METROPOLITAN
TRANSPORTATION
COMMISSION

Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105
415.778.6700
www.mtc.ca.gov

Meeting Agenda
Air Quality Conformity Task Force

Thursday, March 26, 2026	9:30 AM	Remote - Zoom

Join Zoom Meeting @ Zoom
Meeting ID: 818 4063 2584
Passcode: 600327

MTC Staff Liaison: Lyric Greif, lgreif@bayareametro.gov

1. Welcome and Introductions

2. $PM_{2.5}$ Project Conformity Interagency Consultations

a. Consultation to Determine Project of Air Quality Concern Status
   i. Staff Memo ..... Page 2
   ii. American Canyon SR-29 Corridor Improvement Project ..... Page 3
   iii. US 101/I-580 Multi-Modal and Local Access Improvement Project ..... Page 33
   iv. I-880 Interchange Improvements (Winton Ave. and A St.) ..... Page 63

b. Projects Exempt Under 40 CFR 93.126 – Not of Air Quality Concern
   i. Staff Memo ..... Page 88
   ii. Project List ..... Page 89

3. Projects with Regional Air Quality Conformity Concerns

a. Review of the Regional Conformity Status for New and Revised Projects
   i. Staff Memo ..... Page 90
   ii. Project List ..... Page 91

4. Consent Calendar

a. February 26, 2026, Air Quality Conformity Task Force Meeting Summary ..... Page 92

5. Next Meeting

The next meeting of the Air Quality Conformity Task Force will be held on Thursday, April 23, 2026, at 9:30 a.m. via Zoom. Any changes to the schedule will be duly noticed.

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Memorandum

TO: Air Quality Conformity Task Force DATE: March 26, 2026

FR: Lyric Greif

RE: **$PM_{2.5}$ Project Conformity Interagency Consultation**

Three project sponsors are seeking interagency consultation with the Air Quality Conformity Task Force at today's meeting to determine their Project of Air Quality Concern (POAQC) status.

1. American Canyon SR-29 Corridor Improvement Project
2. US 101/I-580 Multi-Modal and Local Access Improvement Project
3. I-880 Interchange Improvements (Winton Ave. and A St.)

Application of Criteria for a Project of Air Quality Concern
Project Title: American Canyon State Route 29 Corridor Improvement Project
Project Summary for Air Quality Conformity Task Force Meeting: March 26, 2026

Description

- The Project site extends from the north of the intersection of Napa Junction Road and State Route (SR) 29 to the south of the intersection of American Canyon Road and SR 29 and would include a parcel at the southwest corner of either (1) Rio Del Mar and SR 29 or (2) Napa Junction Road and SR 29 for the transit mobility hub.
- Signalize the intersection of Crawford Way and SR 29 and Poco Way/South Napa Junction Road and SR 29
- Upgrade the signals at all other intersections within the Project alignment
- Construct a separated Class I shared use path on either side of SR 29
- Construct bus lanes at intersections to allow for transit signal priority and queue jumps and improve transit reliability times
- Construct bus stops near the intersections of Crawford Way or Donaldson Way and of Rio Del Mar, Eucalyptus Drive or Napa Junction Road
- Construct a transit mobility hub at the southwest corner of the intersection of Rio Del Mar and SR 29 or at the southwest corner of Napa Junction Road and SR 29
- Additional improvements include constructing driveways, directional curb ramps, and median refuges for crosswalks, installing no-right turn blank out signs and/or bike signals, and restriping pavement with bike conflict striping

Background

- Project is a CE (NEPA)
- Final Environmental Approval anticipated December 2026

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?

- Not Applicable
- Project is not a new or expanded highway project.
- Intersection improvements with bicyclist and pedestrian enhancements
- No increase in diesel vehicles

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

- Overall LOS improvements of intersections at LOS D, E, or F except for at Poco Way/South Napa Junction Road and SR 29 where LOS would remain LOS F in the PM during Design Year (2050)
- No increase or change in diesel vehicles

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

- Not Applicable
- The proposed bus stops would not alter or increase the existing transit service
- The NVTA would have a fully electric bus fleet by 2040

(iv) Expanded bus and rail terminals and transfer points? — Not Applicable

(v) Affects areas identified in PM_{10} or $PM_{2.5}$ implementation plan as site of violation?

- The Project is consistent with the MTC RTP (ID 21-T06-034) and is intended to meet the transportation needs in the area based on local land use plans.
- No change in traffic volume or truck percentages on any roadways. The Project does not increase capacity and would not increase diesel truck volumes or average daily traffic.
- The purpose of the project is to reduce congestion within and around the Project corridor and provide bicyclists and pedestrians with safer travel routes along the corridor.

Project Assessment Form for $PM_{2.5}$ Interagency Consultation

RTIP ID# 21-T06-034
American Canyon State Route 29 Corridor Improvement Project

TIP ID# NAP230202

Air Quality Conformity Task Force Consideration Date
March 26, 2026

Project Description *(clearly describe project)*
The Napa Valley Transportation Authority (NVTA), in cooperation with the California Department of Transportation (Caltrans) and the City of American Canyon, proposes the American Canyon State Route (SR) 29 Corridor Improvement Project. The purpose of the Project is to improve mobility and safety for all modes of transportation, support residential and commercial development, and consequently reduce congestion and collisions. The alternatives being evaluated are "No-Build Alternative" and "Build Alternative". The alternatives are discussed in greater detail below.

No-Build Alternative
Under the No-Build Alternative, none of the improvements proposed under the Build Alternative would be constructed. The existing highway geometries, traffic control, and pedestrian and bicycle facilities would remain the same. No intersection improvements, pedestrian and bicycle facilities, or corridor management systems would be improved or installed.

Build Alternative
The Build Alternative proposes multimodal, operational, and safety improvements along the Project corridor. The four general purpose lanes and outside roadway shoulders would be narrowed, and the inside roadway shoulders would be removed. The intersections would be improved with directional curb ramps, median refuges for crosswalks, bike conflict striping, no-right turn signals, and bike signals. Driveway access along the Project corridor would be constructed, removed, and consolidated. The Build Alternative would construct Class I shared use paths with a variable three- to five-foot buffer island in both directions, bus lanes to the right of the general-purpose lanes at intersections along SR 29, curb ramps, median and pedestrian refuges, bus stops, and a transit mobility hub. The bus stops would be located at the southwest and northeast corner of (1) Rio Del Mar and SR 29 and (2) Napa Junction Road and SR 29. The proposed bus stops would not alter the existing public transit service. The transit mobility hub would be located on either the southwest corner of (1) Rio Del Mar and SR 29 or (2) Napa Junction Road and SR 29. The transit mobility hub would include a park and ride facility, transit amenities, and a micromobility shared system. One of the southbound bus stops would be located along the eastern boundary of the transit mobility hub. Traffic signals would be installed at (1) Crawford Way and SR 29 and (2) Poco Way/South Napa Junction and SR 29. Traffic signals would be upgraded at all other intersections along the Project corridor. As the proposed improvements would not increase traffic volumes, the traffic demand forecast is anticipated to be the same for the No Build Alternative and Build Alternative.

Construction equipment would be staged within Caltrans' right-of-way, a Caltrans-owned parcel, and a City-owned parcel. Temporary construction easements would be needed in several areas under the Build Alternative. The constructed footprint of the Build Alternative will generally stay within the Caltrans right of way but would require some permanent right of way acquisition on the parcel northwest of the intersection of American Canyon Road and SR 29 and may require some small additional permanent right of way acquisitions at intersection corners.

Utility relocation is anticipated to be required under the Build Alternative, with excavation up to five feet deep for Green Street Storm Drain Infrastructure and up to eight feet deep for all other underground utility relocations.

Project construction may require temporary lane closure along the corridor for the duration of construction. Construction is anticipated to begin in July 2029 and last for approximately 18 months.

Type of Project:
Intersection signalization and local road improvements (curb ramps, median and pedestrian refuges, bike lanes, and Class I shared use path).

County	**Narrative Location/Route & Postmiles** The Project is located along SR 29 from post mile (PM) 0.6 to PM R2.2 in the City of American Canyon. **Caltrans** 04-NAP-29-PM 0.6/PM 2.2 **EA#** 04-4Q010

Lead Agency: Caltrans			
Maxwell Lammert	*(510) 715-8393*	(510) 506-9862	Maxwell.Lammert@dot.ca.go

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*

X *Categorical Exclusion (NEPA)*	**EA or Draft EIS**	**FONSI or Final EIS**	**PS&E or Construction**	*Other*

Scheduled Date of Federal Action: December 2026

NEPA Delegation – Project Type *(check appropriate box)*

	X **Section 326 – Categorical Exclusion**	**Section 327 – Non-Categorical Exclusion**

Current Programming Dates *(as appropriate)*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	May 2024	June 2027	June 2027	July 2029
End	January 2027	June 2028	December 2028	January 2031

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

Purpose

The purpose of the Project is to provide a multimodal and complete streets corridor that improves mobility for all modes of transportation, public transit bus travel time and reliability, public safety vehicle response times, and safety for all users by incorporating Vision Zero Safe System Approach concepts. The Project would consequently support residential and commercial development and reduce traffic congestion and collisions along the Project corridor.

Need

The Project corridor lacks public transit facilities, priority of public transit services at traffic signals, pullouts for transit stops, multimodal connectivity, and low level-of-traffic stress routing options for bicyclists and pedestrians. As a result, the Project corridor experiences conflicts between motorists and active transportation users, extensive congestion and queues, lengthy emergency vehicle response times, unreliable travel times, traffic diversions to residential streets, and a higher number of collisions than the average rates for similar facilities throughout the State. Additionally, the traffic congestion and lack of multimodal connection hinder customer access to commercial businesses located along the Project corridor.

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

SR 29 locally serves the City of American Canyon and regionally serves the counties of Solano, Napa, and Lake. The proposed Project is surrounded by commercial, industrial, public, single-family residential, and multi-family residential land uses. Diesel heavy truck traffic accounts for approximately 0.0 to 27.3 percent of the total existing traffic volumes along the Project corridor. As the Project does not propose vehicle capacity improvements, the diesel traffic would not differ between the No Build and Build Alternatives.

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

Table 1 (Opening Year (2030) Level of Service) summarizes the Opening Year (2030) level of service (LOS) within the Project study area under No Build and Build conditions. As shown in Table 1, the Build Alternative would primarily improve or maintain the LOS along the Project corridor. Under the Build Alternative, the LOS would significantly improve from LOS F or LOS E to an acceptable LOS in the AM and PM at the intersections along Poco Way/South Napa Junction Road and Crawford Way and in the PM at the intersection along Napa Junction Road. However, implementation of the Build Alternative would worsen the LOS in the PM at the intersections along Eucalyptus Drive and Rio Del Mar. Regardless, the LOS would remain at an acceptable LOS.

Table 1: Opening Year (2030) Level of Service

Intersection	Control	Peak Hour	Opening Year (2030) LOS	
			No Build Alternative	Build Alternative
Napa Junction Road and State Route 29	Signal	AM	D	D
		PM	F	C
Eucalyptus Drive and State Route 29	Signal	AM	B	A
		PM	B	C
Rio Del Mar and State Route 29	Signal	AM	D	C
		PM	C	D
Poco Way/South Napa Junction Road and State Route 29	SSSC (EB/WB) (No Build)/ Signal (Build)	AM	F	A
		PM	E	D
Donaldson Way and State Route 29	Signal	AM	D	C
		PM	C	C
Crawford Way and State Route 29	SSSC (EB/WB) (No Build)/ Signal (Build)	AM	F	C
		PM	F	B

Traffic Data provided by Kimley-Horn and Associates 2025; LOS = Level of Service; SSSC = Side-Street Stop Control; EB = Eastbound; WB = Westbound

1. A signalized intersection denoted as LOS A through C would have an average delay of 0 to 25 seconds, LOS D would have a 35 to 55 second delay, LOS E would have a 55 to 80 second delay, and LOS F would have a greater than 80 second delay.

The Build Alternative does not propose capacity improvements. Therefore, the total and truck Average Daily Traffic (ADT) under No Build and Build conditions would be the same.

Table 2 (Opening Year (2030) ADT) summarizes the Opening Year (2030) ADT, truck ADT, and percentage of trucks along roadways within the Project study area. Trucks on SR 29 in either direction would account for 4.6 to 12.0 percent of the ADT. Trucks traveling eastbound or westbound within the Project study area would account for 0.0 to 27.3 percent of the ADT.

Table 2: Opening Year (2030) ADT

Roadway Segment	Direction	ADT	Truck ADT	Percent Truck
SR 29 between North of Green Island Road and Green Island Road	SB	24,491	2,939	12.0%
SR 29 between North of Green Island Road and Green Island Road	NB	20,123	1,791	8.9%
SR 29 between Green Island Road and Paoli Loop Road	SB	27,145	2,959	10.9%
SR 29 between Green Island Road and Paoli Loop Road	NB	21,141	1,586	7.5%
SR 29 between Paoli Loop and Napa Junction Road	SB	27,142	2,958	10.9%
SR 29 between Paoli Loop and Napa Junction Road	NB	21,138	1,733	8.2%
SR 29 between Napa Junction Road and Main Street Driveway	SB	27,800	2,836	10.2%
SR 29 between Napa Junction Road and Main Street Driveway	NB	22,101	1,702	7.7%

SR 29 between Main Street Driveway and Eucalyptus Drive	SB	28,030	2,831	10.1%
SR 29 between Main Street Driveway and Eucalyptus Drive	NB	22,590	1,717	7.6%
SR 29 between Eucalyptus Drive and Rio Del Mar	SB	29,393	2,822	9.6%
SR 29 between Eucalyptus Drive and Rio Del Mar	NB	23,970	1,702	7.1%
SR 29 between Rio Del Mar and Poco Way	SB	21,050	1,284	6.1%
SR 29 between Rio Del Mar and Poco Way	NB	22,097	1,414	6.4%
SR 29 between Poco Way and Antonina Avenue	SB	21,328	1,301	6.1%
SR 29 between Poco Way and Antonina Avenue	NB	22,307	1,405	6.3%
SR 29 between Antonina Avenue and Double Tree by Hilton Driveway	SB	21,399	1,284	6.0%
SR 29 between Antonina Avenue and Double Tree by Hilton Driveway	NB	22,541	1,398	6.2%
SR 29 between Double Tree by Hilton Driveway and Donaldson Way	SB	21,571	1,294	6.0%
SR 29 between Double Tree by Hilton Driveway and Donaldson Way	NB	22,584	1,400	6.2%
SR 29 between Donaldson Way and Canyon Plaza Driveway	SB	23,755	1,283	5.4%
SR 29 between Donaldson Way and Canyon Plaza Driveway	NB	24,416	1,416	5.8%
SR 29 between Canyon Plaza Driveway and Holcomb Lane	SB	23,685	1,279	5.4%
SR 29 between Canyon Plaza Driveway and Holcomb Lane	NB	24,308	1,361	5.6%
SR 29 between Holcomb Lane and Crawford Way	SB	23,839	1,263	5.3%
SR 29 between Holcomb Lane and Crawford Way	NB	24,422	1,368	5.6%
SR 29 between Crawford Way and American Canyon Road	SB	24,709	1,334	5.4%
SR 29 between Crawford Way and American Canyon Road	NB	25,085	1,405	5.6%
SR 29 between American Canyon Road and Kimberly Drive	SB	17,971	899	5.0%
SR 29 between American Canyon Road and Kimberly Drive	NB	20,829	1,104	5.3%
SR 29 between Kimberly Drive and Mini Drive	SB	20,629	949	4.6%
SR 29 between Kimberly Drive and Mini Drive	NB	22,935	1,124	4.9%
SR 29 between Mini Drive and South of Mini Drive	SB	15,699	722	4.6%
SR 29 between Mini Drive and South of Mini Drive	NB	18,525	908	4.9%
Green Island Drive between West of SR 29 and SR 29	WB	890	142	16.0%
Green Island Drive between West of SR 29 and SR 29	EB	3,544	149	4.2%
Green Island Drive between SR 29 and East of SR 29	EB	1,753	0	0.0%
Green Island Drive between SR 29 and East of SR 29	WB	735	63	8.6%

Napa Junction Road between West of SR 29 and SR 29	WB	1,667	265	15.9%
Napa Junction Road between West of SR 29 and SR 29	EB	1,179	159	13.5%
Napa Junction Road between SR 29 and East of SR 29	EB	1,368	64	4.7%
Napa Junction Road between SR 29 and East of SR 29	WB	1,552	73	4.7%
Main Street Driveway between SR 29 and East of SR 29	EB	763	34	4.4%
Main Street Driveway between SR 29 and East of SR 29	WB	05	22	4.4%
Eucalyptus Drive between SR 29 and East of SR 29	EB	2,510	110	4.4%
Eucalyptus Drive between SR 29 and East of SR 29	WB	2,493	110	4.4%
Rio Del Mar between West of SR 29 and SR 29	WB	8,803	1,541	17.5%
Rio Del Mar between West of SR 29 and SR 29	EB	2,277	294	12.9%
Poco Way between West of SR 29 and SR 29	WB	243	12	5.1%
Poco Way between West of SR 29 and SR 29	EB	311	13	4.3%
Poco Way between SR 29 and East of SR 29	EB	196	4	2.1%
Poco Way between SR 29 and East of SR 29	WB	196	5	2.4%
Antonina Avenue between SR 29 and East of SR 29	EB	413	15	3.6%
Antonina Avenue between SR 29 and East of SR 29	WB	250	7	2.9%
Double Tree by Hilton Driveway between SR 29 and East of SR 29	EB	177	6	3.6%
Double Tree by Hilton Driveway between SR 29 and East of SR 29	WB	307	10	3.1%
Donaldson Way between West of SR 29 and SR 29	WB	1,757	35	2.0%
Donaldson Way between West of SR 29 and SR 29	EB	1,933	25	1.3%
Donaldson Way between SR 29 and East of SR 29	EB	2,452	64	2.6%
Donaldson Way between SR 29 and East of SR 29	WB	2,628	74	2.8%
Canyon Plaza between West of SR 29 and SR 29	WB	103	26	25.3%[1]
Canyon Plaza between West of SR 29 and SR 29	EB	140	38	27.3%[1]
Holcomb Lane between SR 29 and East of SR 29	EB	222	8	3.6%
Holcomb Lane between SR 29 and East of SR 29	WB	263	11	4.0%

Crawford Way between West of SR 29 and SR 29	WB	887	69	7.8%
Crawford Way between West of SR 29 and SR 29	EB	1,095	89	8.1%
American Canyon Road between West of SR 29 and SR 29	WB	4,407	88	2.0%
American Canyon Road between West of SR 29 and SR 29	EB	5,531	149	2.7%
American Canyon Road between SR 29 and East of SR 29	EB	14,488	666	4.6%
American Canyon Road between SR 29 and East of SR 29	WB	10,882	479	4.4%
Kimberly Drive between West of SR 29 and SR 29	WB	3,247	75	2.3%
Kimberly Drive between West of SR 29 and SR 29	EB	3,798	110	2.9%
Mini Drive between West of SR 29 and SR 29	WB	3,222	90	2.8%
Mini Drive between West of SR 29 and SR 29	EB	3,649	106	2.9%
Mini Drive between SR 29 and East of SR 29	EB	5,007	40	4.8%
Mini Drive between SR 29 and East of SR 29	WB	4,061	211	5.2%

Traffic Data provided by Elite Transportation Group 2026

1. Truck volumes and percentages are based on land use activity data from the Solano Napa Activity Based Model. Truck trips at Canyon Plaza are mostly small and medium trucks; heavy trucks are negligible (less than 0.1 percent).

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

Table 3 (Design Year (2050) Level of Service) summarizes the Design Year (2050) LOS within the Project study area under No Build and Build conditions. As shown in Table 3, under the No Build Alternative, the LOS at all intersections but Donaldson Way would have an unacceptable LOS F or E in the AM and PM. The intersection along Donaldson Way would only have an unacceptable LOS F in the AM. Implementation of the Build Alternative would primarily improve the LOS along the Project corridor. Under the Build Alternative, the LOS would significantly improve from LOS F or LOS E to an acceptable LOS in the AM at intersections along Napa Junction Road, Poco Way/South Napa Junction Road, Donaldson Way, and Crawford Way and in the PM at intersections along Napa Junction Road Rio Del Mar, and Crawford Way. The Build Alternative would improve the LOS from LOS F to LOS E in the AM and PM at the intersection along Eucalyptus Drive and in the AM at the intersection along Rio Del Mar. Although the LOS would remain at an unacceptable level, the Build Alternative could result in a 1 to 25 second delay improvement. The Build Alternative would maintain the LOS in the PM at the intersection along Poco Way/South Napa Junction Road; therefore, the LOS would remain at an unacceptable LOS F under No Build and Build conditions.

Table 3: Design Year (2050) Level of Service

Intersection	Control	Peak Hour	Design Year (2050) LOS	
			No Build Alternative	Build Alternative
Napa Junction Road and State Route 29	Signal	AM	F	D
		PM	F	D
Eucalyptus Drive and State Route 29	Signal	AM	F	E
		PM	F	E
Rio Del Mar and State Route 29	Signal	AM	F	E
		PM	F	D
Poco Way/South Napa Junction Road and State Route 29	SSSC (EB/WB) (No Build)/ Signal (Build)	AM	F	A
		PM	F	F
Donaldson Way and State Route 29	Signal	AM	F	C
		PM	D	D
Crawford Way and State Route 29	SSSC (EB/WB) (No Build)/ Signal (Build)	AM	F	B
		PM	E	A

Traffic Data provided by Kimley-Horn and Associates 2025; LOS = Level of Service; SSSC = Side-Street Stop Control; EB = Eastbound; WB = Westbound

1. A signalized intersection denoted as LOS A through C would have an average delay of 0 to 25 seconds, LOS D would have a 35 to 55 second delay, LOS E would have a 55 to 80 second delay, and LOS F would have a greater than 80 second delay.

As stated above, the Build Alternative does not propose capacity improvements and therefore the total and truck ADT under No Build and Build conditions would be the same.

Table 4 (Design Year (2025) ADT) summarizes the Design Year (2050) ADT, truck ADT, and percentage of trucks along roadways within the Project study area. Trucks on SR 29 in either direction would account for 4.3 to 10.9 of the ADT. Trucks traveling eastbound or westbound within the Project study area would account for 0.0 to 23.8 percent of the ADT.

Table 4: Design Year (2050) ADT

Roadway Segment	Direction	ADT	Truck ADT	Percent Truck
SR 29 between North of Green Island Road and Green Island Road	SB	27,944	3,046	10.9%
SR 29 between North of Green Island Road and Green Island Road	NB	23,047	2,051	8.9%
SR 29 between Green Island Road and Paoli Loop Road	SB	30,565	3,057	10.0%
SR 29 between Green Island Road and Paoli Loop Road	NB	24,074	1,757	7.3%

SR 29 between Paoli Loop and Napa Junction Road	SB	30,563	3,056	10.0%	
SR 29 between Paoli Loop and Napa Junction Road	NB	24,071	1,974	8.2%	
SR 29 between Napa Junction Road and Main Street Driveway	SB	31,879	3,060	9.6%	
SR 29 between Napa Junction Road and Main Street Driveway	NB	25,252	1,944	7.7%	
SR 29 between Main Street Driveway and Eucalyptus Drive	SB	32,177	3,057	9.5%	
SR 29 between Main Street Driveway and Eucalyptus Drive	NB	25,850	1,965	7.6%	
SR 29 between Eucalyptus Drive and Rio Del Mar	SB	26,310	1,789	6.8%	
SR 29 between Eucalyptus Drive and Rio Del Mar	NB	25,528	1,812	7.1%	
SR 29 between Rio Del Mar and Poco Way	SB	26,453	1,428	5.4%	
SR 29 between Rio Del Mar and Poco Way	NB	26,460	1,693	6.4%	
SR 29 between Poco Way and Antonina Avenue	SB	26,744	1,444	5.4%	
SR 29 between Poco Way and Antonina Avenue	NB	26,651	1,679	6.3%	
SR 29 between Antonina Avenue and Double Tree by Hilton Driveway	SB	26,795	1,420	5.3%	
SR 29 between Antonina Avenue and Double Tree by Hilton Driveway	NB	26,877	1,666	6.2%	
SR 29 between Double Tree by Hilton Driveway and Donaldson Way	SB	26,986	1,430	5.3%	
SR 29 between Double Tree by Hilton Driveway and Donaldson Way	NB	26,896	1,668	6.2%	
SR 29 between Donaldson Way and Canyon Plaza Driveway	SB	29,597	1,450	4.9%	
SR 29 between Donaldson Way and Canyon Plaza Driveway	NB	29,050	1,685	5.8%	
SR 29 between Canyon Plaza Driveway and Holcomb Lane	SB	29,531	1,417	4.8%	
SR 29 between Canyon Plaza Driveway and Holcomb Lane	NB	28,947	1,621	5.6%	
SR 29 between Holcomb Lane and Crawford Way	SB	29,688	1,425	4.8%	
SR 29 between Holcomb Lane and Crawford Way	NB	29,068	1,628	5.6%	
SR 29 between Crawford Way and American Canyon Road	SB	30,514	1,495	4.9%	
SR 29 between Crawford Way and American Canyon Road	NB	29,699	1,663	5.6%	
SR 29 between American Canyon Road and Kimberly Drive	SB	22,014	1,035	4.7%	
SR 29 between American Canyon Road and Kimberly Drive	NB	24,871	1,318	5.3%	
SR 29 between Kimberly Drive and Mini Drive	SB	24,725	1,088	4.4%	
SR 29 between Kimberly Drive and Mini Drive	NB	27,080	1,327	4.9%	
SR 29 between Mini Drive and South of Mini Drive	SB	18,150	780	4.3%	
SR 29 between Mini Drive and South of Mini Drive	NB	21,739	1,065	4.9%	

Green Island Drive between West of SR 29 and SR 29	WB	874	133	15.2%
Green Island Drive between West of SR 29 and SR 29	EB	3,496	136	3.9%
Green Island Drive between SR 29 and East of SR 29	EB	1,753	0	0.0%
Green Island Drive between SR 29 and East of SR 29	WB	725	62	8.6%
Napa Junction Road between West of SR 29 and SR 29	WB	1,066	125	11.7%
Napa Junction Road between West of SR 29 and SR 29	EB	980	121	12.3%
Napa Junction Road between SR 29 and East of SR 29	EB	1,614	76	4.7%
Napa Junction Road between SR 29 and East of SR 29	WB	1,836	86	4.7%
Main Street Driveway between SR 29 and East of SR 29	EB	898	40	4.4%
Main Street Driveway between SR 29 and East of SR 29	WB	597	26	4.4%
Eucalyptus Drive between SR 29 and East of SR 29	EB	2,952	130	4.4%
Eucalyptus Drive between SR 29 and East of SR 29	WB	2,950	130	4.4%
Rio Del Mar between West of SR 29 and SR 29	WB	1,664	326	19.6%
Rio Del Mar between West of SR 29 and SR 29	EB	635	10	1.5%
Poco Way between West of SR 29 and SR 29	WB	235	11	4.8%
Poco Way between West of SR 29 and SR 29	EB	339	12	3.5%
Poco Way between SR 29 and East of SR 29	EB	206	4	2.1%
Poco Way between SR 29 and East of SR 29	WB	202	5	2.4%
Antonina Avenue between SR 29 and East of SR 29	EB	484	17	3.6%
Antonina Avenue between SR 29 and East of SR 29	WB	308	9	2.9%
Double Tree by Hilton Driveway between SR 29 and East of SR 29	EB	207	7	3.6%
Double Tree by Hilton Driveway between SR 29 and East of SR 29	WB	378	12	3.1%
Donaldson Way between West of SR 29 and SR 29	WB	1,883	40	2.1%
Donaldson Way between West of SR 29 and SR 29	EB	2,154	28	1.3%
Donaldson Way between SR 29 and East of SR 29	EB	2,586	67	2.6%
Donaldson Way between SR 29 and East of SR 29	WB	2,771	78	2.8%

Canyon Plaza between West of SR 29 and SR 29	WB	104	24	22.6%[1]
Canyon Plaza between West of SR 29 and SR 29	EB	141	34	23.8%[1]
Holcomb Lane between SR 29 and East of SR 29	EB	281	10	3.6%
Holcomb Lane between SR 29 and East of SR 29	WB	317	13	4.0%
Crawford Way between West of SR 29 and SR 29	WB	894	68	7.6%
Crawford Way between West of SR 29 and SR 29	EB	1,089	86	7.9%
American Canyon Road between West of SR 29 and SR 29	WB	5,101	92	1.8%
American Canyon Road between West of SR 29 and SR 29	EB	5,861	158	2.7%
American Canyon Road between SR 29 and East of SR 29	EB	16,577	763	4.6%
American Canyon Road between SR 29 and East of SR 29	WB	12,146	534	4.4%
Kimberly Drive between West of SR 29 and SR 29	WB	3,537	81	2.3%
Kimberly Drive between West of SR 29 and SR 29	EB	4,038	113	2.8%
Mini Drive between West of SR 29 and SR 29	WB	3,914	121	3.1%
Mini Drive between West of SR 29 and SR 29	EB	4,427	133	3.0%
Mini Drive between SR 29 and East of SR 29	EB	6,284	02	4.8%
Mini Drive between SR 29 and East of SR 29	WB	4,536	236	5.2%

Traffic Data provided by Elite Transportation Group 2026

1. The truck volumes and percentages are based on land use activity data from the Solano Napa Activity Based Model. Truck Trips at Canyon Plaza are mostly small and medium trucks; heavy trucks are negligible (less than 0.1 percent).

