
**AIR QUALITY CONFORMITY ANALYSIS
AND
DETERMINATION**

**2017 Federal Transportation Improvement Program
and
2012 Metropolitan Transportation Plan Amendment #12**

**Prepared by:
Butte County Association of Governments
July 20, 2016
Adopted:**



Butte County Association of Governments
326 Huss Drive, Suite 150
Chico, CA 95928
530-809-4616
<http://www.bcag.org>

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AIR QUALITY CONFORMITY ANALYSIS AND DETERMINATION

Purpose

The Butte County Association of Governments (BCAG) is the designated Metropolitan Planning Organization (MPO) in Butte County, California, and is responsible for regional transportation planning. The purpose of this conformity determination is to ensure that BCAG's plans and programs "conform" to all applicable federal air quality requirements.

The Clean Air Act Section 176(c) (42 U.S.C. 7506 (c)) and EPA's transportation conformity regulations (40 CFR 93.104(b) and (c)) require that each new regional transportation plan (RTP) and transportation improvement plan (TIP) be demonstrated to conform to the State Implementation Plan (SIP) before the RTP and FTIP are approved by the MPO or accepted by the U.S. Department of Transportation (DOT). This ensures that federally supported highway and transit project activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the relevant national ambient air quality standards (NAAQS). Conformity currently applies under EPA's rules to areas that are designated non-attainment, and those re-designated to attainment after 1990 ("maintenance areas").

The region's last conformity determination and emissions analysis was adopted by the BCAG Board of Directors on August 28th, 2014 as part of the approval for the 2015 FTIP. This action was then approved by the Federal Transit Authority (FTA) and Federal Highways Administration (FHWA) on December 15th, 2014.

This transportation air quality conformity determination shows that transportation projects programmed in the 2017 Butte County Federal Transportation Improvement Program (FTIP) and 2012 Metropolitan Transportation Plan (MTP) are consistent with the applicable SIP.

Conformity Criteria and Procedures

The 2017 FTIP and 2012 MTP/Amendment #12 includes six (6) new Congestion Mitigation Air Quality (CMAQ) funded projects and relies on a previous regional emissions analysis for the purpose of demonstrating transportation conformity.

New CMAQ Projects

The 2017 FTIP and 2012 MTP/Amendment #12 include the exemption of six (6) projects from a new regional emissions analysis and/or conformity determination. A description of each project, funding levels, along with the proposed conformity status, is detailed below:

Exempt from Regional Emissions Analysis and/or Conformity

City of Chico - Esplanade Corridor Safety and Accessibility Improvement Project - Project programs \$350,000 in CMAQ funds and \$7,241,000 in local funds. The scope of the project includes various non-motorized "complete streets improvements along the Esplanade Corridor from W. 11th Avenue to Memorial Avenue. Improvements are as follows: 1) ADA improvements (ramps, sidewalk gap closures); 2) Pedestrian refuge islands at all signalized and non-signalized intersections both at center islands and islands separating travel lanes from frontage roads; 3) Traffic signal equipment upgrades (pedestrian countdown signal heads with adequate time to cross Esplanade); 4) Consistent pavement markings and signage ("Keep Clear" pavement delineations with either green pavement and/or slightly raised colored concrete option); 5) Traffic signal timing plan with pedestrian push button and vehicle detection (use detection based system during peak times, use existing 28mph progression during non-peak times). The traffic signal timing component of the project is exempt from conformity per EPA's Transportation Conformity Rule Section 93.128 indicating that traffic signal synchronization projects may be approved, funded, and implemented without satisfying the requirements of federal transportation conformity. However, all subsequent regional emissions analysis required by federal transit laws for transportation plans, TIPs, or projects not from a conforming plan and TIP must include such regionally significant traffic signal synchronization projects. All additional components of the project are exempt from conformity per EPA's Transportation Conformity Rule Section 93.126 Table 2 (Air Quality) indicating that bike and pedestrian facilities, pavement marking, and (Other) directional and informational signs are exempt. This project is not currently included in the 2012 MTP.

County of Butte – Monte Vista & Lower Wyandotte Class II Bike Facilities - Project programs \$750,000 in CMAQ funds to construct Class II bike facilities along Monte Vista Ave and Lincoln Blvd to Lower Wyandotte Rd in locations that do not have existing curb, gutter and sidewalks, along with Class II bike facilities along Lower Wyandotte Rd from Las Plumas Ave/Oro Bangor Hwy to Monte Vista Ave. The project is exempt from conformity per EPA's Transportation Conformity Rule Section 93.126 Table 2 (Air Quality) indicating that bike and pedestrian facilities are exempt. This project is not currently included in the 2012 MTP.

County of Butte – Autry Lane and Monte Vista Safe Routes to Schools Gap Closure Project - Project programs \$300,000 in CMAQ funds for preliminary engineering for curb, gutter, sidewalk, and crossing enhancements along Autry Lane and Monte Vista Ave. The project is exempt from conformity per EPA's Transportation Conformity Rule Section 93.126 Table 2 (Air Quality) indicating that bike and pedestrian facilities are exempt. This project is not currently included in the 2012 MTP.

Town of Paradise – ATP Gap Closure Project - Project programs \$575,000 in CMAQ funds and \$4,420,000 in local funds to construct new sidewalks, curbs and gutters, and class II bicycle lanes in downtown Paradise along Fir Street (Skyway to Black Olive), Birch Street (Skyway to Black Olive), in addition to portions of Foster Road (Pearson to Birch), Black Olive Drive (Pearson to Fir) and Elliott Road (Skyway to Almond). The

project is exempt from conformity per EPA's Transportation Conformity Rule Section 93.126 Table 2 (Air Quality) indicating that bike and pedestrian facilities are exempt. This project is not currently included in the 2012 MTP.

City of Biggs – Safe Routes to Schools Project - Project programs \$160,000 in CMAQ funds and \$800,000 in local funds to construct new bike and pedestrian facilities along 2nd & E Streets. The project is exempt from conformity per EPA's Transportation Conformity Rule Section 93.126 Table 2 (Air Quality) indicating that bike and pedestrian facilities are exempt. This project is not currently included in the 2012 MTP.

City of Oroville – SR 162 Pedestrian/Bicycle and Disabled Mobility and Safety Improvements - Project programs \$540,000 in CMAQ funds and \$3,411,000 in local funds along State Route 162 in Oroville between Feather River Blvd and Foothill Blvd. Includes a comprehensive set of active transportation infrastructure connectivity and safety improvements. The project scope includes the following elements: new sidewalk, curb, and gutter; ADA ramps; street lighting; high-visibility crosswalk striping; buffered bicycle lanes; an RRFB crosswalk enhancement; a multi-use trail connection to SR 162; and an enhanced pedestrian crossing with a signal (H.A.W.K.) upgrade. The main purpose of the project will be to provide improved safety and more inviting active transportation connections on the corridor. The project is exempt from conformity per EPA's Transportation Conformity Rule Section 93.126 Table 2 (Air Quality) indicating that bike and pedestrian facilities are exempt. This project is not currently included in the 2012 MTP.

Reliance on Previous Regional Emissions Analysis

Since the 2017 FTIP does not include any new non-exempt and regionally significant projects beyond those included in the 2012 MTP, the conformity rule allows for the reliance on a previous regional emissions analysis for conformity determinations on FTIPs that are consistent with the MTP (40 CFR 93.122(g)). Therefore, **BCAG is proposing to use a previous regional emissions analysis, which was prepared for the 2012 MTP and 2015 FTIP, as the basis for the 2017 FTIP and 2012 MTP Amendment #12 Conformity Determination.** The latest regional emissions analysis is included in the report "Air Quality Conformity Analysis and Determination for 2015 Federal Transportation Improvement Program and 2012 Metropolitan Transportation Plan" (see Appendix D), which was approved by FHWA/FTA on December 15, 2014.

For the purpose of the proposed 2017 FTIP and 2012 MTP Amendment #12 conformity determination, BCAG states for the record:

1. Latest Planning Assumptions, Emissions Model and Budget Comparison: No new regional emissions analysis is necessary for this conformity determination. This conformity determination relies on a previous emissions analysis completed for the 2012 MTP and 2015 FTIP. Details of the analysis are available in the report "Air Quality Conformity Analysis and Determination for 2015 Federal

Transportation Improvement Program and 2012 Metropolitan Transportation Plan”, which was approved by FHWA/FTA on December 15, 2014.

2. TCM Implementation: There are no Transportation Control Measures in the approved Carbon Monoxide (CO) SIP and there is no approved Ozone or PM2.5 SIP applicable to Butte County. Because there are no TCMs in an approved SIP for Butte County, Butte County currently has no TCMs in place and therefore timely TCM implementation requirements do not apply.
3. Reliance on the Previous Regional Emissions Analysis: Since the conformity determination for the 2017 FTIP and 2012 MTP Amendment #12 relies on a previous regional emissions analysis, BCAG is required to meet the following requirements of 40 CFR 93.122(g), which are as follows:

(g) Reliance on previous regional emissions analysis.

(1) Conformity determinations for a new transportation plan and/or TIP may be demonstrated to satisfy the requirements of §§93.118 (“Motor vehicle emissions budget”) or 93.119 (“Interim emissions in areas without motor vehicle emissions budgets”) without new regional emissions analysis if the previous regional emissions analysis also applies to the new plan and/or TIP. This requires a demonstration that:

(i) The new plan and/or TIP contain all projects which must be started in the plan and TIP's timeframes in order to achieve the highway and transit system envisioned by the transportation plan;

(ii) All plan and TIP projects which are regionally significant are included in the transportation plan with design concept and scope adequate to determine their contribution to the transportation plan's and/or TIP's regional emissions at the time of the previous conformity determination;

(iii) The design concept and scope of each regionally significant project in the new plan and/or TIP are not significantly different from that described in the previous transportation plan; and

(iv) The previous regional emissions analysis is consistent with the requirements of §§93.118 (including that conformity to all currently applicable budgets is demonstrated) and/or 93.119, as applicable.

