shared Connected/Automated Vehicles and Technology	SF Bay Area : Regionwide : Develop shared and connected/automated vehicle technology strategies to enhance regional transit and traffic operations through innovative technology.	Develop shared and connected/automated vehicle strategies to enhance regional transit and traffic operations through innovative technology deployments.	Exempt (40 CFR 93.126) - Other - Planning and technical studies
14	SCL	10715	Morgan Hill	City of Morgan Hill Transit Hub Charging Stations	Morgan Hill : City of Morgan Hill : The City of Morgan Hill is proposing the installation of a total of fifteen (15) DC Fast Charging (DCFC)/Level 3 ports, ten (10) Level 2 ports, and six (6) micromobility charging bike racks situated on three City-owned parking lots to provide 24-7 access to residents and visitors with a goal of augmenting EV charging opportunities and achieving related environmental benefits.	The City of Morgan Hill is proposing the installation of a total of fifteen (15) DC Fast Charging (DCFC)/Level 3 ports, ten (10) Level 2 ports, and six (6) micromobility charging bike racks situated on three City-owned parking lots to provide 24-7 access to residents and visitors with a goal of augmenting EV charging opportunities and achieving related environmental benefits.	Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)
15	SCL	10706	Palo Alto	Palo Alto School-Community Partnership EV Charging	Palo Alto : Eight schools within the Palo Alto Unified School District. : Purchase and installation of electric vehicle (EV) charging infrastructure, as well as e-bike and e-scooter charging stations, at eight schools within the Palo Alto Unified School District.	Purchase and installation of electric vehicle (EV) charging infrastructure, as well as e-bike and e-scooter charging stations, at eight schools within the Palo Alto Unified School District.	Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)
16	SCL	10708	San Jose	San Jose Community EV Charging Access Project	San Jose : Various community centers and libraries in East San Jose : The project includes planning, design, and installation of 60 Level 2 EV charging ports, 4 DC fast charging (DCFC) ports, and 30 secure e-bike charging ports across six City-owned sites in underserved San Jose neighborhoods that currently lack public charging access.	The project includes planning, design, and installation of 60 Level 2 EV charging ports, 4 DC fast charging (DCFC) ports, and 30 secure e-bike charging ports across six City-owned sites in underserved San Jose neighborhoods that currently lack public charging access.	Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)
17	SCL	SCL250239	Saratoga	Saratoga Safe Routes to School Needs/Masterplan	Saratoga : Citywide : The project scope of work includes pedestrian and bicycle paths and intersections within a quarter mile to one-half of a mile leading to the various schools in Saratoga. The traffic calming improvements include striping, installment of high-visibility crosswalks, rectangular rapid flashing beacons (RRFB), signage, berms, curb ramps and extensions, and radar feedback signs.	This project implements the Safe Routes to School (SRTS) Masterplan and the SRTS Need Assessment CIP. Improves pedestrian and student safety around schools. The Safe Routes to School Traffic Safety Phase 1 Improvements project includes designs at seven intersections in Saratoga near schools that are ready for implementation and installation. The following are the seven intersections: Quito Road and Sobey Road, Scotland Drive and Saratoga Creek Trail, Shadow Oaks and Montauk Drive, Herriman Ave and Camino Rico/ Beaumont Avenue, Aloha Avenue and Forrest Hills Drive, Oaks Street and Komina Avenue, and Oak Street and St Charles/6th Street. The project scope of work includes pedestrian and bicycle paths and intersections within a quarter mile to one-half of a mile leading to the various schools in Saratoga. The traffic calming improvements include striping, installment of high-visibility crosswalks, rectangular rapid flashing beacons (RRFB), signage, berms, curb ramps and extensions, and radar feedback signs.	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities