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

The Build Alternative proposes operational improvements along the Project corridor to improve mobility and safety for all modes of transportation and reduce congestion and collisions. Specifically, the Build Alternative would construct new driveways, directional curb ramps, and median and pedestrian refuges, install new signals at the intersections along Crawford Way and Poco Way/South Napa Junction, and upgrade the signals at all other intersections within the Project alignment. No capacity improvements are proposed; therefore, the ADT under No Build and Build conditions would be the same. Refer to Table 2 above for the ADT, truck ADT, and percentage of trucks along the Project corridor under No Build and Build conditions in Opening Year (2030).

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

Refer to Table 4 above for the ADT, truck ADT, and percentage of trucks along the Project corridor under No Build and Build conditions in Design Year (2050).

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

The Project would not develop a bus, rail or intermodal facility/terminal/transfer point. The Build Alternative proposes bus stops and a transit mobility hub. The bus stops would be constructed at the southwest and northeast corner of (1) Rio Del Mar and SR 29 and (2) Napa Junction Road and SR 29. The transit mobility hub would be constructed on either the southwest corner of (1) Rio Del Mar and SR 29 or (2) Napa Junction Road and SR 29. The transit mobility hub would comprise of a park and ride facility and one of the southbound bus stops along the eastern boundary. The Project would not alter the frequency of the existing bus service; therefore, the total number of bus arrivals and number of diesel buses would be the same under Existing, Opening Year No Build, and Opening Year Build conditions. The existing total daily bus arrivals (northbound and southbound) are as follows:

- Route 11 (diverges off the Project corridor at Rio Del Mar)
    - Monday through Friday – 30 buses
    - Saturday -– 28 buses
    - Sunday – 26 buses
- Route 11X
    - Monday through Friday – 11 buses
- Route 29
    - Monday through Friday – 26 buses
    - Saturday – 18 buses
- Total Bus Arrivals
    - Monday through Friday – 67 buses
    - Saturday – 46 buses
    - Sunday – 26 busses

Currently, all but 2 of the buses are diesel.

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

As stated above, the Project does not propose the listed uses and would not alter the existing bus service; therefore, it is anticipated that the total number of bus arrivals would be the same as listed above. Furthermore, the NVTA plans to phase out all diesel buses for full fleet electrification by 2040. Therefore, there would be no diesel bus arrivals in the Design Year (2050).

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

The Project would not result in substantial traffic redistribution, generate additional traffic, create any new connections to other roadways or areas, or open any new areas to development.

The Build Alternative proposes local multimodal, roadway, and intersection signalization improvements for the purpose of improving mobility and safety for all modes of transportation, supporting residential and commercial development, and consequently reducing congestion and collisions. The Project would restripe dedicated bus lanes at the intersections to allow for queue jumping and improve transit reliability times. The Project would not increase the frequency of the existing transit service along the Project corridor. The remaining shoulder would continue to be utilized as is under existing conditions. As described above, compared to the No Build Alternative, the Build Alternative would either improve or maintain the LOS except for at Rio Del Mar in the PM of the Opening Year (2030). Specifically, the Build Alternative would improve the LOS from LOS B through F to LOS A through D (refer to Table 1). The LOS would worsen from LOS C to LOS D at Rio Del Mar in the PM; however, LOS D is considered acceptable. During the Design Year (2050), the Build Alternative would improve the unacceptable LOS (LOS F or LOS E) at every intersection except for the intersection at Poco Way/South Napa Junction Road in the PM, which would remain at LOS F. Therefore, implementation of the Build Alternative would improve traffic operations and congestion but would not alter the overall vehicle capacity. Additionally, the Project would encourage the use of alternative forms of transportation and provide safe transit routes for pedestrians and cyclists.

Comments/Explanation/Details (please be brief)

The proposed Project is in a nonattainment area for federal $PM_{2.5}$ standards. Therefore, according to 40 CFR Part 93, a hotspot analysis is required for conformity purposes. However, the Environmental Protection Agency (EPA) does not require a quantitative hotspot analysis for projects that are not a project of air quality concern (POAQC). Five types of projects listed in 40 CFR Section 93.123(b)(1) qualify as a POAQC. The following discussion evaluates whether the proposed project falls into any of these POAQC categories.

i. **New highway projects that have a significant number of diesel vehicles, and expanded highway projects that have a significant increase in the number of diesel vehicles (40 CFR Section 93.123 (b)(1)(i))**
The Project is not a new highway project that would have a significant number of diesel vehicles or an expanded highway project that would have a significant increase in the number of diesel vehicles. The traffic analysis demonstrates the total and truck ADT would remain the same under No Build and Build conditions. As the Project does not propose capacity improvements, it is assumed that the ADT would remain unchanged.

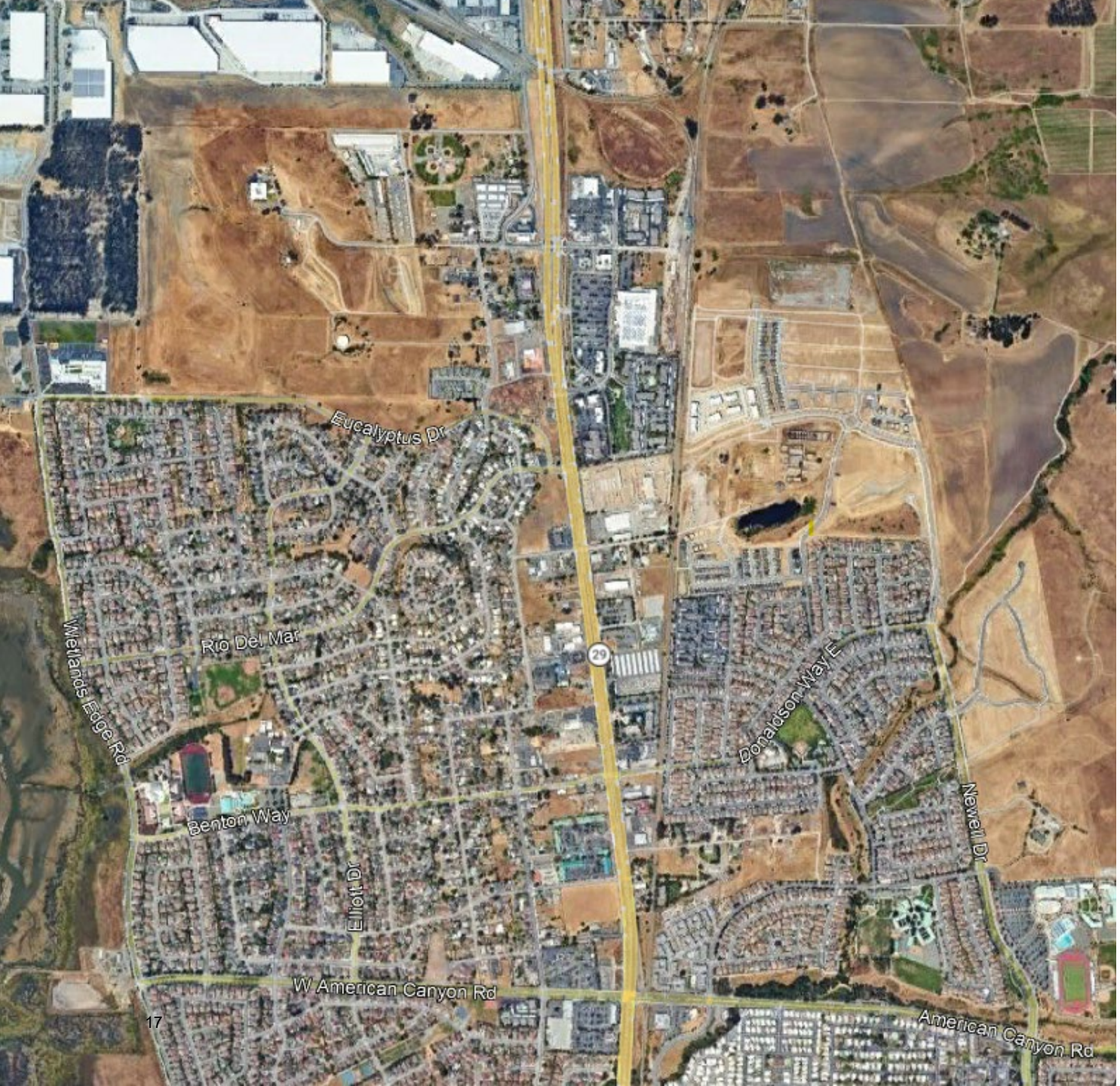
ii. **Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project (40 CFR Section 93.123 (b)(1)(ii));**
As described above under "Describe potential traffic redistribution effects of congestion relief," the Project would improve operations and LOS, would reduce congestion and delay, and would not result in substantial redistribution of traffic or changes in the percentage of truck trips along the Project corridor. Therefore, it is assumed that the ADT would remain unchanged as the Project does not propose capacity improvements.

iii. **New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location (40 CFR Section 93.123 (b)(1)(iii))**
The Project would not construct new bus and rail terminals and transfer points. The proposed bus stops under the Build Alternative would not increase the existing bus service along the Project corridor, and the NVTA plans to have a fully electric fleet by 2040. Therefore, the Project would not increase the number of diesel vehicles congregating at a single location

iv. **Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location (40 CFR Section 93.123 (b)(1)(iv))**
The Project would not expand existing bus or rail terminals and transfer points.

v. **Projects in or affecting locations, areas, or categories of sites which are identified in the PM_{10} or $PM_{2.5}$ applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation (40 CFR Section 93.123 (b)(1)(v))**
The proposed Project is consistent with MTC RTP (ID 21-T06-034) and is intended to meet the transportation needs in the area based on local land use plans. The EPA's March 2006 guidance document, Transportation Guidance for Qualitative Hot-spot Analysis in $PM_{2.5}$ and PM_{10} Nonattainment and Maintenance Areas, references two-step criteria to identify "a significant volume of diesel truck traffic." The first criterion is facilities with greater than 125,000 ADT volumes. If the first criterion is met, the second criterion is that 8 percent or more of said traffic volumes (i.e., 10,000 vehicles or more) are diesel truck traffic volumes. As shown in Table 1 and Table 3 above, the Project corridor under No Build and Build conditions would not generate the ADT volumes considered to have a significant volume of diesel truck traffic. Furthermore, the Project does not propose capacity improvements and therefore would not increase diesel truck volumes or ADT.

Based on the evaluation above, the project should not be considered a POAQC and does not require a quantitative hot-spot analysis to demonstrate that it will not cause or worsen an existing $PM_{2.5}$ violation.



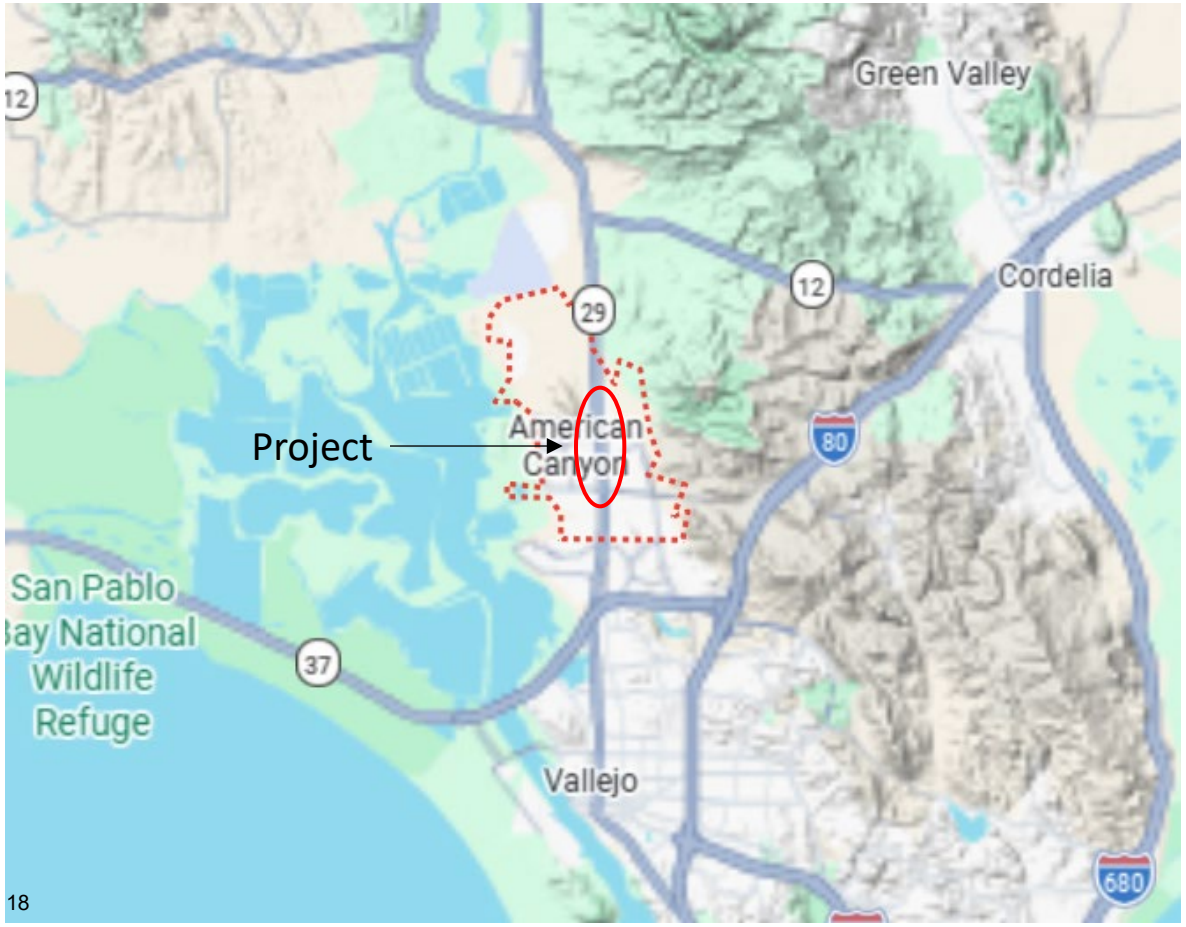
American Canyon State Route 29 Corridor Improvement Project

Air Quality Conformity Task Force Presentation
March 2026

NVTA
NAPA VALLEY TRANSPORTATION AUTHORITY

Kimley»Horn

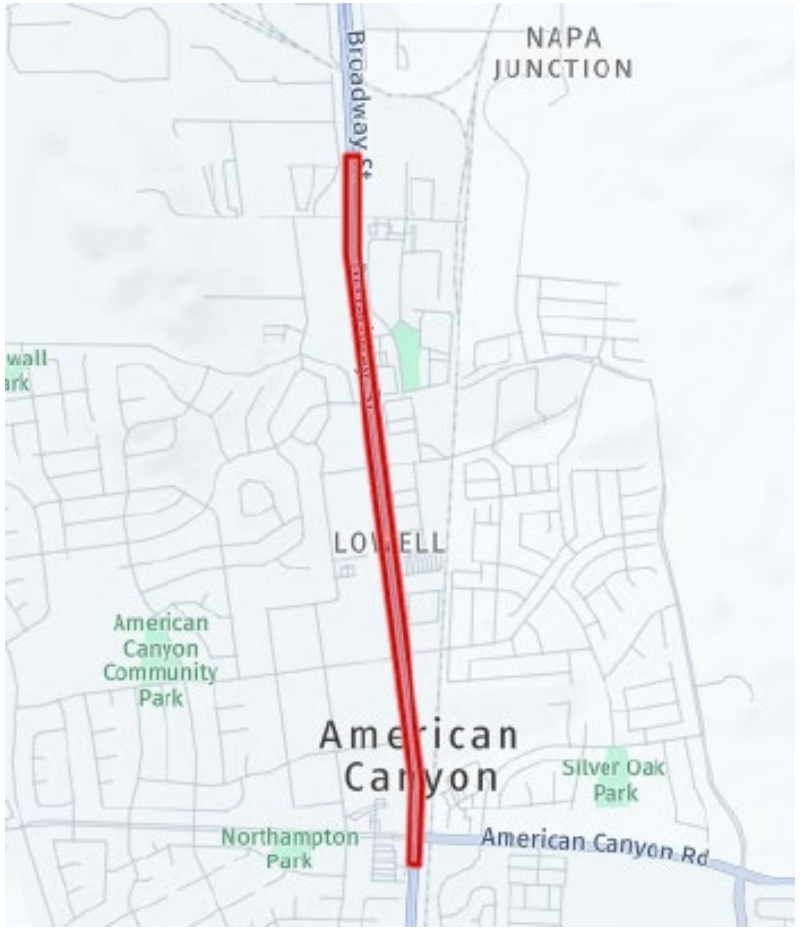
Overview



- Project Location
- Project Purpose
- Project Need
- Project Description
- Traffic Data
- Concurrence Summary
- Site Plan

Project Location

- The City of American Canyon proposes multimodal, operational, and safety improvements.
- The Project Site is located in the City of American Canyon, north of the intersection of Napa Junction Road and State Route (SR) 29 to the south of the intersection of American Canyon Road and SR 29 and would include a parcel at the southwest corner of either (1) Rio Del Mar and SR 29 or (2) Napa Junction Road and SR 29 for the transit mobility hub.



Project Purpose

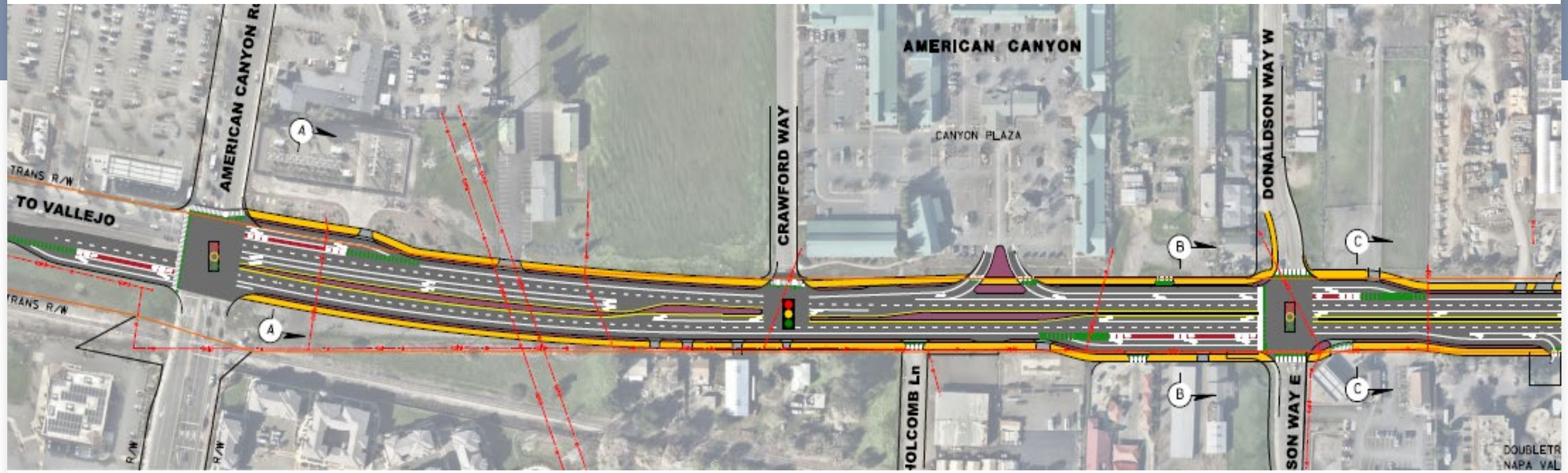
The purpose of the Project is to provide a multimodal and complete streets corridor that:

- Improves mobility for all modes of transportation
- Improves safety for all users by incorporating Vision Zero Safe System Approach concepts
- Improves public transit bus travel time, reliability, and public safety vehicle response times
- Supports residential and commercial development by improving access for all modes of transportation

Project Need

The Project is needed to address:

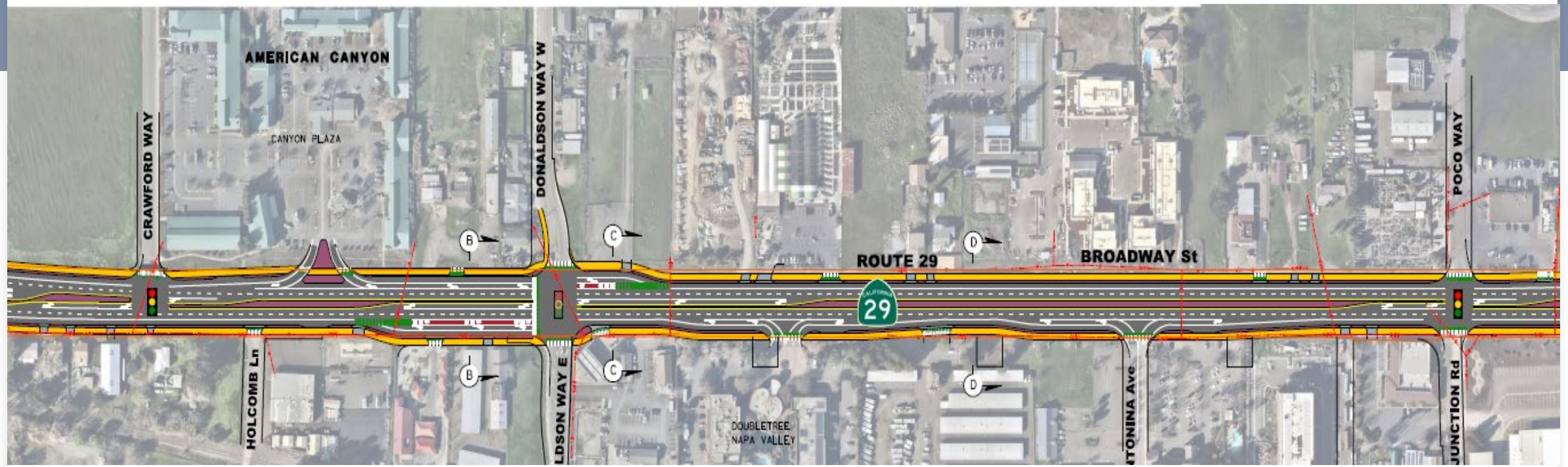
- Lack of multimodal connectivity and low level of traffic stress routing options for bicyclist/pedestrians
- Lack of public transit facilities, including priority at traffic signals and pullouts for stops
- Lack of customer access to commercial businesses
- Conflicts between motorists and active transportation users due to unseparated facilities and high-speed differentials
- Intersection constraints cause extensive queuing, delays, and bottlenecks resulting in unreliable travel times and traffic diverting to residential streets.
- Higher than the average collision rates than compared to similar facilities throughout the State.



