



Meeting Agenda Air Quality Conformity Task Force

Thursday, July 23, 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. Bayview Connections/Harney Way Roadway Widening Project..... Page 3
- b. Projects Exempt Under 40 CFR 93.126 – Not of Air Quality Concern
 - i. Staff Memo..... Page 31
 - ii. Project List Page 32

3. Consent Calendar

- a. June 25, 2026, Air Quality Conformity Task Force Meeting Summary Page 33

4. Next Meeting

The next meeting of the Air Quality Conformity Task Force will be held on Thursday, August 27, 2026, at 9:30 a.m. via Zoom. Any changes to the schedule will be duly noticed.



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: July 23, 2026

FR: Lyric Greif

RE: **PM_{2.5} 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. Bayview Connections Phase 1 Harney Way BRT and Cycletrack

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: (July 23, 2026)

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 Candlestick Park Drive; 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
- **Candlestick Park Drive (formerly named 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 Candlestick Park Drive) 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.

Improvements include roadway widening, new street construction, landscaping, sidewalk improvements, transit priority lanes, bicycle facilities, and pedestrian network expansion. Work will widen Harney Way between Arelious Walker Drive and Executive Park East; construct West Harney Way along the west boundary of Willie Mays Plaza and extend Harney Way north to a future Candlestick Park Drive¹ connection; construct Arelious Walker Drive from Harney Way north to connect to Gilman Avenue; add bus/mass transit

¹ Candlestick Park Drive was formerly known as Ingerson Avenue.

priority lanes, both dedicated and shared infrastructure; implement cycle tracks and bike lane infrastructure; and expand the pedestrian network. Scope is limited to the RAISE-funded Phase 1 improvements and associated local/private match. Project is phased.

As shared from SFPW, the RAISE grant awarded to San Francisco Public Works is administered by the Federal Highway Administration (FHWA) because RAISE is an FHWA administered discretionary program, even when a funded project includes transit supportive elements. Under the United States Department of Transportation's (USDOT) structure, FHWA manages the full lifecycle of RAISE awards, including grant agreements, compliance, NEPA oversight, and reimbursement. According to San Francisco Public Works, although the Bayview Connections project will support future transit service, the grant itself does not fund transit vehicles or transit operations, and no FHWA formula funds were transferred ("flexed") to the Federal Transit Administration (FTA). Because the project was selected under the RAISE competitive program and not through an FTA funding program or a flex transfer, FTA does not have grant administration authority in this case.

For these reasons, FHWA is the designated administering agency, and Caltrans is serving as the NEPA lead on FHWA's behalf.

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?

- Bayview Connections is not a 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 any new bus terminals or transfer points that have a significant number of diesel vehicles congregating at a single location. The roadways in the Project would include bus stops and bus traffic to support the CP-HPSII Development. In addition, as mentioned in Attachment 1, the SFMTA Zero Emission Bus (ZEB) Rollout Plan would result in a battery electric fleet by 2040. The SFMTA ZEB Rollout Plan is enforceable pursuant to the California Air Resources Board (CARB) Innovative Clean Transit regulation, which requires public transit agencies in the state to transition to ZEBs by 2040. According to the ZEB Rollout Plan, 36% of the SFMTA fleet is expected to be ZEBs by the opening year (2028).².

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

- While the Project extends bus service into the CP-HPSII Development along Harney Way and West Harney Way, it does not include the 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 PM₁₀ 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.

² San Francisco Municipal Transportation Agency. August 8, 2025. SF MTA Zero-Emission Vehicle Rollout Plan. Accessible online at: <https://www.sfmta.com/media/43207/download?inline>

RTIP ID# *(required)* 21-T10-063

TIP ID# *(required)* SF-090004

Air Quality Conformity Task Force Consideration Date
July 23, 2026

Project Description *(clearly describe project)*

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:

- **Harney Way (Widening)**, between Executive Park Boulevard and Candlestick Park Drive (formerly Ingerson Avenue) - 1,560 linear feet, 4.3 acres
- **Harney Way (Extension)** - 1,390 linear feet, 2.5 acres
- **West Harney Way (New)** between Harney Way and Candlestick Park Drive (formerly Ingerson Avenue) - 590 linear feet, 0.6 acres
- **Arelious Walker Drive (Extension)** between Gilman Avenue and Harney Way - 2,269 linear feet, 4.42 acres
- **Candlestick Park Drive (New)** between West Harney Way and Harney Way - 93 linear feet.16 acres
- **Multi-modal Project Features:**
 - 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 Candlestick Park Drive) includes a layover/transfer point. It also includes transit stops along Harney Way.

See Figures 1, 2 and 3 at the bottom of this form.

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.

FHWA is the designated administering agency, and Caltrans is serving as the NEPA lead on FHWA’s behalf. San Francisco Office of Community Investment and Infrastructure is the lead agency under CEQA.

Type of Project: Multi-Modal Transportation Network Project

County

The Project is located in San Francisco County in Southeast San Francisco, Harney Way/Candlestick Park Drive exit from US Route 101.