(2) A project which is not from a conforming transportation plan and a conforming TIP may be demonstrated to satisfy the requirements of §93.118 or §93.119 without additional regional emissions analysis if allocating funds to the project will not delay the implementation of projects in the transportation plan or TIP which are necessary to achieve the highway and transit system envisioned by the transportation plan, the previous regional emissions analysis is still consistent with the requirements of §93.118 (including that conformity to all currently applicable budgets is demonstrated) and/or §93.119, as applicable, and if the project is either:

(i) Not regionally significant; or

(ii) Included in the conforming transportation plan (even if it is not specifically included in the latest conforming TIP) with design concept and scope adequate to determine its contribution to the transportation plan's regional emissions at the time of the transportation plan's conformity determination, and the design concept and scope of the project is not significantly different from that described in the transportation plan.

The 2017 FTIP and 2012 MTP Amendment #12 meets these requirements:

- The 2017 FTIP and 2012 MTP contain all projects, which must be started in the FTIP and MTP's timeframe in order to achieve the highway and transportation system envisioned by the transportation plan.
 - All 2017 FTIP and 2012 MTP projects which are regionally significant were included in the 2012 MTP, which was approved by FHWA/FTA on December 15, 2014.
 - The design concept and scope of each regionally significant project in the 2017 FTIP are not significantly different from the described in the previous transportation plan.
 - The previous emissions analysis is consistent with the requirements of 40 CFR 93.118 and 93.119, as applicable.
 - Allocating funds to these projects will not delay the implementation of projects in the 2012 MTP which are necessary to achieve the highway and transportation system envisioned by the plan.
4. Financial Constraint: The 2017 FTIP and 2012 MTP Amendment #12 has been financially constrained in accordance with the requirements of 40 CFR 93.108 and consistent with the U.S. DOT metropolitan planning regulations (23 CFR Part 450).
5. Interagency and Public Consultation: The prior regional emissions analysis leading to FHWA and FTA's approval in December 2014 underwent extensive agency and public consultation and documented in the conformity report. The following portion applies after all consultation is complete - *For the 2017 FTIP and 2012 MTP Amendment #12, BCAG initially consulted on this action with its Interagency Consultation Review (ICR) group on July 14, 2016. BCAG staff provided a 30-day public review and comment period in compliance with BCAG's adopted Public Participation Plan (PPP). Legal notices were posted in local newspapers, and the conformity document was made available at local public libraries and on BCAG's website. The Air Quality Conformity Analysis and Determination were circulated among staff from Federal Highway Administration (FHWA), Environmental Protection Agency (EPA), Federal Transit Agency (FTA), and Caltrans. Appendices contain copies of public notices and responses to public comments.*

Air Quality Conformity Determination

The results from the previous regional emissions analysis, “Air Quality Conformity Analysis and Determination for 2015 Federal Transportation Improvement Program and 2012 Metropolitan Transportation Plan” (see Appendix D), which was approved by FHWA/FTA on December 15, 2014, show that current and future emissions of the ozone precursors ROG and NO_x will be less than the 2011 emissions levels, current and future carbon monoxide emissions will be below their budget threshold of 80 tons per day, and future emissions of 24-hour PM_{2.5} and its precursor NO_x will be less than the 2008 emissions levels. Thus, Butte County, in accordance with the Transportation Conformity Rule requirements applicable to Butte County (§51.464 and §51.436 – 51.440), has satisfied the requirements of the “no-greater-than-2011” test for federal 8-hour ozone standard, the “budget test” for carbon monoxide for the 80-tons-per-day budget, and the “no-greater-than-2008” test for federal 24-hour PM_{2.5} standard. **Based on this analysis, the 2017 Federal Transportation Improvement Program (FTIP) and 2012 Metropolitan Transportation Plan Amendment #12 conforms to the applicable State Implementation Plan (SIP) and all applicable sections of the EPA’s Transportation Conformity Rule.**

APPENDIX A

BCAG Exempt Project Listing - 2012 MTP/SCS & 2017 FTIP through MTP Amendment #12

AGENCY	CTIPS ID	TITLE	PROJECT DESCRIPTION	Total (\$1,000s)	TRANSPORTATION CONFORMITY RULE - Exempt Reference			
County	102-0000-0165	Neal Road and Cohasset Road Bike Project	On Neal Rd. from Oro-Chico Hwy to the Skyway & unincorporated portion of Cohasset Rd from Chico Limits to the Cohasset School. Construct Class 2 bike lanes.	1,440	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
County	202-0000-0192	Butte County Forest Motorized Trail Management Plan	Plumas National Forest and Feather River Ranger District. Develop a Trail Assessment Study Report for 19 OHV trails totaling 15.25 miles with the Feather River Ranger District.	37	Section 93.126	Table 2 Exempt Projects	Other	Planning and Technical Studies
County	202-0000-0070	Butte County HSIP Grouped Projects	Butte County HSIP Grouped Projects (Highway Safety Improvement Program) various local projects including HR3 as a result of MAP 21.	11,224	Section 93.126	Table 2 Exempt Projects	Safety	Highway Safety Improvement Program implementation
County	202-0000-0125	Las Plumas SRTS	Between Waler Rd and Autrey Ln. Walmer Rd between Lincoln Blvd and Rosedale Ave. Construct sidewalks, curb, gutter, ramps and AC tie-in; install speed humps and speed feedback signs; upgrade crosswalks	1,012	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
County	202-0000-0186	South Oroville SRTS - ATP	South Oroville SRTS - Lincoln Blvd and Las Plumas Ave. Safe Routes to School project along Lincoln Blvd, Las Plumas Ave, Lower Wyandotte Rd, and Monte Vista Ave. Install bike lanes, sidewalks, pedestrian crossing safety enhancements, and driver feedback signs along the main corridors of the south Oroville area routes to school.	1,716	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
County	202-0000-0195	Monte Vista & Lower Wyandotte Class II Bike Facilities	Construct Class II bike facilities along Monte Vista Ave and Lincoln Blvd to Lower Wyandotte Rd in locations that do not have existing curb, gutter and sidewalks, along with Class II bike facilities along Lower Wyandotte Rd from Las Plumas Ave/Oro Bangor Hwy to Monte Vista Ave	750	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
County	202-0000-0196	Autry Lane and Monte Vista Safe Routes to Schools Gap Closure Project	Preliminary engineering for curb, gutter, sidewalk, and crossing enhancements along Autry Lane and Monte Vista Ave.	300	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
BCAG	202-0000-0005	FTA Sec. 5307 Program - B - Line	Butte Regional Transit. Chico UZA Area. Operations and Capital	67,006	Section 93.126	Table 2 Exempt Projects	Mass Transit	Operating assistance to transit agencies
BCAG	202-0000-0182	FTA Sec. 5310 Program - Grouped Listing	Help Central - Mobility Management Project for Butte 211	142	Section 93.126	Table 2 Exempt Projects	Other	Specific activities which do not involve or lead directly to construction
			Butte Regional Transit for Supplemental ADA Paratransit Operations	600	Section 93.126	Table 2 Exempt Projects	Mass Transit	Operating assistance to transit agencies
BCAG	202-0000-0008	FTA Sec. 5311 Program	B - Line (Butte Regional Transit) Operations and Capital	42,852	Section 93.126	Table 2 Exempt Projects	Mass Transit	Operating assistance to transit agencies
BCAG	202-0000-0169	FTA Sec. 5339 Program	Butte Regional Transit. Replace, rehabilitate and purchase bus related facilities and equipment.	373	Section 93.126	Table 2 Exempt Projects	Mass Transit	Purchase of transit operating equipment for vehicles
BCAG	102-0000-0178	Butte Regional Transit Operations and Maintenance Facility	In Chico, construct new Butte Regional Transit Operations Center. See MPO comments for full description	37,532	Section 93.126	Table 2 Exempt Projects	Mass Transit	Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR 771.
BCAG	102-0000-0020	Planning, Programming and Monitoring	Planning, programming and monitoring	1,680	Section 93.126	Table 2 Exempt Projects	Other	Specific activities which do not involve or lead directly to construction
Caltrans	202-0000-0180	Butte County SHOPP Minor Grouped Listing	SR 99 (Chico) - Install street lighting and construct crosswalks in the City of Chico at northbound off-ramps at Cohasset Rd. and Eaton Rd. to meet current standards for urban interchanges.	1,200	Section 93.126	Table 2 Exempt Projects	Safety & Air Quality	Lighting Improvements - Safety, Bicycle and Pedestrian Facilities - Air Quality.
Caltrans	102-0000-0164	Butte County SHOPP Collision Reduction Grouped Listing	SR 99 Near Chico at the Rock Creek Bridge #12-27. Widen shoulder on structure	23,442	Section 93.126	Table 2 Exempt Projects	Safety	Shoulder improvements
			SR 191 Near Town of Paradise. Safety improvement project to reduce the number and severity of collisions. SR 191 near Paradise from 2 miles south of Clear Creek Cemetery Rd to South Airport Rd.		Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
Caltrans	202-0000-0129	Butte County SHOPP Mandates Grouped Listing	SHOPP Mandates - ADA pedestrian infrastructure project on SR 32 near Chico from Kennedy Avenue to the SR 99/32 separation. Construct sidewalks, curb-ramps and crosswalks.	4,002	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Caltrans	202-0000-0162	Butte County SHOPP Bridge Preservation Grouped Listing	State Route 70 in Oroville at Flag Canyon Creek Bridge # 12-0140 and SR 99 near Chico from Estates Drive at 0.4 mile north of Butte Creek Bridge #12-0126R. Replace bridges.	21,112	Section 93.126	Table 2 Exempt Projects	Safety	Widening narrow pavements or reconstructing bridges (no additional travel lanes)
Caltrans	202-0000-0167	Butte County SHOPP Pavement Rehabilitation Grouped Listing	State Route 99 in Chico, from south of Skyway Overcrossing to south of Garner Lane. Rehabilitate pavement.	10,440	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
Caltrans	202-0000-0183	Butte County SHOPP Highway Maintenance	State Route 32 in Chico, from La Casanta Dr (PM 19) north to Nopel Ave (PM 23.9). Maintenance asphalt overlay.	3,370	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
Biggs	202-0000-0175	City of Biggs SRTS - Aleut St - ATP	Constructs new sidewalks to close existing gaps along the main routes to school. Project includes sidewalk construction on Aleut Street, Bannock Street, 2nd Street and 3rd Street within the central portion of the City of Biggs.	860	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Biggs	202-0000-0188	City of Biggs SRTS - B St - ATP	SRTS B Street & 2nd St Sidewalk Improvement Project. Construct sidewalk and curb ramps along B Street (1st St to 11th St) and 2nd Street (E St to I St) to close sidewalk gaps and provide a safe route to school.	819	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Biggs	202-0000-0198	Safe Routes to Schools Project	Construct new bike and pedestrian facilities along 2nd & E Streets	960	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Chico	202-0000-0130	SR 99 Cohasset Rd Interchange Direct SB On Ramp	Reconfigure interchange to construct a new direct on-ramp from Eastbound Cohasset Rd to Southbound SR 99 in Chico at post mile 33.5/34.4. Scope of the this project is to complete the technical studies through preliminary engineering.	1,200	Section 93.127	Table 3 Projects Exempt from Regional Emissions Analyses		Interchange reconfiguration projects.
Chico	202-0000-0117	SR 99 Corridor Bikeway Phase 5 - 20th Street Crossing PE	SR 99 Corridor Bikeway Project Phase 5 completes the gap adjacent to SR 99 from Chico Mall across 20th Street to the north end of Business Lane. This project is to complete the technical studies only thru preliminary engineering.	1,117	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Chico	202-0000-0189	SR 99 Corridor Bikeway Phase 4 - ATP	SR 99 Bikeway Phase 4 Improvements. Constructs Class 1 bikeway from Business Lane to Skyway.	1,786	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities

Chico	202-0000-0194	Esplanade Corridor Safety and Accessibility Improvement Project	The scope of the project includes various non-motorized "complete streets improvements along the Esplanade Corridor from W. 11th Avenue to Memorial Avenue. Improvements are as follows: 1) ADA improvements (ramps, sidewalk gap closures); 2) Pedestrian refuge islands at all signalized and non-signalized intersections both at center islands and islands separating travel lanes from frontage roads; 3) Traffic signal equipment upgrades (pedestrian countdown signal heads with adequate time to cross Esplanade); 4) Consistent pavement markings and signage ("Keep Clear" pavement delineations with either green pavement and/or slightly raised colored concrete option); 5) Traffic signal timing plan with pedestrian push button and vehicle detection (use detection based system during peak times, use existing 28mph progression during non-peak times).	7,591	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle/Pedestrian Facilities and Pavement Markings
					Section 93.126	Table 2 Exempt Projects	Other	Directional and informational signs
					Section 93.128	Traffic signal synchronization projects		
Oroville	202-0000-0086	Table Mountain Blvd Roundabout	In Oroville at Table Mountain Blvd., Nelson Ave and Cherokee Rd - Reconfigure intersection and construct a roundabout.	1,708	Section 93.127	Table 3 Projects Exempt from Regional Emissions Analyses	Intersection channelization projects.	
Oroville	202-0000-0199	SR 162 Pedestrian/Bicycle and Disabled Mobility and Safety Improvements	State Route 162 in Oroville between Feather River Blvd and Foothill Blvd. Includes a comprehensive set of active transportation infrastructure connectivity and safety improvements. The project scope includes the following elements: new sidewalk, curb, and gutter; ADA ramps; street lighting; high-visibility crosswalk striping; buffered bicycle lanes; an RRFB crosswalk enhancement; a multi-use trail connection to SR 162; and an enhanced pedestrian crossing with a signal (H.A.W.K.) upgrade.	3,951	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Paradise	202-0000-0193	Paradise Transit Center	In the Town of Paradise, construct new transit center on the Skyway near Foster Ave. Multi-modal improvements include transit, bike, and pedestrian enhancements.	650	Section 93.127	Table 3 Projects Exempt from Regional Emissions Analyses	Bus terminals and transfer points.	
Paradise	202-0000-0174	Maxwell Dr SR2S Project	Safe Routes to School project along Maxwell Dr between Skyway and Elliot Rd. Improvements include the construction of sidewalks, curb and gutter along Maxwell Dr. Shoulders will also be widened to facilitate Class 2 bike lanes.	968	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Paradise	202-0000-0172	Pearson Rd SR2S Connectivity Project	Safe Routes to School project along Pearson Rd between Black Olive and Academy Drives. Improvements include the construction of sidewalks, curb and gutter on the north and south sides of Pearson Rd. The project will require minor drainage improvements and construction of appropriate retaining walls for hillside slopes.	1,161	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Paradise	202-0000-0185	Almond St Multi-Modal - ATP	Almond Street Multi-Modal. The proposed project will add sidewalks, curbs and gutters to Almond Street between Pearson Rd and Elliot Rd.	3,905	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Paradise	202-0000-0187	Paradise Memorial Trailway - ATP	Memorial Trailway Class 1 Enhancements (Neal Rd to Pentz Rd). Upgrade bike/ped facility, to current standard for width and minimum standard for shoulders. Project also includes crosswalk enhancements at 5 arterial intersections.	1,391	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Paradise	202-0000-0190	Ponderosa Elementary SRTS - ATP	Ponderosa Elementary SRTS Project. Project will convert Pentz Road (between Bille Rd and 300' north of Wagstaff Rd) from a 2-lane, 20' wide roadway to a complete street solution supporting walking, bicycling and rolling to and from school and nearby destinations. No change in travel lanes.	1,736	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Paradise	202-0000-0191	Downtown Paradise Equal Mobility - ATP	Downtown Paradise Equal Mobility Project. Improvements include the removal of barriers, gravel sidewalks, asphalt sidewalks, and driveways with construction of ADA-compliant facilities. On Skyway between Pearson Rd and Elliott Rd.	553	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Paradise	202-0000-0197	ATP Gap Closure Project	Construct new sidewalks, curbs and gutters, and class II bicycle lanes in downtown Paradise along Fir Street (Skyway to Black Olive), Birch Street (Skyway to Black Olive), in addition to portions of Foster Road (Pearson to Birch), Black Olive Drive (Pearson to Fir) and Elliott Road (Skyway to Almond).	4,995	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Various	202-0000-0056	Local Highway Bridge Projects (HBP) - Grouped Listing -Lump Sum	Midway Bridge Replacement across Butte Creek. On Midway (old SR 99) approximately 0.2 miles south of White Ave to approximately 0.7 miles south of White Ave., spanning Butte Creek and Butte Creek Overflow. Replace 2 bridge structures.	34,161	Section 93.126	Table 2 Exempt Projects	Safety	Widening narrow pavements or reconstructing bridges (no additional travel lanes)
			E Rio Bonito Rd over Hamilton Slough		Section 93.126	Table 2 Exempt Projects	Safety	Widening narrow pavements or reconstructing bridges (no additional travel lanes)
			E Rio Bonito Rd over Sutter Butte Canal		Section 93.126	Table 2 Exempt Projects	Safety	Widening narrow pavements or reconstructing bridges (no additional travel lanes)
			Oregon Gulch Rd over Morris Ravine		Section 93.126	Table 2 Exempt Projects	Safety	Widening narrow pavements or reconstructing bridges (no additional travel lanes)
			Ord Ferry Rd over Little Chico Creek		Section 93.126	Table 2 Exempt Projects	Safety	Widening narrow pavements or reconstructing bridges (no additional travel lanes)
			Pomona Rd over Little Chico Creek		Section 93.126	Table 2 Exempt Projects	Safety	Widening narrow pavements or reconstructing bridges (no additional travel lanes)
			Salem St over Little Chico Creek		Section 93.126	Table 2 Exempt Projects	Safety	Widening narrow pavements or reconstructing bridges (no additional travel lanes)

MTP Projects not in 2017 FTIP

AGENCY	CTIPS ID	TITLE	PROJECT DESCRIPTION	Total (\$1,000s)	TRANSPORTATION CONFORMITY RULE - Exempt Reference			
Gridley	202-0000-0084	SR 99 Gridley Pedestrian Project	On the east side of SR 99 from Obermeyer Ave to approx. 1800 feet north of Obermeyer Ave - construct urban improvements including sidewalks and pedestrian ramps to facilitate pedestrian travel.	459	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
County	202-0000-0082	Oro-Chico Hwy Bike Project	Construct Class 2 Bike lane from Midway to Butte Campus Drive along Oro Chico Hwy, Durham Dayton Hwy & Durham Pentz Rd.	1,000	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities

7/14/2016

APPENDIX B
PUBLIC MEETING DOCUMENTATION

**APPENDIX C
RESPONSES TO PUBLIC COMMENTS**

No Public Comments Received

**APPENDIX D
PREVIOUS ANALYSIS AND DETERMINATION**

See Next Page

AIR QUALITY EMISSIONS ANALYSIS
AND
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2012 Metropolitan Transportation Plan Amendment #5 and 2015
Federal Transportation Improvement Program

Prepared by:
Butte County Association of Governments

Adopted by BCAG Board: August 28, 2014
Approved by FTA/FHWA: December 15, 2014



Butte County Association of Governments
2580 Sierra Sunrise Terrace, Suite 100
Chico, CA 95928
530-879-2468
<http://www.bcag.org>



U.S. Department
of Transportation
**Federal Highway
Administration**

California Division

December 15, 2014

650 Capitol Mall, Suite 4-100
Sacramento, CA 95814
(916) 498-5001
916 498-5008 (FAX)

Mr. Jon Clark
Executive Director
Butte County Association of Governments
2580 Sierra Sunrise Terrace, Suite 100
Chico, CA 95928-8441

In Reply, Refer To:
HDA-CA

SUBJECT: Conformity Determination for the Butte County Association of Governments' (BCAG)
2015 Federal Transportation Improvement Program

Dear Mr. Clark:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed our review of the conformity determination for the Butte County Association of Governments (BCAG) 2015 Federal Transportation Improvement Program (FTIP). A FHWA/FTA air quality conformity determination is required for the new FTIP pursuant to the Environmental Protection Agency's (EPA) *Transportation Conformity Rule*, 40 CFR Parts 51 and 93, and the United States Department of Transportation's *Final Rule on Statewide and Metropolitan Planning*, 23 CFR Part 450.