Notes: Please refer to the end slides for the full site plan

Project Description – *Multimodal Improvements*

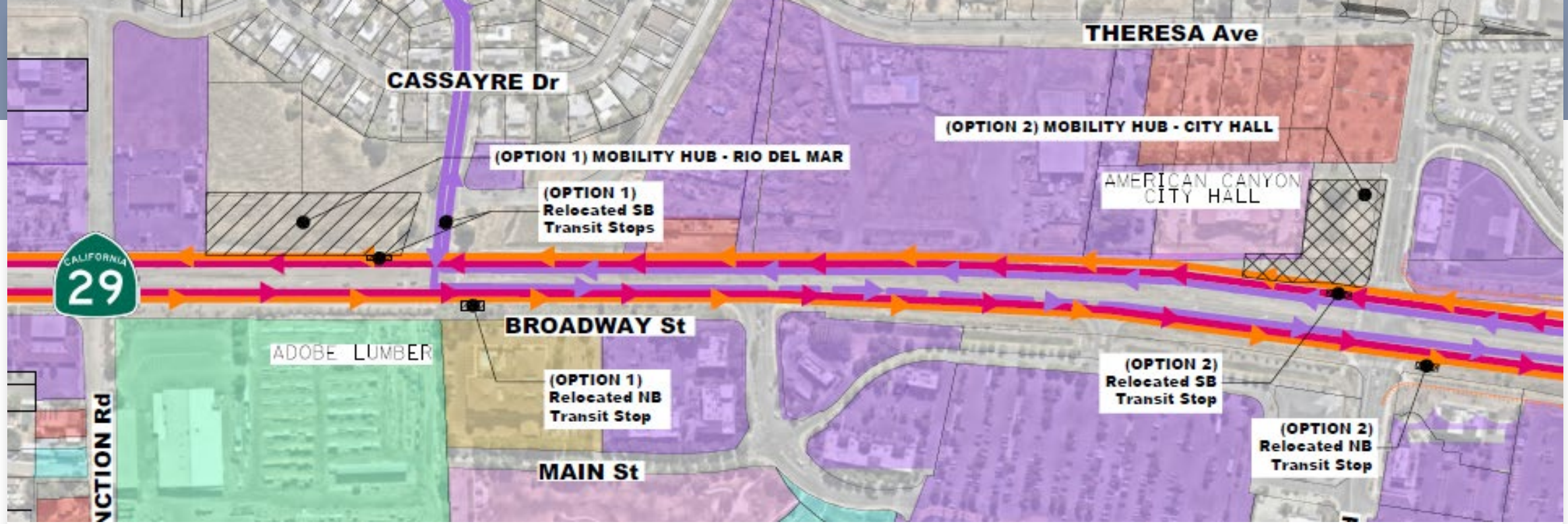
The Project would construct driveways, bus stops, directional curb ramps, median and pedestrian refuges, and a Class I shared use path. The bus stops would not alter the existing transit services. The Project would restripe the pavement at intersections as bus only lanes that would allow for queue jumping and improve transit reliability times. Additionally, the Project would include bike conflict striping, no-right turn signals, and bike signals.



Notes: Please refer to the end slides for the full site plan

Project Description – *Intersection Improvements*

The Project would install new signals at (1) Crawford Way and SR 29 and (2) Poco Way/South Napa Junction Road and SR 29. The Project would upgrade the signals at the remaining intersections along the Project corridor.



Notes: Please refer to the end slides for the full site plan

Project Description – *Transit Mobility Hub*

The Project would construct a transit mobility hub on either the southwest corner of (1) Rio Del Mar and SR 29 or (2) Napa Junction Road and SR 29. The transit mobility hub would include parking and loading spaces, bike parking, lockers, transit amenities, and one of the southbound bus stop along the eastern boundary. The bus stop would not alter the existing transit services.

Traffic Data

Existing Year (2024) Level of Service

Intersection	Control	Peak Hour	Existing Year (2024) LOS[1,2]
			No Build
Napa Junction Road and State Route 29	Signal	AM	D
		PM	**E**
Eucalyptus Drive and State Route 29	Signal	AM	B
		PM	B
Rio Del Mar and State Route 29	Signal	AM	C
		PM	B
Poco Way/South Napa Junction Road and State	Side-Street Stop Control (EB/WB)[3]/ Signal (with Project)	AM	**E**
		PM	D
Donaldson Way and State Route 29	Signal	AM	C
		PM	C
Crawford Way and State Route 29	Side-Street Stop Control (EB/WB)[3]/ Signal (with Project)	AM	B
		PM	**F**

Notes:

[1] LOS – Level of Service

[2] A signalized intersection denoted as LOS A through C would have an average delay of 0 to 25 seconds, LOS D would have a 35 to 55 second delay, LOS E would have a 55 to 80 second delay, and LOS F would have a greater than 80 second delay. **BOLD** indicates an unacceptable LOS.

[3] EB – Eastbound; WB – Westbound

Source: Kimley-Horn 2025

Opening Year (2030) No Build and Build Level of Service

Intersection	Control	Peak Hour	Opening Year (2030) LOS[1,2]	
			No Build Alternative	Build Alternative
Napa Junction Road and State Route 29	Signal	AM	D	D
		PM	**F**	C
Eucalyptus Drive and State Route 29	Signal	AM	B	A
		PM	B	C
Rio Del Mar and State Route 29	Signal	AM	D	C
		PM	C	D
Poco Way/South Napa Junction Road and State Route 29	SSSC (EB/WB)[3] (No Build)/ Signal (Build)	AM	**F**	A
		PM	**E**	D
Donaldson Way and State Route 29	Signal	AM	D	C
		PM	C	C
Crawford Way and State Route 29	SSSC (EB/WB)[3] (No Build)/ Signal (Build)	AM	**F**	C
		PM	**F**	B

Notes:

[1] LOS – Level of Service

[2] A signalized intersection denoted as LOS A through C would have an average delay of 0 to 25 seconds, LOS D would have a 35 to 55 second delay, LOS E would have a 55 to 80 second delay, and LOS F would have a greater than 80 second delay. **BOLD** indicates an unacceptable LOS.

[3] SSSC – Side-Street Stop Control; EB – Eastbound; WB – Westbound

Source: Kimley-Horn 2025

Future Year (2050) No Build and Build Level of Service

Intersection	Control	Peak Hour	Design Year (2050) LOS[1,2]	
			No Build Alternative	Build Alternative
Napa Junction Road and State Route 29	Signal	AM	**F**	D
		PM	**F**	D
Eucalyptus Drive and State Route 29	Signal	AM	**F**	**E**
		PM	**F**	**E**
Rio Del Mar and State Route 29	Signal	AM	**F**	**E**
		PM	**F**	D
Poco Way/South Napa Junction Road and State Route 29	SSSC (EB/WB)[3] (No Build)/ Signal (Build)	AM	**F**	A
		PM	**F**	**F**
Donaldson Way and State Route 29	Signal	AM	**F**	C
		PM	D	D
Crawford Way and State Route 29	SSSC (EB/WB)[3] (No Build)/ Signal (Build)	AM	**F**	B
		PM	**E**	A

Notes:

[1] LOS – Level of Service

[2] A signalized intersection denoted as LOS A through C would have an average delay of 0 to 25 seconds, LOS D would have a 35 to 55 second delay, LOS E would have a 55 to 80 second delay, and LOS F would have a greater than 80 second delay. **BOLD** indicates an unacceptable LOS.

[3] EB – Eastbound; WB – Westbound

Source: Kimley-Horn 2025

Opening Year (2030) Average Daily Traffic

Roadway Segment[1]	Direction[2]	Total ADT[3]	Truck ADT[3]	% Truck
SR 29 between North of Green Island Road and Green Island Road	SB	24,491	2,939	12.0%
SR 29 between North of Green Island Road and Green Island Road	NB	20,123	1,791	8.9%
SR 29 between Green Island Road and Paoli Loop Road	SB	27,145	2,959	10.9%
SR 29 between Green Island Road and Paoli Loop Road	NB	21,141	1,586	7.5%
SR 29 between Paoli Loop and Napa Junction Road	SB	27,142	2,958	10.9%
SR 29 between Paoli Loop and Napa Junction Road	NB	21,138	1,733	8.2%
SR 29 between Napa Junction Road and Main Street Driveway	SB	27,800	2,836	10.2%
SR 29 between Napa Junction Road and Main Street Driveway	NB	22,101	1,702	7.7%
SR 29 between Main Street Driveway and Eucalyptus Drive	SB	28,030	2,831	10.1%
SR 29 between Main Street Driveway and Eucalyptus Drive	NB	22,590	1,717	7.6%
SR 29 between Eucalyptus Drive and Rio Del Mar	SB	29,393	2,822	9.6%
SR 29 between Eucalyptus Drive and Rio Del Mar	NB	23,970	1,702	7.1%
SR 29 between Rio Del Mar and Poco Way	SB	21,050	1,284	6.1%
SR 29 between Rio Del Mar and Poco Way	NB	22,097	1,414	6.4%
SR 29 between Poco Way and Antonina Avenue	SB	21,328	1,301	6.1%
SR 29 between Poco Way and Antonina Avenue	NB	22,307	1,405	6.3%
SR 29 between Antonina Avenue and Double Tree by Hilton Driveway	SB	21,399	1,284	6.0%
SR 29 between Antonina Avenue and Double Tree by Hilton Driveway	NB	22,541	1,398	6.2%
SR 29 between Double Tree by Hilton Driveway and Donaldson Way	SB	21,571	1,294	6.0%
SR 29 between Double Tree by Hilton Driveway and Donaldson Way	NB	22,584	1,400	6.2%
SR 29 between Donaldson Way and Canyon Plaza Driveway	SB	23,755	1,283	5.4%
SR 29 between Donaldson Way and Canyon Plaza Driveway	NB	24,416	1,416	5.8%
SR 29 between Canyon Plaza Driveway and Holcomb Lane	SB	23,685	1,279	5.4%
SR 29 between Canyon Plaza Driveway and Holcomb Lane	NB	24,308	1,361	5.6%
SR 29 between Holcomb Lane and Crawford Way	SB	23,839	1,263	5.3%
SR 29 between Holcomb Lane and Crawford Way	NB	24,422	1,368	5.6%
SR 29 between Crawford Way and American Canyon Road	SB	24,709	1,334	5.4%
SR 29 between Crawford Way and American Canyon Road	NB	25,085	1,405	5.6%
SR 29 between American Canyon Road and Kimberly Drive	SB	17,971	899	5.0%
SR 29 between American Canyon Road and Kimberly Drive	NB	20,829	1,104	5.3%
SR 29 between Kimberly Drive and Mini Drive	SB	20,629	949	4.6%
SR 29 between Kimberly Drive and Mini Drive	NB	22,935	1,124	4.9%
SR 29 between Mini Drive and South of Mini Drive	SB	15,699	722	4.6%
SR 29 between Mini Drive and South of Mini Drive	NB	18,525	908	4.9%
Green Island Drive between West of SR 29 and SR 29	WB	890	142	16.0%
Green Island Drive between West of SR 29 and SR 29	EB	3,544	149	4.2%
Green Island Drive between SR 29 and East of SR 29	EB	1,753	0	0.0%
Green Island Drive between SR 29 and East of SR 29	WB	735	63	8.6%
Napa Junction Road between West of SR 29 and SR 29	WB	1,667	265	15.9%
Napa Junction Road between West of SR 29 and SR 29	EB	1,179	159	13.5%
Napa Junction Road between SR 29 and East of SR 29	EB	1,368	64	4.7%
Napa Junction Road between SR 29 and East of SR 29	WB	1,552	73	4.7%
Main Street Driveway between SR 29 and East of SR 29	EB	763	34	4.4%
Main Street Driveway between SR 29 and East of SR 29	WB	5	22	4.4%
Eucalyptus Drive between SR 29 and East of SR 29	EB	2,510	110	4.4%
Eucalyptus Drive between SR 29 and East of SR 29	WB	2,493	110	4.4%
Rio Del Mar between West of SR 29 and SR 29	WB	8,803	1,541	17.5%
Rio Del Mar between West of SR 29 and SR 29	EB	2,277	294	12.9%
Poco Way between West of SR 29 and SR 29	WB	243	12	5.1%
Poco Way between West of SR 29 and SR 29	EB	311	13	4.3%
Poco Way between SR 29 and East of SR 29	EB	196	4	2.1%
Poco Way between SR 29 and East of SR 29	WB	196	5	2.4%
Antonina Avenue between SR 29 and East of SR 29	EB	413	15	3.6%
Antonina Avenue between SR 29 and East of SR 29	WB	250	7	2.9%
Double Tree by Hilton Driveway between SR 29 and East of SR 29	EB	177	6	3.6%
Double Tree by Hilton Driveway between SR 29 and East of SR 29	WB	307	10	3.1%
Donaldson Way between West of SR 29 and SR 29	WB	1,757	35	2.0%
Donaldson Way between West of SR 29 and SR 29	EB	1,933	25	1.3%
Donaldson Way between SR 29 and East of SR 29	EB	2,452	64	2.6%
Donaldson Way between SR 29 and East of SR 29	WB	2,628	74	2.8%
Canyon Plaza between West of SR 29 and SR 29	WB	103	26	25.3%
Canyon Plaza between West of SR 29 and SR 29	EB	140	38	27.3%
Holcomb Lane between SR 29 and East of SR 29	EB	222	8	3.6%
Holcomb Lane between SR 29 and East of SR 29	WB	263	11	4.0%
Crawford Way between West of SR 29 and SR 29	WB	887	69	7.8%
Crawford Way between West of SR 29 and SR 29	EB	1,095	89	8.1%
American Canyon Road between West of SR 29 and SR 29	WB	4,407	88	2.0%
American Canyon Road between West of SR 29 and SR 29	EB	5,531	149	2.7%
American Canyon Road between SR 29 and East of SR 29	EB	14,488	666	4.6%
American Canyon Road between SR 29 and East of SR 29	WB	10,882	479	4.4%
Kimberly Drive between West of SR 29 and SR 29	WB	3,247	75	2.3%
Kimberly Drive between West of SR 29 and SR 29	EB	3,798	110	2.9%
Mini Drive between West of SR 29 and SR 29	WB	3,222	90	2.8%
Mini Drive between West of SR 29 and SR 29	EB	3,649	106	2.9%
Mini Drive between SR 29 and East of SR 29	EB	5,007	40	4.8%
Mini Drive between SR 29 and East of SR 29	WB	4,061	211	5.2%

Notes:

[1] SR – State Route

[2] EB – Eastbound; NB – Northbound; SB – Southbound; WB – Westbound

[3] ADT – Average Daily Traffic

Source: Elite Transportation Group 2026

Note: Truck volumes and percentages are based on land use activity data from the Solano Napa Activity Based Model.

Horizon Year (2050) Average Daily Traffic

Roadway Segment[1]	Direction[2]	Total ADT[3]	Truck ADT[3]	% Truck
SR 29 between North of Green Island Road and Green Island Road	SB	27,944	3,046	10.9%
SR 29 between North of Green Island Road and Green Island Road	NB	23,047	2,051	8.9%
SR 29 between Green Island Road and Paoli Loop Road	SB	30,565	3,057	10.0%
SR 29 between Green Island Road and Paoli Loop Road	NB	24,074	1,757	7.3%
SR 29 between Paoli Loop and Napa Junction Road	SB	30,563	3,056	10.0%
SR 29 between Paoli Loop and Napa Junction Road	NB	24,071	1,974	8.2%
SR 29 between Napa Junction Road and Main Street Driveway	SB	31,879	3,060	9.6%
SR 29 between Napa Junction Road and Main Street Driveway	NB	25,252	1,944	7.7%
SR 29 between Main Street Driveway and Eucalyptus Drive	SB	32,177	3,057	9.5%
SR 29 between Main Street Driveway and Eucalyptus Drive	NB	25,850	1,965	7.6%
SR 29 between Eucalyptus Drive and Rio Del Mar	SB	26,310	1,789	6.8%
SR 29 between Eucalyptus Drive and Rio Del Mar	NB	25,528	1,812	7.1%
SR 29 between Rio Del Mar and Poco Way	SB	26,453	1,428	5.4%
SR 29 between Rio Del Mar and Poco Way	NB	26,460	1,693	6.4%
SR 29 between Poco Way and Antonina Avenue	SB	26,744	1,444	5.4%
SR 29 between Poco Way and Antonina Avenue	NB	26,651	1,679	6.3%
SR 29 between Antonina Avenue and Double Tree by Hilton Driveway	SB	26,795	1,420	5.3%
SR 29 between Antonina Avenue and Double Tree by Hilton Driveway	NB	26,877	1,666	6.2%
SR 29 between Double Tree by Hilton Driveway and Donaldson Way	SB	26,986	1,430	5.3%
SR 29 between Double Tree by Hilton Driveway and Donaldson Way	NB	26,896	1,668	6.2%
SR 29 between Donaldson Way and Canyon Plaza Driveway	SB	29,597	1,450	4.9%
SR 29 between Donaldson Way and Canyon Plaza Driveway	NB	29,050	1,685	5.8%
SR 29 between Canyon Plaza Driveway and Holcomb Lane	SB	29,531	1,417	4.8%
SR 29 between Canyon Plaza Driveway and Holcomb Lane	NB	28,947	1,621	5.6%
SR 29 between Holcomb Lane and Crawford Way	SB	29,688	1,425	4.8%
SR 29 between Holcomb Lane and Crawford Way	NB	29,068	1,628	5.6%
SR 29 between Crawford Way and American Canyon Road	SB	30,514	1,495	4.9%
SR 29 between Crawford Way and American Canyon Road	NB	29,699	1,663	5.6%
SR 29 between American Canyon Road and Kimberly Drive	SB	22,014	1,035	4.7%
SR 29 between American Canyon Road and Kimberly Drive	NB	24,871	1,318	5.3%
SR 29 between Kimberly Drive and Mini Drive	SB	24,725	1,088	4.4%
SR 29 between Kimberly Drive and Mini Drive	NB	27,080	1,327	4.9%
SR 29 between Mini Drive and South of Mini Drive	SB	18,150	780	4.3%
SR 29 between Mini Drive and South of Mini Drive	NB	21,739	1,065	4.9%

Notes:
[1] SR – State Route
[2] EB – Eastbound; NB – Northbound; SB – Southbound; WB – Westbound
[3] ADT – Average Daily Traffic
Source: Elite Transportation Group 2026

Roadway Segment[1]	Direction[2]	Total ADT[3]	Truck ADT[3]	% Truck
Green Island Drive between West of SR 29 and SR 29	WB	874	133	15.2%
Green Island Drive between West of SR 29 and SR 29	EB	3,496	136	3.9%
Green Island Drive between SR 29 and East of SR 29	EB	1,753	0	0.0%
Green Island Drive between SR 29 and East of SR 29	WB	725	62	8.6%
Napa Junction Road between West of SR 29 and SR 29	WB	1,066	125	11.7%
Napa Junction Road between West of SR 29 and SR 29	EB	980	121	12.3%
Napa Junction Road between SR 29 and East of SR 29	EB	1,614	76	4.7%
Napa Junction Road between SR 29 and East of SR 29	WB	1,836	86	4.7%
Main Street Driveway between SR 29 and East of SR 29	EB	898	40	4.4%
Main Street Driveway between SR 29 and East of SR 29	WB	597	26	4.4%
Eucalyptus Drive between SR 29 and East of SR 29	EB	2,952	130	4.4%
Eucalyptus Drive between SR 29 and East of SR 29	WB	2,950	130	4.4%
Rio Del Mar between West of SR 29 and SR 29	WB	1,664	326	19.6%
Rio Del Mar between West of SR 29 and SR 29	EB	635	10	1.5%
Poco Way between West of SR 29 and SR 29	WB	235	11	4.8%
Poco Way between West of SR 29 and SR 29	EB	339	12	3.5%
Poco Way between SR 29 and East of SR 29	EB	206	4	2.1%
Poco Way between SR 29 and East of SR 29	WB	202	5	2.4%
Antonina Avenue between SR 29 and East of SR 29	EB	484	17	3.6%
Antonina Avenue between SR 29 and East of SR 29	WB	308	9	2.9%
Double Tree by Hilton Driveway between SR 29 and East of SR 29	EB	207	7	3.6%
Double Tree by Hilton Driveway between SR 29 and East of SR 29	WB	378	12	3.1%
Donaldson Way between West of SR 29 and SR 29	WB	1,883	40	2.1%
Donaldson Way between West of SR 29 and SR 29	EB	2,154	28	1.3%
Donaldson Way between SR 29 and East of SR 29	EB	2,586	67	2.6%
Donaldson Way between SR 29 and East of SR 29	WB	2,771	78	2.8%
Canyon Plaza between West of SR 29 and SR 29	WB	104	24	22.6%
Canyon Plaza between West of SR 29 and SR 29	EB	141	34	23.8%
Holcomb Lane between SR 29 and East of SR 29	EB	281	10	3.6%
Holcomb Lane between SR 29 and East of SR 29	WB	317	13	4.0%
Crawford Way between West of SR 29 and SR 29	WB	894	68	7.6%
Crawford Way between West of SR 29 and SR 29	EB	1,089	86	7.9%
American Canyon Road between West of SR 29 and SR 29	WB	5,101	92	1.8%
American Canyon Road between West of SR 29 and SR 29	EB	5,861	158	2.7%
American Canyon Road between SR 29 and East of SR 29	EB	16,577	763	4.6%
American Canyon Road between SR 29 and East of SR 29	WB	12,146	534	4.4%
Kimberly Drive between West of SR 29 and SR 29	WB	3,537	81	2.3%
Kimberly Drive between West of SR 29 and SR 29	EB	4,038	113	2.8%
Mini Drive between West of SR 29 and SR 29	WB	3,914	121	3.1%
Mini Drive between West of SR 29 and SR 29	EB	4,427	133	3.0%
Mini Drive between SR 29 and East of SR 29	EB	6,284	2	4.8%
Mini Drive between SR 29 and East of SR 29	WB	4,536	236	5.2%

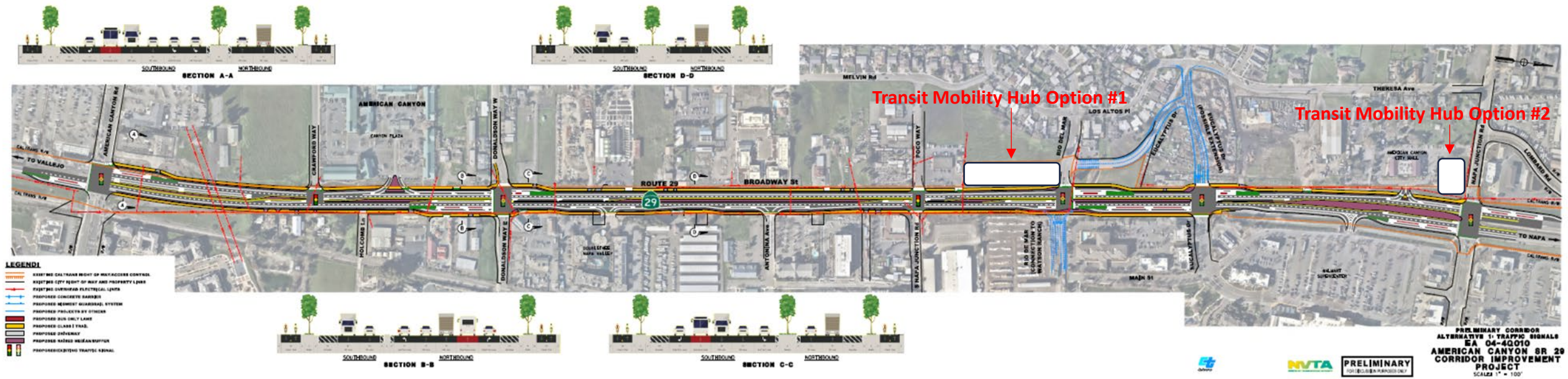
Note: Truck volumes and percentages are based on land use activity data from the Solano Napa Activity Based Model.

Concurrence Summary

Why the American Canyon State Route 29 Corridor Improvement Project is not of Air Quality Concern –

- Not a new or expanded highway project
- LOS would generally improve or be maintained, which would improve operations and delay.
- The Project does not include capacity improvements and therefore would not change traffic volume, truck percentages, or traffic distribution
- The Project would provide pedestrian, bicycle, and public transit infrastructure, resulting in safety and efficiency improvements along the corridor
- The Project would not alter the existing transit service or increase the number of diesel bus arrivals along the corridor
- No Project changes to land use that would affect diesel traffic percentage

Site Plan


Transit Mobility Hub Option #1
Transit Mobility Hub Option #2
SECTION A-A
SECTION D-D
SECTION B-B
SECTION C-C
SOUTHBOUND
NORTHBOUND
AMERICAN CANYON
ROUTE 29
BROADWAY St
MELVIN Rd
LOS ALTOS Pl
THERESA Ave
TO VALLEJO
TO NAPA
MAIN St
LEGEND
PRELIMINARY CORRIDOR ALTERNATIVE 1- TRAFFIC SIGNALS
EA 04-40010 SR 29
AMERICAN CANYON SR 29 CORRIDOR IMPROVEMENT PROJECT
NVTA
PRELIMINARY


Transit Mobility Hub Option #1
Transit Mobility Hub Option #2
Andrew Rd
Danrose Dr
James Rd
Los Altos Pl
Broadway
29

Application of Criteria for a Project of Air Quality Concern
Project Title: US 101/I-580 Multi-Modal and Local Access Improvement Project
Project Summary for Air Quality Conformity Task Force Meeting: March 26, 2026

Description

- Project involves modifications to the US 101/I-580 interchange and local street improvements.
- Project includes three build alternatives.
- Build Alternative 1 would construct a series of local street improvements on Bellam Boulevard. This includes new sidewalks, bicycle lanes, and the option of signalized intersection modifications and/or roundabouts at the Bellam Boulevard intersections with Northbound (NB) US 101 Off-ramp, westbound I-580 off-ramp, Francisco Boulevard, Castro Avenue, and Kerner Boulevard.
- Build Alternative 2 would construct a new direct connector from NB US 101 to EB I-580. The connector would start at Post Mile (PM) 9.26 on NB US 101. The connector would have two lanes along a single curve to connect the freeways. This alternative would also involve modifications to the Sir Francis Drake on ramp to EB I-580 at the southern end of the project area. Ramp metering would be installed at the Bellam Boulevard and the Sir Francis Drake on ramps to I-580 EB.
- Build Alternative 3 would construct a new direct connector from NB US 101 to EB I-580. The new connector would begin at PM 9.72 of NB US 101. The connector would have two lanes along a single horizontal curve to connect the two freeways. It would provide an optional left side exit, 500 feet downstream of the freeway-to-freeway connection departure, which connects to the existing Bellam Boulevard off-ramp.
- Build Alternative 2 and 3 would also include either of the design features described in Alternative 1.
- The project would improve regional connectivity between NB US 101 and EB I-580, improve traffic operations on local streets and freeway segments, enhance the active transportation network, improve bicycle and pedestrian safety, and improve travel access and travel times.