Lead Agency: Caltrans District 4

Contact Person Dan Rivas		Phone# (510) 496-9416		Fax#		Email dan.rivas@dot.ca.gov		
Federal Action for which Project-Level PM Conformity is Needed (check appropriate box)								
Categorical Exclusion (NEPA)		<input checked="" type="checkbox"/> EA or Draft EIS		FONSI or Final EIS		PS&E or Construction		
						<i>Other</i>		
Scheduled Date of Federal Action: 2026								
NEPA Delegation – Project Type (check appropriate box)								
				Section 326 – Categorical Exclusion		<input checked="" type="checkbox"/> Section 327 – Non-Categorical Exclusion		
Current Programming Dates (as appropriate)								
	PE/Environmental		ENG		ROW		CON	
Start	November 2009		June 2010		June 2010		June 2026	
End	March 2026		March 2026		March 2026		July 2032	
Project Purpose and Need (Summary): (please be brief)								
<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. The purpose is to 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.</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 I-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

The Project analysis was performed as part of the BTIP and CP-HPSII development project. Future year roadway volumes and VMT estimates were developed using the SF CHAMP travel model. A level of service (LOS) analysis was performed for key intersections in the study area utilizing the methodology from the Highway Capacity Manual (HCM) for the PM peak hour, which results in the highest volumes within the study area.

See [EIR Addendum 7](#) for CP-HPSII Development for detailed 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

The purpose of the Project is to enhance mobility and circulation for all users to/from the CP-HPSII development and surrounding area. If the project is 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. Harney Way would not be extended or widened and would be inadequate to support the demand of the CP-HPSII development. The connection from Gilman Avenue to Harney Way through the Arelious Walker Drive extension would not exist. 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. Thus, under the No Build Alternative, there would be fewer improvements to transit service in the Project area and travelers would continue to use existing streets resulting in the level of service continuing to deteriorate.³

The roadways are proposed to facilitate mobility and circulation around the project site and are not anticipated to generate additional traffic, change in VMT, or fleet mix. In the opening year, the CP-HPSII would not be built out. Therefore, there is only minor change compared to existing conditions due to construction traffic and access. The No Build alternative assumes no changes to existing conditions.

The Build Alternative assumes no buildout of CP-HPSII at the time of opening year of the roadways. Full buildout of CP-HPSII will not happen until closer to the RTP Horizon Year. Construction of the roadways is not expected to generate changes in travel demand; however, construction of the CP-HPSII development would generate traffic that would use the roadways. The table below describes the anticipated Cumulative volumes for the roadways based on level of service analysis completed in the CP-HPSII development EIR (Addendum 7).

2028 Opening Year Conditions

Location	Project Feature	2028 Opening Year No Build				2028 Opening Year Build			
		Total	Truck	Bus	VMT (mi)	Total	Truck	Bus	VMT (mi)
Arelious Walker Drive	Extension/new roadway south of Gilman Avenue	-- ¹	-- ¹	-- ¹	-- ¹	100	10	25	40
Harney Way	Widening (of existing) and Extension	2,100	70	25	1,365	2,300	100	25	1,495
West Harney Way	New Roadway	-- ¹	-- ¹	-- ¹	-- ¹	100 ⁶	10 ⁶	--	11
Candlestick Park Drive	New Roadway	-- ¹	-- ¹	-- ¹	-- ¹	100	10	0 ³	3

Notes:

1. The study area segments of Arelious Walker Drive, West Harney Way, and Candlestick Park Drive are new roadways, therefore No Build data is not available.
2. Truck traffic is estimated to be approximately 3-percent of total traffic.
3. Candlestick Park Drive will include some transit; however, transit is not anticipated on this project segment.
4. Project build alternative (2028) volumes based on forecasted roadway volumes from the CPHPS2 Addendum 7 (2024)
5. VMT estimates based on calculating AADT x project roadway segment length
6. Although West Harney Way will be used exclusively for transit during the full buildout of CP-HPSII, truck and construction traffic for CP-HPSII is conservatively assumed to use West Harney Way to access the development.

³ Bayview Transportation Improvements Project. Federal Aid #HP21L-5934(115). August 2014. Environmental Assessment with Finding of No Significant Impact. Accessible online at: https://sfpublicworks.org/sites/default/files/4383-SIGNED_BTI_FinalEA_090414_smaller.pdf

2028 Opening Year Weekday Peak Hour LOS

Intersection ¹	2028 Opening Year No Build				2028 Opening Year Build			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	Delay ²	LOS	Delay ²	LOS	Delay ²	LOS	Delay ²	LOS
29. Harney Way/Arelious Walker ³	<10	A	<10	A	<10	A	<10	A
34. Gilman Avenue/Arelious Walker ³	<10	A	<10	A	11	B	11	B
59. Harney Way/Executive Park Boulevard	<10	A	<10	A	<10	A	<10	A

Notes:

1. Intersection numbers are based on the CPHPSII EIR intersection numbering for reference and comparison purposes.
2. Delay in seconds per vehicle.
3. The intersection is unsignalized under existing conditions but will be signalized as part of the Project.

