APPENDIX 1:
Air Quality Conformity Analysis and Determination
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:

BCAG
BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS

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(This document is available at www.bcag.org. Please direct any questions or comments to Brian Lasagna, BCAG Regional Analyst by phone or email at blasagna@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).
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 NOx 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 PM2.5 and its precursor NOx 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 PM2.5 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.
<table>
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<tr>
<th>Project</th>
<th>Description</th>
<th>Cost</th>
<th>Impact</th>
<th>SHP Category</th>
<th>Notes</th>
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<td>Project 1</td>
<td>Build a new bike path along the river to connect different parts of the city.</td>
<td>$500,000</td>
<td>Low</td>
<td>Low</td>
<td>Bicycle and Pedestrian Facilities</td>
</tr>
<tr>
<td>Project 2</td>
<td>Improve traffic flow at a busy intersection.</td>
<td>$750,000</td>
<td>High</td>
<td>High</td>
<td>Traffic Improvement</td>
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<tr>
<td>Project 3</td>
<td>Construct a new park in the downtown area.</td>
<td>$350,000</td>
<td>Medium</td>
<td>Medium</td>
<td>Landscape Planning</td>
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**APPENDIX A**

**BCGA Exempt Project Listing - 2012 MTP/SCS & 2017 TTP through MTP Amendment #12**
APPENDIX C
RESPONSES TO PUBLIC COMMENTS

No Public Comments Received
APPENDIX D
PREVIOUS ANALYSIS AND DETERMINATION

See Next Page
AIR QUALITY EMISSIONS ANALYSIS
AND
CONFORMITY DETERMINATION

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

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(This document is available at www.bcac.org. Please direct any questions or comments to
Brian Lasagna, BCAG Senior Planner by phone or email at blasagna@bcag.org)
Mr. Jon Clark  
Executive Director  
Butte County Association of Governments  
2580 Sierra Sunrise Terrace, Suite 100  
Chico, CA 95928-8441

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,

[Signature]

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

<table>
<thead>
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<th>Assumption</th>
<th>Year and Source of Data (MPO Action)</th>
<th>Modeling</th>
<th>Next Scheduled Update</th>
</tr>
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<tr>
<td>Population</td>
<td>Base Year: 2010 CA DOD Projections: based on BCAG's Butte County Long-Term Regional Growth Forecasts 2010-2035(^a), prepared January 2011. Modeling utilizes “medium scenario” included in the plan.</td>
<td>Included in developing latest BCAG regional transportation model and land use allocations for the years 2020 and 2035.</td>
<td>Next update to population forecasts is anticipated to be in January 2015.</td>
</tr>
<tr>
<td>Employment</td>
<td>Base Year: 2010 CA EDD Projections: based on BCAG’s Butte County Long-Term Regional Growth Forecasts 2010-2035(^a), prepared January 2011. Modeling utilizes “medium scenario” included in the plan.</td>
<td>Included in developing latest BCAG regional transportation model and land use allocations for the years 2020 and 2035.</td>
<td>Next update to employment forecasts is anticipated to be in January 2015.</td>
</tr>
<tr>
<td>Traffic Counts</td>
<td>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.</td>
<td>Latest BCAG regional transportation model was validated using counts.</td>
<td>Traffic counts are updated every 4 years, dependent upon availability of funding.</td>
</tr>
<tr>
<td>Vehicle Miles of Travel</td>
<td>The transportation model was validated in 2012 to the 2010 base year.</td>
<td>TransCAD V5 is the model used to estimate VMT for the BCAG regional transportation model.</td>
<td>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.</td>
</tr>
<tr>
<td>Speeds</td>
<td>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.</td>
<td>TransCAD V5 and EMFAC 2011</td>
<td>Speed data is updated every 4 years, dependent upon availability of funding.</td>
</tr>
<tr>
<td>Vehicle Registration</td>
<td>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.</td>
<td>EMFAC 2011</td>
<td>The next update is scheduled to occur in 2015.</td>
</tr>
<tr>
<td>Transit</td>
<td>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.</td>
<td>TransCAD V5 and BCAG off-model transit forecasting tool</td>
<td>The next update of the land use forecasts and transit mode share is scheduled to occur in 2015.</td>
</tr>
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</table>

**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**

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

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

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

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

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

*Also includes all projects listed in Table 3.*
Table 5
Capacity-increasing Projects Included in 2025 Emissions Analysis*

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

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

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

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>Roadway</th>
<th>Segment</th>
<th>Proposed Improvement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Butte County</td>
<td>SR 70</td>
<td>E Gridley Rd to Yuba County (Segment #3)</td>
<td>Widen to 4 lanes</td>
</tr>
</tbody>
</table>

*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)
**Table 7**

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

<table>
<thead>
<tr>
<th>Analysis Year</th>
<th>ROG Emissions</th>
<th>Less than 2011?</th>
<th>Pass Conformity Tests?</th>
</tr>
</thead>
<tbody>
<tr>
<td>2002</td>
<td>5.6</td>
<td>--</td>
<td>--</td>
</tr>
<tr>
<td>2011</td>
<td>3.7</td>
<td>--</td>
<td>yes</td>
</tr>
<tr>
<td>2015</td>
<td>2.4</td>
<td>yes</td>
<td>yes</td>
</tr>
<tr>
<td>2018</td>
<td>1.9</td>
<td>yes</td>
<td>yes</td>
</tr>
<tr>
<td>2025</td>
<td>1.4</td>
<td>yes</td>
<td>yes</td>
</tr>
<tr>
<td>2035</td>
<td>1.3</td>
<td>yes</td>
<td>yes</td>
</tr>
</tbody>
</table>

**Table 8**

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

<table>
<thead>
<tr>
<th>Analysis Year</th>
<th>NOx Emissions</th>
<th>Less than 2011?</th>
<th>Pass Conformity Tests?</th>
</tr>
</thead>
<tbody>
<tr>
<td>2002</td>
<td>10.7</td>
<td>--</td>
<td>--</td>
</tr>
<tr>
<td>2011</td>
<td>7.2</td>
<td>--</td>
<td>yes</td>
</tr>
<tr>
<td>2015</td>
<td>5.1</td>
<td>yes</td>
<td>yes</td>
</tr>
<tr>
<td>2018</td>
<td>3.9</td>
<td>yes</td>
<td>yes</td>
</tr>
<tr>
<td>2025</td>
<td>2.5</td>
<td>yes</td>
<td>yes</td>
</tr>
<tr>
<td>2035</td>
<td>2.2</td>
<td>yes</td>
<td>yes</td>
</tr>
</tbody>
</table>

**Carbon Monoxide Budget Test**

**Table 9**

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

<table>
<thead>
<tr>
<th>Analysis Year</th>
<th>CO Emissions</th>
<th>CO Budget</th>
<th>Pass Conformity Test?</th>
</tr>
</thead>
<tbody>
<tr>
<td>2015</td>
<td>20.8</td>
<td>80.0</td>
<td>yes</td>
</tr>
<tr>
<td>2018</td>
<td>15.5</td>
<td>80.0</td>
<td>yes</td>
</tr>
<tr>
<td>2025</td>
<td>10.6</td>
<td>80.0</td>
<td>yes</td>
</tr>
<tr>
<td>2035</td>
<td>9.5</td>
<td>80.0</td>
<td>yes</td>
</tr>
</tbody>
</table>
## 2006 24-hour PM2.5 Standard Test – No-greater-than-2008 Test