On August 28, 2014, BCAG adopted the 2015 FTIP and made the corresponding conformity determinations via Resolution 2014/2015/02. The conformity analysis submitted indicates that all air quality conformity requirements have been met. Based on our review, and after consultation with the EPA Region 9 office, we find that the 2015 FTIP conforms to the applicable State Implementation Plan in accordance with the provisions of 40 CFR Parts 51 and 93. In accordance with the July 15, 2004, *Memorandum of Understanding (MOU) between the Federal Highway Administration, California Division, and the Federal Transit Administration, Region IX*, the FTA has concurred with this conformity determination.

In accordance with the above MOU, the FHWA's single signature constitutes FHWA and FTA's joint air quality conformity determination for the BCAG 2015 FTIP. If you have any questions pertaining to this conformity finding, please contact Jack Lord at (916) 498-5888, or by email at jack.lord@dot.gov.

Sincerely,

For: Vincent P. Mammano
Division Administrator

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AIR QUALITY CONFORMITY ANALYSIS AND DETERMINATION

Purpose

The Butte County Association of Governments (BCAG) is the designated Metropolitan Planning Organization (MPO) in Butte County, California, and is responsible for regional transportation planning. The purpose of this conformity determination is to ensure that BCAG's plans and programs "conform" to all applicable federal air quality requirements.

The Clean Air Act Section 176I (42 U.S.C. 7506 I) and EPA's transportation conformity regulations (40 CFR 93.104(b) and (c)) require that each new regional transportation plan (RTP) and transportation improvement plan (TIP) be demonstrated to conform to the State Implementation Plan (SIP) before the RTP and FTIP are approved by the MPO or accepted by the U.S. Department of Transportation (DOT). This ensures that federally supported highway and transit project activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the relevant national ambient air quality standards (NAAQS). Conformity currently applies under EPA's rules to areas that are designated non-attainment, and those re-designated to attainment after 1990 ("maintenance areas").

The region's last conformity determination and emissions analysis was adopted by the BCAG Board of Directors on June 27th, 2013 in order to fulfill the requirements for the new 8-hour ozone standard. This action was then approved by the Federal Transit Authority (FTA) and Federal Highways Administration (FHWA) on July 17th, 2013.

This transportation air quality conformity determination and emissions analysis shows that transportation projects programmed in the 2012 Butte County Metropolitan Transportation Plan (MTP) Amendment #5 and 2015 Federal Transportation Improvement Program (FTIP) are consistent with the applicable SIP.

Butte County's Air Quality Status

Ozone

Effective July 20, 2012, Butte County is designated marginal nonattainment under EPA's federal 2008 8-hour ozone National Ambient Air Quality Standards (NAAQS). Under this proposal, BCAG is required to prepare a new conformity determination by July 20, 2013 in order to demonstrate conformity for the 2008 ozone NAAQS.

Because of this designation, transportation projects occurring within Butte County are subject to an air quality conformity determination for the ozone precursors Reactive Organic Gases (ROG) and Oxides of Nitrogen (NOx).

Previously, under EPA's 1-hour ozone rule, Butte County was designated "non-attainment – transitional" (Section 185A) and was not required to develop an attainment SIP with an emissions budget.

Since no emissions budget exists from a prior SIP submittal that has been found adequate by EPA, or was part of an approved SIP, an interim conformity test applies. In order to make a conformity determination under the 2008 federal 8-hour standard, future emissions of ROG and NOx must be no greater than 2011 emissions levels, or the build/no-build test must be passed.

Carbon Monoxide

As a result of a 1998 SIP revision approved by EPA, Butte County (Chico Urbanized area) was redesignated from non-attainment to attainment with a Maintenance SIP for carbon monoxide (CO). In 2007, the 1998 Maintenance SIP was updated by ARB and approved by EPA for the second decade of the maintenance period. Conformity applies for CO through 2018. The current emission budget is for the second Maintenance SIP. As a maintenance area, BCAG continues to be required to demonstrate conformity for CO.

In order to show conformity for CO, BCAG must show that future emissions will be less than the CO emissions budget assigned to Butte County (budget test). Butte County's emissions budget of 80-tons per day is specified in the *2004 Revision to the California State Implementation Plan for Carbon Monoxide*. EPA published a direct final rulemaking approving the plan on November 20, 2005, effective January 30, 2006. Based on the designated maintenance status, Butte County needs to demonstrate that vehicular emissions forecasts will not exceed 80 tons/day and are consistent with the applicable State Implementation Plan (SIP).

Fine Particulate Matter (PM2.5)

Effective December 14, 2009, Butte County (partial) was designated as non-attainment for fine particulate matter (PM2.5) under the EPA 2006 24-hour PM2.5 NAAQS. Transportation conformity for the 2006 PM2.5 NAAQS applies one year after the effective date. Therefore, Butte County conformity applies December 14, 2010.

As a newly designated non-attainment area for PM2.5, no emissions budget currently exists from an approved SIP, therefore an interim conformity test applies. In order to make a conformity determination under the 2006 24-hour PM2.5 standard, future emissions of PM2.5 and NOx must be no greater than 2008 emissions levels, or the build/no-build test must be passed.

Conformity Criteria and Procedures

Planning Assumptions

The emissions estimates developed for this conformity determination were based on the latest planning assumptions available for Butte County in accordance with 40 CFR 93.110 of the Federal Conformity Rule. BCAG has the responsibility to develop estimates and forecasts of population, employment, travel, and congestion for the Metropolitan Transportation Plan (MTP) and for preparation of the required air quality conformity emissions analysis and determination. Forecasts for population and employment are incorporated into the countywide transportation model database used by BCAG.

The initial modeling for the 2012 MTP conformity analysis began on January 10, 2011. A comprehensive update of the BCAG traffic model was completed in July 2012 and the population, housing, and employment projections identified in BCAGs [Butte County Long-Term Regional Growth Forecasts 2010-2035](#) are the same as those used in the updated model. The model was validated in 2012 for the 2010 base year, and utilizes TransCAD V5.0 modeling software. The latest planning assumptions used in the transportation model validation and conformity analysis is summarized in Table 1.

Table 1
Summary of Latest Planning Assumptions for the BCAG Conformity Analysis
40 CFR 93.110

Assumption	Year and Source of Data (MPO Action)	Modeling	Next Scheduled Update
Population	Base Year: 2010 CA DOF Projections: based on BCAG's Butte County Long-Term Regional Growth Forecasts 2010-2035 , prepared January 2011. Modeling utilizes "medium scenario" included in the plan.	Included in developing latest BCAG regional transportation model and land use allocations for the years 2020 and 2035.	Next update to population forecasts is anticipated to be in January 2015.
Employment	Base Year: 2010 CA EDD Projections: based on BCAG's Butte County Long-Term Regional Growth Forecasts 2010-2035 , prepared January 2011. Modeling utilizes "medium scenario" included in the plan.	Included in developing latest BCAG regional transportation model and land use allocations for the years 2020 and 2035.	Next update to employment forecasts is anticipated to be in January 2015.
Traffic Counts	Base Year: 2009/10 The transportation model was validated to the base year using year 2009/10 traffic counts collected by Caltrans, local jurisdictions, and BCAG.	Latest BCAG regional transportation model was validated using counts.	Traffic counts are updated every 4 years, dependent upon availability of funding.
Vehicle Miles of Travel	The transportation model was validated in 2012 to the 2010 base year.	TransCAD V5 is the model used to estimate VMT for the BCAG regional transportation model.	VMT is an output of the transportation model; VMT is affected by the MTP/FTIP project updates and is included in each new emissions analysis.
Speeds	The transportation model uses industry-standard volume delay curves. Baseline speeds are set according to posted and surveyed speeds and the speeds are sensitive to the amount of traffic on the roadway segments.	TransCAD v5 and EMFAC 2011	Speed data is updated every 4 years, dependent upon availability of funding.
Vehicle Registration	EMFAC 2011 is the most recent federally approved model for use in California conformity analysis. Vehicle registration is included by ARB in the model and cannot be updated by the user.	EMFAC 2011	The next update is scheduled to occur in 2015.
Transit	Base Year: 2010 American Community Survey 3-year estimates Projections: based on BCAG's transportation forecasts which project a 0.11% increase of transit mode share from 2010 levels. These levels assume transit fares remain constant in 2010 dollars.	TransCAD v5 and BCAG off-model transit forecasting tool	The next update of the land use forecasts and transit mode share is scheduled to occur in 2015.

BCAG Transportation Model

The transportation conformity rule (TCR) section 93.122(b) requires the use of network-based transportation models for serious, severe, and extreme ozone non-attainment areas if their metropolitan planning region contains an urbanized population of more than 200,000. Butte County does not contain an urbanized area of that size, nor does it have an ozone classification of serious or greater. However, BCAG has used a

network-based model in the past and has continued to with the recent transportation model update. The BCAG transportation model meets the requirements of TCR 93.122.

The BCAG transportation model is consistent in form and function with the standard traffic forecasting models used in the transportation planning profession. The model is a three step travel demand forecasting model consisting of Trip Generation, Trip Distribution, and Trip Assignment and produces forecasts for daily, AM peak hour, and PM peak hour conditions. In addition, the model is calibrated to traffic counts for what is conventionally termed a “typical workday”, which is defined as a Tuesday, Wednesday, or Thursday during a week with no holidays and when schools are in session. The model utilizes TransCAD V5.0 software, which is consistent with many of the models used by local jurisdictions in California and Caltrans.

Traffic Counts

The transportation model was validated to the 2010 base year using traffic count data collected from several sources including Caltrans, Butte County, and BCAG.

Speeds

The transportation model uses industry-standard volume delay curves as part of the traffic modeling process. The baseline speeds in the model are set according to the posted speeds and checked with observed speed data. Speeds are sensitive to the amount of traffic on the roadway segments. For example, as roadway segment volumes increase, the link speed decreases

Speed distributions were updated in EMFAC 2011, using methodology approved by ARB and with information from the transportation model.

Transit

As with previous versions of the BCAG transportation model, there is no transit component in the current model. However, BCAG has the ability to forecast ridership using an off-model tool and utilize these assumptions when preparing the emissions analysis. For the purpose of preparing the emissions analysis, BCAG assumes a minor increase in transit mode share of 0.11%. This represents an increase from a 1% mode share in 2010, based on information from the 2008-2010 American Community Survey 3-year estimates, to a 1.11% mode share in 2035. It is also assumed that transit fares will remain constant in 2010 dollars over the 25 year period of the analysis.