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

Build and No Build LOS, AADT, % and # trucks, and truck AADT were calculated for the RTP Horizon Year (2050). The No Build alternative was calculated assuming that the CP-HPSII development was constructed and the Project roadways (Arelious Walker Drive, Candlestick Park Drive and West Harney Way) were not constructed.

In the No Build alternative, travel would be focused on existing Harney Way and adjacent neighborhood streets, that cannot accommodate the projected traffic due to limited capacity. VMT is anticipated to decrease with the Project by providing direct routes to the community and LOS operates better with the Project.

In the No Build alternative, Arelious Walker Drive, Candlestick Park Drive and West Harney Way would have 0 AADT and VMT for all vehicle types because the roadways would not be constructed. However, if the roadways are not constructed, the vehicles associated with CP-HPSII would need to travel longer distances on other roadways to reach their destinations because these roadways are the primary roadways connecting the Candlestick Point redevelopment and the highway. This additional travel would increase emissions and VMT in the area. Harney Way would have increased congestion if it is not expanded with the Project, resulting in additional emissions and decreased LOS.

2050 Horizon Year Conditions

Location	Project Feature	2050 Horizon Year No Build				2050 Horizon Year Build			
		AADT		VMT (mi)	AADT		VMT (mi)		
		Total	Truck		Truck	Bus			
Arelious Walker Drive	Extension/ new roadway south of Gilman Avenue	-- ¹	-- ¹	-- ¹	-- ¹	18,000	550	0	7,200
Harney Way	Widening (of existing) and Extension	21,000	600	700	13,650	21,000	600	700	13,650
West Harney Way	New Roadway	-- ¹	-- ¹	-- ¹	-- ¹	700	-- ³	700	75
Candlestick Park Drive	New Roadway	-- ¹	-- ¹	-- ¹	-- ¹	4,000	100	0 ⁴	120

Notes:

1. The study area segments of Arelious Walker Drive, West Harney Way, and Candlestick Park Drive are new roadways, therefore No Build data is not available.
2. Truck traffic is estimated to be approximately 3-percent of total traffic.
3. West Harney Way is exclusively used for transit vehicles only.
4. Candlestick Park Drive will include some transit; however, transit is not anticipated on this project segment.
5. Project build alternative (2050) volumes based on forecasted roadway volumes from the CPHPS2 Addendum 7 (2024)
6. VMT estimates based on calculating AADT x project roadway segment length

2050 Horizon Year Weekday Peak Hour LOS

Intersection ¹	2050 Horizon Year No Build				2050 Horizon Year Build			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	Delay ²	LOS	Delay ²	LOS	Delay ²	LOS	Delay ²	LOS
29. Harney Way/Arelious Walker ³	>120	F	>120	F	23	C	53	D
34. Gilman Avenue/Arelious Walker ³	>120	F	>120	F	40	D	49	D
59. Harney Way/Executive Park Boulevard	>120	F	>120	F	24	C	27	C

Notes:

1. Intersection numbers are based on CPHPSII EIR intersection numbering for reference and comparison purposes.
2. Delay in seconds per vehicle.
3. The intersection is unsignalized under existing conditions but will be signalized as part of the Project.

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-HPSII) 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?

- Bayview Connections is not a 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 any new bus terminals or transfer points that have a significant number of diesel vehicles congregating at a single location. The roadways in the Project would include bus stops and bus traffic to support the CP-HPSII Development. In addition, as mentioned in Attachment 1, the SFMTA Zero Emission Bus (ZEB) Rollout Plan would result in a battery electric fleet by 2040. The SFMTA ZEB Rollout Plan is enforceable pursuant to the California Air Resources Board (CARB) Innovative Clean Transit regulation, which requires public transit agencies in the state to transition to ZEBs by 2040. According to the ZEB Rollout Plan, 36% of the SFMTA fleet is expected to be ZEBs by the opening year (2028).⁴