Background

- Draft Air Quality Assessment Report currently being prepared
- Final Air Quality Assessment Report Approval August 2026
- Draft Environmental Document Approval December 2026
- Air Quality Conformity Report Approval June 2027
- Final Environmental Document October 2027

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?

- Not a new or expanded highway project
- No increase in the number of lanes or capacity improvements
- No increase in traffic volume or significant change to truck percentages on US 101, I-580, or local streets

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

- The project alternatives would improve LOS compared to the No Build Alternative.
- The project would not result in substantial redistribution of traffic or changes in the percentage of truck trips through the site.
- No project changes to land use that would affect diesel traffic percentage.

(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_{10} or $PM_{2.5}$ implementation plan as site of violation?

- The project is consistent with MTC RTP (ID 21-T06-026) and is intended to meet the transportation needs in the area based on local land use plans.
- No increase in traffic volume or significant change in truck percentages on US 101 or I-580.
- The purpose of the project is to provide operational and multimodal improvements.
- The project would not increase diesel truck percentages or volumes.

Project Assessment Form for $PM_{2.5}$ Interagency Consultation

RTP ID# 21-T06-026
US 101/I-580 Multi-Modal and Local Access Improvement Project

TIP ID# Pending

Air Quality Conformity Task Force Consideration Date
March 26, 2026

Project Description *(clearly describe project)*

The U.S. Highway 101 (US 101)/Interstate 580 (I-580) Multi-Modal and Local Access Improvement Project (project) involves modifications to the US 101/I-580 interchange in the Cities of San Rafael and Larkspur in Marin County, where Bellam Boulevard, crosses under the two freeways from Andersen Drive to Kerner Boulevard.

The Transportation Authority of Marin (TAM) and the California Department of Transportation (Caltrans) propose three Build Alternatives in addition to the No Build:

- Build Alternative 1 Local improvements would construct a series of local street improvements on Bellam Boulevard.
- Build Alternative 2 would build a connector between US 101 and I-580 above and along Simms Street and include all of the Alternative 1 Local improvements.
- Build Alternative 3 would construct a connector approximately at the location of Bellam Boulevard off-ramp, and include all of the Alternative 1 Local improvements.

All Build Alternatives would include these common elements:

- Replacement of the eastbound (EB) I-580 bridge over Bellam Boulevard.
- Bicycle and pedestrian improvements may include bicycle lanes and/or sidewalks along Bellam Boulevard from Kerner Boulevard to Andersen Drive.
- Bellam Boulevard intersection improvements to enhance bicycle and pedestrian connectivity and reliable transit service.

Each of the Build Alternatives are discussed in greater detail below.

The No Build Alternative would consist of the area continuing with the existing connections, the missing connection of US 101 northbound (NB) to I-580 EB and would not involve any local street improvements on Bellam Boulevard.

Build Alternative 1

Alternative 1 would include Bellam Corridor improvements for vehicles, bicycles, and pedestrians to address congestion and safety and would span less than half a mile. The safety measures would consist of new or improved sidewalks and bicycle lanes between the east and west sides of I-580 along Bellam Boulevard from Andersen Drive to Kerner Boulevard and improvements on Andersen Drive to the North of Bellam Boulevard. An enhanced bicycle and pedestrian facility would provide access to Cal Park Hill path via Jacoby Street and direct connections to the San Rafael Transit Center, local schools, the Sonoma-Marin Area Rail Transit (SMART) Larkspur train station, and Larkspur ferry terminal. Although the proposed bicycle and pedestrian improvements would not reach Davidson Middle School, the enhanced bicycle and pedestrian facilities would help close the gap for students and provide a safer route to school.

This alternative will evaluate design options between signalized intersection modifications and/or roundabouts at the Bellam Boulevard intersections with, NB US 101 Off-ramp, westbound (WB) I-580 Off-ramp, Francisco Boulevard, Castro Avenue and Kerner Boulevard. Should the roundabout design option be selected the westbound I-580 offramp to Bellam Boulevard would be modified with a curve to send traffic onto Francisco Boulevard to the south of the proposed roundabout at Francisco Boulevard and Bellam Boulevard. Signalized intersection modifications may involve timing changes, restricting vehicular movements at different intersections along Bellam Boulevard and restricting left turns in and out of driveways. The Andersen Drive and Sir Francis Drake Boulevard intersection is currently an unsignalized intersection that would be included for improvements for bicycle movements and traffic operations.

Build Alternative 2

Alternative 2 connector starts at Post Mile (PM) 9.26 on NB US 101 approximately 3,000 feet north of the Sir Francis Drake Boulevard on-ramp. The connector would have two lanes along a single curve to connect the two freeways and would traverse a commercial district in San Rafael. This alternative requires a structure spanning over the SMART tracks, Jacoby Street, and the CalPark Hill Pathway. Alternative 2 would also be above, and span Simms St. Construction would disrupt traffic and businesses along Simms St., but the street would remain open during construction. The entire route is over half a mile in length. This alternative would have a standard freeway to freeway merge on to EB I-580 from the new connector entrance.

This alternative would also involve modifications to the Sir Francis Drake on ramp to Eastbound I-580 at the southern end of the project area. Ramp metering would be installed at the Bellam Boulevard and the Sir Francis Drake on ramps to I-580 EB.

Alternative 2 would include either of the design features described in Alternative 1.

Build Alternative 3

The Alternative 3 connector starts at PM 9.72 of NB US 101, approximately 600 feet south of the current Bellam Boulevard exit from EB I-580. The connector would have two lanes along a single horizontal curve to connect the two freeways and would slightly mimic the existing exit ramp configuration. It would provide an optional left side exit, 500 feet downstream of the freeway-to-freeway connection departure, which connects to the existing Bellam Boulevard off-ramp. Overhead advanced signage would be installed to inform drivers' lane choice for exiting to Bellam Blvd or continuing to EB I-580. The connector profile begins by following the existing NB US 101 profile, then rises to bridge over the existing off-ramps (from both US 101 and I-580) and then descends to match EB I-580 just before the Bellam Boulevard undercrossing. A new Bellam Undercrossing would be required for the new ramp. With this alternative, the existing connections to Bellam Blvd from SB US 101/EB I-580 and NB US 101 are preserved. The entire route is under half a mile in length. The existing EB I-580 on-ramp at Bellam Boulevard would be realigned slightly to merge with the NB US 101/EB I- 580 connector.

This alternative would also involve modifications to the Sir Francis Drake on ramp to Eastbound I-580 at the southern end of the project area. Ramp metering would be installed at the Bellam Boulevard and the Sir Francis Drake on ramps to I-580 EB.

Alternative 3 would also include either of the design features described in Alternative 1.

Type of Project:
Multi-Modal and Local Access Improvement Project

County	*Narrative Location/Route & Postmiles*
Marin County	The project is located in the Cities of San Rafael and Larkspur in Marin County, California. The project is located along US 101 from PM 8.0 to PM 10.3 and on I-580 from PM 2.48 to PM 4.79. The project would also include street improvements along Bellam Boulevard from Kerner Boulevard to Andersen Drive.

Lead Agency: Transportation Authority of Marin County (TAM)

Contact Person	*Phone#*	*Fax#*	*Email*
Tanvi Gupta	(510) 412-8378	n/a	tanvi.gupta@dot.ca.gov

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*

Categorical Exclusion (NEPA)		**EA or Draft EIS**	**FONSI or Final EIS**	**PS&E or Construction**	*Other*
	X				

Scheduled Date of Federal Action: 08/19/2027

NEPA Delegation – Project Type *(check appropriate box)*

	Section 326 – Categorical Exclusion		**Section 327 – Non-Categorical Exclusion**
		X	

Current Programming Dates *(as appropriate)*

	PE/Environmental	ENG	ROW	CON
Start	8/23/2019	11/2027	4/2029	12/2031
End	10/15/2027	9/2029	7/2031	12/2033

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

Purpose

The purpose of the project is to:

- Improve regional connectivity between NB US 101 and EB I-580.
- Improve traffic operations on local streets and freeway segments.
- Enhance the active transportation (bicycle and pedestrian) network and improve bicycle and pedestrian safety within the community.
- Improve transit access and travel times.
- Support economic prosperity by providing better and more reliable access to local businesses.
- Improve community cohesion by enhancing local connectivity to work, school and businesses for low-income communities near the project area.

Need

The existing US 101/I-580 interchange in Marin County lacks a direct freeway connection between NB US 101 and EB I-580, forcing regional and pass-through traffic onto local streets such as East Sir Francis Drake Boulevard and Bellam Boulevard. This diversion of traffic onto surface streets causes significant congestion during peak periods, doubling travel times and creating bottlenecks that block access to nearby businesses, neighborhoods, and schools. The resulting congestion degrades local mobility and increases travel delays for both regional commuters and residents, particularly in low-income neighborhoods, while also impacting the overall economic vitality of the San Rafael area.

In addition to traffic issues, the project area suffers from inadequate facilities for bicycles, pedestrians, and public transit users. Key routes such as Bellam Boulevard and Andersen Drive lack protected bike lanes and have narrow sidewalks, limiting safe access between neighborhoods, schools, and transit hubs like the SMART Larkspur Station and the San Rafael Transit Center. While regional trails such as the Bay Trail and Cal Park Hill Path exist nearby, they are poorly connected to local routes, leaving gaps in the active transportation network. Furthermore, despite improvements in multimodal options, the area still lacks an integrated transit system linking East San Rafael with major transit nodes, underscoring the need for improved connectivity and infrastructure.

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

Within the area, US 101 and I-580 serves activity areas in the cities of San Rafael and Larkspur. The proposed project is surrounded by single-family residential, industrial, public, and commercial land uses. Diesel heavy truck traffic accounts for approximately 6 percent of the total traffic volumes along US 101/I-580 freeway segments within the project limits. Truck traffic represents approximately 3 percent of the total traffic volumes along local streets within the project limits.

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

Table 1: Opening Year (2035) Peak Freeway Operations Level of Service (LOS) summarizes the opening year (2035) LOS within the project area under No Build and Build Alternatives. As shown in **Table 1**, under the No Build conditions during the AM peak, all freeway segments operate at LOS D or better except for the following segments of the Sir Francis Drake Boulevard off-ramp:

- WB I-580 from Main Street off-ramp to Francisco Boulevard on-ramp (LOS E)
- WB I-580 from Francisco Boulevard on-ramp to Sir Francis Drake Boulevard off-ramp (LOS E)

These freeway segments would continue to operate at LOS E due to local street operations on westbound Sir Francis Drake Boulevard that result in queue spillback onto the westbound I-580 mainline.

Under No Build conditions during the PM peak 30-minute period, all freeway segments operate at LOS D or better except for the following upstream segments of the Tamalpais bottleneck which operates at LOS E:

- NB US 101 from Tamalpais Drive off-ramp to Tamalpais Drive loop on-ramp (LOS F)
- NB US 101 from Tamalpais Drive loop on-ramp to Tamalpais Drive diagonal on-ramp (LOS F)

Table 1: Opening Year (2035) Peak Freeway Operations Level of Service

Roadway Segment[1]	Peak Hour	No Build (2035) LOS	Alternative 1 (2035) LOS[2]	Alternative 2 (2035) LOS[2]	Alternative 3 (2035) LOS[2]
NB US 101: Tamalpais Drive off-ramp to Tamalpais Drive loop on-ramp	AM	B	B	B	B
	PM	F	F	F	F
NB US 101: Tamalpais Drive loop on-ramp to Tamalpais Drive diagonal on-ramp	AM	B	B	B	B
	PM	F	F	F	F
NB US 101: Tamalpais Drive diagonal on-ramp to Redwood Highway off-ramp	AM	C	C	C	C
	PM	E*	E*	E*	E*
NB US 101: Redwood Highway off-ramp to Redwood Highway on-ramp	AM	B	B	B	B
	PM	C	C	C	C
NB US 101: Redwood Highway on-ramp to Sir Francis Drake Boulevard off-ramp	AM	B	B	B	B
	PM	C	C	C	C
NB US 101: Sir Francis Drake Boulevard off-ramp to Sir Francis Drake Boulevard on-ramp	AM	B	B	B	B
	PM	C	C	D	D
NB US 101: Sir Francis Drake Boulevard on-ramp to Bellam Boulevard off-ramp	AM	B	B	n/a	n/a
	PM	C	C	n/a	n/a
NB US 101: Sir Francis Drake Boulevard on-ramp to Direct Connector off-ramp	AM	n/a	n/a	B	B
	PM	n/a	n/a	C	C
NB US 101: Direct Connector off-ramp to Bellam Boulevard off-ramp	AM	n/a	n/a	B	B
	PM	n/a	n/a	C	D
NB US 101: Bellam Boulevard off-ramp to westbound I-580 on-ramp	AM	B	B	B	B
	PM	D	D	C	D
NB US 101: Westbound I-580 on-ramp to Second Street off-ramp	AM	B	B	B	B
	PM	C	C	C	C
Southbound (SB) US 101: Second Street on-ramp to eastbound I-580 off-ramp	AM	D	D	D	D
	PM	C	C	C	C
EB I-580: Southbound US 101 to Bellam Boulevard off-ramp	AM	C	C	C	C
	PM	D	C	C	C
EB I-580: Bellam Boulevard on-ramp to Direct Connector on-ramp	AM	B	B	B	n/a
	PM	B	B	B	n/a
EB I-580: Direct Connector on-ramp to Bellam Boulevard on-ramp	AM	n/a	n/a	n/a	B
	PM	n/a	n/a	n/a	B
EB I-580: Direct Connector on-ramp to Sir Francis Drake Boulevard on-ramp	AM	n/a	n/a	B	n/a
	PM	n/a	n/a	B	n/a
EB I-580: Sir Francis Drake Boulevard on-ramp	AM	n/a	n/a	n/a	A
	PM	n/a	n/a	n/a	B
	AM	n/a	n/a	B	n/a

EB I-580: Bellam Boulevard on-ramp to Sir Francis Drake Boulevard on-ramp	PM	n/a	n/a	D	n/a
EB I-580: Sir Francis Drake Boulevard on-ramp to Main Street off-ramp	AM	B	B	n/a	B
	PM	C	C	n/a	C
EB I-580: Main Street off-ramp to Main Street on-ramp	AM	B	B	B	B
	PM	C	C	C	C
EB I-580: Main Street on-ramp to RSR (Richmond-San Rafael) Bridge	AM	A	A	A	A
	PM	C	C	C	C
I-580 WB: RSR Bridge to Main Street off-ramp	AM	D	D	D	D
	PM	C	C	C	C
I-580 WB: Main Street off-ramp to Francisco Boulevard on-ramp	AM	E	E	E	E
	PM	C	C	C	C
I-580 WB: Francisco Boulevard on-ramp to Sir Francis Drake Boulevard off-ramp	AM	E	E	E	E
	PM	C	C	C	C
I-580 WB: Sir Francis Drake Boulevard off-ramp to Bellam Boulevard off-ramp	AM	B	B	B	B
	PM	C	C	C	C
I-580 WB: Bellam Boulevard off-ramp	AM	B	B	B	B
	PM	B	B	B	B
I-580 WB: Bellam Boulevard off-ramp to Bellam Boulevard on-ramp	AM	B	B	B	B
	PM	B	B	B	B
I-580 WB: Bellam Boulevard on-ramp	AM	B	B	B	B
	PM	C	C	C	C

Traffic data provided by Fehr and Peers, September 2025

* Indicates a controlling bottleneck, which by definition operates at capacity (LOS E)

[1] For NB US 101, AM 30-minute peak is 8:30 AM to 9 AM. For SB US 101/EB I-580, AM 30-minute peak is 8:30 AM to 9 AM. For WB I-580, AM 30-minute peak is 8:00 AM to 8:30 AM.

[2] LOS – Level of Service

Table 2: Opening Year (2035) Average Daily Volume highlights the average daily volume along different segments of US 101 NB, US 101 SB/I-580 EB, and I-580 WB. The Build Alternatives are not anticipated to alter the overall travel demand compared to the No Build Alternative. The project would include multi-modal and access improvements and therefore would not increase diesel truck volumes. The project is not expected to increase total traffic volume or truck percentages. Truck percentages along project freeway segments would remain at 6 percent, and truck percentages along project local streets would remain at 3 percent across all Build Alternatives.

Table 2: Opening Year (2035) Average Daily Volume

Segment	No Build Alternative	Build Alternative 1	Build Alternative 2	Build Alternative 3
US 101 NB				
US 101 NB: Tiburon Blvd diagonal on-ramp to Tamalpais Dr off-ramp	97,510	97,510	97,510	97,510
US 101 NB: Tamalpais Dr off-ramp	12,650	12,650	12,650	12,650
US 101 NB: Tamalpais Dr off-ramp to Tamalpais Dr Loop on-ramp	84,860	84,860	84,860	84,860
US 101 NB: Tamalpais Dr Loop on-ramp	9,150	9,150	9,150	9,150
US 101 NB: Tamalpais Dr Loop on-ramp to diagonal on-ramp	94,010	94,010	94,010	94,010
US 101 NB: Tamalpais Dr diagonal on-ramp	8,160	8,160	8,160	8,160
US 101 NB: Tamalpais Dr diagonal on-ramp to Redwood Hwy off-ramp	102,170	102,170	102,170	102,170
US 101 NB: Redwood Hwy off-ramp	2,110	2,110	2,110	2,110
US 101 NB: Redwood Hwy off-ramp to Redwood Hwy on-ramp	100,060	100,060	100,060	100,060
US 101 NB: Redwood Hwy on-ramp	9,620	9,620	9,620	9,620
US 101 NB: Redwood Hwy on-ramp to Sir Francis Drake Blvd off-ramp	109,680	109,680	109,680	109,680
US 101 NB: Sir Francis Drake Blvd off-ramp	39,070	38,560	29,170	29,170
US 101 NB: Sir Francis Drake Blvd off-ramp to Sir Francis Drake Blvd on-ramp	70,620	71,130	80,520	80,520
US 101 NB: Sir Francis Drake Blvd on-ramp	15,400	15,400	15,400	15,400

US 101 NB: Sir Francis Drake Blvd on-ramp to Bellam Blvd off-ramp	86,020	86,530	95,920	95,920
US 101 NB: Direct Connector off-ramp	n/a	n/a	10,660	10,660
US 101 NB: Direct Connector off-ramp to Bellam Boulevard off-ramp	n/a	n/a	85,260	85,260
US 101 NB: Bellam Blvd off-ramp	10,400	10,910	9,640	9,640
US 101 NB: Bellam Blvd off-ramp to I-580 WB on-ramp	75,620	75,620	75,620	75,620
US 101 NB: I-580 WB on-ramp to Second Street off-ramp	111,620	111,620	111,620	111,620
US 101 NB: Second Street off-ramp	21,730	21,730	21,730	21,730
US 101 NB: Second St off-ramp to Mission Avenue on-ramp	89,900	89,900	89,900	89,900
US 101 SB/I-580 EB				
US 101 SB: Mission Avenue off-ramp to Second Street on-ramp	62,320	62,320	62,320	62,320
US 101 SB: Second Street on-ramp	21,220	21,220	21,220	21,220
US 101 SB: Second Street on-ramp to I-580 Eastbound off-ramp	83,540	83,540	83,540	83,540
US 101 SB: I-580 Eastbound off-ramp to Francisco Boulevard off-ramp	52,530	52,530	52,530	52,530
US 101 SB: Sir Francis Drake Boulevard off-ramp	8,090	8,090	8,090	8,090
I-580 EB: US 101 Southbound to Bellam Boulevard off-ramp	31,010	31,010	31,010	31,010
I-580 EB: Bellam Boulevard off-ramp	6,940	6,940	6,940	6,940
I-580 EB: Bellam Boulevard off-ramp to Bellam Boulevard on-ramp	24,070	24,070	24,070	24,070
I-580 EB: Bellam Boulevard on-ramp	5,340	5,850	4,580	10,660
I-580 EB: Bellam Boulevard on-ramp to Sir Francis Drake Boulevard on-ramp	29,410	29,920	28,650	34,730
I-580 EB: Direct Connector on-ramp	n/a	n/a	10,660	4,580
I-580 EB: Direct Connector on-ramp to Sir Francis Drake Boulevard on-ramp	n/a	n/a	39,310	39,310
I-580 EB: Sir Francis Drake Boulevard on-ramp	23,660	23,150	13,760	13,760
I-580 EB: Sir Francis Drake Boulevard on-ramp to Main Street off-ramp	53,070	53,070	53,070	53,070
I-580 EB: Main Street off-ramp	2,860	2,860	2,860	2,860
I-580 EB: Main Street off-ramp to Main Street on-ramp	50,220	50,220	50,220	50,220
I-580 EB: Main Street on-ramp	2,620	2,620	2,620	2,620
I-580 EB: Main Street on-ramp to Richmond-San Rafael Bridge	52,840	52,840	52,840	52,840
I-580 WB				
I-580 WB: Richmond-San Rafael Bridge to Main Street off-ramp	36,990	36,990	36,990	36,990
I-580 WB: Main Street off-ramp	2,620	2,620	2,620	2,620
I-580 WB: Francisco Boulevard on-ramp	3,470	3,470	3,470	3,470
I-580 WB: Sir Francis Drake Boulevard off-ramp	11,460	11,460	11,460	11,460
I-580 WB: Bellam Boulevard off-ramp	3,500	3,500	3,500	3,500
I-580 WB: Bellam Boulevard on-ramp	13,120	13,120	13,120	13,120
I-580 WB: Bellam Boulevard on-ramp to US 101 NB	36,010	36,010	36,010	36,010
Traffic data provided by Fehr and Peers, September 2025.				

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

Table 3: Horizon Year (2055) Peak Freeway Operations Level of Service summarizes the horizon year (2055) LOS within the project area under No Build and Build Alternatives. As shown in **Table 3**, under the No Build conditions during the AM peak 30-minute period, all freeway segments operate at LOS D or better except for the following:

- SB US 101 from Second Street on-ramp to EB I-580 off-ramp (LOS E)
- WB I-580 from RSR Bridge to Main Street off-ramp (LOS E)
- WB I-580 from Main Street off-ramp to Francisco Boulevard on-ramp (LOS E)
- WB I-580 from Francisco Boulevard on-ramp to Sir Francis Drake Boulevard off-ramp (LOS E)

The traffic demand on SB US 101 and Second Street on-ramp is anticipated to increase beyond the weaving capacity, creating a future bottleneck. On WB I-580 these freeway segments would continue to operate at LOS E due to local street operations on WB Sir Francis Drake Boulevard that result in queue spillback onto the WB I-580 mainline.

Under No Build conditions during the PM peak 30-minute period, all freeway segments operate at LOS D or better except for the following:

- NB US 101 from Tamalpais Drive diagonal on-ramp to Redwood Highway off-ramp (LOS E)
- NB US 101 from Tamalpais Drive off-ramp to Tamalpais Drive loop on-ramp (LOS F)
- NB US 101 from Tamalpais Drive loop on-ramp to Tamalpais Drive diagonal on-ramp (LOS F)
- SB US 101 from Second Street on-ramp to EB I-580 off-ramp (LOS F)
- EB I-580 from US 101 to Bellam Boulevard off-ramp (LOS F)

Under the Build Alternatives, the EB I-580 ramps/Bellam Boulevard intersection is anticipated to operate under capacity resulting in shorter vehicle queues on the off-ramp compared to No Build conditions. Under the Build Alternatives the operations on southbound US 101 and eastbound I-580 upstream of the Bellam Boulevard off-ramp would improve to LOS C.