Land Use

The 2010 base year land use data for the model was developed utilizing the Butte County Assessor's database which was verified with the cities, town, and county's existing land use information along with 2010 aerial photos, field observations, and vendor supplied business data.

The transportation model's future year land use data was developed with the assistance of the local jurisdictions planning staff and is based on land use information from the areas local land use plans, planned development, reasonable assumptions regarding infill and redevelopment, regional growth forecasts, and a review of development attractions (i.e., motorized and non-motorized transportation networks, existing development, service areas, etc.) and discouragements (i.e., resource areas and farmland, public lands, areas exceeding 25% slope, etc.). The general plan and specific plan development activities occurring in the county by the local jurisdictions are reflected in the future year land use assumptions, which are generally representative of the best available information as of June 30th, 2011.

The transportation model contains 912 transportation analysis zones (TAZ's) within which land use data is summarized into the following 17 categories:

- Single-Family Residential (dwelling units – du)
- Multi-Family Residential (du)
- Mobile Home Residential (du)
- Neighborhood-Serving Retail (1,000 square feet – ksf)
- Region Serving Retail (ksf)
- Industrial (ksf)
- Office (ksf)
- Medical Office (ksf)
- Hospital (ksf)
- Public-Quasi Public (ksf)
- Hotels (rooms)
- University (students)
- Community College (students)
- K-12 Schools (students)
- Park (acres)
- Special Generator for Casino (slots)
- External Trip Distribution for Casino (trips)

Road Network

The roadway network is based on the BCAG centerline road network and contains all existing and future roadway classifications of "local" and above which were developed considering local jurisdictions circulation elements of their general plans and Caltrans

California Road System (CRS) maps. The road network includes all regionally significant roadways.

Future road networks prepared for emissions analysis include all regionally significant and non-regionally significant federal, state, and locally funded, and non-exempt projects. Tables 3-6 contain these non-exempt projects sorted by conformity analysis year. In addition, all projects within the MTP/FTIP that are exempt from conformity requirements have been documented (see Appendix A).

Validation/Calibration

The BCAG transportation model was validated to daily, AM and PM peak hour conditions. Detailed validation summary reports are available upon request. In general, the transportation model generates results that exceed the screenline and link volume validation standards established in Caltrans *Travel Forecasting Guidelines*, November 1992, and *Travel Model Improvement Program (TMIP) Model Validation and Reasonableness Checking Manual*, February 1997 for daily, AM and PM peak hour conditions. In addition, the model meets the specific static validation criteria contained in the *2010 California Regional Transportation Plan Guidelines*.

In addition to static tests, the BCAG TDF model's estimate of daily vehicle miles of travel (VMT) for Butte County was compared to independent estimates from the Highway Performance Monitoring System (HPMS).

BCAG Consultation and Planning Process

BCAG has followed the latest Final Transportation Conformity Rule in preparing the air quality conformity determination for the 2012 MTP and 2015 FTIP. The Final Conformity Rule requires that Regional Transportation Planning Agencies (RTPAs) develop an Air Quality Conformity Element to identify the procedures and criteria for developing air quality conformity determinations for their respective regions.

As the Regional Transportation Planning Agency (RTPA) for Butte County, BCAG has established a broad planning process and partnership with federal, state, and local governments, the Butte County Air Quality Management District, and the general public.

This planning process and partnership includes consultation through our Transportation Advisory Committees that is comprised of representatives from all levels of local government, state and federal agencies, the air district, the general public, and other affected agencies and interested citizens in Butte County. The Transportation Advisory Committee typically meets on a monthly basis as needed to review and provide input into all BCAG planning activities. The technical issues are resolved at this level, and recommendations are made to the BCAG Board of Directors.

Specific Consultation

The transportation conformity document is required to be developed in consultation with BCAG's planning partners, and the opportunity must be provided for public review.

During the development of the air quality conformity analysis and determination, BCAG consulted with the **Interagency Consultation Review (ICR)** which reviewed and concurred with the emissions inventory, conformity analysis years, latest planning assumptions, project exemptions, as well as the methodology used to generate the emissions inventory. The ICR includes representatives from the Federal Highway Administration (FHWA), Environmental Protection Agency (EPA), Caltrans, Butte County Air Quality Management District and BCAG. The Federal Transit Administration was invited to participate as well. The latest interagency consultation process began on March 24, 2014 with a memorandum requesting confirmation of the proposed emissions analysis years.

Further, a Planning Partners group was created to provide input on the future land use allocations utilized in preparing the analysis. The Planning Partners group included representatives from each local jurisdiction within Butte County. The group reviewed all assumptions and inputs that went into the development of the land use assumptions and allocation.

Following paragraph effective following the 30-day public review
BCAG staff provided a 30-day public review and comment period in compliance with BCAG's adopted Public Participation Plan (PPP). Legal notices were posted in local newspapers, and the conformity document was made available at local public libraries and on BCAG's website. The Air Quality Conformity Analysis and Determination were circulated among staff from Federal Highway Administration (FHWA), Environmental Protection Agency (EPA), Federal Transit Agency (FTA), and Caltrans. Appendices C and D contain copies of public notices and responses to public comments.

Financial Constraint

The 2015 FTIP and 2012 MTP have been financially constrained in accordance with the requirements of 40 CFR 93.108 and is consistent with the U.S. DOT metropolitan planning regulations (23 CFR Part 450). See Financial Element of 2012 MTP for further details.

Transportation Control Measures

There are no TCMs in the CO SIP and there is no approved ozone or PM2.5 SIP applicable to Butte County. Because there are no TCMs in an approved SIP for Butte County, Butte County currently has no TCMs in place and therefore timely TCM implementation requirements do not apply.

Vehicle Registrations

Butte County Association of Governments does not estimate vehicle registrations, age distributions or fleet mix. Rather, current forecasted estimates for these data are developed by the California Air Resources Board (CARB) and included in the EMFAC 2011 model. On March 6, 2013, EMFAC 2011 was approved by the federal government for use in California conformity analysis. Vehicle registrations, age distribution and fleet mix are developed and included in the model by CARB and cannot be updated by the user.

Modeling Documentation

A complete description of BCAG's transportation model is available upon request. BCAG's transportation model, which was used to develop transportation-related emissions for the Butte County non-attainment and maintenance areas, currently meets all requirements set forth in the March 2012 Federal Register.

Emissions Models

In order to determine emissions associated with the implementation of the 2012 MTP and 2015 FTIP, the most recent, federally approved, emissions model is used. To develop the air quality conformity analysis, two types of models were used: the BCAG transportation model and EMFAC.

The BCAG transportation model was used to prepare the traffic model runs for the necessary analysis years. The BCAG transportation model produced forecasts of vehicle miles traveled (VMT), trip ends, speed distributions, lane miles, and other travel related data required for the emission models.

BCAG used the most current federally approved emissions model to prepare the regional emissions analysis. At the time this document was prepared, June 2014, EMFAC 2011 was the latest federally approved model in California.

Analysis Years

The regional emissions analysis begins with the year of 2015, as the transportation conformity rule states that the first emissions analysis year may not exceed five years from the year the MTP/FTIP conformity determination was prepared (2014). In addition, 2015 is the marginal attainment year for the 2008 ozone NAAQS. The next analysis year is the attainment year for CO under the 80-tons-per-day budget which is 2018. The milestone year of 2025 is included since analysis is required between years and

can not be more than 10 years apart. The last year included in the emissions analysis is the long-range MTP horizon year of 2035.

A summary of the analysis years is indicated below:

- 2015 – No greater than five years from the preparation of the MTP and FTIP conformity determination, and 2008 ozone marginal attainment year
- 2018 – CO maintenance year (new 80 tons-per-day budget)
- 2025 – Milestone year no more than 10 years from last analysis
- 2035 – Horizon year of BCAG’s long-range RTP and additional analysis year for GHG

Projects Included in the Regional Emissions Analysis

The 2012 MTP and 2015 FTP include all federal and non-federal regionally significant projects expected to occur in the Butte County ozone and PM2.5 non-attainment areas and Chico Urbanized Area carbon monoxide maintenance area. Projects included in this emissions analysis include all relevant projects contained in the 2012 MTP and 2015 FTIP that are assumed funded. The projects are those receiving federal transportation dollars as well as those that have been determined to be regionally significant regardless of funding type. All capacity increasing projects have been included in this conformity analysis as required by the Transportation Conformity Rule. The funding sources for which the specific list of projects is derived are listed in Table 2 below.

**Table 2
MTP and FTIP Project Funding Sources**

ATP	Active Transportation Program
CMAQ	Congestion Mitigation and Air Quality
FTA	Federal Transit Administration (5307, 5309, 5310, 5311, 5339)
HBP	Highway Bridge Program
HSIP	Highway Safety Improvement Program
IIP	Interregional Improvement Program (Derived from STIP)
Local	Local Agency Funds (City/County funds)
RIP	Regional Improvement Program (Derived from STIP)
SHOPP	State Highway Operations and Protection Program
SRTS	Safe Routes to School

The specific capacity-increasing projects included in each analysis year in the emissions analysis are included below in Tables 3, 4, 5, and 6. It is important to note that the 2018 model includes all projects listed in Table 3, the 2025 model includes all projects listed in Tables 3 and 4, and the 2035 model includes all projects listed in Tables 3, 4, and 5.

