



## Meeting Agenda Air Quality Conformity Task Force

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Thursday, February 26, 2026

9:30 AM

Remote - Zoom

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Join Zoom Meeting @ [Zoom](#)

Meeting ID: 818 4063 2584

Passcode: 600327

MTC Staff Liaison: Lyric Greif, [lgreif@bayareametro.gov](mailto:lgreif@bayareametro.gov)

### 1. Welcome and Introductions

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

- a. Consultation to Determine Project of Air Quality Concern Status
  - i. Staff Memo..... Page 2
  - ii. Harney Way, W. Harney Way and Arelious Walker Drive Candlestick Project Area ..... Page 3
- b. Projects Exempt Under 40 CFR 93.126 – Not of Air Quality Concern
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### 3. Projects with Regional Air Quality Conformity Concerns

- a. Review of the Regional Conformity Status for New and Revised Projects
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### 4. Plan Bay Area 2050+ Draft Transportation-Air Quality Conformity Analysis Update

- a. Staff Memo..... Page 30

### 5. Consent Calendar

- a. January 22, 2026, Air Quality Conformity Task Force Meeting Summary..... Page 31

### 6. Next Meeting

The next meeting of the Air Quality Conformity Task Force will be held on Thursday, March 26, 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: February 26, 2026

FR: Lyric Greif

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

One project sponsor is 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. Harney Way, West Harney Way and Arelious Walker Drive Candlestick Project Area

**Application of Criteria for a Project of Air Quality Concern**  
**Project Title: Bayview Connections Phase 1 Harney Way BRT and Cycletrack**  
**Project Summary for Air Quality Conformity Task Force Meeting: (February 26, 2026)**

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## **Description**

The Bayview Connections: Phase 1 Harney Way BRT and Cycle track will construct transit and active transportation improvements in the Bayview neighborhood including the following components: 1) widen Harney Way between Arelious Walker Drive and Executive Park East; 2) extend Harney Way right-of-way north to Ingerson Avenue; 3) extend Arelious Walker Drive north to connect to Gilman Avenue; 4) add bus lanes, both dedicated and shared infrastructure; 5) implement cycle tracks and bike lane infrastructure; and 6) expand the pedestrian network. This project is within Candlestick-Hunter's Point Phase II in San Francisco.

The Candlestick-Hunter's Point Phase II ("CP-HPSII Development") is an urban infill project approved for implementation in Candlestick Point, the property where the Candlestick Park Stadium was located from 1960-2015. San Francisco Office of Community Investment and Infrastructure ("OCII") is a state-authorized local entity serving as the successor to the former San Francisco Redevelopment Agency. OCII is responsible for development in Candlestick Point. The redevelopment of Candlestick Point is governed by the Disposition and Development Agreement between OCII and CP Development Co., LLC (administered by FivePoint as the primary developer) and by various agreements with city and state agencies. Through an interagency cooperation agreement with San Francisco Office of Community Investment and Infrastructure, San Francisco Public Works (SFPW) is the regulatory body overseeing public infrastructure permitting and driving collaboration with all San Francisco city department for permit review, permit issuance, inspections, and acceptance of completed public infrastructure for Candlestick Point.

In 2023, Bayview Connections: Phase 1 Harney Way BRT and Cycle track was awarded \$20,000,000 as part of the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant. The RAISE grant would support the implementation of the following project components included in the CP-HPSII Development, and which were assessed in the Bayview Transportation Improvement Plan (BTIP) Environmental Assessment (EA) conducted as part of compliance with the National Environmental Policy Act (NEPA) in August 2014. Bayview Connections builds four segments of the overall BTIP, specifically segments outlined below, to serve the Candlestick Point area:

- **Existing Harney Way**, 1,560 linear feet, 4.3 acres
- **West Harney Way**, 590 linear feet, 0.6 acres
- **Arelious Walker Drive**, 2,269 linear feet, 4.42 acres
- **Harney Way Extension**, 1,390 linear feet, 2.5 acres
- **Ingerson Avenue**, 93 linear feet.16 acres
- **Other components of the Project:**
  - Bus Rapid Transit (BRT)-only lanes
  - Minor right away acquisitions without affecting buildings or requiring property relocations
  - New sidewalks, bicycle lanes, traffic medians, and a net increase in parking
  - New signals along Harney Way will include transit signals and transit signal priority
  - Harney Way/West Harney Way (just south of Ingerson) includes a layover/transfer point. It also includes transit stops along Harney Way.

The construction of these roadways and components noted above constitute "the Project" under review here.

## **Background**

The Project is intended to improve traffic operations within the CP-HPSII Development area to accommodate approved planned growth, develop a more direct access route from U.S. Highway 101 and Interstate 280 to the Candlestick Point area, and provide multimodal access to the CP-HPSII Development area, linking it to the rest of San Francisco and the Bay Area region.

Bayview Connections includes reconstructing, repaving, limited widening of existing city streets, and constructing new street segments to create a multi-modal transportation network. The proposed network modifications will promote expanded bus service, provide new bus rapid transit (BRT) service to proposed transit centers, create pedestrian and bicycle linkages throughout the community, and improve vehicular connections to and within the Southeast community.

A NEPA environmental assessment (EA) was completed for the BTIP in 2014. The BTIP underwent interagency consultation on June 23, 2011 with the concurrence from the Metropolitan Transportation Commission (MTC) Air Quality Conformity Task Force (AQCTF) that the BTIP was not a Project of Air Quality Concern. A CEQA Final EIR for CP-HPSII was certified by the San Francisco Planning Commission and San Francisco Redevelopment Commission in June 2010. In Fall 2024, Addendum 7 to the EIR was published and approved by various City agencies and OCII. The proposed improvements proposed in Bayview Connections are consistent with roadway configurations assumed in EIR Addendum 7.

Because the original BTIP determination as not a POAQC was conducted over 10 years ago, an updated POAQS determination is being sought with an up-to-date description and AQCTF Regional Conformity Review.

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

This project does not meet the definition of a POAQC as defined by 40 CFR 93.123(b)(1). Specifically:

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

- Not a new or expanded highway project

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

- The Project does not change the number of diesel vehicles nor does it degrade the LOS of intersections in the Project area. The Project itself does not generate trips and would support circulation for the CP-HPSII Development.