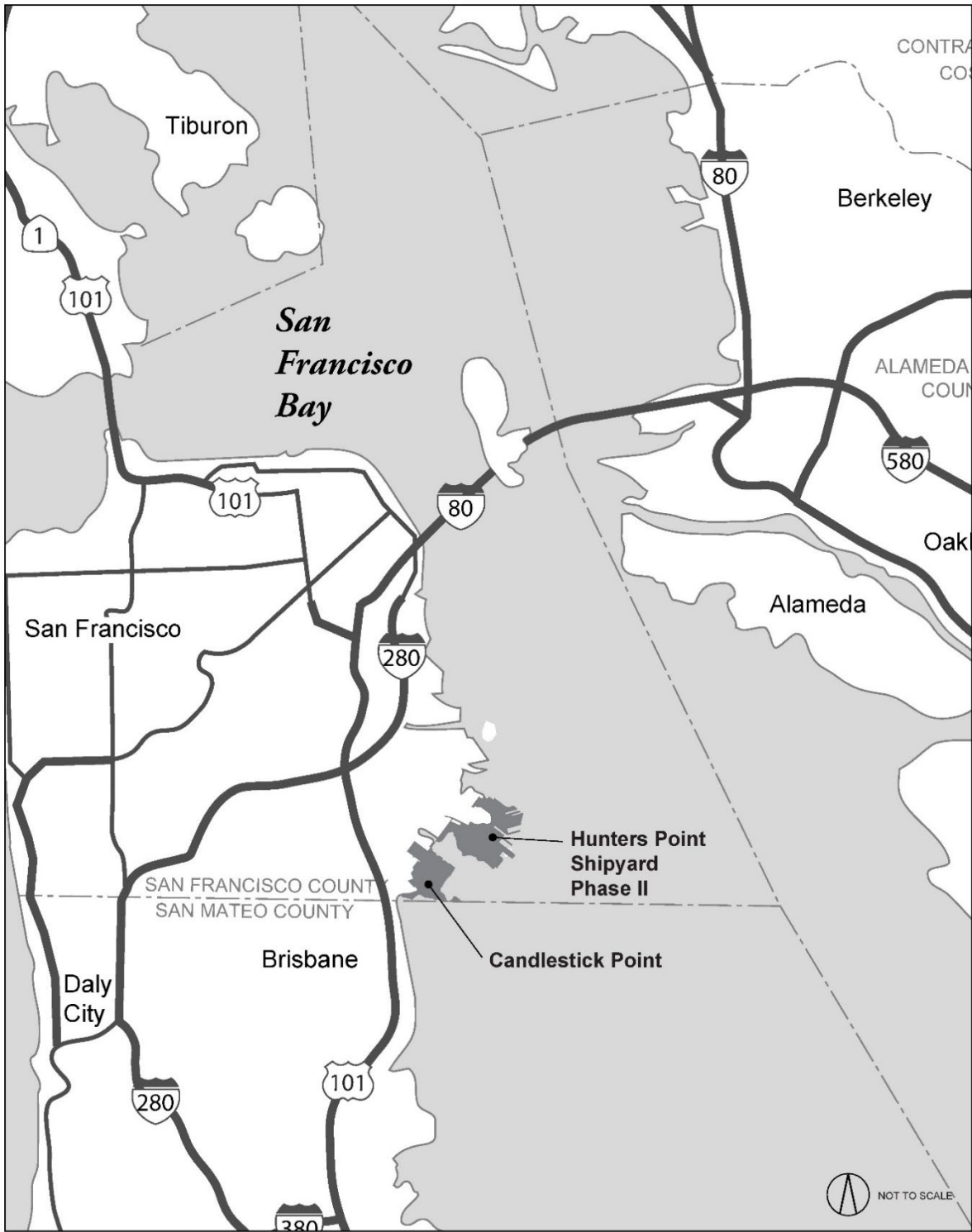
(iv) Expanded bus and rail terminals and transfer points?

- While the Project extends bus service into the CP-HPSII Development along Harney Way and West Harney Way, it does not include the 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 PM₁₀ 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.

⁴ San Francisco Municipal Transportation Agency. August 8, 2025. SF MTA Zero-Emission Vehicle Rollout Plan. Accessible online at: <https://www.sfmta.com/media/43207/download?inline>



SOURCE: Clement Designs, 2008; ESA 2018

Figure 1. Regional Map of Project Location

Bayview Connections Street Segments



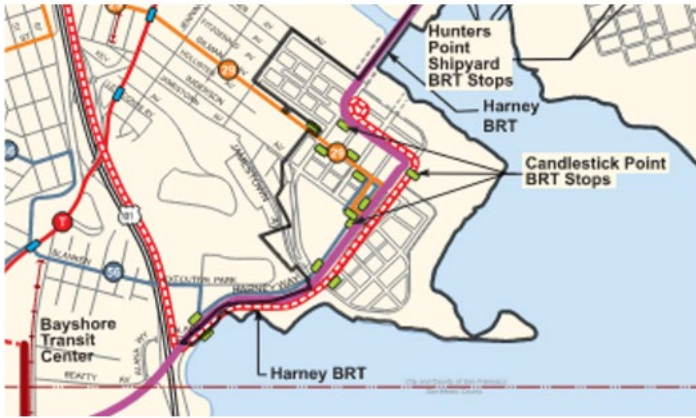
Figure 2. Project Site and Roadways covered by the Project



Existing Bike Network



Proposed Bike Network



Proposed Transit Network

Figure 3. Multimodal features of 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, July 23, 2026**