Review of the Regional Conformity Status for New and Revised Projects - Attachment A							
#	County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Expanded Project Description	Project Type
18	SCL	10723	VTA	Fire Life Safety Replacement	Santa Clara Valley Transportation Authority (VTA) : Cerone, Chaboya and North Divisions : implement, through construction, fire detection and alarm system upgrades by modernizing existing components and installing specialized detection systems.	This project will replace and upgrade the fire life safety systems at all VTA's bus facilities (Cerone, Chaboya and North Division) to accommodate safe operations and maintenance of a mixed fleet of bus technologies, including diesel-hybrids, battery-electric (BEB), and fuel-cell electric (FCEB) buses. This will involve enhancing the fire protection capabilities to meet current safety standards and addressing the unique fire hazards associated with emerging energy and fuel technologies, specifically lithium-ion batteries and hydrogen fuel cells.  The project will implement, through construction, fire detection and alarm system upgrades by modernizing existing components and installing specialized detection systems. These may include gas sensors for hydrogen, depending on the type of bus repair activity performed in the specific building, and may include addition of thermal detectors for lithium-ion batteries on the mixed fleet of buses.  Additionally, the project will implement fire suppression system enhancements, such as modernizing or replacing existing systems to mitigate hazards from emerging energy storage technologies. To achieve this, upgrades or replacement of the fire water distribution system may be necessary or the addition of NFPA-compliant fire	Exempt (40 CFR 93.126) - Mass Transit - Purchase of office, shop, and operating equipment for existing facilities
19	SM	10718	BART	Daly City BART Station Mobility Hub	Bay Area Rapid Transit District (BART) : Daly City BART station : As part of ongoing efforts to enhance its role as a multimodal mobility hub, several key features will be developed to improve accessibility, convenience, and integration with other transportation modes. These improvements will provide enhanced services for all users, including cyclists, pedestrians, individuals with disabilities, and transit riders. The following are the primary features of the proposed development: Bicycle parking improvements, Station Lighting, Wayfinding, and Bus Shelters.	The Daly City BART Station is a critical transit hub in the Bay Area, connecting commuters to various regional destinations, and serving as the connection between BART, SF Muni bus service in San Francisco and SamTrans service in San Mateo County. As part of ongoing efforts to enhance its role as a multimodal mobility hub, several key features will be developed to improve accessibility, convenience, and integration with other transportation modes. These improvements will provide enhanced services for all users, including cyclists, pedestrians, individuals with disabilities, and transit riders. The following are the primary features of the proposed development: Bicycle parking improvements, Station Lighting, Wayfinding, and Bus Shelters.	Exempt (40 CFR 93.126) - Mass Transit - Construction of small passenger shelters and information kiosks
20	SM	10627	Menlo Park	EV Charging Infrastructure	Menlo Park : City Hall Administrative Lot at 701 Laurel Street and Downtown : Installation of 25 dual-port Level 2 (L2) chargers and 8 dual-port Direct Current Fast Chargers (DCFC) and conduit and electrical infrastructure for additional chargers.	Install electric vehicle (EV) charging infrastructure across City Hall and downtown parking areas, ensuring accessibility and promoting the transition to clean mobility. The project integrates advanced ChargePilot charge management equipment and upgraded electrical systems to ensure efficient, reliable operation.	Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)
21	SOL	SOL250210	Vacaville	Mapping, Wayfinding & Real-time Arrival Signage	Vacaville : Citywide : Replace and add mapping & wayfinding materials consistent with MTC's mapping & wayfinding project. Adding real-time arrival signage at various transit hubs.	Replace and add mapping & wayfinding materials consistent with MTC's mapping & wayfinding project such as bus stop signs, schedules, and maps. Adding real-time arrival signage at various transit hubs.	Exempt (40 CFR 93.126) - Other - Directional and informational signs

Review of the Regional Conformity Status for New and Revised Projects - Attachment A							
#	County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Expanded Project Description	Project Type
22	VAR	10719	MTC	Safe Streets for All (SS4A) - Planning & Demo	SF Bay Area : Regionwide : SS4A Planning and Demonstration Activities. The "Enhancing Support for Safety in the Bay Area" project will enhance the Bay Area's existing Comprehensive Safety Action Plan with in-depth safety plans for key regional corridors. The project will also enhance partner access to data through our BAYVIZ data tool and develop a technical support bench and safety toolbox for partners. This will be a phased grant	SS4A Planning and Demonstration Activities. The "Enhancing Support for Safety in the Bay Area" project will enhance the Bay Area's existing Comprehensive Safety Action Plan with in-depth safety plans for key regional corridors. The project will also enhance partner access to data through our BAYVIZ data tool and develop a technical support bench and safety toolbox for partners. This will be a phased grant.	Exempt (40 CFR 93.126) - Other - Planning and technical studies
1	SCL	10635	Santa Clara	Santa Clara Uncontrolled Crosswalk (Phase 2)	Santa Clara (City) : Uncontrolled crosswalks located at various locations within the City of Santa Clara. : Pedestrian improvements at 13 intersections consisting of a combination of Rectangular Rapid Flashing Beacon (RRFB) assemblies, lighting improvements, ADA curb ramp improvements, and/or curb extension/bulb-outs.	The project which will implement a combination of pedestrian improvements at uncontrolled crosswalks at the following 13 intersections and additional project locations to be determined: Calle De Primavera/Calle De Escuela, Agnew/Davis, Agnew/Avina Circle, Agnew/Garrity (West), Mission College/Our Lady's Way (south), Walsh / Northwestern Pkwy, Monroe/Quinn, Homestead/Los Olivos, Benton/Curtis, Newhall/Bohannon, Winchester/Tulip, Winchester/Dolores, and Kiely/Mauricia.	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities
2	SM	10633	San Mateo	El Camino Real/Humboldt St./Hillsdale Blvd.	San Mateo (City) : Intersections of El Camino Real & 22nd Avenue, El Camino Real & 27th Avenue, Humboldt Street & Indian Avenue, Humboldt Street & Tilton Avenue, Humboldt Street & Santa Inez Avenue, Hillsdale Blvd. & Franklin Parkway, Hillsdale Blvd. & Norfolk Street. : PS&E improvements. Safety upgrades at El Camino, Humboldt & Hillsdale intersections: new signs, lighting, signal hardware, high-vis crosswalks, no-left-turn markings, raised crossings, and improved visibility to enhance pedestrian safety.	Intersection improvements to El Camino Real, Humboldt, and Hillsdale.	Exempt (40 CFR 93.126) - Safety - Lighting improvements.
3	SM	10611	Redwood City	Jefferson Avenue Traffic Safety Improvement	Redwood City : Jefferson Avenue from El Camino Real to Farm Hill Blvd. : Adding crosswalks, controlled crossings like HAWK signals, bike facilities, and potentially a road diet and medians.	The project is focused on traffic safety and crossing improvements on Jefferson Avenue in Redwood City from El Camino Real to Farm Hill Boulevard. The project scope includes adding crosswalks, controlled crossings like HAWK signals, bike facilities, and potentially a road diet and medians	Exempt (40 CFR 93.126) - Air Quality - Bicycle and pedestrian facilities