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

- The Project does not include new bus and rail terminals. However, the associated CP-HPSII Development involves a bus terminal, which may result in the increase of diesel buses and trucks, but the transit fleet servicing the CP-HPSII Development vicinity is expected to be comprised of electric trolleys, diesel electric buses, and other bio-diesel fueled buses. The San Francisco Municipal Transportation's (SFMTA) Zero Emission Vehicle Policy targets 2040 for full fleet electrification. As a result, it is not likely that the roadways in the Project would involve a significant number of diesel vehicles congregating at a single location.

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

- Not Applicable

*(v) Affecting locations, areas, or categories of sites which are identified in the PM<sub>10</sub> or PM<sub>2.5</sub> applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation?*

- According to the San Francisco Bay Area State Implementation Plan, the region is designated as nonattainment for PM<sub>2.5</sub> at the air basin level, and the SIP does not identify any specific PM<sub>2.5</sub> "sites of violation." The Bay Area Air Quality Management District's attainment status tables, which classify the entire Bay Area Air Basin as nonattainment for the 24-hour PM<sub>2.5</sub> standard does not identify any subareas or localized violation sites within the SIP. Therefore, the Project is not in an area identified by the SIP as a site where the NAAQS for PM<sub>2.5</sub> could be violated or possibly violated.

<b>RTIP ID#</b> <i>(required)</i> 21-T10-063			
<b>TIP ID#</b> <i>(required)</i> SF-110006			
<b>Air Quality Conformity Task Force Consideration Date</b> February 26, 2026			
<b>Project Description</b> <i>(clearly describe project)</i>			
<p>Bayview Connections builds four segments of the overall Bayview Transportation Improvement Project, specifically segments outlined below, to serve the Candlestick Point area of San Francisco:</p> <ul style="list-style-type: none"> <li>• <b>Existing Harney Way</b>, 1,560 linear feet, 4.3 acres</li> <li>• <b>West Harney Way</b>, 590 linear feet, 0.6 acres</li> <li>• <b>Arelious Walker Drive</b>, 2,269 linear feet, 4.42 acres</li> <li>• <b>Harney Way Extension</b>, 1,390 linear feet, 2.5 acres</li> <li>• <b>Ingerson Avenue</b>, 93 linear feet.16 acres</li> <li>• <b>Other Project Featuers:</b> <ul style="list-style-type: none"> <li>• Bus Rapid Transit (BRT)-only lanes</li> <li>• Minor right away acquisitions without affecting buildings or requiring property relocations</li> <li>• New sidewalks, bicycle lanes, traffic medians, and a net increase in parking</li> <li>• New signals along Harney Way will include transit signals and transit signal priority</li> <li>• Harney Way/West Harney Way (just south of Ingerson) includes a layover/transfer point. It also includes transit stops along Harney Way.</li> </ul> </li> </ul> <p>See Figures 1 and 2 at the bottom of this form.</p> <p>San Francisco Office of Community Investment and Infrastructure (“OCII”) is a state-authorized local entity serving as the successor to the former San Francisco Redevelopment Agency. OCII is responsible for development in Candlestick Point, the property where the Candlestick Park Stadium was located from 1960-2015. The redevelopment of Candlestick Point is governed by the Disposition and Development Agreement between OCII and CP Development Co., LLC (administered by FivePoint as the primary developer) and by various agreements with city and state agencies. Through an interagency cooperation agreement with San Francisco Office of Community Investment and Infrastructure, San Francisco Public Works (SFPW) is the regulatory body overseeing public infrastructure permitting and driving collaboration with all San Francisco city department for permit review, permit issuance, inspections, and acceptance of completed public infrastructure for Candlestick Point.</p> <p>Caltrans is the lead agency under NEPA. San Francisco Office of Community Investment and Infrastructure is the lead agency under CEQA.</p>			
<b>Type of Project:</b> Multi-Modal Transportation Network Project			
<b>County</b>	The Project is located in San Francisco County in Southeast San Francisco, Harney Way/Candlestick Park Drive exit from US Route 101.		
<b>Lead Agency:</b> Caltrans District 4			
<b>Contact Person</b> Dan Rivas	<b>Phone#</b> (510) 496-9416	<b>Fax#</b>	<b>Email</b> dan.rivas@dot.ca.gov
<b>Federal Action for which Project-Level PM Conformity is Needed</b> <i>(check appropriate box)</i>			

<i>Categorical Exclusion (NEPA)</i>	X	<b>EA or Draft EIS</b>	<b>FONSI or Final EIS</b>	<b>PS&amp;E or Construction</b>	<i>Other</i>
<b>Scheduled Date of Federal Action:</b> 2026					
<b>NEPA Delegation – Project Type</b> ( <i>check appropriate box</i> )					
		<b>Section 326 – Categorical Exclusion</b>	X	<b>Section 327 – Non-Categorical Exclusion</b>	
<b>Current Programming Dates</b> ( <i>as appropriate</i> )					
	<b>PE/Environmental</b>	<b>ENG</b>	<b>ROW</b>	<b>CON</b>	
<b>Start</b>	November 2009	June 2010	June 2010	June 2026	
<b>End</b>	March 2026	March 2026	March 2026	July 2032	
<b>Project Purpose and Need (Summary):</b> ( <i>please be brief</i> )					
<p>The purpose of the Project is to improve traffic operations within the CP-HPSII Development area to accommodate approved planned growth, develop a more direct access route from U.S. Highway 101 and Interstate 280 to the Candlestick Point area, and provide multimodal access to the CP-HPSII Development area, linking it to the rest of San Francisco and the Bay Area region.</p> <p>The existing transportation system of discontinuous roadways and limited transit services underserves existing residents and will not accommodate future development. The Project is needed to ensure that the planned development in the area will not overwhelm the existing constrained transportation network in the Southeast Community. Without the Project, future increased transportation demand using the existing deficient roadway network will likely create localized congestion, disproportionately affecting existing residents and businesses, and will fail to adequately serve the planned developments.</p> <p>Bayview Connections includes reconstructing, repaving, limited widening of existing city streets, and constructing new street segments to create a multi-modal transportation network. The proposed network modifications will promote expanded bus service, provide new bus rapid transit (BRT) service to proposed transit centers, create pedestrian and bicycle linkages throughout the community, and improve vehicular connections to and within the Southeast community.</p> <p>BTIP will provide enhanced transportation infrastructure for transit, cars, and non-motorized transit modes within the BTIP area. The San Francisco Metropolitan Transportation Agency (SFMTA) transit network would be integrated with the southeast community through the provision of a new BRT line connecting the regional transit hubs (Bayshore Caltrain Station and Balboa Park BART) to southeast areas, express bus lines connecting current and future neighborhoods with Downtown San Francisco, and transit preferential street (TPS) improvements along the Palou Avenue transit corridor. Connections to the regional highway network (Highway 101 and 1-280) will be maintained.</p> <p>In addition to typical roadway improvements like pavement rehabilitation and resurfacing, enhanced landscaping, improved lighting, proposed transit improvements, including bus bulb-out extensions and transit-only lanes, would improve the speed and reliability of transit services and complement the limited existing public transit services to meet future needs. The combination of roadway and transit improvements will improve the speed and reliability of public transit, and when paired with the infrastructure for new express bus and BRT service, would help unify existing and future Southeast neighborhoods and the rest of the city.</p>					