### Table 10

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

<table>
<thead>
<tr>
<th>Analysis Year</th>
<th>PM2.5 Emissions</th>
<th>Less than 2008?</th>
<th>Pass Conformity Test?</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>0.3</td>
<td>--</td>
<td>--</td>
</tr>
<tr>
<td>2015</td>
<td>0.2</td>
<td>yes</td>
<td>yes</td>
</tr>
<tr>
<td>2018</td>
<td>0.2</td>
<td>yes</td>
<td>yes</td>
</tr>
<tr>
<td>2025</td>
<td>0.2</td>
<td>yes</td>
<td>yes</td>
</tr>
<tr>
<td>2035</td>
<td>0.2</td>
<td>yes</td>
<td>yes</td>
</tr>
</tbody>
</table>

### Table 11

NOx “No-greater-than-2008” Emissions Test

<table>
<thead>
<tr>
<th>Analysis Year</th>
<th>NOx Emissions</th>
<th>Less than 2008?</th>
<th>Pass Conformity Test?</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>10.3</td>
<td>--</td>
<td>--</td>
</tr>
<tr>
<td>2015</td>
<td>5.7</td>
<td>yes</td>
<td>yes</td>
</tr>
<tr>
<td>2018</td>
<td>4.3</td>
<td>yes</td>
<td>yes</td>
</tr>
<tr>
<td>2025</td>
<td>2.8</td>
<td>yes</td>
<td>yes</td>
</tr>
<tr>
<td>2035</td>
<td>2.4</td>
<td>yes</td>
<td>yes</td>
</tr>
</tbody>
</table>
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 NOx 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 PM2.5 and its precursor NOx 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 PM2.5 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.
<table>
<thead>
<tr>
<th>AGENCY</th>
<th>CPNS ID</th>
<th>TITLE</th>
<th>PROJECT DESCRIPTION</th>
<th>TOTAL $PROJECT</th>
<th>TRANSPORTATION CONFORMITY RULE - Exempt Reference</th>
</tr>
</thead>
<tbody>
<tr>
<td>DOTTY</td>
<td>20200000779</td>
<td>8x9 Road and Colfax Road Bike Project</td>
<td>On 8x9 Rd, from 19th Ave to 8th Ave &amp; simeconsequent portion of Colfax Rd from 19th Ave to the Colfax School. Construct 8x9 &amp; bike lanes.</td>
<td>1,488</td>
<td>Section 327 Exempt Projects Art Quality</td>
</tr>
<tr>
<td>DOTTY</td>
<td>20200000272</td>
<td>Midway Bridge Replacement across Butte Creek</td>
<td>On Midway (old SR 22) approximately 0.5 miles north of West Alexander approx 1.7 mi west of South Ave, spanning Butte Creek &amp; Butte Creek Overflow. Replace 2 Bridge structures.</td>
<td>13,356</td>
<td>Section 327 Exempt Projects Safety</td>
</tr>
<tr>
<td>DOTTY</td>
<td>20200000505</td>
<td>Butte County (VMP) Grouped Projects</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>In the County (VMP) Grouped Projects Highways Safety Improvement Project to install various projects including VMS at a cost of $36,279,</td>
<td>7,359</td>
<td>Section 327 Exempt Projects Safety</td>
</tr>
<tr>
<td>DOTTY</td>
<td>20200000271</td>
<td>Lone Pine Elementary School</td>
<td>Between Lone Pine and Volunteer &amp; Volunteer and Riverside Ave. Construct sidewalks, curbs, gutter, lamps &amp; ACIA, median speed humps and speed feedback signs, upgrade crossings.</td>
<td>1,076</td>
<td>Section 327 Exempt Projects Art Quality</td>
</tr>
<tr>
<td>DOTTY</td>
<td>20200000501</td>
<td>PCT 1.25&quot; Program - 8th Ave</td>
<td>Multi-Regional Transit - 8th Ave Area, Operations and Capital Program</td>
<td>67,300</td>
<td>Section 327 Exempt Projects Safety</td>
</tr>
<tr>
<td>DOTTY</td>
<td>20200000265</td>
<td>FTA 605.0 Program</td>
<td>605.0 Program Operations and Capital Program</td>
<td>42,932</td>
<td>Section 327 Exempt Projects Safety</td>
</tr>
<tr>
<td>DOTTY</td>
<td>20200000196</td>
<td>FTA Sec. 323.3 Program</td>
<td>Butte Regional Transit. Replace, rehabilitate and purchase bus equipment and equipment.</td>
<td>375</td>
<td>Section 327 Exempt Projects Safety</td>
</tr>
<tr>
<td>DOTTY</td>
<td>20200000270</td>
<td>Butte Regional Transit Operations and Maintenance Facility</td>
<td>In Craig, construct new Butte Regional Transit Operations Center. See MPO materials for full description</td>
<td>37,520</td>
<td>Section 327 Exempt Projects Safety</td>
</tr>
<tr>
<td>DOTTY</td>
<td>20200000263</td>
<td>Planning, Programming and Monitoring</td>
<td>Planning, programming and monitoring</td>
<td>3,669</td>
<td>Section 327 Exempt Projects Other Specific activities that do not involve or lead directly to construction projects.</td>
</tr>
<tr>
<td>CARLS</td>
<td>20200000183</td>
<td>Butte County SHRP2 (Accel) Reduction Grouped Listing</td>
<td>1.083 1.083 Butte County SHRP2 Mandated Grouped Listing</td>
<td>23,410</td>
<td>Section 327 Exempt Projects Safety</td>
</tr>
<tr>
<td>CARLS</td>
<td>20200000182</td>
<td>Butte County SHRP2 Mandated Grouped Listing</td>
<td>SHRP2 Mandated - AKA Infrastructure program on SR 22. near Butte &amp; Kennedy Avenue for the SR 9002532 extension. Construct sidewalks, curbs &amp; gutters.</td>
<td>4,352</td>
<td>Section 327 Exempt Projects Safety</td>
</tr>
<tr>
<td>CARLS</td>
<td>20200000260</td>
<td>Butte County SHRP2 Preservation Grouped Listing</td>
<td>1.083 1.083 Butte County SHRP2 Preservation Grouped Listing</td>
<td>21,712</td>
<td>Section 327 Exempt Projects Safety</td>
</tr>
<tr>
<td>CARLS</td>
<td>20200000259</td>
<td>Butte County SHRP2 Preservation Grouped Listing</td>
<td>1.083 1.083 Butte County SHRP2 Preservation Grouped Listing</td>
<td>32,126</td>
<td>Section 327 Exempt Projects Safety</td>
</tr>
<tr>
<td>HARP</td>
<td>20200000171</td>
<td>SR 89 Colfax Road Interchange on SR 89</td>
<td>1.083 1.083 SR 89 Colfax Road Interchange on SR 89</td>
<td>38,430</td>
<td>Section 327 Exempt Projects Safety</td>
</tr>
<tr>
<td>HARP</td>
<td>20200000172</td>
<td>SR 99 Colfax/Bayview Phase 5 - 20th Street to 21st Street</td>
<td>1.083 1.083 SR 99 Colfax/Bayview Phase 5 - 20th Street to 21st Street</td>
<td>33,074</td>
<td>Section 327 Exempt Projects Safety</td>
</tr>
<tr>
<td>HARP</td>
<td>20200000173</td>
<td>SR 99 Colfax/Bayview Phase 4 - 20th Street to 21st Street</td>
<td>1.083 1.083 SR 99 Colfax/Bayview Phase 4 - 20th Street to 21st Street</td>
<td>33,074</td>
<td>Section 327 Exempt Projects Safety</td>
</tr>
<tr>
<td>HARP</td>
<td>20200000174</td>
<td>SR 99 Colfax/Bayview Phase 3 - 20th Street to 21st Street</td>
<td>1.083 1.083 SR 99 Colfax/Bayview Phase 3 - 20th Street to 21st Street</td>
<td>33,074</td>
<td>Section 327 Exempt Projects Safety</td>
</tr>
<tr>
<td>CARLS</td>
<td>20200000262</td>
<td>Table Mountain Bike Route</td>
<td>1.083 Table Mountain Bike Route</td>
<td>13,277</td>
<td>Section 327 Exempt Projects Safety</td>
</tr>
<tr>
<td>CARLS</td>
<td>20200000263</td>
<td>Table Mountain Bike Route</td>
<td>1.083 Table Mountain Bike Route</td>
<td>13,277</td>
<td>Section 327 Exempt Projects Safety</td>
</tr>
<tr>
<td>CARLS</td>
<td>20200000264</td>
<td>SR 20 &amp; 20th Street</td>
<td>1.083 SR 20 &amp; 20th Street</td>
<td>32,126</td>
<td>Section 327 Exempt Projects Safety</td>
</tr>
</tbody>
</table>