Table 3: Horizon Year (2055) Peak Freeway Operations Level of Service

Roadway Segment[1]	Peak Hour	No Build (2055) LOS	Alternative 1 (2055) LOS[2]	Alternative 2 (2055) LOS[2]	Alternative 3 (2055) LOS[2]
NB US 101: Tamalpais Drive off-ramp to Tamalpais Drive loop on-ramp	AM	F	F	F	F
	PM	C	B	C	B
NB US 101: Tamalpais Drive loop on-ramp to Tamalpais Drive diagonal on-ramp	AM	F	F	F	F
	PM	B	B	C	B
NB US 101: Tamalpais Drive diagonal on-ramp to Redwood Highway off-ramp	AM	E*	E*	E*	E*
	PM	C	C	C	C
NB US 101: Redwood Highway off-ramp to Redwood Highway on-ramp	AM	C	C	C	C
	PM	B	B	B	B
NB US 101: Redwood Highway on-ramp to Sir Francis Drake Boulevard off-ramp	AM	C	C	C	C
	PM	B	B	B	B
NB US 101: Sir Francis Drake Boulevard off-ramp to Sir Francis Drake Boulevard on-ramp	AM	C	C	D	D
	PM	B	B	C	B
NB US 101: Sir Francis Drake Boulevard on-ramp to Bellam Boulevard off-ramp	AM	C	C	n/a	n/a
	PM	B	B	n/a	n/a
NB US 101: Sir Francis Drake Boulevard on-ramp to Direct Connector off-ramp	AM	n/a	n/a	C	C
	PM	n/a	n/a	B	B
NB US 101: Direct Connector off-ramp to Bellam Boulevard off-ramp	AM	n/a	n/a	C	C
	PM	n/a	n/a	B	B
NB US 101: Bellam Boulevard off-ramp to westbound I-580 on-ramp	AM	D	C	C	C
	PM	B	B	B	B
NB US 101: Westbound I-580 on-ramp to Second Street off-ramp	AM	C	C	C	C
	PM	B	B	B	B
SB US 101: Second Street on-ramp to eastbound I-580 off-ramp	AM	F	C	C	C
	PM	E	E	E	E

EB I-580: Southbound US 101 to Bellam Boulevard off-ramp	AM	F	C	C	C
	PM	C	C	C	C
EB I-580: Bellam Boulevard on-ramp to Direct Connector on-ramp	AM	B	B	B	n/a
	PM	B	B	B	n/a
EB I-580: Direct Connector on-ramp to Bellam Boulevard on-ramp	AM	n/a	n/a	n/a	B
	PM	n/a	n/a	n/a	B
EB I-580: Direct Connector on-ramp to Sir Francis Drake Boulevard on-ramp	AM	n/a	n/a	B	n/a
	PM	n/a	n/a	B	n/a
EB I-580: Sir Francis Drake Boulevard on-ramp	AM	n/a	n/a	n/a	B
	PM	n/a	n/a	n/a	A
EB I-580: Bellam Boulevard on-ramp to Sir Francis Drake Boulevard on-ramp	AM	n/a	n/a	D	n/a
	PM	n/a	n/a	B	n/a
EB I-580: Sir Francis Drake Boulevard on-ramp to Main Street off-ramp	AM	B	C	n/a	C
	PM	B	B	n/a	B
EB I-580: Main Street off-ramp to Main Street on-ramp	AM	C	C	C	C
	PM	B	B	B	B
EB I-580: Main Street on-ramp to RSR Bridge	AM	C	C	C	C
	PM	B	B	B	B
I-580 WB: RSR Bridge to Main Street off-ramp	AM	C	C	C	C
	PM	B	B	B	B
I-580 WB: Main Street off-ramp to Francisco Boulevard on-ramp	AM	D	D	D	D
	PM	E	E	E	E
I-580 WB: Francisco Boulevard on-ramp to Sir Francis Drake Boulevard off-ramp	AM	D	D	D	D
	PM	E	E	E	E
I-580 WB: Sir Francis Drake Boulevard off-ramp to Bellam Boulevard off-ramp	AM	D	D	D	D
	PM	E	E	E	E
I-580 WB: Bellam Boulevard off-ramp	AM	C	C	C	C
	PM	B	B	B	B
I-580 WB: Bellam Boulevard off-ramp to Bellam Boulevard on-ramp	AM	B	B	B	B
	PM	B	B	B	B
I-580 WB: Bellam Boulevard on-ramp	AM	C	C	C	C
	PM	B	B	B	B

Traffic data provided by Fehr and Peers, September 2025

* Indicates a controlling bottleneck, which by definition operates at capacity (LOS E)

[1] For NB US 101, AM 30-minute peak is 8:30 AM to 9 AM. For SB US 101/EB I-580, AM 30-minute peak is 8:30 AM to 9 AM. For WB I-580, AM 30-minute peak is 8:00 AM to 8:30 AM.

[2] LOS – Level of Service

Table 4: Horizon Year (2055) Average Daily Volume below highlights the average daily volume along different segments of US 101 NB, US 101 SB/I-580 EB, and I-580 WB. The Build Alternatives are not anticipated to alter the overall travel demand compared to the No Build Alternative. The project would include multi-modal and access improvements and therefore would not increase diesel truck volumes. The project is not expected to increase total traffic volume or truck percentages.

Table 4: Horizon Year (2055) Average Daily Volume

Segment	No Build Alternative	Build Alternative 1	Build Alternative 2	Build Alternative 3
US 101 Northbound				
US 101 NB: Tiburon Blvd diag on-ramp to Tamalpais Dr off-ramp	115,910	115,910	115,910	115,910
US 101 NB: Tamalpais Dr off-ramp	12,920	12,920	12,920	12,920
US 101 NB: Tamalpais Dr off-ramp to Tamalpais Dr Loop on-ramp	102,990	102,990	102,990	102,990
US 101 NB: Tamalpais Dr Loop on-ramp	9,490	9,490	9,490	9,490
US 101 NB: Tamalpais Dr Loop on-ramp to diag on-ramp	112,470	112,470	112,470	112,470
US 101 NB: Tamalpais Dr diag on-ramp	8,470	8,470	8,470	8,470
US 101 NB: Tamalpais Dr diag on-ramp to Redwood Hwy off-ramp	120,940	120,940	120,940	120,940
US 101 NB: Redwood Hwy off-ramp	2,110	2,110	2,110	2,110

US 101 NB: Redwood Hwy off-ramp to Redwood Hwy on-ramp	118,830	118,830	118,830	118,830
US 101 NB: Redwood Hwy on-ramp	10,300	10,300	10,300	10,300
US 101 NB: Redwood Hwy on-ramp to Sir Francis Drake Blvd off-ramp	129,130	129,130	129,130	129,130
US 101 NB: Sir Francis Drake Blvd off-ramp	44,400	43,800	33,130	33,130
US 101 NB: Sir Francis Drake Blvd off-ramp to Sir Francis Drake Blvd on-ramp	84,730	85,330	96,000	96,000
US 101 NB: Sir Francis Drake Blvd on-ramp	15,500	15,500	15,500	15,500
US 101 NB: Sir Francis Drake Blvd on-ramp to Bellam Blvd off-ramp	100,230	100,830	111,500	111,500
US 101 NB: Direct Connector off-ramp	n/a	n/a	11,990	11,990
US 101 NB: Direct Connector off-ramp to Bellam Boulevard off-ramp	n/a	n/a	99,510	99,510
US 101 NB: Bellam Blvd off-ramp	12,340	12,940	11,620	11,620
US 101 NB: Bellam Blvd off-ramp to I-580 WB on-ramp	87,890	87,890	87,890	87,890
US 101 NB: I-580 WB on-ramp to Second Street off-ramp	138,240	138,240	138,240	138,240
US 101 NB: Second Street off-ramp	24,890	24,890	24,890	24,890
US 101 NB: Second St off-ramp to Mission Avenue on-ramp	113,360	113,360	113,360	113,360
US 101 Southbound/I-580 Eastbound				
US 101 SB: Mission Avenue off-ramp to Second Street on-ramp	64,840	64,840	64,840	64,840
US 101 SB: Second Street on-ramp	21,790	21,790	21,790	21,790
US 101 SB: Second Street on-ramp to I-580 Eastbound off-ramp	86,630	86,630	86,630	86,630
US 101 SB: I-580 Eastbound off-ramp to Francisco Boulevard off-ramp	54,980	54,980	54,980	54,980
US 101 SB: Sir Francis Drake Boulevard off-ramp	9,150	9,150	9,150	9,150
I-580 EB: US 101 Southbound to Bellam Boulevard off-ramp	31,650	31,650	31,650	31,650
I-580 EB: Bellam Boulevard off-ramp	7,110	7,110	7,110	7,110
I-580 EB: Bellam Boulevard off-ramp to Bellam Boulevard on-ramp	24,550	24,550	24,550	24,550
I-580 EB: Bellam Boulevard on-ramp	5,470	6,070	4,750	11,990
I-580 EB: Bellam Boulevard on-ramp to Sir Francis Drake Boulevard on-ramp	30,020	30,620	29,300	36,540
I-580 EB: Direct Connector on-ramp	n/a	n/a	11,990	4,750
I-580 EB: Direct Connector on-ramp to Sir Francis Drake Boulevard on-ramp	n/a	n/a	41,290	41,290
I-580 EB: Sir Francis Drake Boulevard on-ramp	27,200	26,600	15,930	15,930
I-580 EB: Sir Francis Drake Boulevard on-ramp to Main Street off-ramp	57,220	57,220	57,220	57,220
I-580 EB: Main Street off-ramp	4,010	4,010	4,010	4,010
I-580 EB: Main Street off-ramp to Main Street on-ramp	53,210	53,210	53,210	53,210
I-580 EB: Main Street on-ramp	2,690	2,690	2,690	2,690
I-580 EB: Main Street on-ramp to Richmond-San Rafael Bridge	55,900	55,900	55,900	55,900
I-580 Westbound				
I-580 WB: Richmond-San Rafael Bridge to Main Street off-ramp	50,900	50,900	50,900	50,900
I-580 WB: Main Street off-ramp	3,400	3,400	3,400	3,400
I-580 WB: Francisco Boulevard on-ramp	3,740	3,740	3,740	3,740
I-580 WB: Sir Francis Drake Boulevard off-ramp	12,550	12,550	12,550	12,550
I-580 WB: Bellam Boulevard off-ramp	5,000	5,000	5,000	5,000
I-580 WB: Bellam Boulevard on-ramp	16,660	16,660	16,660	16,660

I-580 WB: Bellam Boulevard on-ramp to US 101 NB	50,350	50,350	50,350	50,350
Traffic data provided by Fehr and Peers, December 2025.				

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

Table 5: Opening Year (2035) Peak Intersection Operations Level of Service summarizes the opening year (2035) LOS within the project area intersections under No Build and Build Alternatives.

Table 5: Opening Year (2035) Peak Intersection Operations Level of Service

Intersection	Peak Hour	No Build (2035) LOS	Alternative 1 (2035) LOS[2]	Alternative 2 (2035) LOS[2]	Alternative 3 (2035) LOS[2]
Sir Francis Drake/Eliseo Drive (Barry Way)	AM	C	C	C	C
	PM	C	C	C	C
Sir Francis Drak/SB US 101 off-ramp	AM	D	C	D	D
	PM	B	B	B	B
Sir Francis Drake/NB US 101 Ramps	AM	D	D	D	D
	PM	B	B	B	B
Sir Francis Drake/Larkspur Landing Circle (west)	AM	F	F	F	F
	PM	C	C	C	C
Sir Francis Drake/Larkspur Landing Circle (east)	AM	C	D	D	C
	PM	B	A	A	A
Sir Francis Drake/San Quentin Gates	AM	B (C)	B (C)	B (C)	B (C)
	PM	F	F	C	B
Sir Francis Drake/Andersen Drive	AM	A (E)	D (E)	C (D)	B (D)
	PM	B	B	C	C
Andersen Drive/Bellam Boulevard	AM	C	C	C	C
	PM	B	C	C	C
EB I-580 Ramps/Bellam Boulevard	AM	C	C	C	C
	PM	E	C	C	C
WB I-580 Ramps/Bellam Boulevard	AM	B	B	B	B
	PM	B	B	B	B
Francisco Boulevard/Bellam Boulevard	AM	B	C	C	C
	PM	F	C	C	C
Kerner Boulevard/Bellam Boulevard	AM	B	C	C	C
	PM	D	D	D	D

Traffic data provided by Fehr and Peers, September 2025.
Notes:
AM 30-minute peak period is 8:30 AM to 9 AM.
PM 30-minute peak period is 4:30 PM to 5 PM.
Average intersection control delay presented for signalized intersections. Delay for two-way stop-controlled intersections presented as overall intersection average delay and (worst approach delay).

As shown in **Table 5** under No Build conditions during the AM peak 30-minute period, all intersections operate at LOS D or better except the following:

- Sir Francis Drake Boulevard/Larkspur Landing Circle (west) – operates at LOS F
- Sir Francis Drake Boulevard/Andersen Drive – operates at LOS E

Under No Build conditions during the PM peak 30-minute period several of the study intersections are anticipated to operate at LOS E or worse and they include the following:

- Sir Francis Drake Boulevard/San Quentin Gates – side street operates at LOS F
- EB I-580 Ramps/Bellam Boulevard – operates at LOS E

• Francisco Boulevard/Bellam Boulevard – operates at LOS F

Under the Build Alternatives the intersection operations along Sir Francis Drake Boulevard are anticipated to improve compared to the No Build condition during the PM peak 30-minute period. Along Bellam Boulevard, the Build Alternatives are anticipated to improve operations during the PM peak 30-minute period at the following locations:

• EB I-580 Ramps/Bellam Boulevard – from LOS E under No Build to LOS C under Build Alternatives
• Francisco Boulevard/Bellam Boulevard – from LOS F under No Build to LOS C under Build Alternatives

See **Table 6-8** below for opening year AADT on project intersections. The project would include multi-modal and access improvements and therefore would not increase diesel truck volumes. The local street truck percentage would be 3 percent for the no build and all build alternatives.

Table 6: Opening Year (2035) No Build Alternative AADT

Intersection	NBL	NBT	NBR	EBL	EBT	EBR	SBL	SBT	SBR	WBL	WBT	WBR
Sir Francis Drake Boulevard at Eliseo Drive	750	510	2,180	610	20,260	310	1,120	440	370	4,450	17,920	2,920
Sir Francis Drake Boulevard at southbound US 101 off-ramp	0	0	0	0	14,660	0	1,900	0	0	11,080	4,250	0
Sir Francis Drake Boulevard at northbound US 101 ramps	0	3,230	21,050	9,520	7,040	0	0	0	0	0	15,330	2,650
Sir Francis Drake Boulevard at Larkspur Landing Circle (west)	2,240	140	410	3,470	23,970	650	140	140	4,490	140	11,250	170
Sir Francis Drake Boulevard at Larkspur Landing Circle (east)	0	0	0	1,050	23,470	0	850	0	880	0	10,680	820
Sir Francis Drake Boulevard at San Quentin Gates	170	0	240	0	23,660	170	0	0	0	170	11,150	0
Sir Francis Drake Boulevard at Andersen Drive	0	0	0	820	23,080	0	580	0	780	0	10,540	920
Andersen Drive at Bellam Boulevard	510	2,280	4,590	410	3,230	480	4,110	2,140	480	2,410	2,960	8,740
Eastbound I-580 ramps at Bellam Boulevard	0	0	0	0	11,150	2,040	12,000	1,290	4,050	2,010	11,290	0
Westbound I-580 ramps at Bellam Boulevard	1,460	0	2,040	4,080	19,070	0	0	0	0	0	11,840	9,040
Francisco Boulevard at Bellam Boulevard	0	0	0	3,940	12,310	4,860	1,840	2,380	5,510	710	15,370	2,860
Kerner Boulevard at	7,850	1,360	340	5,950	4,520	0	1,020	0	5,410	0	3,940	710

Bellam Boulevard												

Table 7: Opening Year (2035) Build Alternative 1 AADT

Intersection	NBL	NBT	NBR	EBL	EBT	EBR	SBL	SBT	SBR	WBL	WBT	WBR
Sir Francis Drake Boulevard at Eliseo Drive	750	510	2,180	610	20,260	310	1,120	440	370	4,450	17,920	2,920
Sir Francis Drake Boulevard at southbound US 101 off-ramp	0	0	0	0	14,660	0	1,900	0	0	11,080	4,250	0
Sir Francis Drake Boulevard at northbound US 101 ramps	0	3,230	20,540	9,520	7,040	0	0	0	0	0	15,330	2,650
Sir Francis Drake Boulevard at Larkspur Landing Circle (west)	2,240	140	410	3,470	23,460	650	140	140	4,490	140	11,250	170
Sir Francis Drake Boulevard at Larkspur Landing Circle (east)	0	0	0	1,050	22,960	0	850	0	880	0	10,680	820
Sir Francis Drake Boulevard at San Quentin Gates	170	0	240	0	23,150	170	0	0	0	170	11,150	0
Sir Francis Drake Boulevard at Andersen Drive	0	0	0	820	22,570	0	580	0	780	0	10,540	920
Andersen Drive at Bellam Boulevard	510	2,280	4,590	410	3,230	480	4,110	2,140	480	2,410	2,960	8,740
Eastbound I-580 ramps at Bellam Boulevard	0	0	0	0	11,150	2,040	12,000	1,800	4,050	2,010	11,290	0
Westbound I-580 ramps at Bellam Boulevard	1,460	0	2,040	4,080	19,070	0	0	0	0	0	11,840	9,040
Francisco Boulevard at Bellam Boulevard	0	0	0	3,940	12,310	4,860	1,840	2,380	5,510	710	15,370	2,860
Kerner Boulevard at Bellam Boulevard	7,850	1,360	340	5,950	4,520	0	1,020	0	5,410	0	3,940	710

Table 8: Opening Year (2035) Build Alternative 2 and 3 AADT

Intersection	NBL	NBT	NBR	EBL	EBT	EBR	SBL	SBT	SBR	WBL	WBT	WBR
Sir Francis Drake Boulevard at Eliseo Drive	750	510	2,180	610	20,260	310	1,120	440	370	4,450	17,920	2,920
Sir Francis Drake Boulevard at southbound US 101 off-ramp	0	0	0	0	14,660	0	1,900	0	0	11,080	4,250	0
Sir Francis Drake Boulevard at northbound US 101 ramps	0	3,230	11,150	9,520	7,040	0	0	0	0	0	15,330	2,650

Sir Francis Drake Boulevard at Larkspur Landing Circle (west)	2,240	140	410	3,470	14,070	650	140	140	4,490	140	11,250	170
Sir Francis Drake Boulevard at Larkspur Landing Circle (east)	0	0	0	1,050	13,570	0	850	0	880	0	10,680	820
Sir Francis Drake Boulevard at San Quentin Gates	170	0	240	0	13,760	170	0	0	0	170	11,150	0
Sir Francis Drake Boulevard at Andersen Drive	0	0	0	820	13,180	0	580	0	780	0	10,540	920
Andersen Drive at Bellam Boulevard	510	2,280	4,590	410	3,230	480	4,110	2,140	480	2,410	2,960	8,740
Eastbound I-580 ramps at Bellam Boulevard	0	0	0	0	11,150	2,040	12,000	530	4,050	2,010	11,290	0
Westbound I-580 ramps at Bellam Boulevard	1,460	0	2,040	4,080	19,070	0	0	0	0	0	11,840	9,040
Francisco Boulevard at Bellam Boulevard	0	0	0	3,940	12,310	4,860	1,840	2,380	5,510	710	15,370	2,860
Kerner Boulevard at Bellam Boulevard	7,850	1,360	340	5,950	4,520	0	1,020	0	5,410	0	3,940	710

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

Table 9: Horizon Year (2055) Peak Intersection Operations Level of Service summarizes the horizon year (2055) LOS within the project area intersections under No Build and Build Alternatives.

Table 9: Horizon Year (2055) Peak Intersection Operations Level of Service

Intersection	Peak Hour	No Build (2035) LOS	Alternative 1 (2035) LOS[2]	Alternative 2 (2035) LOS[2]	Alternative 3 (2035) LOS[2]
Sir Francis Drake/Eliseo Drive (Barry Way)	AM	C	C	C	C
	PM	D	C	C	C
Sir Francis Drake/SB US 101 off-ramp	AM	D	D	D	D
	PM	B	B	B	B
Sir Francis Drake/NB US 101 Ramps	AM	D	D	D	D
	PM	B	B	B	C
Sir Francis Drake/Larkspur Landing Circle (west)	AM	F	F	F	F
	PM	C	C	C	C
Sir Francis Drake/Larkspur Landing Circle (east)	AM	E	E	E	E
	PM	B	A	A	A
Sir Francis Drake/San Quentin Gates	AM	F	F	F	F
	PM	A (F)	A (F)	A (C)	A (C)
Sir Francis Drake/Andersen Drive	AM	F	F	F	F
	PM	A (B)	A (B)	A (B)	A (B)
Andersen Drive/Bellam Boulevard	AM	C	C	C	C
	PM	C	C	C	C
EB I-580 Ramps/Bellam Boulevard	AM	D	C	C	C
	PM	F	C	C	C
WB I-580 Ramps/Bellam Boulevard	AM	B	B	B	B
	PM	B	B	B	B
Francisco Boulevard/Bellam Boulevard	AM	B	C	C	C
	PM	F	C	C	C
Kerner Boulevard/Bellam Boulevard	AM	B	C	C	C
	PM	F	D	D	D

Traffic data provided by Fehr and Peers, September 2025.
Notes:
AM 30-minute peak period is 8:30 AM to 9 AM.
PM 30-minute peak period is 4:30 PM to 5 PM.
Average intersection control delay presented for signalized intersections. Delay for two-way stop-controlled intersections presented as overall intersection average delay and (worst approach delay).

Under No Build conditions during the PM peak 30-minute period several of the study intersections are anticipated to operate at LOS F and they include the following:

- Sir Francis Drake Boulevard/San Quentin Gates – side street operates at LOS F
- EB I-580 Ramps/Bellam Boulevard – operates at LOS F
- Francisco Boulevard/Bellam Boulevard – operates at LOS F
- Kerner Boulevard/Bellam Boulevard – operates at LOS F

Under the Build Alternatives the intersection operations along Sir Francis Drake Boulevard are anticipated to improve compared to the No Build condition during the PM peak 30-minute period. Along Bellam Boulevard, the Build Alternatives are anticipated to improve operations during the PM peak 30-minute period at the following locations:

- EB I-580 Ramps/Bellam Boulevard – from LOS F under No Build to LOS C under the Build Alternatives
- Francisco Boulevard/Bellam Boulevard – from LOS F under No Build to LOS C under the Build Alternatives
- Kerner Boulevard/Bellam Boulevard – from LOS F under No Build to LOS D under the Build Alternatives

See **Table 10-12** below for horizon year AADT on project intersections. The project would include multi-modal and access improvements and therefore would not increase diesel truck volumes. The local street truck percentage would be 3 percent for the no build and all build alternatives.

Table 10: Horizon Year (2055) No Build Alternative AADT

Intersection	NBL	NBT	NBR	EBL	EBT	EBR	SBL	SBT	SBR	WBL	WBT	WBR
Sir Francis Drake Boulevard at Eliseo Drive	880	510	2,210	680	21,080	370	1,160	440	440	5,000	20,330	3,330
Sir Francis Drake Boulevard at southbound US 101 off-ramp	0	0	0	0	15,580	0	2,310	0	0	12,140	5,100	0
Sir Francis Drake Boulevard at northbound US 101 ramps	0	3,260	24,550	9,590	8,300	0	0	0	0	0	17,240	2,650
Sir Francis Drake Boulevard at Larkspur Landing Circle (west)	2,520	140	540	3,740	28,430	680	140	140	5,170	140	12,200	170
Sir Francis Drake Boulevard at Larkspur Landing Circle (east)	0	0	0	1,560	27,550	0	850	0	920	0	11,590	950
Sir Francis Drake Boulevard at San Quentin Gates	170	0	240	0	27,300	240	0	0	0	170	12,240	0
Sir Francis Drake Boulevard at Andersen Drive	0	0	0	920	26,620	0	580	0	780	0	11,630	920
Andersen Drive at Bellam Boulevard	580	2,580	4,960	410	3,370	540	4,320	2,410	540	2,960	3,640	10,510
Eastbound I-580 ramps at Bellam Boulevard	0	0	0	0	12,000	2,110	12,750	1,290	5,410	2,070	13,300	0
Westbound I-580 ramps at Bellam Boulevard	2,310	0	2,690	4,830	19,920	0	0	0	0	0	13,060	11,830
Francisco Boulevard at Bellam Boulevard	0	0	0	3,940	13,470	5,200	1,840	2,380	5,850	750	19,040	3,090
Kerner Boulevard at Bellam Boulevard	9,550	1,500	340	6,430	4,830	0	1,160	0	6,530	0	4,660	820

Table 11: Horizon Year (2055) Build Alternative 1 AADT

Intersection	NBL	NBT	NBR	EBL	EBT	EBR	SBL	SBT	SBR	WBL	WBT	WBR
Sir Francis Drake Boulevard at Eliseo Drive	880	510	2,210	680	21,080	370	1,160	440	440	5,000	20,330	3,330
Sir Francis Drake Boulevard at southbound US 101 off-ramp	0	0	0	0	15,580	0	2,310	0	0	12,140	5,100	0
Sir Francis Drake Boulevard at northbound US 101 ramps	0	3,260	23,950	9,590	8,300	0	0	0	0	0	17,240	2,650
Sir Francis Drake Boulevard at Larkspur Landing Circle (west)	2,520	140	540	3,740	27,830	680	140	140	5,170	140	12,200	170

Sir Francis Drake Boulevard at Larkspur Landing Circle (east)	0	0	0	1,560	26,950	0	850	0	920	0	11,590	950
Sir Francis Drake Boulevard at San Quentin Gates	170	0	240	0	26,700	240	0	0	0	170	12,240	0
Sir Francis Drake Boulevard at Andersen Drive	0	0	0	920	26,020	0	580	0	780	0	11,630	920
Andersen Drive at Bellam Boulevard	580	2,580	4,960	410	3,370	540	4,320	2,410	540	2,960	3,640	10,510
Eastbound I-580 ramps at Bellam Boulevard	0	0	0	0	12,000	2,110	12,750	1,890	5,410	2,070	13,300	0
Westbound I-580 ramps at Bellam Boulevard	2,310	0	2,690	4,830	19,920	0	0	0	0	0	13,060	11,830
Francisco Boulevard at Bellam Boulevard	0	0	0	3,940	13,470	5,200	1,840	2,380	5,850	750	19,040	3,090
Kerner Boulevard at Bellam Boulevard	9,550	1,500	340	6,430	4,830	0	1,160	0	6,530	0	4,660	820

Table 12: Horizon Year (2055) Build Alternative 2 and 3 AADT

Intersection	NBL	NBT	NBR	EBL	EBT	EBR	SBL	SBT	SBR	WBL	WBT	WBR
Sir Francis Drake Boulevard at Eliseo Drive	880	510	2,210	680	21,080	370	1,160	440	440	5,000	20,330	3,330
Sir Francis Drake Boulevard at southbound US 101 off-ramp	0	0	0	0	15,580	0	2,310	0	0	12,140	5,100	0
Sir Francis Drake Boulevard at northbound US 101 ramps	0	3,260	13,280	9,590	8,300	0	0	0	0	0	17,240	2,650
Sir Francis Drake Boulevard at Larkspur Landing Circle (west)	2,520	140	540	3,740	17,160	680	140	140	5,170	140	12,200	170
Sir Francis Drake Boulevard at Larkspur Landing Circle (east)	0	0	0	1,560	16,280	0	850	0	920	0	11,590	950
Sir Francis Drake Boulevard at San Quentin Gates	170	0	240	0	16,030	240	0	0	0	170	12,240	0
Sir Francis Drake Boulevard at Andersen Drive	0	0	0	920	15,350	0	580	0	780	0	11,630	920
Andersen Drive at Bellam Boulevard	580	2,580	4,960	410	3,370	540	4,320	2,410	540	2,960	3,640	10,510
Eastbound I-580 ramps at Bellam Boulevard	0	0	0	0	12,000	2,110	12,750	570	5,410	2,070	13,300	0
Westbound I-580 ramps at Bellam Boulevard	2,310	0	2,690	4,830	19,920	0	0	0	0	0	13,060	11,830

Francisco Boulevard at Bellam Boulevard	0	0	0	3,940	13,470	5,200	1,840	2,380	5,850	750	19,040	3,090
Kerner Boulevard at Bellam Boulevard	9,550	1,500	340	6,430	4,830	0	1,160	0	6,530	0	4,660	820

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

Not applicable. The project is not a bus, rail, or intermodal facility.