# Meeting Notes

## Air Quality Conformity Task Force Meeting Metropolitan Transportation Commission

**Date:** July 24, 2025

**Time:** 9:30 AM PST

**Location:** Virtual (Zoom)

**Facilitator:** Adam Noelting, MTC

### Attendees:

- Roxana Sierra, EPA Region 9
- Jasmine Amanin, FHWA CA
- Rodney Tavitias, Caltrans HQ
- Erika Vaca, Caltrans HQ
- Jennifer Ashby-Camp, Caltrans HQ
- Karishma Beccha, Caltrans HQ
- Kevin Hernandez Rios, Caltrans HQ
- Nick Compin, Caltrans HQ
- Mark Tang, Bay Area Air District
- Alesia Lau, Bay Area Air District
- John Salee, MTC-ABAG
- Mallory Atkinson, MTC-ABAG
- Chris Barney, SCTA
- Angel Torres, City of South San Francisco
- Scott Shepard, Alta Planning and Design
- Daniela Vazquez, Alta Planning and Design
- Kevin Kim, Alta Planning and Design
- Ericka Leiva, GBS

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## Key Discussion Points and Actions

### 1. Welcome and Introductions

- Adam Noelting (MTC) opened the meeting and welcomed attendees.

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### 2. PM2.5 Project Conformity Interagency Consultations

#### a. Consultation to Determine Project of Air Quality Concern Status

- **Presenter:** Scott Shepard
- **Discussion:** The task force reviewed South San Francisco's School St/Spruce Ave and Hillside Blvd Safety Imps project and had no questions for the presenters.
- **Determination:** EPA and Caltrans concurred that the project was not a project of air quality concern.

#### b. Projects Exempt Under 40 CFR 93.126 – Not of Air Quality Concern

- **Presenter:** Adam Noelting (MTC), John Saelee (MTC)
- **Discussion:** The task force reviewed a list of five projects. The group confirmed that road diet projects were classified as safety improvements. EPA, FHWA, and

Caltrans requested that the Iron Horse Trail project's exemption should be updated to "bike ped." They also questioned the exemption category for the Parking Pricing project and requested potential changes pending input from EPA and FHWA. MTC staff noted the Dumbarton Bike Access project was brought back from June, and that the project had been split from the SR-84 program. The Task Force questioned whether the NEPA document covered all elements or just the bike access component.

- **Determination:** EPA, FHWA, and Caltrans confirmed that the reviewed projects were exempt from regional air quality conformity requirements and that the exemption classification for the Parking Pricing project be revisited pending further input from EPA and FHWA, and that the Dumbarton Bike Access project be deferred until the following month to clarify whether the NEPA document covers all project elements or only the bike access component.
- **Follow up Action:** EPA and FHWA to confirm the appropriate exemption classification code for the Parking Pricing project. MTC to update the Iron Horse Trail project's exemption category to "bike/ped" and bring the Parking Pricing and Dumbarton Bike Access projects back to the August meeting for review.

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### 3. Regional Air Quality Conformity Review

- **Presenter:** John Saelee (MTC)
- **Discussion:** The task force reviewed a list of sixteen proposed new TIP projects along with their proposed regional air quality conformity exemption classifications. MTC staff clarified that the purpose of this item was to solicit initial feedback on the proposed classifications. In accordance with federal interagency consultation procedures for project-level conformity, project sponsors will still be required to request formal concurrence at a future Task Force meeting. Caltrans/FHWA reiterated that use of the AQ Type "Exempt (40 CFR 93.126) – Safety – Projects that correct, improve, or eliminate a hazardous location or feature" requires submission of a Conformity Streamlining Exemption Form and/or supporting safety data to substantiate the classification.
- **Determination:** EPA, FHWA, and Caltrans confirmed that they had no concerns with the proposed exemption classifications for the projects reviewed.
- **Follow up Action:** None requested.

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### 4. Plan Bay Area 2050+ Conformity Analysis

- **Discussion:** MTC staff provided an update on the development of Plan Bay Area 2050+ and its regional conformity analysis, noting that the conformity analysis is on indefinite hold pending further guidance from state and federal agencies.

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### 5. Consent Calendar

- **Discussion:** The Task Force reviewed the June 26, 2025, meeting summary. With no comments received, the summary was accepted as final.

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### 6. Other Items

#### Next Meeting:

- **Date:** August 28, 2025
- **Time:** 9:30 AM PST
- **Location:** Virtual