**MTP Projects not in 2019 FTP**

<table>
<thead>
<tr>
<th>AGENCY</th>
<th>CPNS ID</th>
<th>TITLE</th>
<th>PROJECT DESCRIPTION</th>
<th>TOTAL $PROJECT</th>
<th>TRANSPORTATION CONFORMITY RULE - Exempt Reference</th>
</tr>
</thead>
<tbody>
<tr>
<td>BCS</td>
<td>20200000605</td>
<td>SR 99 Oroley Pedestrian Project</td>
<td>On the east bound SR 99 from Oroley Ave to approx 1900</td>
<td>439</td>
<td>Section 327 Exempt Projects Art Quality</td>
</tr>
<tr>
<td>BCS</td>
<td>20200000606</td>
<td>SR 20 Colfax/Bayview Project</td>
<td>C &amp; W Way &amp; 20th Ave</td>
<td>1,390</td>
<td>Section 327 Exempt Projects Art Quality</td>
</tr>
</tbody>
</table>
## APPENDIX B

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

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>TITLE</th>
<th>PROJECT DESCRIPTION</th>
<th>Emissions Analysis Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Butte County</td>
<td>SR 70 Widening (Cox Ln to East Gridley Rd)</td>
<td>Widen SR 70 from 2 to 4 lanes from Cox Ln to East Gridley Rd</td>
<td>X X X X</td>
</tr>
<tr>
<td>Butte County</td>
<td>SR 70 Widening (SR 162 to Offr Rd)</td>
<td>Widen SR 70 from 2 to 4 lanes from SR 162 to Offr Rd</td>
<td>X X X X</td>
</tr>
<tr>
<td>Chico</td>
<td>SR 99 Auxiliary Lanes (SR 32 to E. 1st Ave)</td>
<td>Add Auxiliary lanes on SR 99 from SR 32 to E. 1st Ave</td>
<td>X X X X</td>
</tr>
<tr>
<td>Chico</td>
<td>SR 32 Widening (SR 99 to El Monte Ave)</td>
<td>Widen SR 32 from 2 to 4 lanes from SR 99 to El Monte Ave</td>
<td>X X X X</td>
</tr>
<tr>
<td>Chico</td>
<td>Cohasset Rd Widening (Two Oaks Dr to Thornrree Dr)</td>
<td>Widen Cohasset Rd from 2 to 4 lanes from Two Oaks Dr to Thornrree Dr</td>
<td>X X X X</td>
</tr>
<tr>
<td>Chico</td>
<td>Cohasset Rd Widening (Airport Blvd to Eaton Rd)</td>
<td>Widen Cohasset Rd from 2 to 4 lanes from Airport Blvd to Eaton Rd</td>
<td>X X X X</td>
</tr>
<tr>
<td>Chico</td>
<td>Midway Widening (Hegan Ln to E. Park Ave)</td>
<td>Widen Midway from 2 to 4 lanes from Hegan Ln to E. Park Ave</td>
<td>X X X X</td>
</tr>
<tr>
<td>Chico</td>
<td>Eaton Rd (East Ave to Floral Ave)</td>
<td>Construct 4 lane roadway for extension of Eaton Rd from East Ave to Floral Ave</td>
<td>X X X X</td>
</tr>
<tr>
<td>Chico</td>
<td>Bruce Rd Widening (Skyway to SR 32)</td>
<td>Widen Bruce Rd from 2 to 4 lanes from Skyway to SR 32</td>
<td>X X X X</td>
</tr>
<tr>
<td>Chico</td>
<td>MLK Blvd Widening (E. Park Ave to 20th St)</td>
<td>Widen MLK Blvd from 2 to 4 lanes from E. Park Ave to 20th St</td>
<td>X X X X</td>
</tr>
<tr>
<td>Chico</td>
<td>Eaton Rd Widening (at SR 99 interchange)</td>
<td>Widen Eaton Rd from 2 to 4 lanes at SR 99 interchange</td>
<td>X X X X</td>
</tr>
<tr>
<td>Chico</td>
<td>Forest Ave Widening (SR 32 to Humboldt Rd)</td>
<td>Widen Forest Ave from 2 to 4 lanes from SR 32 to Humboldt Rd</td>
<td>X X X X</td>
</tr>
<tr>
<td>Butte County</td>
<td>SR 70 Widening (Offr Rd to Palermo Rd)</td>
<td>Widen SR 70 from 2 to 4 lanes from Offr Rd to Palermo Rd</td>
<td>X X X X</td>
</tr>
<tr>
<td>Butte County</td>
<td>Central House Rd Bridge Widening (at Wyman Ravine)</td>
<td>Widen Central House Rd Bridge from 1 to 2 lanes at Wyman Ravine</td>
<td>X X X X</td>
</tr>
<tr>
<td>Chico</td>
<td>Notre Dame Extension (E. 20th St to Little Chico Creek)</td>
<td>Construct 2 lane roadway for extension of Notre Dame from E. 20th St to Little Chico Creek</td>
<td>X X X</td>
</tr>
<tr>
<td>Chico</td>
<td>W. Eaton Rd Extension (SR 32 to W. Eaton Rd end)</td>
<td>Construct 2 lane roadway for extension of W. Eaton Rd from SR 32 to end</td>
<td>X X X X</td>
</tr>
<tr>
<td>Chico</td>
<td>SR 32 Widening (El Monte Ave to Yosemite Dr)</td>
<td>Widen SR 32 from 2 to 4 lanes from El Monte Ave to Yosemite Dr</td>
<td>X X X</td>
</tr>
<tr>
<td>Chico</td>
<td>SR 99 Auxiliary Lanes (Skyway to 20th St)</td>
<td>Add Auxiliary lanes on SR 99 from Skyway to 20th St</td>
<td>X X X X</td>
</tr>
<tr>
<td>Chico</td>
<td>East Ave and SR 99 interchange improvements</td>
<td>Reconfigure interchange at East Ave and SR 99</td>
<td>X X X</td>
</tr>
<tr>
<td>Chico</td>
<td>Guyn Rd Bridge Widening (at Lindo Channel)</td>
<td>Widen Guyn Rd Bridge from 1 to 2 lanes at Lindo Channel</td>
<td>X X X</td>
</tr>
<tr>
<td>Paradise</td>
<td>Anchor Way Construction (Clark Rd to Benner Rd)</td>
<td>Construct 2 lane roadway from Clark Rd to Benner Rd</td>
<td>X X X</td>
</tr>
<tr>
<td>Butte County</td>
<td>SR 70 Widening (Palermo Rd to Cox Ln)</td>
<td>Widen SR 70 from 2 to 4 lanes from Palermo Rd to Cox Ln</td>
<td>X X</td>
</tr>
<tr>
<td>Butte County</td>
<td>Kellypark Dr Extension (SR 99 to Garner Ln)</td>
<td>Construct 2 lane roadway from SR 99 to Garner Ln</td>
<td>X X</td>
</tr>
<tr>
<td>Chico</td>
<td>SR 99 Auxiliary Lanes (20th St to SR 32)</td>
<td>Add Auxiliary lanes on SR 99 from 20th St to SR 32</td>
<td>X X</td>
</tr>
<tr>
<td>Chico</td>
<td>Notre Dame Extension (Comanche Creek to Southgate Ave)</td>
<td>Construct 2 lane roadway for extension of Notre Dame from Comanche Creek to Southgate Ave</td>