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

The Project area lies partially within or directly adjacent to multiple jurisdictional boundaries and ownership, both public and private. The southern edge of the Project, particularly along Harney Way, adjoins the Candlestick Point State Recreation Area, which is managed by California State Parks. This shared boundary extends for approximately 0.35 miles from Giants Drive eastward past Executive Park Boulevard and includes segments of Harney Way as it approaches the shoreline. Portions of Harney Way also fall within the 100-foot shoreline band regulated by the San Francisco Bay Conservation and Development Commission (BCDC), with an estimated overlap of 0.25 to 0.3 miles along the Bay-facing alignment. In addition, portions of Harney Way segments built on former Bay fill or tideland may be subject to jurisdiction by the California State Lands Commission. See Figures 1 and 2 at the bottom of this form.

The Project area is characterized by a mix of paved and unpaved roadways, vacant parcels, shoreline open space, adjacent residential uses, and generally limited and incomplete infrastructure. The southern portion of the Project area, which intersects the footprint of the now-demolished Candlestick Park stadium, consists of open land which has been hydroseeded and managed consistent with the project's Stormwater Pollution Prevention Plan and air quality mitigation measures. Large, paved surfaces remaining from the stadium parking lots which serve as truck and construction materials staging areas. This area is presently served by the City's combined sewer/stormwater system.

This site is bordered by incomplete road connections, fenced vacant parcels, and unimproved terrain where the original Alice Griffith Housing Development once stood. Extensions of Arelious Walker Drive and Harney Way into the development area provide new rights-of-way where undeveloped former Candlestick Park Stadium parking existed that lack pavement, curbs, sidewalks, streetlights, or bike facilities.

To the west, the project area adjoins Jamestown Walker Slope, public open space owned and operated by the City and County of San Francisco. The 46-acre open space includes wooded slopes, walking paths, and no built facilities. To the east and southeast, the project borders the San Francisco Bay shoreline and the Candlestick Point State Recreation Area, a 170-acre waterfront park featuring parking, walking trails, the Bay Trail, fishing piers, picnic areas, and passive-use open space.

The proposed Project would not alter the existing land use/development patterns nor impact truck trip generation. The Project does not generate trips and would support circulation for the CP-HPSII Development.

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

See [EIR Addendum 7](#) for CP-HPSII Development for information on assumptions and methodology.

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

Scenario/ Analysis Year	Location	AADT		% Truck	VMT (mi)
		Total	Truck		
Existing (December 2007)	Harney Way, south of Hunters Point Expressway	3,000	n/a	n/a	1,950
Existing (December 2007)	Arelious Walker, north of Gilman Avenue	1,000	n/a	n/a	0
Cumulative	Harney Way, south of Hunters Point Expressway	24,000	n/a	n/a	15,600
Cumulative	Arelious Walker, north of Gilman Avenue	18,000	n/a	n/a	7,200
Cumulative	West Harney Way	200 (transit vehicles only)	n/a	n/a	22
Cumulative	Ingerson Avenue	4,000	n/a	n/a	70

See [EIR Addendum 7](#) for CP-HPSII Development for information on LOS.

**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**

See [EIR Addendum 7](#) for CP-HPSII Development for more information.

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

Not applicable – not an intersection or interchange

**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**

Not applicable – not an intersection or interchange

**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 – not bus, rail or intermodal facility/terminal/transfer point

**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 – not bus, rail or intermodal facility/terminal/transfer point

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

The Project is not anticipated to generate traffic as the roadways would be constructed to support mobility and circulation of the Candlestick Hunters Point Shipyard (CP-HPS) development project and surrounding area. The construction of these roadways will provide congestion relief for the development of CP-HPSII. The Project is designed to ensure that the planned development in the area will not overwhelm the existing constrained transportation network in the Southeast Community.

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

This Project does not meet the definition of a POAQC as defined by 40 CFR 93.123(b)(1). Specifically:

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

- Not a new or expanded highway project

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

- The Project does not change the number of diesel vehicles nor does it degrade the LOS of intersections in the Project area. The Project itself does not generate trips and would support circulation for the CP-HPSII Development.