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

Not applicable. The project is not a bus, rail, or intermodal facility.

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

All project alternatives would provide benefits compared to the No Build Alternative. This includes improving regional connectivity, improving traffic operations on local streets and freeway segments, enhancing active transportation (bicycle and pedestrian) networks, enhancing safety, improving transit access and travel times, supporting economic prosperity, and improving community cohesion. The primary regional connectivity benefit is through the construction of a new direct freeway connector with Build Alternative 2 and Build Alternative 3, eliminating the current need for approximately 10,000 weekday vehicles to use local streets to make the connection, thereby improving the efficiency and directness of the regional route. While all the alternatives reduce vehicle hours of delay, Build Alternative 2 and Build Alternative 3 provide the greatest reduction because of the Direct Connector and this not only benefits all vehicles, including transit, but also benefits bicyclists and pedestrians because their exposure rate to vehicles is lower. Lastly, the local improvements in each of the alternatives serve to improve bicycle and pedestrian connectivity, improve first/last mile travel, and connect nearby neighborhoods and land uses for people walking and biking.

Comments/Explanation/Details (please be brief)

The proposed project is in a nonattainment area for federal $PM_{2.5}$ standards. Therefore, according to 40 CFR Part 93, a hotspot analysis is required for conformity purposes. However, the Environmental Protection Agency (EPA) does not require a quantitative hotspot analysis for projects that are not a project of air quality concern (POAQC). Five types of projects listed in 40 CFR Section 93.123(b)(1) qualify as a POAQC. The following discussion evaluates whether the proposed project falls into any of these POAQC categories.

1. The project is not a new or expanded highway project that would have a significant number of or increase in the number of diesel vehicles (40 CFR Section 93.123 (b)(1)(i)).

   The project would improve regional connectivity and improve traffic operations on local streets and freeway segments. While the project would add intersection improvements, and a Direct Connector, it would not add any through lanes and would not increase traffic volumes. Therefore, the project would not have a significant increase in the number of diesel vehicles.

2. The project is not likely to affect any intersections (40 CFR Section 93.123 (b)(1)(ii)).

   As described above under "Describe potential traffic redistribution effects of congestion relief," the project alternatives would improve LOS compared to the No Build Alternative. However, the project would not result in substantial redistribution of traffic or changes in the percentage of truck trips through the site.

3. The project does not include the construction of a new bus or rail terminal with a significant number of diesel vehicles congregating at a single location (40 CFR Section 93.123 (b)(1)(iii)).

   Not applicable - No bus or rail terminals are affected by the project.

4. The project does not expand an existing bus or rail terminal with significant increases in the number of diesel vehicles congregating at a single location (40 CFR Section 93.123 (b)(1)(iv)).

   Not applicable - No bus or rail terminals are affected by the project.

5. The project is not in or affecting locations, areas or categories of sites that are identified in the $PM_{2.5}$ applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation (40 CFR Section 93.123 (b)(1)(v)).

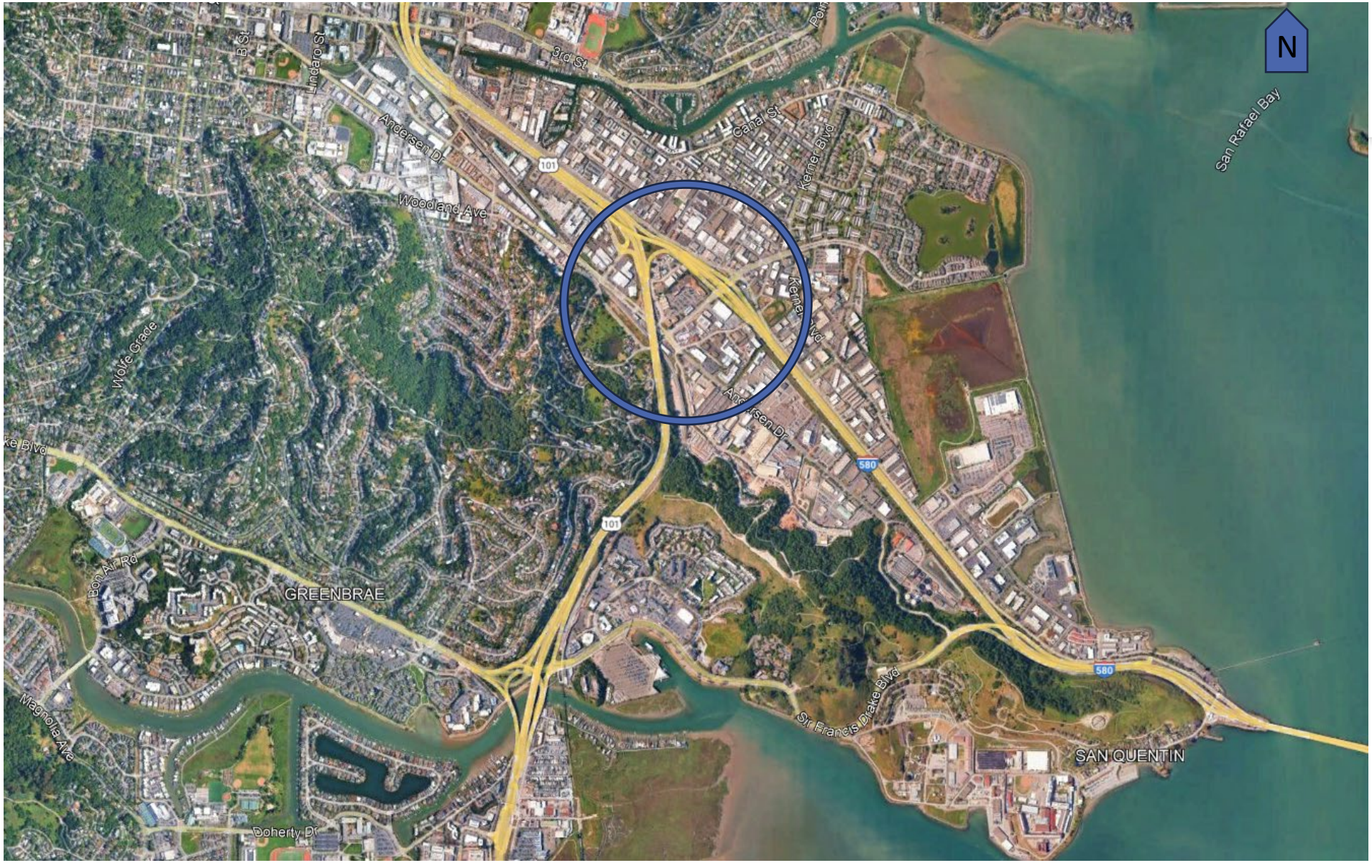
   The proposed project is consistent with Plan Bay Area 2050 RTP (ID 21-T06-026) and is intended to meet the transportation needs in the area based on local land use plans. The purpose of the project is to provide operational and multimodal improvements. The project does not include capacity improvements and therefore would not increase diesel truck volumes or AADT.

Based on the evaluation above, the project should not be considered a POAQC and does not require a quantitative hot-spot analysis to demonstrate that it will not cause or worsen an existing $PM_{2.5}$ violation.

US 101/I-580 Multi-Modal and Local Access Improvement Project

Air Quality Conformity Task Force Presentation March 2026

Project Location



Project Purpose

The purpose of the project is to:

- Improve regional connectivity between northbound (NB) US Route 101 (US 101) and eastbound (EB) Interstate 580 (I-580)
- Improve traffic operations on local streets and freeway segments
- Enhance the active transportation (bicycle and pedestrian) network and improve bicycle and pedestrian safety within the community
- Improve transit access and travel times
- Support economic prosperity by providing better and more reliable access to local businesses
- Improve community cohesion by enhancing local connectivity to work, school and businesses for low-income communities near the project area

Project Need

The project is needed to address:

- Lack of connectivity between NB US 101 and EB I-580
- Congestion and delays along Sir Francis Drake Boulevard and Bellam Boulevard
- Limited bicycle and pedestrian facilities
- Absent transit links

Project Description

TAM and Caltrans propose three Build Alternatives in addition to the No Build.

All Build Alternatives would include these common elements:

- Replacement of the EB I-580 bridge over Bellam Boulevard
- Bicycle and pedestrian improvements may include bicycle lanes and/or sidewalks along Bellam Boulevard from Kerner Boulevard to Anderson Drive
- Bellam Boulevard intersection improvements to enhance bicycle and pedestrian connectivity and reliable transit service

Project RTP Consistency

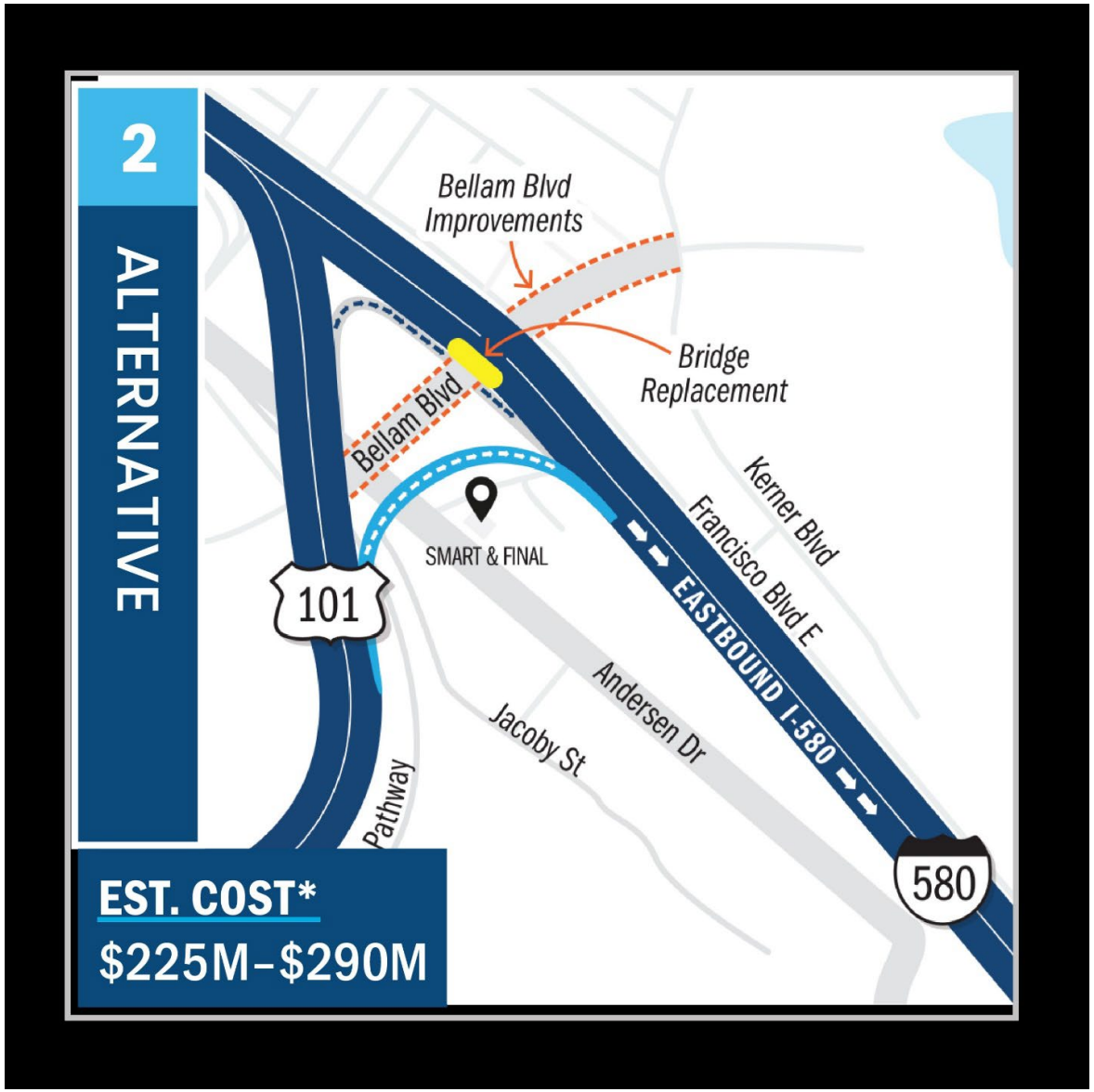
The project is listed in the Plan Bay Area 2050 Regional Transportation Plan (RTP)

RTP ID	Title	Scope
21-T06-026	Corridor & Interchange Improvements | US-101 | Marin County	This program includes funding to implement interchange improvements at I-580 and a new southbound HOV lane between Novato and the Sonoma/Marin county line ("Marin-Sonoma Narrows").

Alternative 1

- Build Alternative 1 Local Improvements would construct a series of local street improvements on Bellam Boulevard
- Safety measures would consist of new or improved sidewalks and bicycle lanes
- Will evaluate design options between signalized intersection modifications and/or roundabouts at the Bellam Boulevard intersections with NB US 101 Off-ramp, westbound (WB) I-580 Off-Ramp, Francisco Boulevard, Castro Avenue, and Kerner Boulevard

Alternative 2



- Build Alternative 2 would build a connector between US 101 and I-580 above and along Simms Street and include all of the Alternative 1 Local Improvements
- The Direct Connector route is over half a mile in length
- This alternative would also involve modifications to the Sir Francis Drake on ramp to EB I-580 at the southern end of the project area

Alternative 3

- Build Alternative 3 would construct a connector approximately at the location of Bellam Boulevard off-ramp, and include all of the Alternative 1 Local Improvements

Traffic Data Summary

- All Build Alternatives would improve conditions compared to the No Build conditions during AM, PM, opening year, and horizon year conditions
  - Several intersections and roadway segments would have LOS and delay improvements
- The Build Alternatives are not anticipated to alter the overall travel demand compared to the No Build Alternative
- According to the Caltrans 2023 Traffic Census Program, US 101 has a truck percentage of 2.8%, and I-580 has a truck percentage of 6.9%
  - The project is not expected to increase total traffic volume or truck percentages
  - Project truck percentages would be 3% along local streets and 6% along freeway segments across the No Build and all Build Alternatives
- Construction of a direct connector would reduce traffic along local streets

Summary

Why the US 101/I-580 Multi-Modal and Local Access Improvements Project is not of Air Quality Concern –

- The project is not expected to increase total traffic volume
- LOS and delay would improve compared to the No Build Alternative
- The project would not change truck volume or truck percentages on US 101 or I-580
- No project changes to land use that would affect diesel traffic percentage
- No bus or rail terminals are affected by the project

Application of Criteria for a Project of Air Quality Concern
Project Title: I-880 Interchange Improvements (Winton Avenue/A Street)
Project Summary for Air Quality Conformity Task Force Meeting: March 26, 2026

Description

- Project improve the existing Winton Avenue and A Street freeway interchanges on I-880.
- The improvements include the addition of I-880 auxiliary lanes between the I-880/A Street and I-880/Winton Avenue interchanges.
- The project would relieve congestion, improve operations, reduce weaving and local street back-up and enhance safety.
- The project also involves modifying signals and reconfiguring intersections to improve truck-turning maneuvers.
- The alternatives being evaluated are the "Build Alternative" and the "No Build Alternative".
- The Build Alternative includes I-880 auxiliary lanes between the I-880/A Street and I-880/Winton Avenue interchanges.

Background

- The project was originally submitted to the Task force on June 25, 2020 and determined not to be a POAQC.
- Since the selection of the preferred alternative, the project team is working on addressing public comments and preparing final environmental documents and final project report for approval. Due to delays in the environmental review process and other contributing factors, the final project approval schedule was delayed.
- CEQA IS-ND and NEPA CE have been completed and Public review for IS/ND circulated in June 2022.
- The traffic operations analysis was previously conducted for existing (2018) conditions and for the future project opening year (2025) and design year (2045). The final traffic operations analysis report was reviewed and approved by Caltrans in February 2022.
- Caltrans has reviewed the latest information and conclusions provided in the traffic operations analysis validation memorandum submitted in February 2026 and concur that previously approved traffic analysis and related traffic information is valid and updating the previously approved project opening year (2025) and design year (2045) to a new opening year of 2030 and design year of 2050 is not expected to impact traffic forecast, operations and AQ/Noise studies.
- Seeking to renew the air quality conformity determination in Summer 2026 because more than three years have elapsed since the initial determination.

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?

- Not a new or expanded highway project
- No capacity improvements
- LOS and delay would generally improve
- No change in traffic volume or truck percentages on I-880

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

- The project would improve operations and multimodal access and would reduce congestion and delay at most interchanges within the project alignment.
- The project would not result in substantial redistribution of traffic or changes in the percentage of truck trips through the site.
- No project changes to land use that would affect diesel traffic percentage.

(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_{10} or $PM_{2.5}$ implementation plan as site of violation?

- The project is consistent with MTC RTP (IDs 04-ALA-880; 17-01-0041; and 17-01-0024) and is intended to meet the transportation needs in the area based on local land use plans.
- No change in traffic volume or truck percentages on I-880.
- The purpose of the project is to provide operational and multimodal improvements.
- The project does not include capacity improvements and therefore would not increase diesel truck volumes or AADT.

Project Assessment Form for $PM_{2.5}$ Interagency Consultation

RTIP ID# 04-ALA-880; 17-01-0041 (Winton); 17-01-0024 (A Street)

TIP ID# ALA170046

Air Quality Conformity Task Force Consideration Date
March 26, 2026

Project Description *(clearly describe project)*
The Alameda County Transportation Commission (Alameda CTC), in cooperation with Caltrans and the City of Hayward (City), proposes to provide interchange and local road improvements along Interstate 880 (I-880) from 0.4 mile south of Winton Avenue overcrossing to 0.1 mile north of the A Street undercrossing. The project proposes to improve traffic operations at the I-880/A Street and I-880/Winton Avenue interchanges and on I-880 within the project limits, and would include interchange on- and off-ramp reconfigurations, local roadway restriping, modifications of bridge structures, and mainline restriping to provide auxiliary lanes between the I-880/A Street and I-880/Winton Avenue interchanges. The project would also provide complete streets features such as bike lanes and pedestrian friendly design to enhance mobility and safety in the City.

The alternatives being evaluated are the "Build Alternative" and the "No-Build Alternative". The selected Build Alternative proposes the following improvements:

Winton Avenue:	*The Build Alternative would convert the existing I-880/Winton Avenue Interchange from a clover leaf to a partial clover leaf configuration. Improvements to the I 880/Winton Avenue Interchange would include the addition of bicycle and pedestrian facilities*
Mainline Improvements	*Mainline improvements would include the reconstruction and restriping of the existing outside shoulder of I-880 along the I-880 mainline between the I-880/A Street and I 880/Winton Avenue interchanges to provide one auxiliary lane in each direction. The new auxiliary lanes would be approximately 1,500 feet long, would not require ROW acquisitions to construct and do not extend beyond the two interchanges.*
A Street:	*The Build Alternative would increase the width of and restripe the existing outside lanes and left-turn lane on A Street near the I-880/A Street interchange in the eastbound and westbound directions while retaining the five-lane configuration. Improvements to the I-880/A Street interchange would include the addition of bicycle and pedestrian facilities.*

Type of Project:
Reconfigure existing interchange, change to existing State highway

County	**Narrative Location/ Route & Postmiles**
Alameda	*The project is located in Alameda County at the I-880/Winton Avenue/ A Street interchange in the City of Hayward.* **Caltrans 04-ALA-880-PM 17.2/18.6** **EA 04-0Q290** **Project ID: 0418000068**

Lead Agency: *Alameda County Transportation Commission (Alameda CTC)*

Contact Person	Phone #	Fax #	Email
Scott Shepard	510.208.7411		sshepard@alamedactc.org

Federal Action for which Project-Level PM Conformity is Needed (*check appropriate box)*

Categorical Exclusion (NEPA)		EA or Draft EIS		FONSI or Final EIS		PS&E or Construction	Other
	X		X				

Scheduled Date of Federal Action: December 1, 2026

NEPA Delegation – Project Type (*check appropriate box)*

Exempt		Section 6004 – Categorical Exemption		Section 6004 – Non-Categorical Exemption
			X	

Current Programming Dates (*as appropriate)*

	PE/ Environmental	ENG	ROW	CON
Start	Fall 2019	Summer 2027	Summer 2027	Fall 2029
End	December 2026	Spring 2029	Spring 2029	Fall 2030

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

Need

Both the I-880/A Street interchange and the I-880/Winton Avenue interchange experience severe congestion and lack multimodal facilities. I-880 experiences recurrent congestion during peak periods due to traffic demands exceeding the capacity of the freeway. Merge/weave issues between the closely spaced interchanges reduce the effective capacity of the freeway between the interchanges and exacerbates existing congestion. Both interchanges lack multimodal connectivity that would enhance bicycle and pedestrian access. The I-880/A Street Interchange lacks signal optimization at exiting ramp intersections and the I-880/Winton Avenue Interchange does not feature any traffic signals.

Purpose

The purpose of the Project is to:

- *Prioritize multimodal transportation infrastructure at the I-880/A Street and I-880/Winton Avenue interchanges, including complete streets features such as bike lanes and pedestrian friendly design to enhance mobility and safety.*
- *Improve merge/weave operations along I-880 mainline between the I-880/A Street and I-880/Winton Avenue interchanges.*
- *Improve traffic operations and accessibility to retail and other land-uses at the I-880/Winton Avenue interchange.*
- *Improve traffic operations at the I-880/A Street interchange.*

Surrounding Land Use/ Traffic Generators (*especially effect on diesel traffic)*
Within the area, I-880 serves activity areas in the cities of Hayward and San Lorenzo. The proposed project is surrounded by high-density and single-family residential, and commercial land uses. Diesel heavy truck traffic accounts for approximately 7 percent of the total traffic volumes along I-880 within the project limits.

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

Table 1: Winton Avenue Near Term (2025) Level of Service, and Table 2: A Street Avenue Near Term (2025) Level of Service, summarize the near term (2025) level of service (LOS) within the project area under No Build and Build conditions. As shown in Table 1, LOS would largely remain unchanged with the Build Alternative along Winton Avenue in the project area.

Table 1: Winton Avenue Near Term (2025) Level of Service[1]

Intersection	Control	Peak Hour[1]	Near Term (2025) No Build		Near Term (2025) Build	
			Delay[2]	LOS[3]	Delay[2]	LOS[3]
Winton Avenue/Hesperian Boulevard	Signal	AM	27.6	C	29.7	C
		PM	**>80**	**F**	**>80**	**F**
Winton Avenue/Southland Place	Signal	AM	13.5	B	13.5	B
		PM	**>80**	**F**	**>80**	**F**
Winton Avenue/Southland Drive	Signal	AM	10.6	B	14.2	B
		PM	**59.2**	**E**	45.6	D
Winton Avenue/I-880 SB Off-Ramp	Uncontrolled/ Signal	AM	N/A		14.2	B
		PM			27.8	C
Winton Avenue/I-880 NB Off-Ramp	Uncontrolled/ Signal	AM	N/A		10.5	B
		PM			27.1	C
Winton Avenue/Santa Clara Street	Signal	AM	44.4	D	51.9	D
		PM	52.7	D	**55.2**	**E**

Source: *I-880/Winton Avenue/A Street Interchange Improvements Traffic Operations Analysis Report* (2022) prepared by Kimley-Horn and TJKM.

[1] Representative Peak AM data for 7:00 AM hour. Representative Peak PM data for 4:00 PM hour.

[2] Delay – Whole intersection weighted average control delay expressed in seconds per vehicle for signalized and all-way stop controlled intersections. Total control delay for the worst movement is presented for side-street stop controlled intersections.

[3] LOS – Level of Service

As shown in Table 2, LOS would mostly remain unchanged or improve along A Street with the Build Alternative. For instance, A Street/I-880 SB ramp would improve from a LOS D to LOS C. The delay would improve from the near term No Build delay of 37.1 seconds for SB ramp in the AM to 22.9 seconds. Two intersections with LOS F under the No Build Alternative, A Street/Hesperian Boulevard and A Street/Happyland Driveway, would improve to LOS E and LOS A, respectively, under the Build Alternative. Although three intersections, A Street/Garden Avenue, A Street/Arbor Avenue, and A Street/Santa Clara Street, would worsen to LOS E or F under the Build Alternative, most intersections would have the same or improved LOS under the Build Alternative and experience significant decreases in delay.

[1] Per the *Traffic Operations Analysis Report Validation* memorandum prepared by Kimley-Horn (2026), based on average daily traffic (ADT) and peak-period traffic data, traffic demand is gradually recovering from pandemic-related impacts within the project study area and in certain locations is approaching pre-COVID conditions. Similar trends were observed in the INRIX speed data before and after COVID period. Minor variations in INRIX speed data are attributed to express lane buffer separation and operating hours; overall, the data is consistent with 2018-2019 conditions. Therefore, updating the previously approved project opening year (2025) and design year (2045) to a new opening year of 2030 and design year of 2050 is not expected to impact traffic forecast, operations and air quality or noise studies.