<td>X X</td>
</tr>
<tr>
<td>Chico</td>
<td>Southgate Ave Interchange (at SR 99)</td>
<td>Replace intersection of Southgate Ln and SR 99 with new 2 lane overpass and interchange</td>
<td>X X</td>
</tr>
<tr>
<td>Chico</td>
<td>Fair St Extension (I 50 St end to Entier Ave)</td>
<td>Construct 2 lane roadway for extension of Fair St from existing end to Entier Ave</td>
<td>X X</td>
</tr>
<tr>
<td>Chico</td>
<td>E. 20th St Widening (Forest Ave to Bruce Rd)</td>
<td>Widen E. 20th St from 2 to 4 lanes from Forest Ave to Bruce Rd</td>
<td>X X</td>
</tr>
<tr>
<td>Chico</td>
<td>Silver Dollar Way Extension (Fair St to MLK Jr Parkway)</td>
<td>Construct 2 lane roadway for extension of Silver Dollar Way from Fair St to MLK Jr Parkway</td>
<td>X X</td>
</tr>
<tr>
<td>Chico</td>
<td>Manzanita Ave (E. 8th St to Wildwood Ave)</td>
<td>Widen Manzanita Ave from 2 to 4 lanes from E. 8th St to Wildwood Ave</td>
<td>X X</td>
</tr>
<tr>
<td>Chico</td>
<td>Esplanade Widening (Eaton Rd to SR 99)</td>
<td>Widen Esplanade from 2 to 4 lanes from Eaton Rd to SR 99</td>
<td>X X</td>
</tr>
<tr>
<td>Chico</td>
<td>Southgate Extension (Midway to Skyway and Entier Ave to Player Ln)</td>
<td>Construct 2 lane roadway for extension of Southgate from Midway to Skyway and Entier Ave to Player Ln</td>
<td>X X</td>
</tr>
<tr>
<td>Butte County</td>
<td>SR 70 Widening (E. Gridley Rd to Yuba Co.)</td>
<td>Widen SR 70 from 2 to 4 lanes from E. Gridley Rd to Yuba Co.</td>
<td>X</td>
</tr>
</tbody>
</table>

6/27/2014
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

<table>
<thead>
<tr>
<th>40 CFR</th>
<th>Criteria</th>
<th>Page</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>§93.102</td>
<td>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.</td>
<td>p. 1-3</td>
<td></td>
</tr>
<tr>
<td>§93.104 (b, c)</td>
<td>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.</td>
<td>p. 1</td>
<td></td>
</tr>
<tr>
<td>§93.104 (e)</td>
<td>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.</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>§93.106 (a)(2)i</td>
<td>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.</td>
<td>p. 4-7 p. 11-12 Tables 3-6</td>
<td></td>
</tr>
<tr>
<td>§93.108</td>
<td>Document that the TIP/RTP is financially constrained (23 CFR 450).</td>
<td>p. 8</td>
<td></td>
</tr>
<tr>
<td>§93.109 (a, b)</td>
<td>Document that the TIP/RTP complies with any applicable conformity requirements of air quality implementation plans (SIPs) and court orders.</td>
<td>p. 16</td>
<td></td>
</tr>
<tr>
<td>§93.109 (c-k)</td>
<td>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.</td>
<td>p. 12-15</td>
<td></td>
</tr>
<tr>
<td>§93.110 (a, b)</td>
<td>Document the use of latest planning assumptions (source and year) at the &quot;time the conformity analysis begins,&quot; 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.</td>
<td>p. 3-7 Table 1</td>
<td></td>
</tr>
</tbody>
</table>

**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>| §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&amp;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 |  |</p>
<table>
<thead>
<tr>
<th>40 CFR</th>
<th>Criteria</th>
<th>Page</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>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.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>§93.114</td>
<td>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).</td>
<td>p. 1</td>
<td></td>
</tr>
<tr>
<td>§93.118 (a, c, e)</td>
<td>For areas with SIP budgets: 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.</td>
<td>p. 12</td>
<td></td>
</tr>
<tr>
<td>§93.118 (b)</td>
<td>Document for which years consistency with motor vehicle emissions budgets must be shown.</td>
<td>p. 10</td>
<td></td>
</tr>
<tr>
<td>§93.118 (d)</td>
<td>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.</td>
<td>p. 10</td>
<td></td>
</tr>
<tr>
<td>§93.119 i</td>
<td>For areas without applicable SIP budgets: 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 &quot;Action/Baseline&quot;, &quot;Action/1990&quot; and/or &quot;Action/2002&quot; interim emissions tests as applicable.</td>
<td>p. 12-13</td>
<td></td>
</tr>
<tr>
<td>§93.119 (g)</td>
<td>Document the use of the appropriate analysis years in the regional emissions analysis for areas without applicable SIP budgets.</td>
<td>p. 12-13</td>
<td></td>
</tr>
<tr>
<td>§93.119 (h, i)</td>
<td>Document how the baseline and action scenarios are defined for each analysis year.</td>
<td>p. 12-13</td>
<td></td>
</tr>
<tr>
<td>§93.122 (a)(1)</td>
<td>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.</td>
<td>p. 10-12</td>
<td></td>
</tr>
<tr>
<td>§93.122 (a)(2, 3)</td>
<td>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.</td>
<td>p. 8</td>
<td>No TCMs</td>
</tr>
<tr>
<td>§93.122 (a)(4, 5, 6)</td>
<td>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.</td>
<td>p. 9</td>
<td></td>
</tr>
<tr>
<td>§93.122 (b)(1)(l) i</td>
<td>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...</td>
<td>p. 7</td>
<td></td>
</tr>
</tbody>
</table>