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

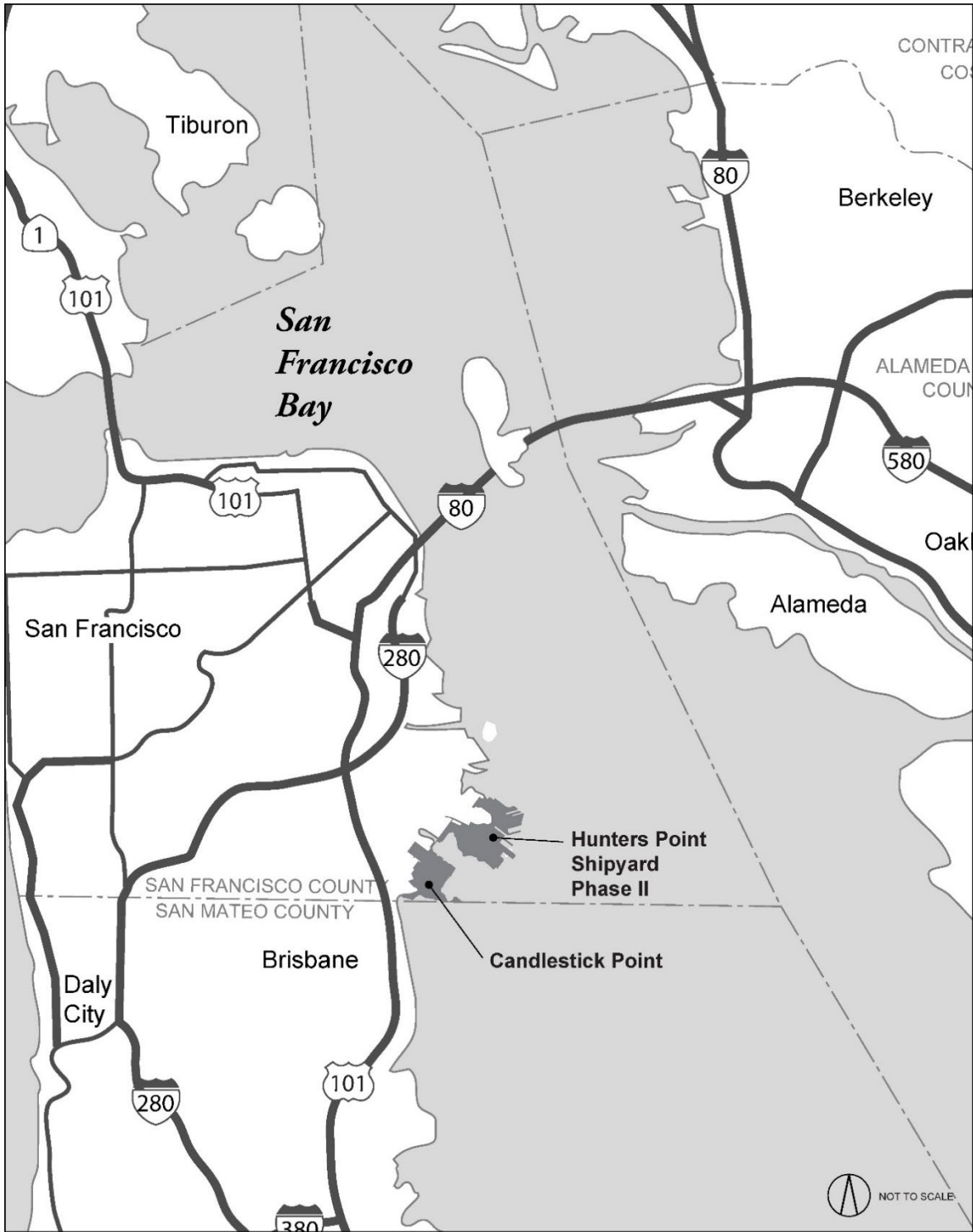
- The Project does not include new bus and rail terminals. However, the associated CP-HPSII Development involves a bus terminal, which may result in the increase of diesel buses and trucks, but the transit fleet servicing the CP-HPSII Development vicinity is expected to be comprised of electric trolleys, diesel electric buses, and other bio-diesel fueled buses. The San Francisco Municipal Transportation's (SFMTA) Zero Emission Vehicle Policy targets 2040 for full fleet electrification. As a result, it is not likely that the roadways in the Project would involve a significant number of diesel vehicles congregating at a single location

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

- Not Applicable

*(v) Affecting locations, areas, or categories of sites which are identified in the PM<sub>10</sub> or PM<sub>2.5</sub> applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation?*

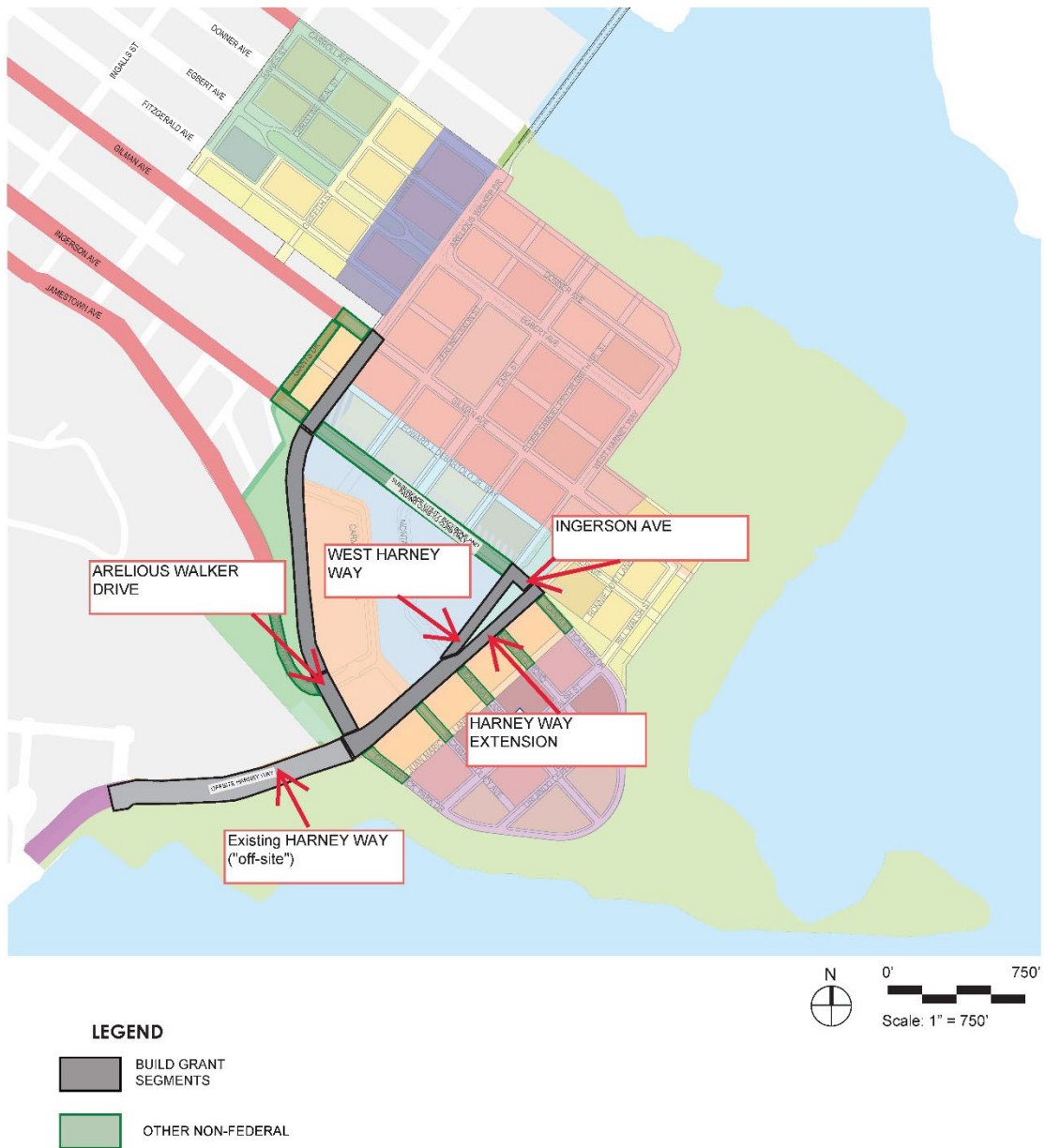
- The SF Bay Area SIP does not identify any specific PM<sub>2.5</sub> "sites of violation", and the Project is not located in such an area.