Table 2: A Street Avenue Near Term (2025) Level of Service[2]

Intersection	Control	Peak Hour[1]	Near Term (2025) No Build		Near Term (2025) Build	
			Delay[2]	LOS[3]	Delay[2]	LOS[3]
A Street/Hesperian Boulevard	Signal	AM	40.7	D	34.6	C
		PM	**>80**	**F**	**72.0**	**E**
A Street/Royal Avenue	Signal	AM	**64.7**	**E**	24.4	C
		PM	**78.7**	**E**	**56.6**	**E**
A Street/Victory Drive	Signal	AM	**60.6**	**E**	19.4	B
		PM	**55.3**	**E**	41.6	D
A Street/Garden Avenue	Two-Way Stop	AM	16.2	C	25.7	D
		PM	14.9	B	13.9	B
A Street/S Garden Avenue	Two-Way Stop	AM	30.2	D	19.2	C
		PM	12.5	B	**>50**	**F**
A Street/1-880 SB Ramps	Signal	AM	37.1	D	22.9	C
		PM	25.4	C	22.9	C
A Street/1-880 NB Ramps	Signal	AM	19.1	B	13.1	B
		PM	19.1	B	16.5	B
A Street/Arbor Avenue	Two-Way Stop	AM	26.7	D	**40.8**	**E**
		PM	21.7	C	22.7	C
A Street/Happyland Driveway	Two-Way Stop	AM	**>50**	**F**	7.5	A
		PM	8.3	A	13.5	B
A Street/Santa Clara Street	Signal	AM	51.9	D	**56.2**	**E**
		PM	31.9	C	31.4	C
A Street/Fuller Avenue	Two-Way Stop	AM	8.4	A	8.0	A
		PM	8.0	A	8.3	A

Source: *I-880/Winton Avenue/A Street Interchange Improvements Traffic Operations Analysis Report* (2022) prepared by Kimley-Horn and TJKM.

[1] Representative Peak AM data for 7:00 AM hour. Representative Peak PM data for 4:00 PM hour.

[2] Delay – Whole intersection weighted average control delay expressed in seconds per vehicle for signalized and all-way stop controlled intersections. Total control delay for the worst movement is presented for side-street stop controlled intersections.

[3] LOS – Level of Service

Table 3: Opening Year (2025) AADT, below highlights three segments (Winton Avenue, A Street and Mainline between interchanges) in either the northbound/eastbound or southbound/westbound direction based on orientation of the roadway. On I-880 in either direction, trucks are approximately 7 percent of total Annual Average Daily Traffic (AADT) or 10,498 trucks in the northbound direction and 10,617 trucks in the southbound direction. Winton Avenue eastbound would have approximately 9.2 percent of trucks in 2025 or approximately 1,973 trucks while westbound would have approximately 901 trucks or 4.2 percent of total AADT for the segment. A Street in both directions would have approximately 3 percent of AADT as trucks or approximately 576 trucks in the eastbound and 526 trucks westbound direction. The project does not include capacity improvements and therefore would not increase diesel truck volumes or AADT. The purpose of the project is to provide operational and multimodal improvements. Therefore, traffic volumes would not change between the No Build and Build Alternatives.

[2] Ibid.

Table 3: Opening Year (2025) AADT[3]

Segment	Total AADT[1]	Truck AADT	Truck
Northbound/ Eastbound			
I-880 Mainline	149,976	10,498	7.0%
Winton Avenue	21,450	1,973	9.2%
A Street	19,201	576	3.0%
Southbound/ Westbound			
I-880 Mainline	151,674	10,617	7.0%
Winton Avenue	21,446	901	4.2%
A Street	17,542	526	3.0%

[1] Traffic data provided by TJKM, February 2020

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

Table 4: Winton Avenue Future (2045) Level of Service, and Table 5: A Street Future (2045) Level of Service, summarize the future (2045) LOS within the project area under No Build and Build Alternatives. As shown in Table 4, LOS would worsen in the PM for Winton Avenue/Santa Clara Street and improve in the PM for Winton Avenue/Southland Drive. The delay at the Santa Clara Street intersection would increase from 54.8 seconds to 55.8 seconds. For Southland Drive, the delay would improve from 63.0 seconds to 42.6 with the Build Alternative. At most of the intersections along Winton Avenue in the project area, LOS and delay would remain unchanged or improve from the No Build to Build conditions, as shown below.

Table 4: Winton Avenue Future (2045) Level of Service[4]

Intersection	Control	Peak Hour[1]	Future (2045) No Build		Future (2045) Build	
			Delay[2]	LOS[3]	Delay[2]	LOS[3]
Hesperian Boulevard/ Winton Avenue	Signal	AM	39.0	D	32.5	C
		PM	**>80**	**F**	**>80**	**F**
Winton Avenue/Southland Place	Signal	AM	37.5	D	13.2	B
		PM	**>80**	**F**	**74.6**	**E**
Winton Avenue/Southland Drive	Signal	AM	35.4	D	17.2	B
		PM	**63.0**	**E**	42.6	D
Winton Avenue/I-880 SB Off-Ramp[3]	Signal	AM	N/A		25.6	C
		PM			25.9	C
Winton Avenue/I-880 NB Off-Ramp[3]	Signal	AM	N/A		24.7	C
		PM			26.0	C
Winton Avenue/Santa Clara Street	Signal	AM	**61.8**	**E**	**75.6**	**E**
		PM	54.8	D	**55.8**	**E**

Source: *I-880/Winton Avenue/A Street Interchange Improvements Traffic Operations Analysis Report* (2022) prepared by Kimley-Horn and TJKM.
[1] Representative Peak AM data for 7:00 AM hour. Representative Peak PM data for 4:00 PM hour.
[2] Delay – Whole intersection weighted average control delay expressed in seconds per vehicle for signalized and all-way stop controlled intersections. Total control delay for the worst movement is presented for side-street stop controlled intersections.
[3] LOS – Level of Service

[3] Ibid.
[4] Ibid.

As shown in Table 5, LOS for the Future No Build in 2045 exceeds LOS D in multiple intersections at A Street. The Build Alternative would improve LOS at nearly all of these intersections. Although the Build Alternative would worsen conditions to LOS F for A Street/South Garden Avenue under PM peak hour, most intersections along A Street in the project area would experience significant improvements in both delay and LOS under the Build Alternative.

Table 5: A Street Future (2045) Level of Service[5]

Intersection	Control	Peak Hour[1]	Future (2045) No Build		Future (2045) Build	
			Delay[2]	LOS[3]	Delay[2]	LOS[3]
A Street/Hesperian Boulevard	Signal	AM	53.9	D	37.6	D
		PM	>80	F	72.0	E
A Street/Royal Avenue	Signal	AM	>80	F	49.5	D
		PM	78.1	E	56.6	E
A Street/Victory Drive	Signal	AM	75.6	E	46.5	D
		PM	56.0	E	41.6	D
A Street/Garden Avenue	Two-Way Stop	AM	16.9	C	17.9	C
		PM	16.2	C	13.9	B
A Street/S Garden Avenue	Two-Way Stop	AM	37.0	E	37.1	E
		PM	16.7	C	>50	F
A Street/I-880 SB Ramps	Signal	AM	31.2	C	23.4	C
		PM	25.8	C	22.9	C
A Street/I-880 NB Ramps	Signal	AM	19.8	B	13.5	B
		PM	18.7	B	16.5	B
A Street/Arbor Avenue	Two-Way Stop	AM	>50	F	>50	F
		PM	49.8	E	22.7	C
A Street/Happyland Driveway	Two-Way Stop	AM	>50	F	7.5	A
		PM	10.8	B	13.5	B
A Street/Santa Clara Street	Signal	AM	>80	F	66.0	E
		PM	40.0	D	31.4	C
A Street/Fuller Avenue	Two-Way Stop	AM	8.5	A	8.4	A
		PM	7.4	A	8.3	A

Source: *I-880/Winton Avenue/A Street Interchange Improvements Traffic Operations Analysis Report* (2022) prepared by Kimley-Horn and TJKM.
[1] Representative Peak AM data for 7:00 AM hour. Representative Peak PM data for 4:00 PM hour.
[2] Delay – Whole intersection weighted average control delay expressed in seconds per vehicle for signalized and all-way stop controlled intersections. Total control delay for the worst movement is presented for side-street stop controlled intersections.
[3] LOS – Level of Service

Table 6: Future (2045) AADT, below highlights three segments (Winton Avenue, A Street and Mainline between interchanges) in either the northbound/eastbound or southbound/westbound direction based on orientation of the roadway. On I-880 in either direction, trucks are approximately 7 percent of total AADT or 11,117 trucks in the northbound direction and 12,005 trucks in the southbound direction. Winton Avenue eastbound would have approximately 9.2 percent of trucks in 2045 or approximately 1,973 trucks while westbound is approximately 1,185 trucks or 4.2 percent of total AADT for the segment. A Street in both directions would have approximately 3 percent of AADT as trucks or approximately 638 trucks in the eastbound and 691 trucks westbound direction. The project does not include capacity improvements and therefore would not increase diesel truck volumes or

[5] Ibid.

AADT. The purpose of the project is to provide operational and multimodal improvements. Therefore, traffic volumes would not change between the no build and build scenarios.

Table 6: Future (2045) AADT[6]

Segment	Total AADT[1]	Truck AADT	Truck
Northbound/ Eastbound			
I-880 Mainline	158,821	11,117	7.0%
Winton Avenue	21,450	1,973	9.2%
A Street	21,274	638	3.0%
Southbound/ Westbound			
I-880 Mainline	171,506	12,005	7.0%
Winton Avenue	28,204	1,185	4.2%
A Street	23,041	691	3.0%
[1] Traffic data provided by TJKM, February 2020			

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

The project would improve operations, relieve congestion, enhance safety, and provide needed capacity for all modes of transportation within the interchange area. It will also involve modifying signals and reconfiguring intersections to improve truck-turning maneuvers. The project does not include capacity improvements. Therefore, the No Build and Build ADT are the same.

See tables above for AADT, percent and number of trucks for No Build, Opening Year, and Future.

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

See tables above for AADT, percent and number of trucks for No Build, Opening Year, and Future.

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

Not applicable; this project is not a bus, rail, or intermodal facility, it is an intersection improvement.

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

Not applicable; this project is not a bus, rail, or intermodal facility, it is an intersection improvement.

[6] Ibid.

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

The project is located within an urbanized area of the City of Hayward and its construction would not result in substantial traffic redistribution. The project is proposed to improve two interchanges that currently have inadequate multimodal facilities and operate at over capacity with congestion and long queues. The project would improve safety and level of service operation in the immediate project area. While the proposed addition of an auxiliary lane on I-880 and interchange improvements would improve traffic operations, the overall capacity of I-880 would not substantially change because the segments north and south of the project would remain unchanged. The project would not create any new connections to other roadways or areas, and the project would not open any new areas to development. Similarly, the overall capacity of Winton Avenue and A Street would not substantially change because the project would not add any new through lanes to those roadways.

As described above under Opening Year, by 2025, if no roadway improvements are made, the operation of the A Street/I-880 interchange is projected to operate at LOS B and LOS D during the AM peak hour, and at LOS B and LOS C during the PM peak hour (see Table 2 above). The A Street/I-880 interchange would operate at LOS B or LOS C with the Build Alternative, and with lower delay times than under No Build conditions. The A Street/I-880 interchange with the Build Alternative would experience lower delay times than under No Build Conditions by 2045, as well. As described above under Opening Year and Horizon Year (and shown in Tables 1, 2, 4, and 5), most intersections along Winton Avenue and A Street in the project area would either remain unchanged or improve under the Build Alternative in both LOS and delay.

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

The proposed project is in a nonattainment area for federal $PM_{2.5}$ standards. Therefore, according to 40 CFR Part 93, a hotspot analysis is required for conformity purposes. However, the Environmental Protection Agency (EPA) does not require a quantitative hotspot analysis for projects that are not a project of air quality concern (POAQC). Five types of projects listed in 40 CFR Section 93.123(b)(1) qualify as a POAQC. The following discussion evaluates whether the proposed project falls into any of these POAQC categories.

1. The project is not a new or expanded highway project that would have a significant number of or increase in the number of diesel vehicles (40 CFR Section 93.123 (b)(1)(i)).
   The traffic report for this project shows that the percentage of trucks will remain the same with and without the project and the AADT will remain the same with and without the project. The project does not include capacity improvements, therefore AADT is assumed to remain unchanged. As discussed above, LOS and delay would improve to varying degrees for the two interchanges, depending on the alternative selected.

2. The project is not likely to affect any intersections (40 CFR Section 93.123 (b)(1)(ii)).
   As described above under "Describe potential traffic redistribution effects of congestion relief," the project would improve operations and multimodal access, and would reduce congestion and delay at the two interchanges within the project alignment. However, the project would not result in substantial redistribution of traffic or changes in the percentage of truck trips through the site.

3. The project does not include the construction of a new bus or rail terminal with a significant number of diesel vehicles congregating at a single location (40 CFR Section 93.123 (b)(1)(iii)).
   Not applicable - No bus or rail terminals are affected by the project.

4. The project does not expand an existing bus or rail terminal with significant increases in the number of diesel vehicles congregating at a single location (40 CFR Section 93.123 (b)(1)(iv)).
   Not applicable - No bus or rail terminals are affected by the project.

5. The project is not in or affecting locations, areas or categories of sites that are identified in the $PM_{2.5}$ applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation (40 CFR Section 93.123 (b)(1)(v)).

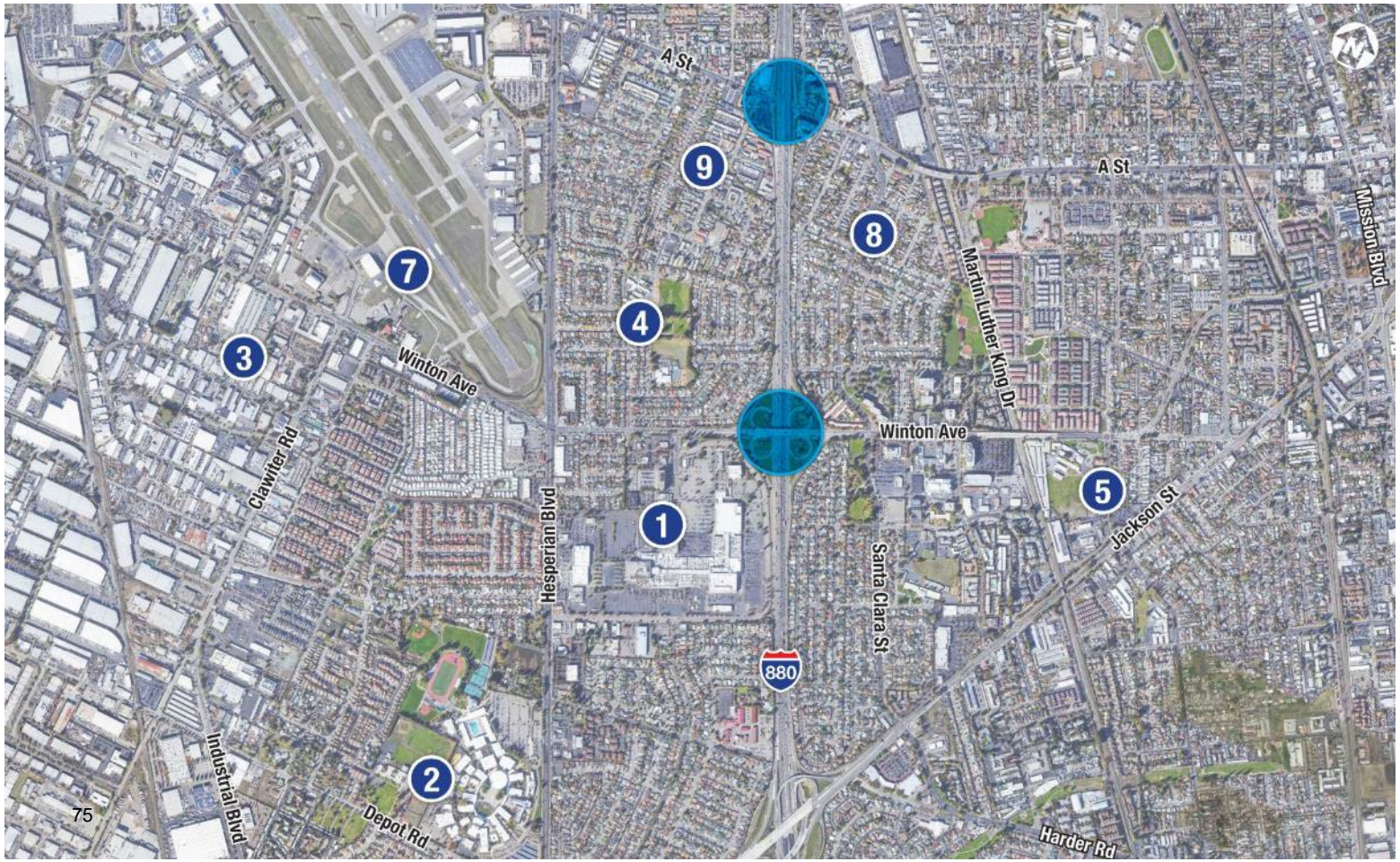
The proposed project is consistent with MTC RTP (IDs 04-ALA-880; 17-01-0041; and 17-01-0024) and is intended to meet the transportation needs in the area based on local land use plans. EPA's March 2006 guidance document, Transportation Guidance for Qualitative Hot-spot Analysis in $PM_{2.5}$ and PM_{10} Nonattainment and Maintenance Areas, references two-step criteria to identify "a significant volume of diesel truck traffic." The first criterion is facilities with greater than 125,000 ADT volumes. If the first criterion is met, the second criterion is that 8 percent or more of said traffic volumes (i.e., 10,000 vehicles or more) are diesel truck traffic volumes. As discussed above, although truck volumes exceed 10,000 AADT on the freeway mainline, diesel truck volumes represent approximately 7 percent of the total vehicles on I-880. The purpose of the project is to provide operational and multimodal improvements. The project does not include capacity improvements and therefore would not increase diesel truck volumes or AADT.

Based on the evaluation above, the project should not be considered a POAQC and does not require a quantitative hot-spot analysis to demonstrate that it will not cause or worsen an existing $PM_{2.5}$ violation.

I-880 Interchange Improvements at Winton Avenue and A Street

Air Quality Conformity Task Force Presentation March 2026

Project Location



1. Southland Mall
2. Chabot College
3. Industrial Technology and Innovation Corridor
4. Winton Grove Neighborhood
5. Winton Middle School
6. California State University, East Bay (not shown)
7. Hayward Executive Airport
8. Commercial Business / Hotels
9. High Density Residential

Project Purpose

The purpose of the project is to:

- Prioritize multimodal transportation infrastructure at the I-880/A Street and I-880/Winton Avenue interchanges, including Complete Streets features such as bike lanes and pedestrian friendly design to enhance mobility and safety.
- Improve traffic operations and accessibility to retail and other uses at Winton Avenue
- Improve traffic operations at the I-880/A Street interchange
- Improve merge/weave operations along segment of I-880 between the I-880/A Street and I-880/Winton Avenue interchanges

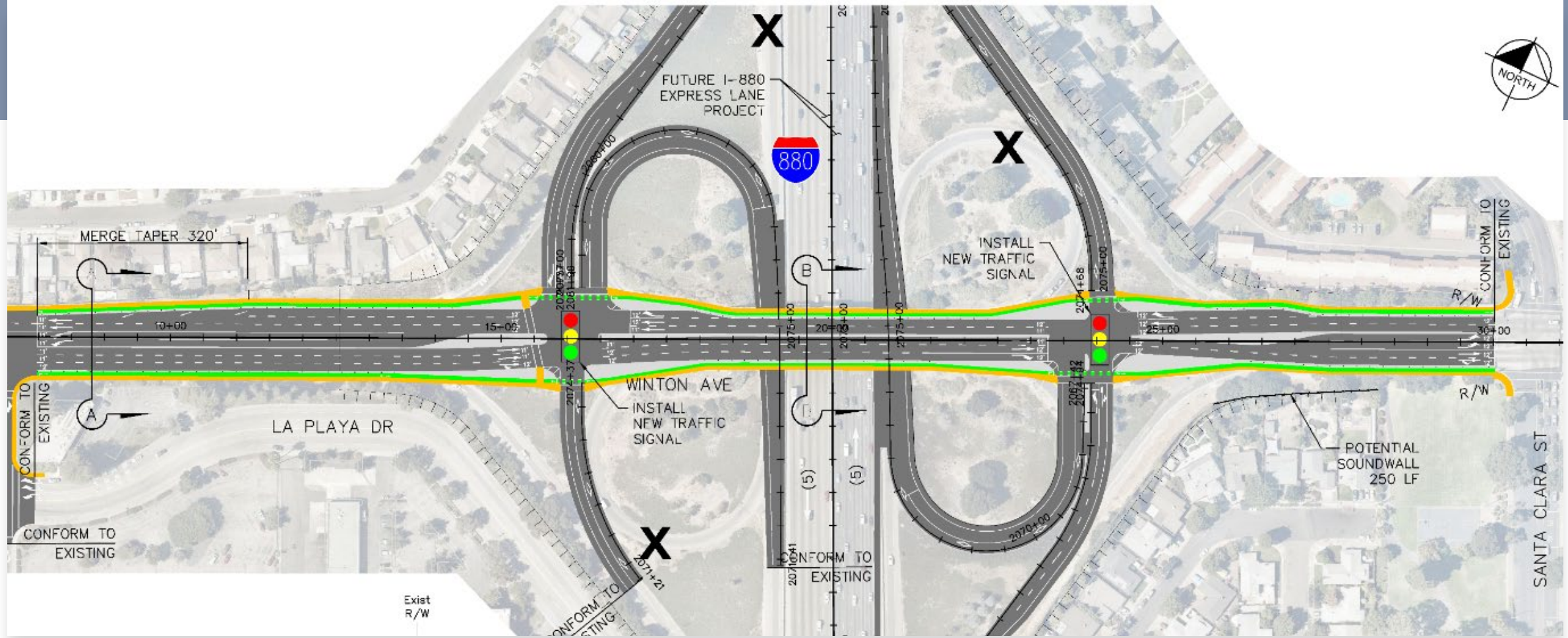
Project Need

The project is needed to address:

- Inadequate multi-modal facilities at both Interchanges
- Winton Ave Interchange operates at over capacity
- Constrained access to Southland Mall at Winton Ave Interchange
- Congestion and long queues at A Street Interchange

Project History

- The project was originally submitted to the Task force on June 25, 2020 and determined not to be a POAQC.
- The traffic operations analysis was previously conducted for existing (2018) conditions, opening year (2025), and design year (2045).
- The final traffic operations analysis report was reviewed and approved by Caltrans in February 2022.
- Environmental review delays affected the project approval schedule.
- The traffic analysis validated in February 2026 by Caltrans
  - Concurred that previously approved traffic analysis and related traffic information is valid.
  - Updating the previously approved project opening year (2025) and design year (2045) to a new opening year of 2030 and design year of 2050 is not expected to impact traffic forecast, operations and AQ/Noise studies.
- Seeking to renew the air quality conformity determination in Summer 2026 because more than three years has elapsed since the initial determination.

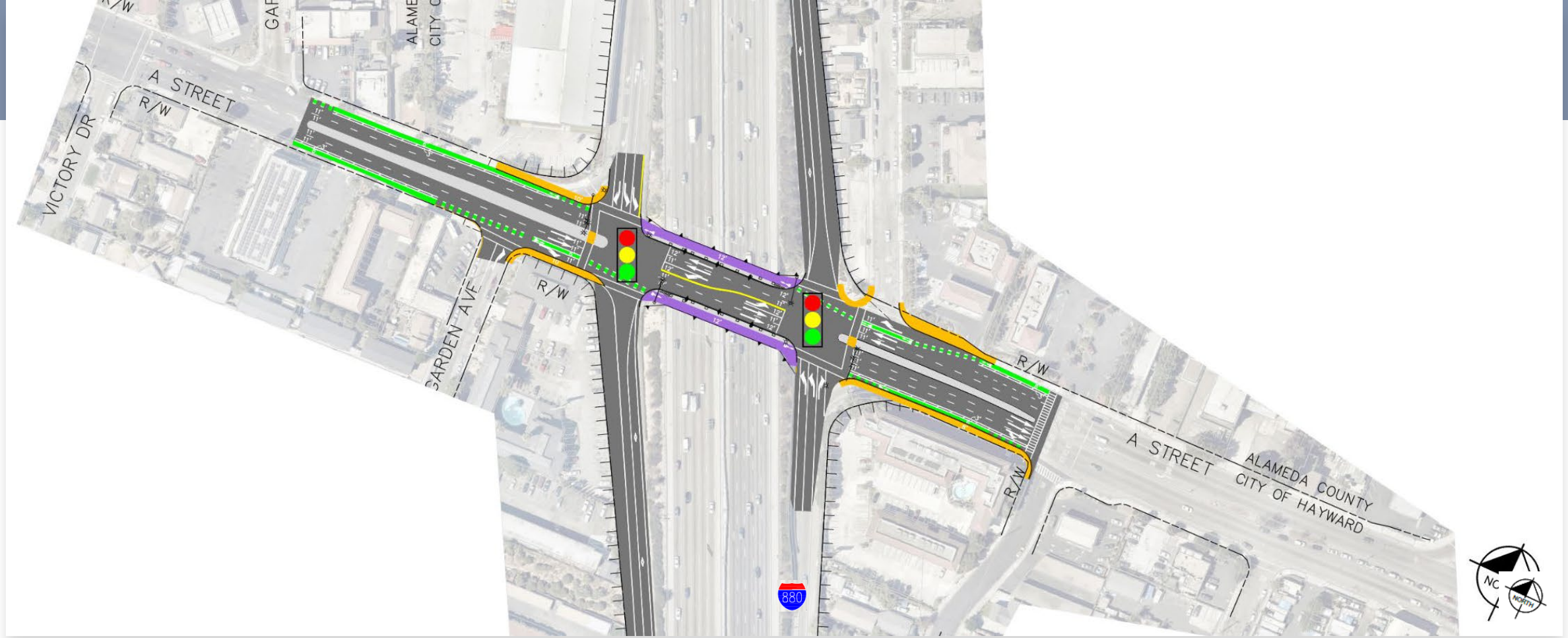


Project Description – *Winton Avenue*

The project would convert the existing I-880/Winton Avenue Interchange from a clover leaf to a partial clover leaf configuration. Improvements to the I 880/Winton Avenue Interchange would include longer left turn lanes at Southland Drive, addition of class IV bikeway within project limits and improved pedestrian access.

Project Description – *Mainline Improvements*

Mainline improvements would include the reconstruction and restriping of the existing outside shoulder of I-880 along the I-880 mainline between the I-880/A Street and I 880/Winton Avenue interchanges to provide one auxiliary lane in each direction. The new auxiliary lanes would be approximately 1,500 feet long, would not require ROW acquisitions to construct and do not extend beyond the two interchanges.