2012 MTP and 2015 FTIP Air Quality Conformity Analysis and Determination
Butte County Association of Governments
<table>
<thead>
<tr>
<th>40 CFR</th>
<th>Criteria</th>
<th>Page</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>§93.122 (b)(1)(ii) 2</td>
<td>Document the land use, population, employment, and other network-based travel model assumptions.</td>
<td>p. 3-7</td>
<td></td>
</tr>
<tr>
<td>§93.122 (b)(1)(iii) 2</td>
<td>Document how land use development scenarios are consistent with future transportation system alternatives, and the reasonable distribution of employment and residences for each alternative.</td>
<td>p. 3-7</td>
<td></td>
</tr>
<tr>
<td>§93.122 (b)(1)(iv) 2</td>
<td>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.</td>
<td>p. 3-7</td>
<td></td>
</tr>
<tr>
<td>§93.122 (b)(1)(v) 2</td>
<td>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.</td>
<td>p. 3-7</td>
<td></td>
</tr>
<tr>
<td>§93.122 (b)(1)(vi) 2</td>
<td>Document how travel models are reasonably sensitive to changes in time, cost, and other factors affecting travel choices.</td>
<td>p. 3-7</td>
<td></td>
</tr>
<tr>
<td>§93.122 (b)(2) 2</td>
<td>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.</td>
<td>p. 3-7</td>
<td></td>
</tr>
<tr>
<td>§93.122 (b)(3) 2</td>
<td>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.</td>
<td>p. 3-7</td>
<td></td>
</tr>
<tr>
<td>§93.122 (d)</td>
<td>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.</td>
<td>p. 3-7</td>
<td></td>
</tr>
<tr>
<td>§93.122 (e, f)</td>
<td>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.</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>§93.122 (g)</td>
<td>If appropriate, document that the conformity determination relies on a previous regional emissions analysis and is consistent with that analysis.</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>§93.126, §93.127, §93.128</td>
<td>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.</td>
<td>p. 8 App. A</td>
<td></td>
</tr>
</tbody>
</table>

1 Note that some areas are required to complete both interim emissions tests.
2 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 supersede 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.

Document #46711

2012 MTP and 2015 FTIP Air Quality Conformity Analysis and Determination
Butte County Association of Governments
APPENDIX 2:
Comments Received
(insert public comments after adoption)
## 2016 STIP STAFF RECOMMENDATION - COUNTY SHARE

Does Not Include STIP Intergovernmental Share Funding (See Separate Listing)

($1,000s)

<table>
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<th>Butte</th>
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### Project Totals by Fiscal Year

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<th>FY 16-17</th>
<th>FY 17-18</th>
<th>FY 18-19</th>
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<th>FY 20-21</th>
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<tr>
<td>E &amp; P</td>
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<td>0</td>
<td>0</td>
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### Project Totals by Component

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<td>0</td>
<td>0</td>
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<td>0</td>
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### Summary

- **Total Programmed or Voted since July 1, 2014:** 20,022

### Proposed 2016 Programming Changes

<table>
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<th>Project</th>
<th>FY 16-17</th>
<th>FY 17-18</th>
<th>FY 18-19</th>
<th>FY 19-20</th>
<th>FY 20-21</th>
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<td>11,200</td>
<td>0</td>
<td>-1,550</td>
<td>0</td>
<td>-800</td>
<td>350</td>
</tr>
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</table>

### Notes
- Revised RTP adopted March 24, 2015
- Balance of STIP County Share, Butte:
  - Total County Share, June 30, 2015: 22,283
  - Total New Programmed or Voted Since July 1, 2014: 32,630
  - Unprogrammed Share Balance: 2,330
  - Share Balance Advanced or Overdrawn: 0

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California Transportation Commission

Page 5 of 46

4/23/2016
APPENDIX 4:
Public Outreach & Notices

BCAG conducted a public workshop prior to the development of the FTIP and another after the draft was completed. Workshops were held for the development of the 2016 FTIP and 2016 RTP/SCS to communicate the relationship between the long-range Regional Transportation Plan/Sustainable Communities Strategy and the short-range Federal Transportation Improvement Program. In addition, formal presentations were held as part of the various Transportation Advisory Committee meetings and BCAG Board of Directors meeting. A complete draft hard copy of the FTIP was distributed to each of the local Butte County Public Libraries. Notices in the local newspapers were also made. Development of the FTIP was conducted in accordance with BCAG’s adopted Public Participation Plan (PPP). In addition, formal government-to-government correspondence to each of the federally recognized Native American Tribal Governments were made. BCAG staff was invited to make one presentation to the Mechoopda Indian Tribe of the Chico Rancheria. The following documentation represents copies the outreach efforts made.
Greetings,

Attached for public review and comment are three documents.

1. **DRAFT - 2016 BCAG Public Participation Plan.** As part of BCAG’s Overall Work Program review with our state and federal partners, it was recommended to update legislation references from SAFETEA-LU to MAP 21 or as appropriate. In addition, this update to the PPP emphasizes greater use of current social internet media to engage and inform the public in BCAG’s planning and programming processes.

2. **DRAFT - Policy for Government-to-Government Consultation with Federally Recognized Native American Tribal Governments.** This was another recommendation at our annual Overall Work Program review meeting to develop a stand-alone document.

3. **Public Notice** – Informing the draft documents mentioned above, as well as development of BCAG’s 2017 Federal Transportation Improvement Program (FTIP) Development and Draft 2016 Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS) document. This notice has been placed in each of the local newspapers in Butte County.

As a result, BCAG has scheduled two workshops identified below to review the above mentioned material. Besides the workshops, via government-to-government correspondence, BCAG has offered to meet directly with the Native American Tribal communities at their convenience. BCAG is also currently developing a facebook page in which this material will also be announced. In addition, notices will be placed on the entire Butte Regional Transit Fleet.

**OPEN HOUSE WORKSHOPS:**

- **Public Participation Plan & Policy with Native American Tribal Governments** is scheduled for June 22, 2016 at 3 p.m. at the BCAG conference room located at 326 Huss Drive, Suite 150, Chico.

- **Draft 2017 FTIP & 2016 RTP/SCS** is scheduled for July 13, 2016 at 3 p.m. at the BCAG conference room located at 326 Huss Drive, Suite 150, Chico.

Adoption of the FTIP, PPP and Policy for Government-to-Government Consultation with Federally Recognized Native American Tribal Governments is scheduled for 9 a.m. on August 25, 2016 at the City of Chico Council Chambers located at 421 Main St, Chico, CA 95928. Once adopted, these documents can be amended at any time by the BCAG Board.