SOURCE: Clement Designs, 2008; ESA 2018

**Figure 1. Regional Map of Project Location**

# Bayview Connections Street Segments



**Figure 2.** Project Site and Roadways covered by the Project



### **Bayview Connections**

Harney Way, West Harney Way and Arelious Walker Drive  
Candlestick Project Area  
San Francisco, California

**Presentation to:  
Air Quality Conformity Task Force, February 26, 2026**

## **PRESENTATION TEAM**

**on behalf of San Francisco Public Works and FivePoint**

Sarah Chan, PE TE

Principal, Fehr & Peers

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Sarah Manzano

Principal, Ramboll

[smanzano@ramboll.com](mailto:smanzano@ramboll.com)



# Purpose and Need

## Purpose

- Accommodate approved planned residential growth from CP-HPSII Development
- Provide **multimodal** access via BRT/transit only lanes, cycle track
- Improved vehicular access between US-101 Harney interchange and Candlestick Point
- Improve traffic operations for existing and future residents
- Provide a continuous transportation system to US 101 and I-280, providing the primary regional access points from the San Francisco Peninsula to the south and downtown San Francisco to the north.

## Need

- Traffic will increase from future residents of the Candlestick-Hunter's Point Phase II ("CP-HPSII Development")
- The existing transportation system of discontinuous roadways, limited transit services and outdated or missing infrastructure underserves existing and future residents.

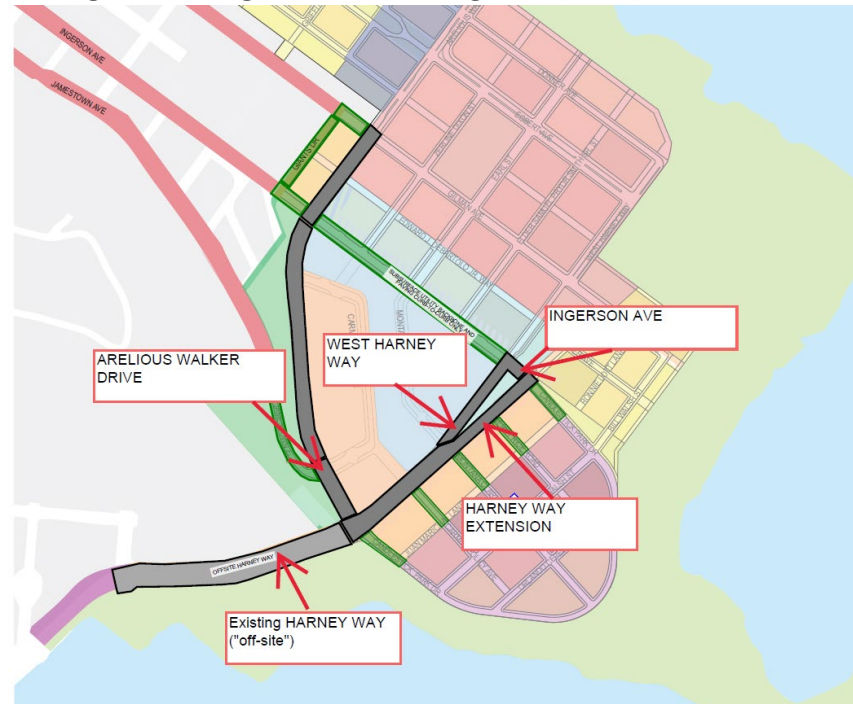
# Project Description

## Roadway Segments

- Harney Way (Widening & Extension), between Executive Park Boulevard and Ingerson Avenue
- Arelious Walker (Extension), between Gilman Avenue and Harney Way
- West Harney Way (New), between Harney Way and Ingerson Avenue
- Ingerson Avenue (New), between West Harney Way and Harney Way

## Roadway Changes:

- Minor right away acquisitions without affecting buildings or requiring property relocations



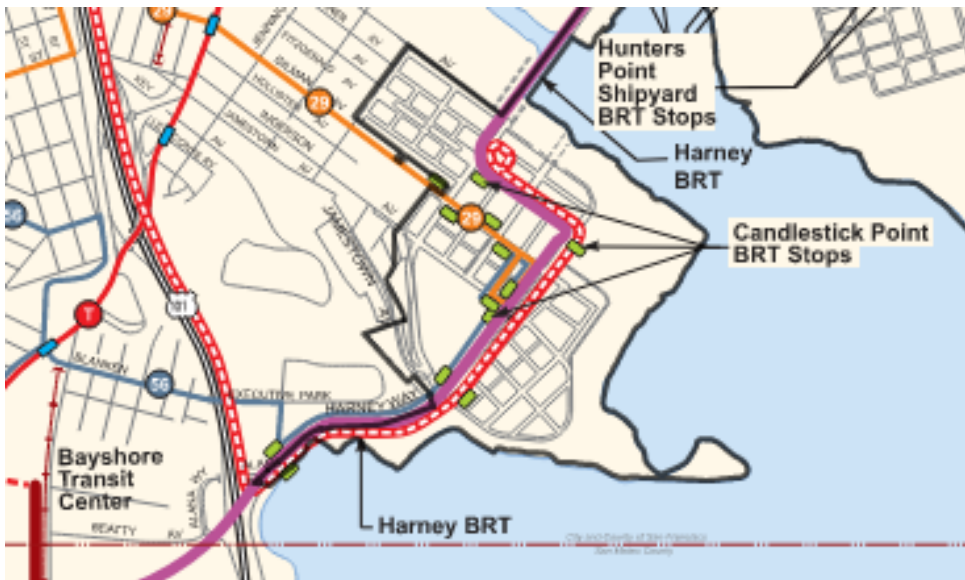
# Project Description

## Multi-modal Changes:

- New sidewalks, bicycle lanes, traffic medians, and a net increase in parking
- Bus Rapid Transit (BRT)-only lanes
- New transit signals and transit signal priority along Harney Way
- Layover/transfer point and transit stops along Harney Way.