PRESENTATION TEAM

on behalf of San Francisco Public Works and FivePoint

Sarah Chan, PE TE

Principal, Fehr & Peers

s.chan@fehrandpeers.com

Sarah Manzano

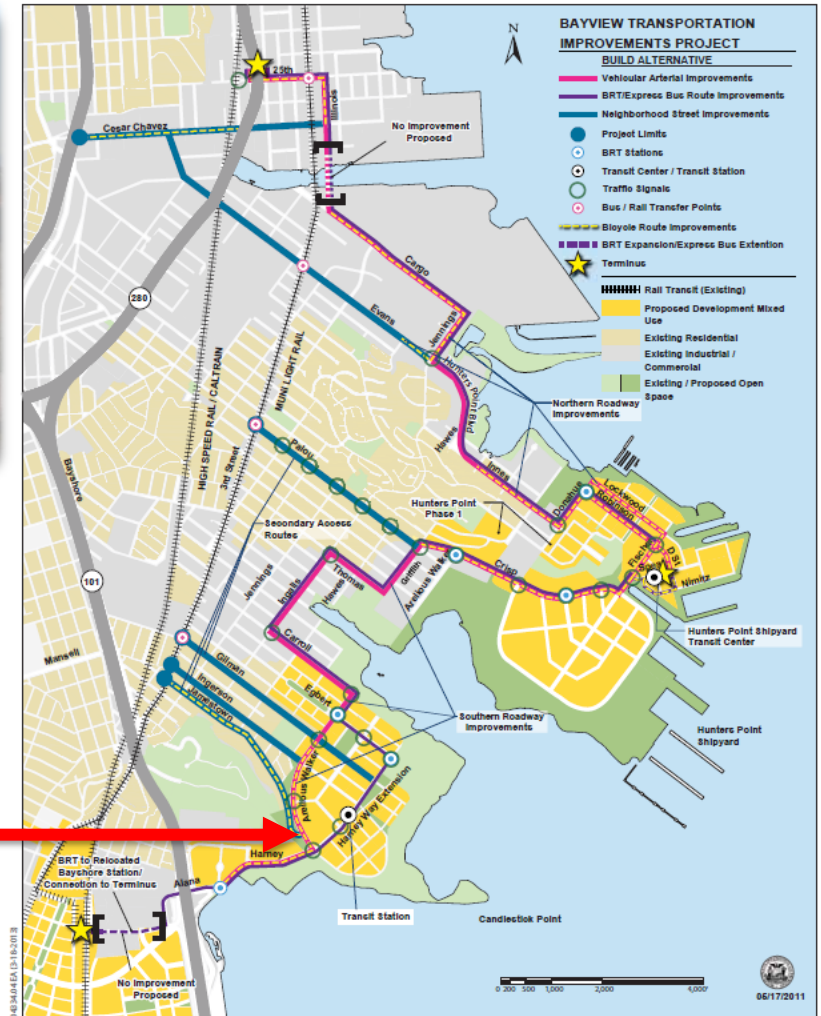
Principal, Ramboll

smanzano@ramboll.com

Project Location



Former site of Candlestick Park Stadium, looking northeast from Jamestown Avenue and Harney Way.



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.

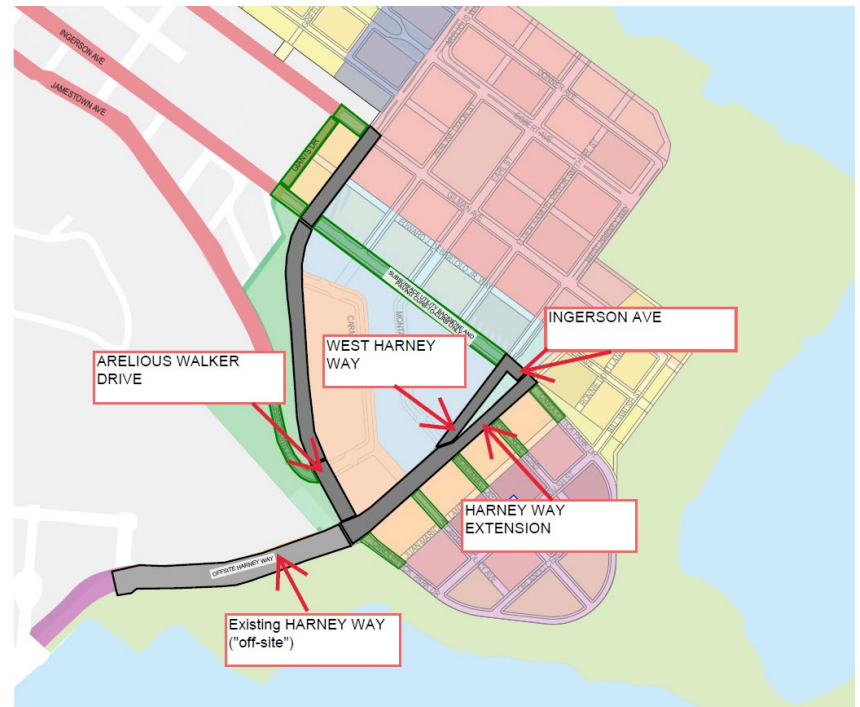
Project Description

Roadway Segments

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

Roadway Changes:

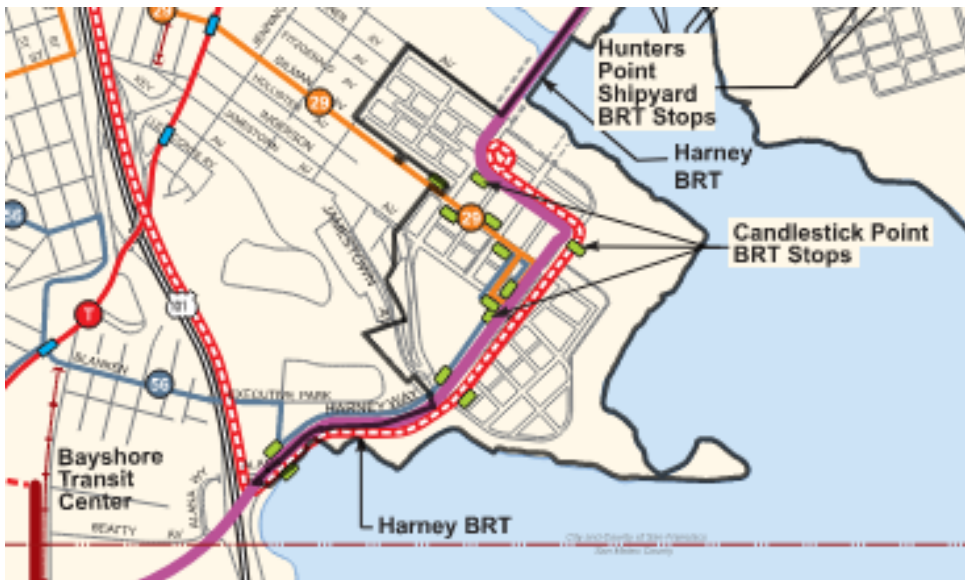
- Minor right away acquisitions without affecting buildings or requiring property relocations



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.



Proposed Transit Network



Existing Bike 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.

CPHPS Land Use Program

Land Use	Candlestick Point		Hunters Point Shipyard	
	Size	Units	Size	Units
Residential ¹	7,218	units	3,454	units
Neighborhood Retail/Maker Space ^{1,2}	134.5	ksf	301	ksf
Regional Retail	170	ksf	100	ksf
Office	--	ksf	--	ksf
Hotel	220	rooms	175	rooms
Community Services	50	ksf	50	ksf
Park	105.7	acres	232	acres
Arena	--	seats	--	seats
Film Arts Center	1,200	seats	--	seats
Performance Venue	4,400	seats	--	seats
R&D/Office	2,800	ksf	2,096.5	ksf
Artists' Studios	--	ksf	255	ksf
Marina	--	slips	300	slips
Institutional (Jr. HS/HS)	--	students	1,000 ³	students
Institutional (HS/Post-Secondary)	--	students	1,000 ³	students

Notes:

1. The total amount of proposed land development for HPS Phase 2 shown in Table 2 includes 71 ksf of additional retail space and 172 additional dwelling units that will no longer be included as part of the HPS Phase 1 development, and therefore, would not represent "net new" approved development within the overall HPS Plan Area.
2. 75 ksf of the 301 ksf of Neighborhood Retail at HPS2 would be dedicated for maker space uses.
3. Includes 600 HS students and 400 college students. Half of the HS students would be on site at any given time. Only 1/3 of college students would be on site at any one time.

Traffic Volumes

Opening (2028) Year

Location	Opening (2028) Year No Build					Opening (2028) Year Build				
	AADT ²		% Truck ²	Bus	VMT (mi)	AADT ²		% Truck ²	Bus	VMT (mi)
	Total	Truck				Total	Truck			
Arelious Walker Drive	--	--	--	--	--	100	10	3%	25	40.00
Harney Way	2,100	70	3%	25	1,365	2,300	100	3%	25	1495.00
West Harney Way	--	--	--	--	--	100	10	3%	--	10.50
Candlestick Park Drive ₁	--	--	--	--	--	100	10	3%	--	3.000

Notes:

1. Candlestick Park Drive (formerly Ingerson Avenue)

2. New traffic data was collected in June 2026 along Harney Way, which includes daily traffic counts and truck data. Existing truck traffic was approximately 3% of the total traffic. The 2028 build alternative is not anticipated to change truck percentages substantially as traffic conditions will remain relatively consistent as the No Build condition.

Traffic Volumes

Horizon (2050) Year

Location	Horizon (2050) Year No Build					Horizon (2050) Year No Build				
	AADT ²		% Truck	Bus	VMT (mi)	AADT ²		% Truck	Bus	VMT (mi)
	Total	Truck				Total	Truck			
Arelious Walker Drive	--	--	--	--	--	18,000	550	3%	0	7,200
Harney Way	21,000	600	3%	700	13,650	21,000	600	3%	700	13,650
West Harney Way	--	--	--	--	--	700	0	0%	700	75
Candlestick Park Drive*	--	--	--	--	--	4,000	100	3%	0	120

Notes:

1. Candlestick Park Drive (formerly Ingerson Avenue)

2. No Build and Build volume increases are based on the full build of the CPHPS development project. Under No Build conditions, volumes along the existing Harney Way will remain the same as the Build alternative; however, roadway conditions along Harney Way would result in substantial congestion due the limited capacity. Additionally, traffic will spillover to nearby adjacent roadways to access the site. Truck activity is expected to remain consistent as existing conditions as a percent of total traffic (approximately 3-percent); however, the overall truck volume would increase.

LOS Findings

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 and pedestrian and bicycle facilities and access to/from the site would be limited.