Questions regarding these products can be directed to Ivan Garcia, Programming Manager at BCAG at 530-809-4616 or by e-mail at igarcia@bcag.org . Comments are also welcomed by email. Hard copies of the draft PPP and draft Policy for Government-to-Government Consultation with Federally Recognized Native American Tribal Governments are available at each of the Butte County Public Libraries for review and comment.

Thank you,
Greetings BCAG TAC

Attached for your awareness is the BCAG staff’s Board memo concerning the draft 2017 FTIP.

This item will be presented at our next TAC meeting, however, I wanted to get the summary tables out to you for your review and comment.

A complete document should be posted on-line tomorrow.

If you have any questions, please send me an email or give me a call.

Thanks.

Iván García
Programming Manager

BCAG
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

326 Huss Drive, Suite 150
Chico, CA 95928
530-809-4616
garcia@bcag.org  www.bcag.org
BCAG BOARD OF DIRECTORS

September 22, 2016

APPROVAL OF 2017 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP) AND AIR QUALITY DETERMINATION

PREPARED BY: Ivan Garcia, Programming Manager

ISSUE: The 2017 Federal Transportation Improvement Program (FTIP) and Air Quality Conformity Determination have been prepared and are required to be approved by the BCAG Board of Directors.

DISCUSSION: As the Metropolitan Planning Organization for Butte County, BCAG is required to prepare and update an FTIP every two years. The purpose of the FTIP is to identify all transportation-related projects that require federal funding and approval by the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA). The FTIP also identifies all non-federal, regionally significant projects for information and air quality emissions modeling purposes. The FTIP indicates the area’s short-term plan for use of federal dollars and other resources for the maintenance, operation, and improvement of the transportation system and the achievement of federal air quality standards over the next four federal fiscal years.

The 2017 FTIP identifies approximately $160 million in funding for 28 projects over the next four federal fiscal years beginning October 1, 2016. The attached Table 1 – 2017 FTIP Summary identifies the specific projects by agency, fiscal year and fund source. The 2017 FTIP was made available for review to the required state and federal agencies, BCAG’s advisory committees, posted at BCAG’s web page and noticed in the local newspapers indicating its availability and scheduled adoption for the August 25th Board meeting. In addition, staff distributed the Draft FTIP to the “Interagency Consultation Review” (ICR) group which included representatives from the FHWA, EPA, Caltrans, Butte County Air Quality Management District and the Air Resources Board to review BCAG’s Air Quality Analysis and Determination projects and process. BCAG has received concurrence from the required group. A complete FTIP Document will be available at the Board meeting. Once adopted, the BCAG Board may amend the FTIP at any time.

STAFF RECOMMENDATION: Staff recommends the BCAG Board adopt the 2017 FTIP and Air Quality Conformity Determination by Resolution #2016/17-10. This resolution also authorizes staff to make any necessary technical corrections/modifications to ensure timely state and federal approval.

Key Staff: Iván García, Programming Manager
Brian Lasagna, Senior Planner
BCAG BOARD OF DIRECTORS

August 25, 2016

APPROVAL OF 2017 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP) AND AIR QUALITY DETERMINATION

PREPARED BY: Ivan Garcia, Programming Manager

ISSUE: The 2017 Federal Transportation Improvement Program (FTIP) and Air Quality Conformity Determination have been prepared and are required to be approved by the BCAG Board of Directors.

DISCUSSION: As the Metropolitan Planning Organization for Butte County, BCAG is required to prepare and update an FTIP every two years. The purpose of the FTIP is to identify all transportation-related projects that require federal funding and approval by the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA). The FTIP also identifies all non-federal, regionally significant projects for information and air quality emissions modeling purposes. The FTIP indicates the area's short-term plan for use of federal dollars and other resources for the maintenance, operation, and improvement of the transportation system and the achievement of federal air quality standards over the next four federal fiscal years.

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STAFF RECOMMENDATION: Staff recommends the BCAG Board adopt the 2017 FTIP and Air Quality Conformity Determination by Resolution #2016/17-10. This resolution also authorizes staff to make any necessary technical corrections/modifications to ensure timely state and federal approval.

Key Staff: Iván Garcia, Programming Manager
Brian Lasagna, Senior Planner
July 28, 2016

DRAFT 2017 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP)
AND AIR QUALITY DETERMINATION

PREPARED BY:  Ivan Garcia, Programming Manager

ISSUE:  The Draft 2017 Federal Transportation Improvement Program (FTIP) and Air Quality Conformity Determination have been prepared and are available for review and comment.

DISCUSSION:  As the Metropolitan Planning Organization for Butte County, BCAG is required to prepare and update an FTIP every two years. The purpose of the FTIP is to identify all transportation-related projects that require federal funding and approval by the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA). The FTIP also identifies all non-federal, regionally significant projects for information and air quality emissions modeling purposes. The FTIP indicates the area’s short-term plan for use of federal dollars and other resources for the maintenance, operation, and improvement of the transportation system and the achievement of federal air quality standards over the next four federal fiscal years.

The 2017 FTIP identifies approximately $156 million in funding for 28 projects over the next four federal fiscal years beginning October 1, 2016. The attached Table 1 – 2017 FTIP Summary identifies project by agency, fiscal year and fund source.

The 2017 FTIP was developed in consultation with required state and federal agencies, and BCAG’s transportation advisory committee. Development of the FTIP was posted at BCAG’s web page and noticed in the local newspapers indicating its availability and scheduled adoption for the August 25, 2016 Board meeting. Once adopted, the BCAG Board may amend the FTIP at any time.

While most of the projects in the 2017 FTIP are existing projects from the 2015 FTIP, staff has incorporated new Congestion Mitigation and Air Quality Projects (CMAQ) to be approved by the Board as part of the adoption of the new FTIP. The new CMAQ projects are summarized in the attachment.

In addition, staff distributed the Draft Air Quality Conformity Determination to the “Interagency Consultation Review” (ICR) group which included representatives from the Federal Highway Administration, Environmental Protection Agency, Caltrans, Butte County Air Quality Management District and the Air Resources Board to review BCAG’s Air Quality Analysis and Determination projects and process. BCAG has received
concurrence from the required group. A complete FTIP Document will be available at the Board meeting.

**STAFF RECOMMENDATION:** This item is presented for information. Staff will be requesting the BCAG Board adopt the 2017 FTIP and Air Quality Conformity Determination at the August Board meeting.

Key Staff: Iván García, Programming Manager
Brian Lasagna, Senior Planner
Congestion Mitigation and Air Quality Program Summary
Proposed Projects for Programming into the 2017 FTIP

New Projects:

City of Chico - Esplanade Corridor Safety and Accessibility Improvement Project - Project programs $350,000 in CMAQ funds for preliminary engineering. The scope of the project includes various non-motorized "complete streets improvements along the Esplanade Corridor from W. 11th Avenue to Memorial Avenue. An Active Transportation Program grant application has been submitted to Caltrans for the construction component.