**Table 3
Capacity-increasing Projects Included in 2015 Emissions Analysis**

Jurisdiction	Roadway	Segment	Proposed Improvement
Butte County	SR 70	Cox Ln to E Gridley Rd	Widen to 4 lanes
Butte County	SR 70	SR 162 to Ophir Rd	Widen to 4 lanes
Chico	SR 99	SR 32 to E. 1 st Ave	Auxiliary lanes
Chico	SR 32	SR 99 to El Monte	Widen to 4 lanes
Chico	SR 32	Park & Ride @ Fir St	Add 30 parking spaces
Chico	Cohasset Rd	Two Oaks Dr to Thorntree Dr	Widen to 4 lanes
Chico	Cohasset Rd	Airport Blvd to Eaton Rd	Widen to 4 lanes
Chico	Midway	Hegan Ln to E Park Ave	Widen to 4 lanes
Chico	Eaton Rd	East Ave to Floral Ave	Construct 4 lane roadway
Chico	Bruce Rd	Skyway to SR 32	Widen to 4 lanes
Chico	MLK Blvd	E. Park Ave to 20 th St	Widen to 4 lanes
Chico	Eaton Rd	SR 99 interchange	Widen to 4 lanes
Chico	Forest Ave	SR 32 to Humboldt Rd	Widen to 4 lanes

**Table 4
Capacity-increasing Projects Included in 2018 Emissions Analysis***

Jurisdiction	Roadway	Segment	Proposed Improvement
Butte County	SR 70	Ophir Rd to Palermo Rd (Segment #1)	Widen to 4 lanes
Butte County	Central House Rd	Bridge @ Wyman Ravine	Widen to 2 lanes
Chico	Notre Dame	E 20 th St to Little Chico Creek	Construct 2 lane roadway
Chico	Eaton Rd	SR 32 to western termini	Construct 4 lane roadway
Chico	SR 32	El Monte Ave to Yosemite Dr	Widen to 4 lanes
Chico	SR 99	Skyway to 20 th St	Auxiliary lanes
Chico	East Ave	SR 99 interchange improvements	Reconfigure interchange
Chico	Guynn Rd	Bridge @ Lindo Channel	Widen to 2 lanes
Paradise	Anchor Way	Clark Rd to Bennet Rd	Construct 2 lane roadway

*Also includes all projects listed in Table 3.

**Table 5
Capacity-increasing Projects Included in 2025 Emissions Analysis***

Jurisdiction	Roadway	Segment	Proposed Improvement
Butte County	SR 70	Palermo Rd to Cox Ln (Segment #2)	Widen to 4 lanes
Butte County	Kittyhawk Dr	SR 99 to Garner Ln	Construct 2 lane roadway
Chico	SR 99	20 th St to SR 32	Auxiliary lanes
Chico	Notre Dame	Comanche Creek to Southgate Ave	Construct 2 lane roadway
Chico	Southgate	SR 99 interchange	Replace intersection with new 2 lane overpass
Chico	Fair St	Fair St to Entler Ave	Construct 2 lane roadway
Chico	E 20 th St	Notre Dame to Bruce Rd	Widen to 4 lanes
Chico	Silver Dollar Way	Fair St to MLK Blvd	Construct 2 lane roadway
Chico	Manzanita Ave	E 8 th St to Wildwood Ave	Widen to 4 lanes
Chico	Esplanade	Eaton Rd to SR 99	Widen to 4 lanes
Chico	Southgate	Midway to SR 99 & SR 99 to Skyway	Construct 4 lane roadway

*Also includes all projects listed in Tables 3 and 4.

**Table 6
Capacity-increasing Projects Included in 2035 Emissions Analysis***

Jurisdiction	Roadway	Segment	Proposed Improvement
Butte County	SR 70	E Gridley Rd to Yuba County (Segment #3)	Widen to 4 lanes

*Also includes all projects listed in Tables 3, 4 and 5.

Eight-hour Ozone Standards

2008 Ozone NAAQS

Effective July 20, 2012, Butte County is designated marginal nonattainment under EPA's federal 2008 8-hour ozone National Ambient Air Quality Standards (NAAQS).

The conformity test to be used to demonstrate conformity to the 2008 8-hour federal ozone NAAQS is the "no-greater-than 2011" test whereby future emissions must be less than or equal to those emission present in 2011.

Carbon Monoxide "Budget Test"

Upon being redesignated from "non-attainment" to "maintenance" for carbon monoxide in 1998, BCAG was allocated a countywide emissions budget of 100 tons per day. As part of a July 2004 revision to the California State Implementation Plan (SIP) for Carbon Monoxide, Butte County's CO emissions budget was changed to 80 tons per day.

The conformity test to be used to demonstrate conformity for CO is the “budget test” whereby CO emissions are not to exceed the 80 tons per day budget.

Fine Particulate Matter (PM2.5)

On October 17, 2006 U.S. EPA promulgated the new 2006 24-hour PM2.5 standard. Based on this standard, a portion of Butte County (western) has been designated non-attainment. This new standard took effect December 14, 2009.

The conformity test to be used to demonstrate conformity to the 2006 24-hour PM2.5 standard is the “no-greater-than 2008” test whereby future emissions must be less than or equal to those emission present in 2008. The baseline year of 2008 is consistent with U.S. EPA’s finalized Transportation Conformity Rule PM2.5 and PM10 amendments signed March 10, 2010 and detailed in 40 CFR 93.119.

Regional Emissions Analysis and Forecast

The regional emissions analysis and forecast for ozone precursors, carbon monoxide, PM2.5 and its precursor have been summarized in the following tables. The summary of emissions forecasts is derived from outputs of the EMFAC 2011 model. These tables show comparisons of:

ROG:	Reactive Organic Gases as an ozone precursor
NOx:	Oxides of Nitrogen as an ozone and PM2.5 precursor
CO:	Carbon Monoxide
PM2.5:	Fine Particulate Matter (smaller than 2.5 micrometers)

Ozone 8-hour Standard Tests – No-greater-than- 2002 and No-greater-than- 2011 Test

Table 7
ROG “No-greater-than-2011” Emissions Tests

ROG – TONS PER DAY OF EMISSIONS			
Analysis Year	(EMFAC 2011 Summer Run)		
	ROG Emissions	Less than 2011?	Pass Conformity Tests?
2002	5.6	--	--
2011	3.7	--	yes
2015	2.4	yes	yes
2018	1.9	yes	yes
2025	1.4	yes	yes
2035	1.3	yes	yes

Table 8
NOx “No-greater-than-2011” Emissions Tests

NOx – TONS PER DAY OF EMISSIONS			
Analysis Year	(EMFAC 2011 Summer Run)		
	NOx Emissions	Less than 2011?	Pass Conformity Tests?
2002	10.7	--	--
2011	7.2	--	yes
2015	5.1	yes	yes
2018	3.9	yes	yes
2025	2.5	yes	yes
2035	2.2	yes	yes

Carbon Monoxide Budget Test

Table 9
CO “Budget Test” Emissions Test 80 Tons-per-day Budget

CO – TONS PER DAY OF EMISSIONS			
Analysis Year	(EMFAC 2011 Winter Run)		
	CO Emissions	CO Budget	Pass Conformity Test?
2015	20.8	80.0	yes
2018	15.5	80.0	yes
2025	10.6	80.0	yes
2035	9.5	80.0	yes

2006 24-hour PM2.5 Standard Test – No-greater-than-2008 Test

**Table 10
24-hour PM2.5 “No-greater-than-2008” Emissions Test**

24-hour PM2.5 - TONS PER DAY OF EMISSIONS			
(EMFAC 2011 Winter Run)			
Analysis Year	PM2.5 Emissions	Less than 2008?	Pass Conformity Test?
2008	0.3	--	--
2015	0.2	yes	yes
2018	0.2	yes	yes
2025	0.2	yes	yes
2035	0.2	yes	yes

**Table 11
NOx “No-greater-than-2008” Emissions Test**

NOx - TONS PER DAY OF EMISSIONS			
(EMFAC 2011 Winter Run)			
Analysis Year	NOx Emissions	Less than 2008?	Pass Conformity Test?
2008	10.3	--	--
2015	5.7	yes	yes
2018	4.3	yes	yes
2025	2.8	yes	yes
2035	2.4	yes	yes

Air Quality Conformity Determination

The results from the 2015 FTIP and 2012 MTP Amendment #5 emissions analysis show that current and future emissions of the ozone precursors ROG and NO_x will be less than 2011 emissions levels, current and future carbon monoxide emissions will be below their budget threshold of 80 tons per day, and future emissions of 24-hour PM_{2.5} and its precursor NO_x will be less than the 2008 emissions levels. Thus, Butte County, in accordance with the Transportation Conformity Rule requirements applicable to Butte County (§51.464 and §51.436 – 51.440), has satisfied the “no-greater-than-2011” test for the 2008 8-hour federal ozone NAAQS, the “budget test” for carbon monoxide for the 80-tons-per-day budget, and the “no-greater-than-2008” test for federal 24-hour PM_{2.5} NAAQS. **Based on this analysis, the 2012 Metropolitan Transportation Plan (MTP) Amendment #5 and 2015 Federal Transportation Improvement Program (FTIP) conforms to the applicable State Implementation Plan (SIP) and all applicable sections of the EPA’s Transportation Conformity Rule.**