Under Opening Year (2028) conditions, the No Build and Build alternatives result in a similar LOS (LOS B or better) as the CPHPS development would not be generating as many trips. However, under Horizon (2050) conditions, which represents the build out of the CPHPS development, intersections operate at LOS F under No Build due to the increase in travel demand from the CPHPS development project and limited capacity on the existing roadways. The addition of the project would widen Harney Way and provide new access points, thereby improving the intersection LOS.

Intersection ¹	Peak Hour	Opening (2028) Year No Build		Opening (2028) Year Build		Horizon (2050) Year No Build		Horizon (2050) Year Build	
		Delay ²	LOS	Delay ²	LOS	Delay ²	LOS	Delay ²	LOS
29. Harney Way/Arelious Walker ³	AM	<10	A	<10	A	>120	F	23	C
	PM	<10	A	<10	A	>120	F	53	D
34. Gilman Avenue/ Arelious Walker ³	AM	<10	A	11	B	>120	F	40	D
	PM	<10	A	12	B	>120	F	49	D
59. Harney Way/ Executive Park Boulevard	AM	<10	A	<10	A	>120	F	24	C
	PM	<10	A	<10	A	>120	F	27	C

Notes:

1. Intersection numbers are based on EIR intersection numbering for reference and comparison purposes.
2. Delay in seconds per vehicle.
3. The intersection is unsignalized under existing conditions but will be signalized as part of the Project.

Transportation Conclusions

- The Project is not anticipated to 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.
- SFMTA adopted the Zero Emission Bus (ZEB) rollout plan, updated in August 2025, which lays out a plan to achieve a 100-percent battery-electric fleet by 2040. Therefore, by Cumulative/Future Project build conditions, SFMTA's bus/transit fleet serving the project site is expected to be fully electric (non-diesel).

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?

- Bayview Connections is 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 any new bus terminals or transfer points that have a significant number of diesel vehicles congregating at a single location. The roadways in the Project would include bus stops and bus traffic to support the CP-HPSII Development. In addition, as mentioned in Attachment 1, the SFMTA Zero Emission Bus (ZEB) Rollout Plan would result in a battery electric fleet by 2040. The SFMTA ZEB Rollout Plan is enforceable pursuant to the California Air Resources Board (CARB) Innovative Clean Transit regulation, which requires public transit agencies in the state to transition to ZEBs by 2040. According to the ZEB Rollout Plan, 36% of the SFMTA fleet is expected to be ZEBs by the opening year (2028).

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

- While the Project extends bus service into the CP-HPSII Development along Harney Way and West Harney Way, it does not include the 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.²⁹

Questions?



METROPOLITAN
TRANSPORTATION
COMMISSION

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WEB www.mtc.ca.gov

Memorandum

TO: Air Quality Conformity Task Force

DATE: July 23, 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 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
CC	CC-250224	Concord	Downtown Concord Parking Technology Innovation	Concord : Downtown Concord : Project will positively impact over 6,500 parking spaces in Downtown Concord by implementing a combination of cutting-edge parking management technology alongside upgrades to physical parking infrastructure, including relevant signage and markings	The project will positively impact over 6,500 parking spaces in Downtown Concord by implementing a combination of cutting-edge parking management technology alongside upgrades to physical parking infrastructure, including signage, wayfinding, striping, and curb markings. Proposed project elements include, but are not limited to, new software and hardware to support dynamic parking management such as smart metering, parking space occupancy indicators, and license plate readers. The project will address observed parking system inefficiencies in the overlapping Downtown Concord PDA, TOC Policy Area, & EPC district.	Other - Directional and informational signs
NAP	NAP250205	American Canyon	Melvin Road Pavement Rehabilitation (TR27-0100)	American Canyon : Poco Way, Melvin Road, and James Road between Wilson Way and Donaldson Way within the City of American Canyon : Work will include, but is not limited to, mobilization, storm water pollution prevention, traffic control, curb ramp upgrades as needed, road base treatment via FDR-C, asphalt concrete paving, and new signage and striping. Striping improvements will include parking, center line and share the road bicycle markings	The Project will consist of pavement rehabilitation of approximately 3,225 linear feet of roadway by various means including grind and overlay, and full depth reclamation via cement treated base (FDR-C) or similar recycle-in-place method. Roads to be treated include Melvin Road, Poco Way, Wilson Way and James Road. Work will include, but is not limited to, mobilization, storm water pollution prevention, traffic control, curb ramp upgrades as needed, road base treatment via FDR-C, asphalt concrete paving, and new signage and striping. Striping improvements will include parking, center line and share the road bicycle markings	Safety - Pavement resurfacing and/or rehabilitation
SCL	SCL250202	Saratoga	Village to Hakone Gardens Walkway Project	Saratoga : Saratoga, CA : This project will create a walkway along State Route 9 from downtown Saratoga, "Saratoga Village," to Saratoga's traditional Japanese garden, Hakone Gardens. The walkway will require a soldier pile retaining wall along the PCC sidewalk for the first 350 feet. The remaining 450 LF of walkway will be constructed from asphalt concrete.	This project will create a walkway along State Route 9 from downtown Saratoga, "Saratoga Village," to Saratoga's traditional Japanese garden, Hakone Gardens. The walkway will require a soldier pile retaining wall along the PCC sidewalk for the first 350 feet. The remaining 450 LF of walkway will be constructed from asphalt concrete.	Air Quality - Bicycle and pedestrian facilities