County of Butte – Monte Vista & Lower Wyandotte Class II Bike Facilities – The 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. This project is proposed to be funded completely with CMAQ funds.

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. An Active Transportation Program grant application has been submitted to Caltrans for the construction component.

Town of Paradise – ATP Gap Closure Project - Project programs $575,000 in CMAQ funds for preliminary engineering 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). An Active Transportation Program grant application has been submitted to Caltrans for the construction component.

City of Biggs – Safe Routes to Schools Project - Project programs $160,000 in CMAQ funds for preliminary engineering to construct new bike and pedestrian facilities along 2nd & E Streets. An Active Transportation Program grant application has been submitted to Caltrans for the construction component.

City of Oroville – SR 162 Pedestrian/Bicycle and Disabled Mobility and Safety Improvements - Project programs $540,000 in CMAQ funds for preliminary engineering to construct improvements 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.

Existing Projects – Cost Increases

City of Chico – SR 99 Bikeway Phase 5 Project. A cost increase of $300,000 in CMAQ
funds is proposed to complete the preliminary engineering for this project. The Phase 5
project completes the gap adjacent to SR 99 from Chico Mall across 20th Street to the
north end of Business Lane.

Paradise - Pearson Rd Safe Routes to Schools Connectivity Project. A potential cost
increase of $200,000 in CMAQ funds may be needed to construct this project. The Town
will be opening construction bids in August. In the event that additional funds may be
needed, staff has included this request in the FTIP. This project is primarily funded with
Caltrans ATP funds. If funding is not needed, staff will remove the project prior to adoption
by the Board. This project is located along Pearson Rd between Black Olive and Academy
Drives. Improvements include the construction of sidewalk, curb, gutter on the north and
south sides of Pearson Rd between Black Olive Drive and Academy Drive. The project
will require minor drainage improvements and construction of appropriate retaining walls
for hillside slopes.
July 24, 2016

Butte County Libraries

Subject: Draft 2017 Federal Transportation Improvement Program (FTIP) for Butte County

Dear Sir/Madam

Please make the attached document available for public review. This document has been noticed in local media as being available at each of the Butte County Public Libraries. I would appreciate if you could keep this document available until August 25, 2016.

This document is also available on BCAG’s website at:

Please direct any questions to my attention at 530-809-4616 or by email at igarcia@bcag.org. Thank you for your assistance.

Sincerely

Ivan Garcia
Programming Manager

Attachment:

Draft – 2017 Butte County Federal Transportation Improvement Program (Document)
December 10, 2015

The Honorable Glenda Nelson, Chairperson
Enterprise Rancheria
2133 Monte Vista Ave
Oroville, CA 95965

Subject: 2016 Regional Transportation Plan / Sustainable Communities Strategy & 2017 Federal Transportation Improvement Program Development

Honorable Chairperson:

The Butte County Association of Governments (BCAG) is the federally designated Metropolitan Planning Organization (MPO) and the state designated Regional Transportation Planning Agency (RTPA) serving Butte County. BCAG is responsible for developing all state and federal transportation plans and programming documents that are necessary to secure and program transportation funds within the region.

BCAG was formed through a joint powers agreement between the County of Butte and the incorporated Cities of Biggs, Gridley, Oroville, Chico and the Town of Paradise. BCAG is governed by a ten member Board of Directors comprised of the five county Board of Supervisors and one council person from each of the five incorporated cities. I currently serve as the Supervisor for District 1 and as Chair representing BCAG.

BCAG is committed to developing Government-to-Government relationships with the Tribal Governments within the Butte County region. BCAG would like to extend an invitation to your Tribe to attend and participate on our Transportation Advisory Committee (TAC), which typically meets on a monthly basis. The purpose of the TAC is to review and discuss BCAG's transportation planning activities and issues in a multi-jurisdictional planning forum. Representatives from Caltrans, the cities, Town and County participate on the TAC.

BCAG staff has commenced the development of the 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) for Butte County. This is a federally required long-range transportation planning document that is updated every four years. The purpose of this document is to identify Butte County's long-term transportation needs for all travel modes. The RTP/SCS will cover the period between 2016 and 2040. All projects selected for programming into the Regional Transportation Improvement Program and the Federal Transportation Improvement Program (FTIP) are required to be included in the RTP.
BCAG is also responsible for preparing, adopting and submitting a Federal Transportation Improvement Program (FTIP) to Caltrans, the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA). The FTIP is a programming document that identifies all regionally significant transportation projects and programs for Butte County that will be funded by federal, state, and local funding sources within the short-term horizon. Projects identified in the FTIP include those for:

- streets and roads
- highways
- transit
- safety
- bridge reconstruction
- active transportation projects
- other programs that receive federal dollars or require some type of federal approval

As we develop the RTP/SCS and the 2017 FTIP, we welcome any input you may have. If you prefer, I can arrange for BCAG staff to provide your Tribe with a workshop on these activities or any other item concerning BCAG.

All material concerning the RTP/SCS and the FTIP will be posted on the Internet at BCAG’s website at: http://www.bcac.org/ as they are developed.

If you have any questions please give me a call or you can contact Mr. Jon Clark, Executive Director of BCAG at 879-2468. If you prefer, we can schedule a meeting at your office and at your convenience to discuss these projects. We look forward to working with you.

Sincerely,

Bill Connelly

Bill Connelly, Chair
Butte County Association of Governments

IG
December 10, 2015

The Honorable James Edwards, Chairperson
Berry Creek Rancheria
5 Tyme Way
Oroville, CA 95966

Subject: 2016 Regional Transportation Plan / Sustainable Communities Strategy & 2017 Federal Transportation Improvement Program Development

Honorable Chairperson:

The Butte County Association of Governments (BCAG) is the federally designated Metropolitan Planning Organization (MPO) and the state designated Regional Transportation Planning Agency (RTPA) serving Butte County. BCAG is responsible for developing all state and federal transportation plans and programming documents that are necessary to secure and program transportation funds within the region.

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Honorable James Edwards  
December 10, 2015  
Page 2

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If you have any questions please give me a call or you can contact Mr. Jon Clark, Executive Director of BCAG at 879-2468. If you prefer, we can schedule a meeting at your office and at your convenience to discuss these projects. We look forward to working with you.

Sincerely,

Bill Connelly
Bill Connelly, Chair
Butte County Association of Governments

IG
December 10, 2015

The Honorable Gary Archuleta, Chairperson
Mooretown Rancheria
#1 Alverda Drive
Oroville, CA 95966

Subject: 2016 Regional Transportation Plan / Sustainable Communities Strategy & 2017 Federal Transportation Improvement Program Development

Honorable Chairperson:

The Butte County Association of Governments (BCAG) is the federally designated Metropolitan Planning Organization (MPO) and the state designated Regional Transportation Planning Agency (RTPA) serving Butte County. BCAG is responsible for developing all state and federal transportation plans and programming documents that are necessary to secure and program transportation funds within the region.

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If you have any questions please give me a call or you can contact Mr. Jon Clark, Executive Director of BCAG at 879-2468. If you prefer, we can schedule a meeting at your office and at your convenience to discuss these projects. We look forward to working with you.