APPENDIX A

BCAG Exempt Project Listing - 2012 MTP/SCS & 2015 FTIP through MTP Amendment #4

AGENCY	CTIPS ID	TITLE	PROJECT DESCRIPTION	Total (\$1,000s)	TRANSPORTATION CONFORMITY RULE - Exempt Reference			
County	1020000165	Neal Road and Cohasset Road Bike Project	On Neal Rd. from Oro-Chico Hwy to the Skyway & unincorporated portion of Cohasset Rd from Chico Limits to the Cohasset School. Construct Class 2 bike lanes.	1,440	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
County	1020000172	Midway Bridge Replacement across Butte Creek	On Midway (old SR 99) approximately 0.2 miles south of White Ave to approximately 0.7 miles south of White Ave. ,spanning Butte Creek and Butte Creek Overflow. Replace 2 bridge structures. (HBP project)	15,803	Section 93.126	Table 2 Exempt Projects	Safety	Widening narrow pavements or reconstructing bridges (no additional travel lanes)
County	2020000070	Butte County HSIP Grouped Projects	Butte County HSIP Grouped Projects (Highway Safety Improvement Program) various local projects including HR3 as a result of MAP 21.	7,914	Section 93.126	Table 2 Exempt Projects	Safety	Highway Safety Improvement Program implementation
County	2020000125	Las Plumas Federal Safe Routes to School Project	Between Waler Rd and Autrey Ln. Walmer Rd between Lincoln Blvd and Rosedale Ave. Construct sidewalks, curb, gutter, ramps and AC tie-in, install speed humps and speed feedback signs; upgrade crosswalks	1,012	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
BCAG	2020000005	FTA Sec. 5307 Program - B - Line	Butte Regional Transit. Chico UZA Area. Operations and Capital	67,006	Section 93.126	Table 2 Exempt Projects	Mass Transit	Operating assistance to transit agencies
BCAG	2020000008	FTA Sec 5311 Program	B - Line (Butte Regional Transit) Operations and Capital	42,852	Section 93.126	Table 2 Exempt Projects	Mass Transit	Operating assistance to transit agencies
BCAG	2020000169	FTA Sec. 5339 Program	Butte Regional Transit. Replace, rehabilitate and purchase bus related facilities and equipment.	373	Section 93.126	Table 2 Exempt Projects	Mass Transit	Purchase of transit operating equipment for vehicles
BCAG	1020000178	Butte Regional Transit Operations and Maintenance Facility	In Chico, construct new Butte Regional Transit Operations Center. See MPO comments for full description	37,532	Section 93.126	Table 2 Exempt Projects	Mass Transit	Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR 771.
BCAG	1020000020	Planning, Programming and Monitoring	Planning, programming and monitoring	1,680	Section 93.126	Table 2 Exempt Projects	Other	Specific activities which do not involve or lead directly to construction
Caltrans	1020000164	Butte County SHOPP Collision Reduction Grouped Listing	SR 99 Near Chico at the Rock Creek Bridge #12-27. Widen shoulder on structure	23,442	Section 93.126	Table 2 Exempt Projects	Safety	Shoulder improvements
			SR 191 Near Town of Paradise. Safety improvement project to reduce the number and severity of collisions.		Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
Caltrans	2020000129	Butte County SHOPP Mandates Grouped Listing	SHOPP Mandates - ADA pedestrian infrastructure project on SR 32 near Chico from Kennedy Avenue to the SR 99/32 separation. Construct sidewalks, curb-ramps and crosswalks.	4,002	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Caltrans	2020000162	Butte County SHOPP Bridge Preservation Grouped Listing	State Route 70 in Oroville at Flag Canyon Creek Bridge # 12-0140 and SR 99 near Chico from Estates Drive at 0.4 mile north of Butte Creek Bridge #12-0126R. Replace bridges.	21,112	Section 93.126	Table 2 Exempt Projects	Safety	Widening narrow pavements or reconstructing bridges (no additional travel lanes)
Caltrans	2020000167	Butte County SHOPP Pavement Rehabilitation Grouped Listing	State Route 99 in Chico, from south of Skyway Overcrossing to south of Garner Lane. Rehabilitate pavement.	10,440	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
Chico	2020000130	SR 99 Cohasset Rd Interchange Direct SB On Ramp	Reconfigure interchange to construct a new direct on-ramp from Eastbound Cohasset Rd to Southbound SR 99 in Chico at post mile 33.5/34.4. Scope of the this project is to complete the technical studies through preliminary engineering.	1,200	Section 93.127	Table 3 Projects Exempt from Regional Emissions Analyses		Interchange reconfiguration projects.
Chico	2020000117	SR 99 Corridor Bikeway Phase 5 - 20th Street Crossing PE	SR 99 Corridor Bikeway Project Phase 5 completes the gap adjacent to SR 99 from Chico Mall across 20th Street to the north end of Business Lane. This project is to complete the technical studies only thru preliminary engineering.	1,117	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Chico	2020000116	SR 99 Corridor Bikeway Phase 4	SR 99 Corridor Bikeway Phase 4 - Business Lane to the Skyway. This project constructs a new bike/ped/multuse path adjacent to SR 99 from 20th Street (Business Lane) to Butte College at the Skyway/Notre Dame Blvd.	1,100	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Oroville	2020000086	Table Mountain Blvd Roundabout	In Oroville at Table Mountain Blvd., Nelson Ave and Cherokee Rd - Reconfigure intersection and construct a roundabout.	1,538	Section 93.127	Table 3 Projects Exempt from Regional Emissions Analyses		Intersection channelization projects.
Oroville	2020000121	Oroville Street Sweeper Replacement Project	In the City of Oroville, replace 1998 street sweeper.	223	Section 93.126	Table 2 Exempt Projects	Other	Specific activities which do not involve or lead directly to construction
Various	2020000056	Local HBP - Grouped Listing -Lump Sum	Local Bridge lump sum grouping. All projects are exempt from AQ Conformity. See MPO Notes for locations and BCAG FTIP Webpage for Backup List. 9 bridge projects included.	37,000	Section 93.126	Table 2 Exempt Projects	Safety	Widening narrow pavements or reconstructing bridges (no additional travel lanes)

MTP Projects not in 2015 FTIP

AGENCY	CTIPS ID	TITLE	PROJECT DESCRIPTION	Total (\$1,000)	TRANSPORTATION CONFORMITY RULE - Exempt Reference			
Gridley	2020000084	SR 99 Gridley Pedestrian Project	On the east side of SR 99 from Obermeyer Ave to approx. 1800 feet north of Obermeyer Ave - construct urban improvements including sidewalks and pedestrian ramps to facilitate pedestrian travel.	459	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
County	2020000082	Oro-Chico Hwy Bike Project	Construct Class 2 Bike lane from Midway to Butte Campus Drive along Oro Chico Hwy, Durham Dayton Hwy & Durham Pentz Rd.	1,000	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities

6/27/2014

APPENDIX B

Regionally Significant Project List - 2015 FTIP and 2012 MTP/SCS

Jurisdiction	TITLE	PROJECT DESCRIPTION	Emissions Analysis Year			
			2015	2018	2025	2035
Butte County	SR 70 Widening (Cox Ln to East Gridley Rd)	Widen SR 70 from 2 to 4 lanes from Cox Ln to East Gridley Rd	X	X	X	X
Butte County	SR 70 Widening (SR 162 to Ophir Rd)	Widen SR 70 from 2 to 4 lanes from SR 162 to Ophir Rd	X	X	X	X
Chico	SR 99 Auxillary Lanes (SR 32 to E. 1st Ave)	Add Auxillary lanes on SR 99 from SR 32 to E. 1st Ave	X	X	X	X
Chico	SR 32 Widening (SR 99 to El Monte Ave)	Widen SR 32 from 2 to 4 lanes from SR 99 to El Monte Ave	X	X	X	X
Chico	Cohasset Rd Widening (Two Oaks Dr to Thorntree Dr)	Widen Cohasset Rd from 2 to 4 lanes from Two Oaks Dr to Thorntree Dr	X	X	X	X
Chico	Cohasset Rd Widening (Airport Blvd to Eaton Rd)	Widen Cohasset Rd from 2 to 4 lanes from Airport Blvd to Eaton Rd	X	X	X	X
Chico	Midway Widening (Hegan Ln to E. Park Ave)	Widen Midway from 2 to 4 lanes from Hegan Ln to E. Park Ave	X	X	X	X
Chico	Eaton Rd (East Ave to Floral Ave)	Construct 4 lane roadway for extension of Eaton Rd from East Ave to Floral Ave	X	X	X	X
Chico	Bruce Rd Widening (Skyway to SR 32)	Widen Bruce Rd from 2 to 4 lanes from Skyway to SR 32	X	X	X	X
Chico	MLK Blvd Widening (E. Park Ave to 20th St)	Widen MLK Blvd from 2 to 4 lanes from E. Park Ave to 20th St	X	X	X	X
Chico	Eaton Rd Widening (at SR 99 interchange)	Widen Eaton Rd from 2 to 4 lanes at SR 99 interchange	X	X	X	X
Chico	Forest Ave Widening (SR 32 to Humboldt Rd)	Widen Forest Ave from 2 to 4 lanes from SR 32 to Humboldt Rd	X	X	X	X
Butte County	SR 70 Widening (Ophir Rd to Palermo Rd)	Widen SR 70 from 2 to 4 lanes from Ophir Rd to Palermo Rd		X	X	X
Butte County	Central House Rd Bridge Widening (at Wyman Ravine)	Widen Central House Rd Bridge from 1 to 2 lanes at Wyman Ravine		X	X	X
Chico	Notre Dame Extension (E. 20th St to Little Chico Creek)	Construct 2 lane roadway for extension of Notre Dame from E. 20th St to Little Chico Creek		X	X	X
Chico	W. Eaton Rd Extension (SR 32 to W. Eaton Rd end)	Construct 2 lane roadway for extension of W. Eaton Rd from SR 32 to end		X	X	X
Chico	SR 32 Widening (El Monte Ave to Yosemite Dr)	Widen SR 32 from 2 to 4 lanes from El Monte Ave to Yosemite Dr		X	X	X
Chico	SR 99 Auxillary Lanes (Skyway to 20th St)	Add Auxillary lanes on SR 99 from Skyway to 20th St		X	X	X
Chico	East Ave and SR 99 interchange improvements	Reconfigure interchange at East Ave and SR 99		X	X	X
Chico	Guyann Rd Bridge Widening (at Lindo Channel)	Widen Guyann Rd Bridge from 1 to 2 lanes at Lindo Channel		X	X	X
Paradise	Anchor Way Construction (Clark Rd to Bennet Rd)	Construct 2 lane roadway from Clark Rd to Bennet Rd		X	X	X
Butte County	SR 70 Widening (Palermo Rd to Cox Ln)	Widen SR 70 from 2 to 4 lanes from Palermo Rd to Cox Ln			X	X
Butte County	Kittyhark Dr Extension (SR 99 to Garner Ln)	Construct 2 lane roadway from SR 99 to Garner Ln			X	X
Chico	SR 99 Auxillary Lanes (20th St to SR 32)	Add Auxillary lanes on SR 99 from 20th St to SR 32			X	X
Chico	Notre Dame Extension (Comanche Creek to Southgate Ave)	Construct 2 lane roadway for extension of Notre Dame from Comanche Creek to Southgate Ave			X	X
Chico	Southgate Ave Interchange (at SR 99)	Replace intersection of Southgate Ln and SR 99 with new 2 lane overpass and interchange			X	X
Chico	Fair St Extension (Fair St end to Entler Ave)	Construct 2 lane roadway for extension of Fair St from existing end to Entler Ave			X	X
Chico	E. 20th St Widening (Forest Ave to Bruce Rd)	Widen E. 20th St from 2 to 4 lanes from Forest Ave to Bruce Rd			X	X
Chico	Silver Dollar Way Extension (Fair St to MLK Jr Parkway)	Construct 2 lane roadway for extension of Silver Dollar Way from Fair St to MLK Jr Parkway			X	X
Chico	Manzanita Ave (E. 8th St to Wildwood Ave)	Widen Manzanita Ave from 2 to 4 lanes from E. 8th St to Wildwood Ave			X	X
Chico	Esplanade Widening (Eaton Rd to SR 99)	Widen Esplanade from 2 to 4 lanes from Eaton Rd to SR 99			X	X
Chico	Southgate Extension (Midway to Skyway and Entler Ave to Player Ln)	Construct 2 lane roadway for extension of Southgate from Midway to Skyway and Entler Ave to Player Ln			X	X
Butte County	SR 70 Widening (E Gridley Rd to Yuba Co.)	Widen SR 70 from 2 to 4 lanes from E. Gridley Rd to Yuba County				X