Meeting Notes

Air Quality Conformity Task Force Meeting

Metropolitan Transportation Commission

Date: 6/25/26

Time: 9:30AM

Location: Zoom

Facilitator: Lyric Greif, MTC

Attendees:

- **John Saelee, MTC**
- **Rachel Hartofelis, MTC**
- **Karishma Becha, Caltrans**
- **Kevin Hernandez Rios, Caltrans**
- **Cid Chiu, Caltrans**
- **Shilpa Mareddy, Caltrans**
- **Jennifer Ashby-Camp, Caltrans**
- **Michael Dorantes, EPA**
- **Zoey Zhang, Fehr and Peers**
- **Stephanie Osby, AECOM**
- **Michael Kay, AECOM**
- **Jason Fong, Mark Thomas**
- **Danielle Keith, Mark Thomas**
- **Geoff Reilly, Circlepoint**
- **Chad Sweet, City of Antioch**

1. Welcome and Introductions

The meeting began with introductions led by MTC staff.

2. PM2.5 Project Conformity Interagency Consultations

a. Consultation to Determine POAQC Status

i. El Camino Real Bicycle and Pedestrian Improvements Project

Presenters: Jason Fong (Mark Thomas) & Zoey Zhang (Fehr & Peers)

Mark Thomas staff presented the Colma El Camino Real Bicycle and Pedestrian Improvement Project, which spans from Albert M. Teglia Blvd in Colma to Hickey Boulevard in South San Francisco. The project improves multimodal infrastructure by implementing separated bike and pedestrian facilities, installation of new traffic signals, extending the Colma Creek culvert, and installing retaining walls. The project is currently in the PA and ED

phase, with final design scheduled to commence by the end of 2027 and construction planned for 2028 to 2030.

Fehr & Peers staff presented traffic data for the project with an opening year of 2028, showing that all intersections operate at level service C or better during AM peak hours under both no-build and project scenarios. During PM peak hours, the project scenario results in most intersections operating at level service D or better, except for the Serramonte Boulevard intersection which reaches level service F due to delays. Staff explained that the project is not anticipated to generate any diesel vehicle trips, so heavy vehicle percentages remain the same between no-build and build scenarios for both 2028 and 2048.

Determination: The Task Force concurred that the El Camino Real Bicycle and Pedestrian Improvements Project is exempt from regional emissions analysis under 40 CFR 93 127.

Follow-up Action: MTC to send concurrence email.

ii. Highway 1 Congestion and Safety Improvements Project
Presenters: Stephanie Osby, AECOM

AECOM staff presented updates on the Moss Beach State Route 1 Congestion and Safety Improvements Project, noting that the project scope and limits remain unchanged since the previous meeting with the Air Quality Task Force in October 2025. She explained that minor adjustments to annual average daily traffic volumes were made due to updated model calibration, but these refinements do not affect the previous determination that the project is not a project of air quality concern. Stephanie emphasized that the project would not increase diesel truck capacity or violate National Ambient Air Quality Standards for PM 2.5, and she requested the task force reaffirm its previous determination.

Determination: EPA and Caltrans staff reaffirmed that the project is not of air quality concern. MTC staff agreed to reach out separately to obtain FHWA reaffirmation for the previously approved project, with Caltrans staff clarifying that past practice allowed Task Force concurring members to review materials even when not present at meetings if the project was presented in a public format.

Follow-up Action: MTC to obtain FHWA reaffirmation via email following the meeting.

[Following the June meeting, FHWA reaffirmed that the Highway 1 Congestion and Safety Improvements Project is not a Project of Air Quality Concern on July 1, 2026.](#)

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

The Task Force reviewed four projects for concurrence on exemption classifications under 40 CFR 93.126. Staff for the Antioch 69 Signalized Intersections project noted that the project scope includes replacement of ADA-compliant pedestrian ramps and sidewalk panels, with no new construction. The Task Force confirmed that the scope addition does not change the exemption category but should be documented. MTC staff confirmed the group listing exemption still applies.

Determination: The Task Force confirmed that all projects were exempt from regional air quality conformity.

Follow-up Action: MTC to submit concurrence emails.

3. 2027 TIP Draft Transportation-Air Quality Conformity Analysis

Presenter: Lyric Greif, MTC

MTC staff presented the results of the regional emissions analysis for the 2027 TIP Draft Transportation-Air Quality Conformity Report, reporting that ozone precursors and PM2.5 emissions remained well below applicable emissions budgets and baseline levels for all analysis years. Staff noted that a 30-day public comment period is scheduled from July 14 to August 12, 2026, with final adoption expected in September 2026. There were no questions or comments on this item.

4. Consent Calendar

May 28, 2026, Air Quality Conformity Task Force Meeting Summary

The meeting concluded with a review of the prior meeting summary, with no comments.

5. Next Meeting

MTC Staff gave a reminder that the next meeting of the Air Quality Conformity Task Force is scheduled for July 23, 2026.