Existing Bike Network



Proposed Transit Network



Proposed Bike Network

# Transportation Background & Considerations

## **Background**

- Roadways are part of the Bayview Transportation Improvement Plan (BTIP).
- A NEPA environmental assessment (EA) was completed for the BTIP in 2014.
- The BTIP underwent interagency consultation on June 23, 2011 and was determined not a Project of Air Quality Concern.

## **Considerations**

- If the roadways were not constructed, access to the CPHPS development would be limited leading to a degradation in level of service, and an increase in safety/hazardous conditions for the CPHPS development and surrounding project site. The No Build Alternative would limit construction of the planned Geneva-Harney BRT lanes into the CPHPS project site. Additionally, pedestrian and bicycle facilities would be limited.

# Traffic Volumes

## Future Build (2040 Cumulative)

Location	Project Feature	Existing Conditions				Project Build Alternative (2040)				Difference			
		AADT			VMT (mi)	AADT			VMT (mi)	AADT			VMT (mi)
		Total	Truck	Bus		Total	Truck	Bus		Total	Truck	Bus	
Arelious Walker Drive	Extension south of Gilman Avenue	0	n/a	0	0	18,000	n/a	--	7,200	17,000	n/a	--	7,200
Harney Way (existing)	Widening (of existing) and Extension	3,000	n/a	0	1,950	24,000	n/a	200	15,600	21,000	n/a	200	13,650
West Harney Way	New roadway	0	0	0	0	200	0	200	21	200	0	200	21
Ingerson Avenue	New roadway	0	0	0	0	4,000	n/a	--	120	4,000	n/a	--	120

Notes:

1. Transit does not currently traverse existing roadway segments, therefore, transit/bus is not currently observed in the above table.
2. Under Project conditions, transit is anticipated along West Harney Way and Harney Way.
3. Ingerson Avenue will include some transit; however, is not anticipated on the project segment.
4. West Harney Way is exclusively used for transit vehicles only.

# Transportation Conclusions

- The Project does not generate changes in travel demand
- The Project supports travel for existing uses and proposed CP-HPSII development
- Without the Project, travel would be focused on neighborhood streets, that cannot accommodate the projected traffic
- The Project provides opportunities for mode shift by providing continuous sidewalks, bicycle facilities and transit only lanes, that result in a more reliable multi-modal network.
- VMT is anticipated to decrease and LOS operates better with the Project.

# Air Quality Conclusions

This **Project does not meet the definition of a Project of Air Quality Concern (POAQC)** as defined by 40 CFR 93.123(b)(1). Specifically:

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

- Not a new or expanded highway project

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

- The Project does not change the number of diesel vehicles nor does it degrade the LOS of intersections in the Project area. The Project itself does not generate trips and would support circulation for the CP-HPSII Development.

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

- No. While the project includes some new bus stops it does not include any new bus terminals or transfer points that have a significant number of diesel vehicles congregating at a single location.

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

- (iv) No. While the project extends bus service into the CP-HPSII development along Harney Way and West Harney Way, it does not include expanded bus terminals or transfer points that significantly increase the number of diesel vehicles congregating at a single location.

**(v) 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?**

- The SF Bay Area SIP does not identify any specific  $PM_{2.5}$  "sites of violation", and the Project is not located in such an area.

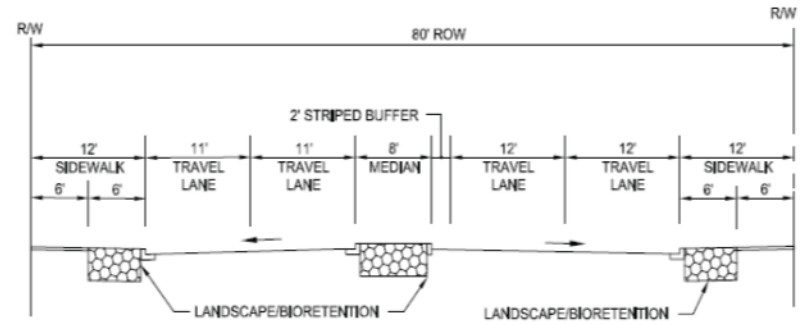
Questions?