APPENDIX C
PUBLIC MEETING DOCUMENTATION

APPENDIX D
RESPONSES TO PUBLIC COMMENTS

APPENDIX E

CONFORMITY CHECKLIST

FHWA Checklist for MPO TIPs/RTPs Checklist/Version Date: June 27, 2005

40 CFR	Criteria	Page	Comments
§93.102	Document the applicable pollutants and precursors for which EPA designates the area as nonattainment or maintenance. Describe the nonattainment or maintenance area and its boundaries.	p. 1-3	
§93.104 (b, c)	Document the date that the MPO officially adopted, accepted or approved the TIP/RTP and made a conformity determination. Include a copy of the MPO resolution. Include the date of the last prior conformity finding.	p. 1	
§93.104 (e)	If the conformity determination is being made to meet the timelines included in this section, document when the new motor vehicle emissions budget was approved or found adequate.	N/A	
§93.106 (a)(2)ii	Describe the regionally significant additions or modifications to the existing transportation network that are expected to be open to traffic in each analysis year. Document that the design concept and scope of projects allows adequate model representation to determine intersections with regionally significant facilities, route options, travel times, transit ridership and land use.	p. 4-7 p. 11-12 Tables 3-6	
§93.108	Document that the TIP/RTP is financially constrained (23 CFR 450).	p. 8	
§93.109 (a, b)	Document that the TIP/RTP complies with any applicable conformity requirements of air quality implementation plans (SIPs) and court orders.	p. 16	
§93.109 (c-k)	Provide either a table or text description that details, for each pollutant and precursor, whether the interim emissions tests and/or the budget test apply for conformity. Indicate which emissions budgets have been found adequate by EPA, and which budgets are currently applicable for what analysis years.	p. 12-15	
§93.110 (a, b)	Document the use of latest planning assumptions (source and year) at the "time the conformity analysis begins," including current and future population, employment, travel and congestion. Document the use of the most recent available vehicle registration data. Document the date upon which the conformity analysis was begun.	p. 3-7 Table 1	
USDOT/EPA guidance	Document the use of planning assumptions less than five years old. If unable, include written justification for the use of older data. (1/18/02)	p. 3-7	
§93.110 (c,d,e,f)	Document any changes in transit operating policies and assumed ridership levels since the previous conformity determination. Document the use of the latest transit fares and road and bridge tolls. Document the use of the latest information on the effectiveness of TCMs and other SIP measures that have been implemented. Document the key assumptions and show that they were agreed to through Interagency and public consultation.	p. 5&8	No TCMs
§93.111	Document the use of the latest emissions model approved by EPA.	p. 9	
§93.112	Document fulfillment of the interagency and public consultation requirements outlined in a specific implementation plan according to §51.390 or, if a SIP revision has not been completed, according to §93.105 and 23 CFR 450. Include documentation of consultation on conformity tests and methodologies as well as responses to written comments.	p. 8	
§93.113	Document timely implementation of all TCMs in approved SIPs. Document	p. 8	No TCMs

40 CFR	Criteria	Page	Comments
	that implementation is consistent with schedules in the applicable SIP and document whether anything interferes with timely implementation. Document any delayed TCMs in the applicable SIP and describe the measures being taken to overcome obstacles to implementation.		
§93.114	Document that the conformity analyses performed for the TIP is consistent with the analysis performed for the Plan, in accordance with 23 CFR 450.324(f)(2).	p. 1	
§93.118 (a, c, e)	<u>For areas with SIP budgets:</u> Document that emissions from the transportation network for each applicable pollutant and precursor, including projects in any associated donut area that are in the Statewide TIP and regionally significant non-Federal projects, are consistent with any adequate or approved motor vehicle emissions budget for all pollutants and precursors in applicable SIPs.	p. 12	
§93.118 (b)	Document for which years consistency with motor vehicle emissions budgets must be shown.	p. 10	
§93.118 (d)	Document the use of the appropriate analysis years in the regional emissions analysis for areas with SIP budgets, and the analysis results for these years. Document any interpolation performed to meet tests for years in which specific analysis is not required.	p. 10	
§93.119 ⁱ	<u>For areas without applicable SIP budgets:</u> Document that emissions from the transportation network for each applicable pollutant and precursor, including projects in any associated donut area that are in the Statewide TIP and regionally significant non-Federal projects, are consistent with the requirements of the “Action/Baseline”, “Action/1990” and/or “Action/2002” interim emissions tests as applicable.	p. 12-13	
§93.119 (g)	Document the use of the appropriate analysis years in the regional emissions analysis for areas without applicable SIP budgets.	p. 12-13	
§93.119 (h,i)	Document how the baseline and action scenarios are defined for each analysis year.	p. 12-13	
§93.122 (a)(1)	Document that all regionally significant federal and non-Federal projects in the nonattainment/maintenance area are explicitly modeled in the regional emissions analysis. For each project, identify by which analysis it will be open to traffic. Document that VMT for non-regionally significant Federal projects is accounted for in the regional emissions analysis	p. 10-12	
§93.122 (a)(2, 3)	Document that only emission reduction credits from TCMs on schedule have been included, or that partial credit has been taken for partially implemented TCMs. Document that the regional emissions analysis only includes emissions credit for projects, programs, or activities that require regulatory action if: the regulatory action has been adopted; the project, program, activity or a written commitment is included in the SIP; EPA has approved an opt-in to the program, EPA has promulgated the program, or the Clean Air Act requires the program (indicate applicable date). Discuss the implementation status of these programs and the associated emissions credit for each analysis year.	p. 8	No TCMs
§93.122 (a)(4,5,6)	For nonregulatory measures that are not included in the STIP, include written commitments from appropriate agencies. Document that assumptions for measures outside the transportation system (e.g. fuels measures) are the same for baseline and action scenarios. Document that factors such as ambient temperature are consistent with those used in the SIP unless modified through interagency consultation.	p. 9	
§93.122 (b)(1)(i) ⁱⁱ	Document that a network-based travel model is in use that is validated against observed counts for a base year no more than 10 years before the	p. 7	

40 CFR	Criteria	Page	Comments
	date of the conformity determination. Document that the model results have been analyzed for reasonableness and compared to historical trends and explain any significant differences between past trends and forecasts (for per capita vehicle-trips, VMT, trip lengths mode shares, time of day, etc.).		
§93.122 (b)(1)(ii) ²	Document the land use, population, employment, and other network-based travel model assumptions.	p. 3-7	
§93.122 (b)(1)(iii) ²	Document how land use development scenarios are consistent with future transportation system alternatives, and the reasonable distribution of employment and residences for each alternative.	p. 3-7	
§93.122 (b)(1)(iv) ²	Document use of capacity sensitive assignment methodology and emissions estimates based on a methodology that differentiates between peak and off-peak volumes and speeds, and bases speeds on final assigned volumes.	p. 3-7	
§93.122 (b)(1)(v) ²	Document the use of zone-to-zone travel impedances to distribute trips in reasonable agreement with the travel times estimated from final assigned traffic volumes. Where transit is a significant factor, document that zone-to-zone travel impedances used to distribute trips are used to model mode split.	p. 3-7	
§93.122 (b)(1)(vi) ²	Document how travel models are reasonably sensitive to changes in time, cost, and other factors affecting travel choices.	p. 3-7	
§93.122 (b)(2) ²	Document that reasonable methods were used to estimate traffic speeds and delays in a manner sensitive to the estimated volume of travel on each roadway segment represented in the travel model.	p. 3-7	
§93.122 (b)(3) ²	Document the use of HPMS, or a locally developed count-based program or procedures that have been chosen through the consultation process, to reconcile and calibrate the network-based travel model estimates of VMT.	p. 3-7	
§93.122 (d)	In areas not subject to §93.122(b), document the continued use of modeling techniques or the use of appropriate alternative techniques to estimate vehicle miles traveled	p. 3-7	
§93.122 (e, f)	Document, in areas where a SIP identifies construction-related PM10 or PM 2.5 as significant pollutants, the inclusion of PM10 and/or PM 2.5 construction emissions in the conformity analysis.	N/A	
§93.122 (g)	If appropriate, document that the conformity determination relies on a previous regional emissions analysis and is consistent with that analysis.	N/A	
§93.126, §93.127, §93.128	Document all projects in the TIP/RTP that are exempt from conformity requirements or exempt from the regional emissions analysis. Indicate the reason for the exemption (Table 2, Table 3, traffic signal synchronization) and that the interagency consultation process found these projects to have no potentially adverse emissions impacts.	p. 8 App. A	

ⁱ Note that some areas are required to complete both interim emissions tests.

ⁱⁱ 40 CFR 93.122(b) refers only to serious, severe and extreme ozone areas and serious CO areas above 200,000 population

Disclaimers

This checklist is intended solely as an informational guideline to be used in reviewing Transportation Plans and Transportation Improvement Programs for adequacy of their conformity documentation. It is in no way intended to replace or supercede the Transportation Conformity regulations of 40 CFR Parts 51 and 93, the Statewide and Metropolitan Planning Regulations of 23 CFR Part 450 or any other EPA, FHWA or FTA guidance pertaining to transportation conformity or statewide and metropolitan planning. This checklist is not intended for use in documenting transportation conformity for individual transportation projects in nonattainment or maintenance areas. 40 CFR Parts 51 and 93 contain additional criteria for project-level conformity determinations.

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