Project Description – *A Street*

The project would increase the width of and restripe the existing outside lanes and left-turn lane on A Street near the I-880/A Street interchange in the eastbound and westbound directions while retaining the five-lane configuration. Improvements to the I-880/A Street interchange would include the addition of bicycle and pedestrian facilities.

Traffic Data

Winton Avenue Near Term (2025) Level of Service

Intersection	Control	Peak Hour[1]	Near Term (2025) No Build		Near Term (2025) Build	
			Delay[2]	LOS[3]	Delay[2]	LOS[3]
Winton Avenue/Hesperian Boulevard	Signal	AM	27.6	C	29.7	C
		PM	**>80**	**F**	**>80**	**F**
Winton Avenue/Southland Place	Signal	AM	13.5	B	13.5	B
		PM	**>80**	**F**	**>80**	**F**
Winton Avenue/Southland Drive	Signal	AM	10.6	B	14.2	B
		PM	**59.2**	**E**	45.6	D
Winton Avenue/I-880 SB Off-Ramp	Signal	AM	N/A		14.2	B
		PM			27.8	C
Winton Avenue/I-880 NB Off-Ramp	Signal	AM	N/A		10.5	B
		PM			27.1	C
Winton Avenue/Santa Clara Street	Signal	AM	44.4	D	51.9	D
		PM	52.7	D	**55.2**	**E**

Notes

[1] Representative Peak AM data for 7:00 AM hour. Representative Peak PM data for 4:00 PM hour.

[2] Delay – Whole intersection weighted average control delay expressed in seconds per vehicle for signalized and all-way stop controlled intersections. Total control delay for the worst movement is presented for side-street stop controlled intersections.

[3] LOS – Level of Service

A Street Avenue Near Term (2025) Level of Service

Intersection	Control	Peak Hour[1]	Near Term (2025) No Build		Near Term (2025) Six Lane Configuration (Alternative 2)	
			Delay[2]	LOS[3]	Delay[1]	LOS[2]
A Street/Hesperian Boulevard	Signal	AM	40.7	D	34.6	C
		PM	**>80**	**F**	**72.0**	**E**
A Street/Royal Avenue	Signal	AM	**64.7**	**E**	24.4	C
		PM	**78.7**	**E**	**56.6**	**E**
A Street/Victory Drive	Signal	AM	**60.6**	**E**	19.4	B
		PM	**55.3**	**E**	41.6	D
A Street/Garden Avenue	Two-Way Stop	AM	16.2	C	25.7	D
		PM	14.9	B	13.9	B
A Street/S Garden Avenue	Two-Way Stop	AM	30.2	D	19.2	C
		PM	12.5	B	**>50**	**F**
A Street/1-880 SB Ramps	Signal	AM	37.1	D	22.9	C
		PM	25.4	C	22.9	C
A Street/1-880 NB Ramps	Signal	AM	19.1	B	13.1	B
		PM	19.1	B	16.5	B
A Street/Arbor Avenue	Two-Way Stop	AM	26.7	D	**40.8**	**E**
		PM	21.7	C	22.7	C
A Street/Happyland Driveway	Two-Way Stop	**AM**	**>50**	**F**	7.5	A
		PM	8.3	A	13.5	B
A Street/Santa Clara Street	Signal	AM	51.9	D	**56.2**	**E**
		PM	31.9	C	31.4	C
A Street/Fuller Avenue	Two-Way Stop	AM	8.4	A	8.0	A
		PM	8.0	A	8.3	A

Traffic Data

Winton Avenue Future (2045) Level of Service

Intersection	Control	Peak Hour[1]	Near Term (2025) No Build		Near Term (2025) Build	
			Delay[2]	LOS[3]	Delay[2]	LOS[3]
Winton Avenue/Hesperian Boulevard	Signal	AM	39.0	D	32.5	C
		PM	**>80**	**F**	**>80**	**F**
Winton Avenue/Southland Place	Signal	AM	37.5	D	13.2	B
		PM	**>80**	**F**	**74.6**	**E**
Winton Avenue/Southland Drive	Signal	AM	35.4	D	17.2	B
		PM	**63.0**	**E**	42.6	D
Winton Avenue/I-880 SB Off-Ramp	Signal	AM	N/A		25.6	C
		PM			25.9	C
Winton Avenue/I-880 NB Off-Ramp	Signal	AM	N/A		24.7	C
		PM			26.0	C
Winton Avenue/Santa Clara Street	Signal	AM	**61.8**	**E**	**75.6**	**E**
		PM	54.8	D	**55.8**	**E**

Notes

[1] Representative Peak AM data for 7:00 AM hour. Representative Peak PM data for 4:00 PM hour.

[2] Delay – Whole intersection weighted average control delay expressed in seconds per vehicle for signalized and all-way stop controlled intersections. Total control delay for the worst movement is presented for side-street stop controlled intersections.

[3] LOS – Level of Service

A Street Avenue Future (2045) Level of Service

Intersection	Control	Peak Hour[1]	Near Term (2025) No Build		Near Term (2025) Six Lane Configuration (Alternative 2)	
			Delay[2]	LOS[3]	Delay[1]	LOS[2]
A Street/Hesperian Boulevard	Signal	AM	53.9	D	37.6	D
		PM	**>80**	**F**	**72.0**	**E**
A Street/Royal Avenue	Signal	AM	**>80**	**F**	49.5	D
		PM	**78.1**	**E**	**56.6**	**E**
A Street/Victory Drive	Signal	AM	**75.6**	**E**	46.5	D
		PM	**56.0**	**E**	41.6	D
A Street/Garden Avenue	Two-Way Stop	AM	16.9	C	17.9	C
		PM	16.2	C	13.9	B
A Street/S Garden Avenue	Two-Way Stop	AM	**37.0**	**E**	**37.1**	**E**
		PM	16.7	C	**>50**	**F**
A Street/1-880 SB Ramps	Signal	AM	31.2	C	23.4	C
		PM	25.8	C	22.9	C
A Street/1-880 NB Ramps	Signal	AM	19.8	B	13.5	B
		PM	18.7	B	**16.5**	**B**
A Street/Arbor Avenue	Two-Way Stop	AM	**>50**	**F**	**>50**	**F**
		PM	**49.8**	**E**	22.7	C
A Street/Happyland Driveway	Two-Way Stop	**AM**	**>50**	**F**	7.5	A
		PM	10.8	B	13.5	B
A Street/Santa Clara Street	Signal	AM	**>80**	**F**	**66.0**	**E**
		PM	40.0	D	31.4	C
A Street/Fuller Avenue	Two-Way Stop	AM	8.5	A	8.4	A
		PM	7.4	A	8.3	A

Traffic Data

Opening Year (2025) AADT

Segment	Total AADT	Truck AADT	% Trucks
Northbound/ Eastbound			
I-880 Mainline	149,976	10,498	7.0%
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I-880 Mainline	151,674	10,617	7.0%
Winton Avenue	21,446	901	4.2%
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Future (2045) AADT

Segment	Total AADT	Truck AADT	% Trucks
Northbound/ Eastbound			
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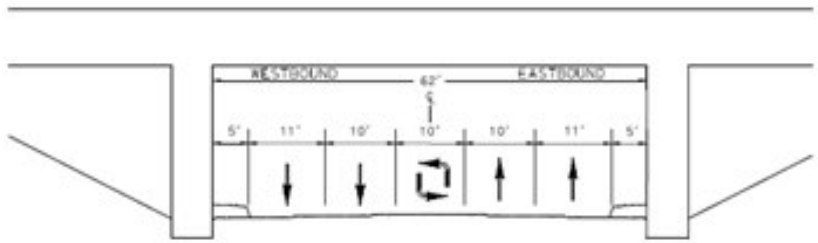
A Street	21,274	638	3.0%
Southbound/ Westbound			
I-880 Mainline	171,506	12,005	7.0%
Winton Avenue	28,204	1,185	4.2%
A Street	23,041	691	3.0%

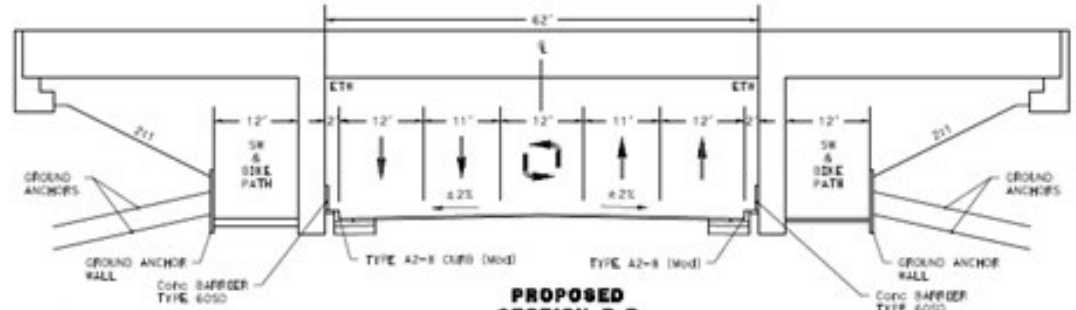
Summary

Why the I-880 Interchange Improvements at Winton Avenue and A Street Project is not of Air Quality Concern –

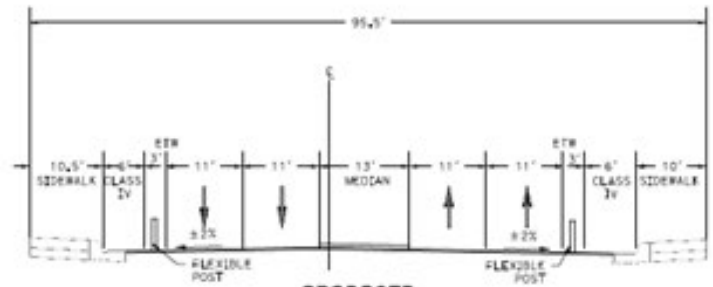
- Not a new or expanded highway project
- LOS and delay would improve
- No change in traffic volume or truck percentages on I-880
- The Project does not include capacity improvements and therefore would not increase diesel truck volumes or AADT
- No project changes to land use that would affect diesel traffic percentage



EXISTING
SECTION B-B



PROPOSED
SECTION B-B

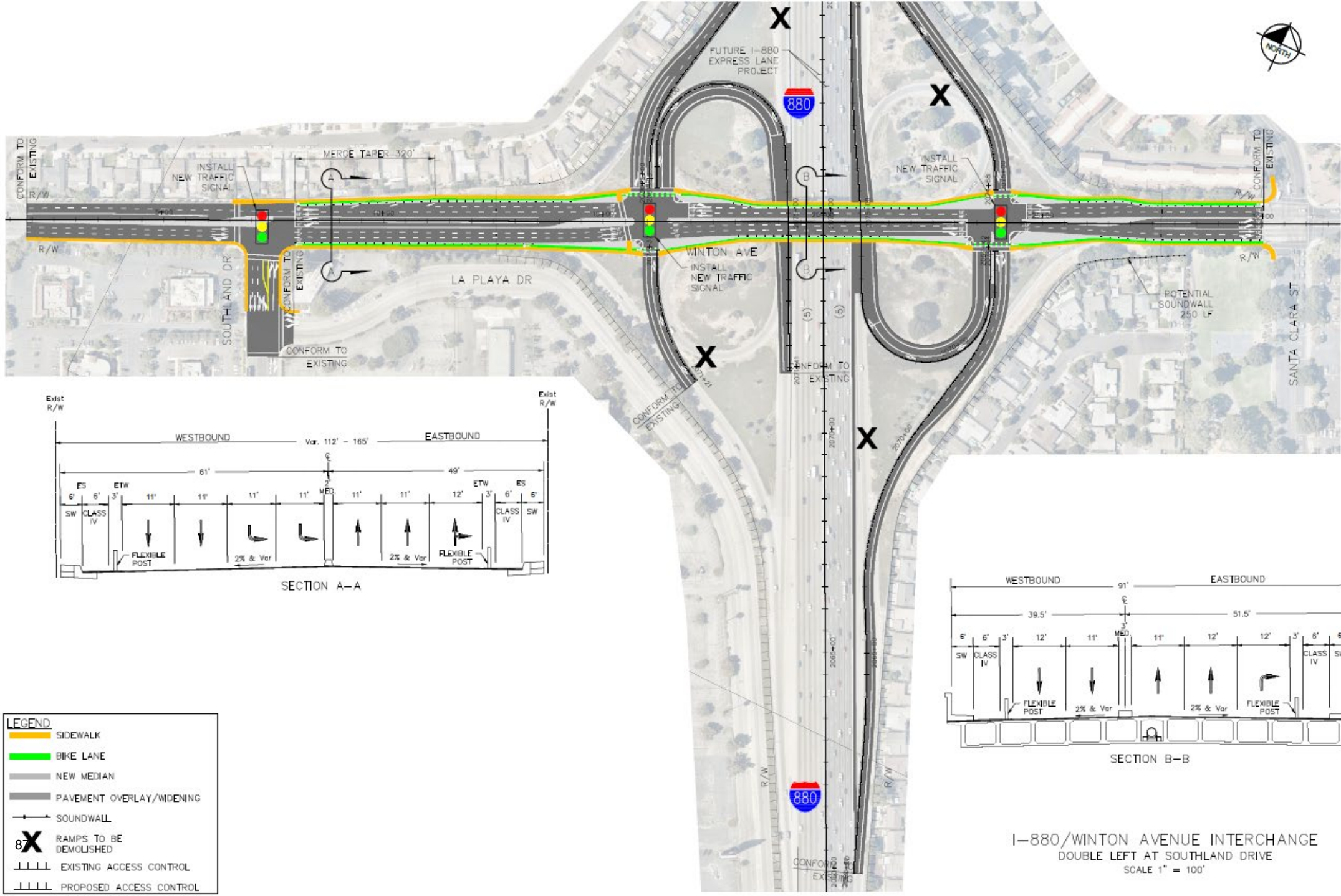


PROPOSED
SECTION A-A

LEGEND
- SIDEWALK
- BIKE LANE
- NEW MEDIAN
- PAVEMENT OVERLAY/WIDENING
- ROW IMPACTS
- SHARED PED/BIKE FACILITY
- X RAMPS TO BE DEMOLISHED
- EXISTING ACCESS CONTROL
- PROPOSED ACCESS CONTROL

HAWK: HIGH INTENSITY ACTIVATED CROSSWALK

I-880/A STREET INTERCHANGE
FIVE LANES UNDER EXISTING BRIDGE STRUCTURE
SCALE 1" = 100'



SECTION A–A

SECTION B–B

LEGEND

- SIDEWALK
- BIKE LANE
- NEW MEDIAN
- PAVEMENT OVERLAY/WIDENING
- SOUNDWALL
- X RAMPS TO BE DEMOLISHED
- EXISTING ACCESS CONTROL
- PROPOSED ACCESS CONTROL

I–880/WINTON AVENUE INTERCHANGE

DOUBLE LEFT AT SOUTHLAND DRIVE

SCALE 1" = 100'

METROPOLITAN
TRANSPORTATION
COMMISSION

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: Air Quality Conformity Task Force DATE: March 26, 2026

FR: Lyric Greif

RE: **$PM_{2.5}$ Project Conformity Interagency Consultation**

Four project sponsors are seeking interagency consultation with the Air Quality Conformity Task Force at today's meeting to obtain concurrence on their exemption classifications under 40 CFR §93.126. The list of projects follows on the next 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	ALA230226	LAVTA	LAVTA Atlantis Facility	Livermore Amador Valley Transit (LAVTA) : 875 Atlantis Court, Livermore, CA : Design-engineering, project-management, and related technical support for construction of LAVTA's Atlantis Facility, including hydrogen fueling infrastructure and FCEB maintenance needs.	Design-engineering, project-management, and related technical support for construction of LAVTA's Atlantis Facility, including hydrogen fueling infrastructure and Fuel Cell Electric Bus (FCEB) maintenance needs.	Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures)
ALA	ALA250236	Port of Oakland	Arterial Roadway Improvements (Segment 1 & 2)	Alameda County,Oakland : Adeline St between 3rd St & 7th St, 5th St between Union St and Adeline St, 3rd St between Market St and Broadway : Address area infrastructure needs to improve traffic flow, bike and pedestrian safety, and address ongoing operational and safety conditions.	This Project will rehabilitate 1) Adeline Street between 3rd Street and 7th Street and 5th Street between Union Street and Adeline Street (Segment 1) and 2) 3rd Street between Market Street and Broadway (Segment 2). This work will address area infrastructure needs to better accommodate heavy duty freight vehicles and improve bike and pedestrian safety. Work will include traffic lane reconfigurations to improve safety and circulation, as well as ensure pedestrians are more visible to trucks maneuvering through the intersections. Lastly, the work will improve the efficient flow of vehicles to/from the Port and deter Port-destined vehicles from inadvertently entering the residential neighborhood and deter non-Port vehicles from entering the Port. The project does not add any turn lanes or protected intersection turn signals. Segment 1 •New pavement along Adeline St. •Installation of bike lanes •Installation of high visibility cross walks and striping •Upgraded traffic signals at 3rd, 5th and 7th St. intersections Segment 2 •Rehab pavement along 3rd St. between Market & Broadway •Convert on-street parking to parallel parking •Installation of new sidewalk •Construction of new ADA curb ramps at street corners	Safety - Pavement resurfacing and/or rehabilitation
ALA	ALA250246	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 along Lewelling Boulevard, pedestrian enhancements, signing and striping.	Safety - Projects that correct, improve, or eliminate a hazardous location or feature
CC	CC-TR0208	Concord	Street Lighting and Safety Improvements	Concord : Citywide : Install new Street Lighting, upgrade existing street and intersection lighting, install pedestrian countdown signal heads, modify phasing to provide a Leading Pedestrian Interval (LPI), install three new RRFBs and one HAWK signal.	Install new Street Lighting, upgrade existing street and intersection lighting, install pedestrian countdown signal heads, modify phasing to provide a Leading Pedestrian Interval (LPI), install three new RRFBs and one HAWK signal.	Safety - Highway Safety Improvement Program implementation

METROPOLITAN
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Memorandum

TO: Air Quality Conformity Task Force DATE: March 26, 2026

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 project that staff proposes to revise 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 revise a current project in the 2025 TIP through future revisions. The description of the revised project 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							*Note - Active TIP Projects proposing to update Exemption Classification
#	**County**	**TIP ID/FMS ID**	**Sponsor**	**Project Name**	**Project Description**	**Expanded Project Description**	**Project Type**
1	NAP	NAP230202	NVTA	SR-29 American Canyon Operational & Multimodal Imp	**FROM**: American Canyon : SR-29 From Napa Junction Road to American Canyon Road : Environmental analysis for operational and multimodal improvement **To**: American Canyon : SR-29 From Napa Junction Road to American Canyon Road : NVTA, with Caltrans and the City of American Canyon, proposes multimodal improvements on SR 29 from PM NAP 0.6 to R2.2 including signal replacement and new signals at unsignalized intersections, medians, transit, bicycle, and pedestrian improvements.	**FROM:** Complete the environmental document for the SR 29 operational and multimodal improvements through American Canyon, including intersection improvements and complete streets facilities. **TO:** The American Canyon State Route (SR) 29 Corridor Improvement Project will provide multimodal and complete streets improvements along SR 29 between American Canyon Road and Napa Junction Road in the City of American Canyon. Project work will extend approximately 550 feet north of the intersection with Napa Junction Road to approximately 500 feet south of the intersection with American Canyon Road. The project will implement signalization improvements, which includes replacing existing traffic signals and installing new traffic signals at currently unsignalized intersections along the corridor. Additional improvements include roadway realignment, raised medians, curb ramps, bus stops or boarding islands, new shoulders, storm drain infrastructure, utility relocations, and transit, bicycle, and pedestrian safety improvements. The project will also include development of a transit mobility hub and associated multimodal access improvements.	**Current - Exempt (40 CFR 93.126) - Other - Planning and technical studies** **Proposed - Exempt (40 CFR 93.127) -** Intersection signalization projects at individual intersections.

Meeting Notes
Air Quality Conformity Task Force Meeting
Metropolitan Transportation Commission

Date: 2/26/26
Time: 9:30AM
Location: Zoom
Facilitator: Lyric Greif, MTC
Attendees:

- Adam Noelting, MTC
- John Saelee, MTC
- Mallory Atkinson, MTC
- Erika Vaca, Caltrans
- Sarah Manzano, Ramboll
- Monte DiPalma, Bay Area Air District
- Boris Deunert, San Francisco Public Works
- Sarah Chan, Fehr & Peers
- Jasmine Amanin, FHWA
- Rodney Tavitas, Caltrans
- Andrew Ledezma, EPA
- Kenny Tanaka, City of San Mateo
- Shilpa Mareddy, Caltrans
- Cid Chiu, Caltrans

Summary

1. **Welcome and Introductions**
   The meeting began with introductions led by MTC staff.

2. **PM2.5 Project Conformity Interagency Consultations**
   a. **Consultation to Determine Project of Air Quality Concern Status**
   Presenter: Sarah Manzano (Ramboll) and Sarah Chan (Fehr & Peers) on behalf of San Francisco Public Works, Boris Deunert (SFPW)

   Discussion: The task force reviewed one project seeking consultation to determine POAQC status. Ramboll and Fehr & Peers staff presented the Bayview Connections Project, which involves road improvements in the Candlestick Point area of San Francisco, and includes roadways like Harney Way, West Harney Way, and Aurelius Walker Drive, to support the Candlestick Point development.

   Ramboll and Fehr & Peers staff presented on the transportation aspects of the project, which involves improvements on four roadway segments: Harney Way,

West Harney Way, Aurelius Walker Drive, and Ingerson Avenue. The project aims to accommodate multimodal access for future development, improve connections to the 101 Harney interchange, and provide better internal site access. The roadways will include transit lanes, cycle tracks, and sidewalks, with Harney Way being widened to accommodate BRT lanes.

Caltrans staff raised questions about whether this is a revalidation or a new project, which the task force discussed, noting that it may require both project-specific determination and a CEQA review. SFPW staff clarified that while the overall transit improvements were approved in 2014, this evaluation is for a specific phase of the project.

The task force discussed the completion of a CEQA evaluation in 2023, which was an addendum to the 2010 EIR for a land use development project involving roadway construction. It was revealed that the project is part of a federal RAISE grant application, which went through Caltrans and underwent NEPA revalidation. The discussion touched on the need for potential NEPA re-evaluation under FTA as the lead agency for a BRT project, with the possibility of adopting FHWA's determination. The participants also noted the importance of coordination with SFMTA, who has experience with similar requirements for build projects.

The task force discussed the construction of the four roadways as part of the BTIP project, which is phased over 15-20 years. FHWA staff inquired about project changes since 2011, and Fehr & Peers staff explained that while the roadways remained largely unchanged, there were updates to land use assumptions in the Candlestick Hunters Point project area. FHWA staff also inquired about the use of 2007 traffic data for the analysis. The project team clarified that traffic data from 2007 was used as a conservative estimate for the existing conditions analysis, noting that future conditions reflect more recent assessments from 2024.

The task force discussed land use changes for a mixed-use facility, including residential and office spaces. FHWA staff raised concerns about missing truck data and the potential for 200 diesel buses, which the project team agreed to coordinate with SFMTA to clarify. They addressed questions about truck usage, with project staff explaining that truck volumes weren't estimated in the traffic analysis but could be added based on city-wide data. Project staff also clarified that the buses were in response to the land use plan and noted MTA's zero-emission goals by 2040.

EPA staff requested more information on truck analysis for regulatory compliance and inquired about level of service data, which the project team agreed to provide more details. Project staff explained the level of service analysis for the CEQA evaluation, noting that Aurelius Walker and Harney Way intersections were

evaluated in 2010 and again in 2024. EPA staff requested more information on the 2024 addendum, and the project team provided a link to the full EIR.

Caltrans staff inquired about the agency responsible for issuing the project-level conformity termination and the task force also discussed the need to determine whether the project falls under FTA or FHWA jurisdiction. They agreed that if the project is more transit-focused, FTA should lead the NEPA process, while FHWA would handle highway-related aspects. SFPW staff noted that the project is currently administered through FHWA under NEPA. FTA staff raised questions about the independent utility of certain roadways related to the BRT project, emphasizing the need to clarify which roadways have a nexus with the BRT project and which do not.

Determination: The task force concluded that project staff would send truck traffic data, as well as level of service information, in their submission to the task force. The project sponsor also agreed to review the FHWA submittal form and coordinate with SFMTA regarding the CEQA analysis and projected bus fleet before resubmitting the information to MTC.

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

Discussion: The task force reviewed a list of eight projects. Caltrans staff noted that the project description and detailed project description for SM250220 were reversed, and MTC staff confirmed it was listed this way in FMS but recommended that the project sponsor correct the description.

Determination: EPA, FHWA, and Caltrans confirmed that the reviewed projects were exempt from regional air quality conformity per 40 CFR 93.126.

3. **Review of the Regional Conformity Status for New and Revised Projects**
   Presenter: John Saelee, MTC
   Discussion: John discussed the transition from the 2025 TIP to the 2027 TIP, highlighting a proposed exemption classification change for the SR-29 American Canyon Operational & Multimodal Improvements project, which will be presented at the March task force meeting to obtain concurrence. The task force addressed the consideration of multiple build alternatives for the project, and MTC staff agreed to reach out to the sponsor to request that only one alternative be presented. The task force cannot suggest build alternatives and sponsor must designate a build prior to air quality exemption classification.

4. **Plan Bay Area 2050+ Draft Transportation-Air Quality Conformity Analysis Update**

Discussion: MTC staff provided an update on the revised Plan Bay Area 2050+ Transportation Air Quality Conformity Analysis, which will be presented to the MTC Planning Committee on March 13th and to the Commission on March 25th, 2026.

5. **Consent Calendar**
   January 22, 2026, Air Quality Conformity Task Force Meeting Summary
   There were no questions or concerns about the January 22nd meeting summary.

6. **Next Meeting**
   MTC staff gave a reminder that the next meeting of the Air Quality Conformity Task Force is scheduled for March 26th, 2026, at 9:30 AM via Zoom.