# Extra Slides

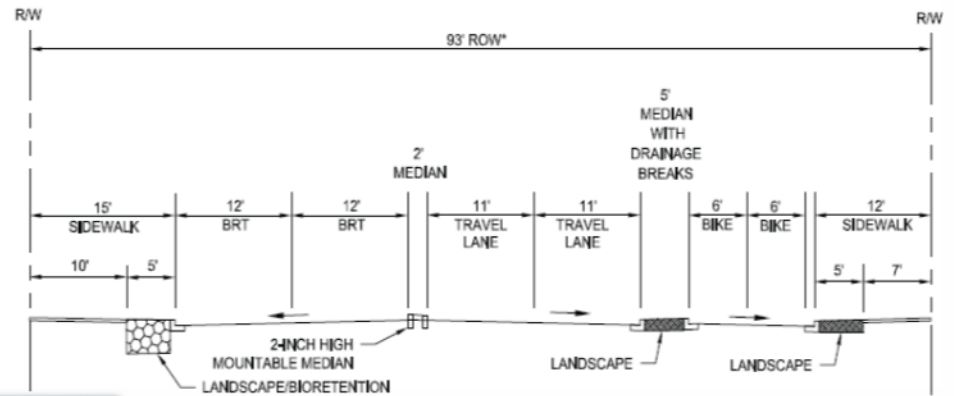
# Cross-Sections



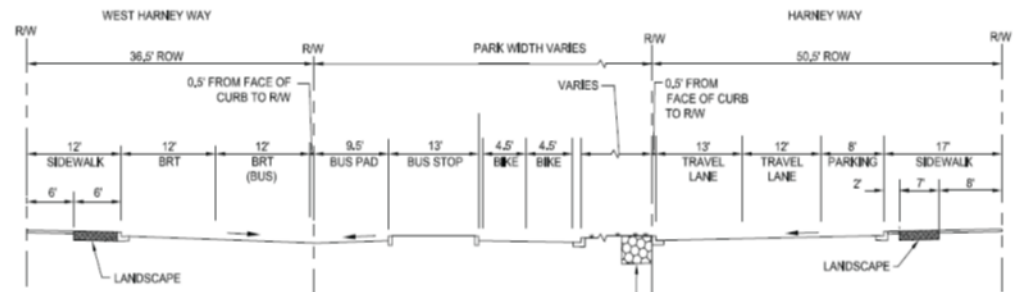
**Arelious Walker at Harney**



**Harney at Arelious Walker**



**Harney at Ingerson**





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## *Memorandum*

TO: Air Quality Conformity Task Force

DATE: February 26, 2026

FR: Lyric Greif

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

Eight 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	ALATRO203	Oakland	HSIP 11: Safe Oakland Streets Major Crossings	Oakland : Nine non-signalized intersections at arterial and collector streets within Oakland's priority equity neighborhoods. : This project installs Rectangular Rapid Flashing Beacons (RRFBs), refuge islands, and bulb-outs at nine non-signalized intersections at arterial and collector streets. This project also installs or upgrades crosswalks and curb ramps.	This project enhances pedestrian and bicycle safety by installing Rectangular Rapid Flashing Beacons (RRFBs), refuge islands, and bulb-outs at nine non-signalized intersections at arterial and collector streets within Oakland's priority equity neighborhoods. This project also installs or upgrades crosswalks and curb ramps. FPN: 5012(180)	Safety - Highway Safety Improvement Program implementation
CC	CC-250218	San Pablo	Contra Costa College Mobility Hub Project	San Pablo : Moraga and Castro Road Loop, and Mission Bell Drive. Contra Costa College Area. : Enhancement of existing infrastructure to integrate multiple modes of travel (bus, bicycle, walk, etc.). This project will include the addition of bike lanes, bus shelters, benches, bike racks, wayfinding signs and other civil improvements.	The CCC Mobility Hub will create a dispersed Suburban/Opportunity Hub that expands existing transit infrastructure to accommodate the cycling modality and increased pedestrian access with a cohesive and community-oriented design. This project will establish multiple Mobility Hubs along with infrastructure improvements around Contra Costa College that enhance the transportation experience for transit users, cyclist, and pedestrians. This project, combined with other mobility projects in the area, will further establish San Pablo as a Transit Oriented Community. This project will also advance local, county, and state-wide goals to reduce greenhouse gas emissions, support equitable outcomes, and show that dynamic and innovative mobility hubs such as this one are possible throughout the region.	Air Quality - Bicycle and pedestrian facilities
SCL	SCL250237	Gilroy	Gilroy Public Library EV Chargers	Gilroy : 350 W. 6th Street : Install EV charging stations at the Gilroy Public Library	This project will install 3 dual-port Level 2 and 3 dual-port DC fast chargers EV charging stations at the Gilroy Public Library located at 350 W 6th St in Gilroy CA. The Gilroy Public Library is a designated community hub during heat waves and electrical blackouts. The charging stations will be in a public parking lot accessible 24 hours a day, 7 days a week.	Other - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)
SM	SM-250206	Daly City	Serramonte Boulevard Street Surfacing Project	Daly City : Serramonte Boulevard between I-280 Off-Ramp and Serramonte Shopping Center entrance : Repair and overlay, repair and improve curb ramps within project limits to meet current accessibility standards. Construct Low Impact Development (LID), which mimics drainage patterns of more natural landscapes as required by Provisions C.3 of MRP 3.0.	Repair and overlay Serramonte Boulevard between I-280 Off-Ramp and the entrance to Serramonte Shopping Center. Repair and improve curb ramps within project limits to meet current accessibility standards. Construct Low Impact Development (LID), which mimics drainage patterns of more natural landscapes as required by Provisions C.3 of MRP 3.0.	Safety - Pavement resurfacing and/or rehabilitation
SM	SM-250219	Daly City	John Daly Blvd Pedestrian and Bicycle Facility	Daly City : John Daly Blvd between Ashland Dr and Poncetta Dr. : Design and construction work to improve sections of the bike and ped multi-use path	This project will incorporate current design and construction standards to enhance sections of the multi-use path for pedestrians and bicyclists along the south side of John Daly Boulevard, between Ashland Drive and Poncetta Drive. Planned improvements aim to support safe, two-way travel for all users. Additional amenities under consideration include pedestrian-scale lighting, benches, and updated signage to further improve functionality and comfort.	Air Quality - Bicycle and pedestrian facilities
SM	SM-250220	San Mateo	El Camino Real/Humboldt St./Hillsdale Blvd.	San Mateo (City) : Intersections of El Camino Real & 22nd Avenue, El Camino Real & 27th Avenue, Humboldt Street & Indian Avenue, Humboldt Street & Tilton Avenue, Humboldt Street & Santa Inez Avenue, Hillsdale Blvd. & Franklin Parkway, Hillsdale Blvd. & Norfolk Street. : PS&E improvements. Safety upgrades at El Camino, Humboldt & Hillsdale intersections: new signs, lighting, signal hardware, high-vis crosswalks, no-left-turn markings, raised crossings, and improved visibility to enhance pedestrian safety.	Intersection improvements to El Camino Real, Humboldt, and Hillsdale.	Air Quality - Bicycle and pedestrian facilities
SOL	SOL230201	Vallejo	Sacramento Street Road Diet - Phase II	Vallejo : Sacramento Street between Tennessee Street and Frisbee Street : Implement bike/ped improvements including a road diet	This project will deliver a road diet on Sacramento Street between Tennessee and Frisbee Streets. The road diet will reduce the travel lanes from 4 lanes to 2 lanes with a center turn lane and add buffered bikes lanes in both directions. The project will also bring all curb ramps along this stretch into compliance with high visibility crosswalks and slurry seal the roadway to preserve the pavement and create a blank canvas for the restriping of the roadway including red curbs and bus boxes at the Soltrans bus stops along this stretch. The Project includes the PE, Environmental Compliance (CE expected), and Construction phases. Cross-section of future street layout is attached. Phase I will construct these same facilities on Sacramento Street between Tennessee and Capitol Street and phase III will connect to the Bay Trail/Vine Trail at SR37. These are all high priority projects in the county ATP.	Safety - Projects that correct, improve, or eliminate a hazardous location or feature
SOL	SOL230203	Fairfield	Travis Safe Routes to School and Transit	Fairfield : Fairfield: in northeast Fairfield from the Fairfield-Vacaville Hannigan Train Station south portal to the Travis AFB main gate on Air Base Parkway : Construct Class I, III, and Class IV trail improvements	The project would install a mixture of Class I, Class III and Class IV trails connecting the Fairfield-Vacaville Hannigan Train Station with three schools and Travis Air Force Base. The path of the new trail encompasses the Train Station South Portal to the Markeley Lane-Viking Lane intersection (Class I temporary trail), Markeley Lane (Class IV), De Ronde Drive (Class IV), intersects Forbes Street, parallels the storm drain channel (Class I), Air Base Parkway (Class I) and Parker Road (Class III). Proposed improvements include lighting, camera system, wayfinding signage, storm water LID, and potentially seating areas if funding allows. The project would not require future construction to fully utilize design capabilities.	Air Quality - Bicycle and pedestrian facilities



## *Memorandum*

TO: Air Quality Conformity Task Force

DATE: February 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 add, or 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 new, or revised, projects along with the regional air quality category that staff believes best describes the project is included on Attachment A.

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

**Review of the Regional Conformity Status for New and Revised Projects - Attachment A**

**\*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	<p><b>FROM:</b> American Canyon : SR-29 From Napa Junction Road to American Canyon Road : Environmental analysis for operational and multimodal improvement</p> <p><b>TO:</b> American Canyon : SR-29 From Napa Junction Road to American Canyon Road : NVTA, with Caltrans and the City of American Canyon, proposes multimodal safety and operational improvements on SR 29 from PM NAP 0.6 to R2.2, evaluating signal upgrades or roundabouts to improve transit, bike, and pedestrian acces</p>	<p><b>FROM:</b> Complete the environmental document for the SR 29 operational and multimodal improvements through American Canyon, including intersection improvements and complete streets facilities.</p> <p><b>TO:</b> The American Canyon State Route (SR) 29 Corridor Improvement Project (the project) will provide a multimodal and complete streets corridor along SR29 between American Canyon Road and Napa Junction Road in the city of American Canyon. Project work will extend on SR 29 approximately 550 feet north of the intersection with Napa Junction Road to approximately 500 feet south of the intersection with American Canyon Road and will conform to the existing roadway. Two build alternatives are under consideration, one with signal improvements and one with roundabouts. Both would require realignment of the existing roadway and construction of medians, curb ramps, bus islands, new shoulders, traffic signals, storm drain infrastructure, utility relocations, Rapid Rectangular Flashing Beacons (RRFBs) and/or Pedestrian Hybrid Beacons (PHB),</p>	<p><b>Proposed - Exempt (40 CFR 93.127) -</b> Intersection Channelization projects</p> <p><b>Current - Exempt (40 CFR 93.126) - Other -</b> Planning and technical studies</p>



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## *Memorandum*

TO: Air Quality Conformity Task Force

DATE: February 26, 2026

FR: Lyric Greif

RE: **Plan Bay Area 2050+ Transportation-Air Quality Conformity Analysis Update**

A summary of public comments on the Plan Bay Area 2050+ Draft Transportation-Air Quality Conformity Analysis was provided at the January 22, 2026 Air Quality Conformity Task Force meeting. Comments and responses were incorporated in the final revision of the Plan Bay Area 2050+ Transportation-Air Quality Conformity Report.

Additional revisions were made to document use of the latest planning assumptions, update the summary of consultation and public engagement processes, update references, and correct formatting. No changes were made to the analysis.

The Plan Bay Area 2050+ Transportation-Air Quality Conformity Analysis will be presented to the MTC Planning Committee on March 13, 2026, and referred to the Commission for approval on March 25, 2026.

# Meeting Notes

## Air Quality Conformity Task Force Meeting Metropolitan Transportation Commission

**Date:** 1/22/26

**Time:** 9:30AM

**Location:** Zoom

**Facilitator:** Lyric Greif, MTC

**Attendees:**

- Adam Noelting, MTC
- John Saelee, MTC
- Jasmine Amanin, FHWA
- Erika Vaca, Caltrans HQ
- Karishma Becha, Caltrans HQ
- Kevin Hernandez Rios, Caltrans HQ
- Eden Winniford, YSAQMD
- Tony Taylor, MTC
- Roxana Sierra, EPA R9
- Cid Chiu, Caltrans D4 Planning Office.
- Rodney Tavitas, Caltrans HQ
- Shilpa Mareddy, Caltrans D4 Air Quality
- Christian Montoya, Contra Costa County
- Jennifer Ashby-Camp, Caltrans
- Monte DiPalma, Bay Area Air District
- Mallory Atkinson, MTC

## Key Discussion Points and Actions

### 1. Welcome and Introductions

The meeting began with introductions and attendance verification, with Lyric Greif being introduced as the new MTC staff member who will host future task force meetings.

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

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

No project sponsors sought consultation to determine POAQC status.

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

**Presenter:** Lyric Greif (MTC), John Saelee (MTC), Shilpa Mareddy (Caltrans)

**Discussion:** The task force reviewed a list of seven projects. Caltrans staff presented the SR 116 Pine View Way Reactive Safety Project, which included safety

data to support the project's Exemption classification under 40 CFR 93.126 - Projects that correct, improve, or eliminate a hazardous location or feature.

**Determination:** EPA, FHWA, and Caltrans confirmed that the reviewed projects were exempt from regional air quality conformity and confirmed the Exemption classification for the SR 116 Pine View Way Reactive Safety Project.

**Follow up Action:** MTC to submit concurrence emails

### 3. Review of the Regional Conformity Status for New and Revised Projects

**Presenter:** John Saelee (MTC)

**Discussion:** The task force discussed a signal synchronization project that was confirmed to be exempt under 40 CFR 93.128 and would be modeled in future conformity analyses, and a Bay Area 2050+ draft transportation air quality conformity analysis where the comment period closed on January 21st. Thus, 40 CFR 93.128 projects are fully exempt and not required to go for Interagency Consultation. Caltrans noted the project exemption 93.128 could be used if the signals are existing and are not installing new signals. MTC staff confirmed the signals are existing signals.

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

**Presenter:** Lyric Greif (MTC), Adam Noelting (MTC)

**Discussion:** MTC staff gave updates on the Draft Conformity Analysis and public comment period, explained that additional content would be added to document planning assumptions without affecting the analysis, and discussed comments related to population growth forecasts and their impact on emissions. Caltrans staff emphasized the importance of the travel demand model for future project approvals. The task force discussed the timeline for finalizing the plan, with MTC staff aiming for March adoption by the MTC Commission. Additionally, Caltrans staff provided context on the Safe Rule Part 3 comment period and potential impacts on the conformity analysis process.

### 5. Consent Calendar

#### December 4, 2025, Air Quality Conformity Task Force Meeting Summary

There were no questions or concerns about the December 4<sup>th</sup> meeting summary.

### 6. Other Items

MTC staff gave a reminder to update staff email addresses for future meeting invitations.

### 7. Next Meeting

MTC staff gave a reminder that the next meeting of the Air Quality Conformity Task Force will be held on Thursday, February 26, 2026, at 9:30 a.m. via Zoom.