Sincerely,

[Signature]

Bill Connelly, Chair
Butte County Association of Governments

IG
December 10, 2015

The Honorable Dennis Ramirez, Chairperson
Mechoopda Indian Tribe of the Chico Rancheria
125 Mission Ranch Blvd.
Chico, CA 95926

Subject: 2016 Regional Transportation Plan / Sustainable Communities Strategy & 2017 Federal Transportation Improvement Program Development

Honorable Chairperson:

The Butte County Association of Governments (BCAG) is the federally designated Metropolitan Planning Organization (MPO) and the state designated Regional Transportation Planning Agency (RTPA) serving Butte County. BCAG is responsible for developing all state and federal transportation plans and programming documents that are necessary to secure and program transportation funds within the region.

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BCAG staff has commenced the development of the 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) for Butte County. This is a federally required long-range transportation planning document that is updated every four years. The purpose of this document is to identify Butte County’s long-term transportation needs for all travel modes. The RTP/SCS will cover the period between 2016 and 2040. All projects selected for programming into the Regional Transportation Improvement Program and the Federal Transportation Improvement Program (FTIP) are required to be included in the RTP.
BCAG is also responsible for preparing, adopting and submitting a Federal Transportation Improvement Program (FTIP) to Caltrans, the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA). The FTIP is a programming document that identifies all regionally significant transportation projects and programs for Butte County that will be funded by federal, state, and local funding sources within the short-term horizon. Projects identified in the FTIP include those for:

- streets and roads
- highways
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- safety
- bridge reconstruction
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As we develop the RTP/SCS and the 2017 FTIP, we welcome any input you may have. If you prefer, I can arrange for BCAG staff to provide your Tribe with a workshop on these activities or any other item concerning BCAG.

All material concerning the RTP/SCS and the FTIP will be posted on the Internet at BCAG's website at: http://www.bcaq.org/ as they are developed.

If you have any questions please give me a call or you can contact Mr. Jon Clark, Executive Director of BCAG at 879-2468. If you prefer, we can schedule a meeting at your office and at your convenience to discuss these projects. We look forward to working with you.

Sincerely,

Bill Connelly, Chair
Butte County Association of Governments
December 10, 2015

The Honorable Patsy Seek, Chairperson
KonKow Valley Band of Maidu Indians
1185 18th Street
Oroville, CA 95965

Subject: 2016 Regional Transportation Plan / Sustainable Communities Strategy & 2017 Federal Transportation Improvement Program Development

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Bill Connelly, Chair
Butte County Association of Governments

IG
June 10, 2016

The Honorable Glenda Nelson, Chairperson
Enterprise Rancheria
2133 Monte Vista Ave
Oroville, CA 95965

Subject:
- 2017 Federal Transportation Improvement Program Development
- 2016 Regional Transportation Plan / Sustainable Communities Strategy
- BCAG Policy for Government-to-Government Consultation with Federally Recognized Native American Tribal Governments
- BCAG 2016 Public Participation Plan Development

Honorable Chairperson:

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Honorable Glenda Nelson
June 10, 2016
Page 3

PPP. An open house workshop to review the PPP is scheduled for June 22, 2016 at 3 p.m. at the BCAG conference room located at 326 Huss Drive, Suite 150, Chico. All information related to the PPP can be found on-line at http://www.bcag.org/Planning/-Public-Participation-Plan-PPP/index.html. A hard copy of the draft 2016 PPP is also attached along with the public notice we will post in the local newspapers.

As we develop BCAG’s RTP/SCS, 2017 FTIP, Policy for Government-to-Government Consultation with Federally Recognized Native American Tribal Governments and its 2016 Public Participation Plan, we welcome any input you may have. If you prefer, I can arrange for BCAG staff to provide your Tribe with a workshop on these activities or any other item concerning BCAG at your convenience. For your awareness, BCAG owns and operates Butte Regional Transit as well.

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If you have any questions please give me a call or you can contact Mr. Jon Clark, Executive Director of BCAG at 530-809-4616. We look forward to working with you.

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Bill Connelly

Bill Connelly, Chair
Butte County Association of Governments

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Attachments:
- Draft – BCAG Policy for Government-to-Government Consultation with Federally Recognized Native American Tribal Governments
- Draft BCAG 2016 Public Participation Plan
- Public Notice
June 10, 2016

The Honorable James Edwards, Chairperson  
Berry Creek Rancheria  
5 Tyme Way  
Oroville, CA 95966

Subject:  
- 2017 Federal Transportation Improvement Program Development  
- 2016 Regional Transportation Plan / Sustainable Communities Strategy  
- BCAG Policy for Government-to-Government Consultation with Federally Recognized Native American Tribal Governments  
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- Public Notice
June 10, 2016

The Honorable Gary Archuleta, Chairperson
Mooretown Rancheria
#1 Alverda Drive
Oroville, CA 95966

Subject:
- 2017 Federal Transportation Improvement Program Development
- 2016 Regional Transportation Plan / Sustainable Communities Strategy
- BCAG Policy for Government-to-Government Consultation with Federally Recognized Native American Tribal Governments
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AFFIDAVIT OF PUBLICATION

STATE OF CALIFORNIA
COUNTY OF BUTTE

The undersigned resident of the county of Butte, State of California, says:

That I am, and at all times herein mentioned was a citizen of the United States and not a party to nor interested in the above entitled matter; that I am the principal clerk of the printer and publisher of The Chico Enterprise-Record

The Oroville Mercury-Register

That said newspaper is one of general circulation as defined by Section 3000 Government Code of the State of California, Case No. 26796 by the Superior Court of the State of California, in and for the County of Butte; that said newspaper at all times herein mentioned was printed and published daily in the City of Chico and County of Butte; that notice of which the annexed is a true printed copy, was published in said newspaper on the following days:

06/16/2016

Dated June 18, 2016
at Chico, California

(Signature)
Declarations of Publication

State of California
County of Butte

That at all times herein mentioned Declarant is and was a resident of said county of Butte over the age of twenty-one years, not a party to nor interested in the within matter; that Declarant is now and was at all times herein mentioned the Legal Clerk of the Paradise Post, a newspaper published twice a week, which said newspaper was adjudged a newspaper of general circulation on November 12, 1940, by Superior Court Order No. 22092 as entered in Book 30 Page 223 of said Court; and that said newspaper is printed and published every Wednesday and Saturday.

GENERAL LEGAL

08/18/2016

and such publications was made in the regular issues of said paper (and not in any supplemental edition or extra thereof).

09/20/2016

Signature

Donna Tyrell

Legal No. 0005754579

Public Notice

The Butte County Association of Governments (BCAG) is designated by the U.S. Department of Transportation (U.S. DOT) and the U.S. Environmental Protection Agency (EPA) as the Metropolitan Planning Organization (MPO) for Butte County and its incorporated cities. As the MPO, BCAG is required to prepare a Federal Transportation Improvement Program (TIP) every two years and a long-range region Transportation Plan (LRTP) every four years. The purpose of the TIP is to identify all transportation-related projects that have federal transportation funding require some type of approval by the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA). In addition, all federally, regionally significant projects are included. The LRTP indicates the area's short-term plan for use of federal dollars and other resources for the maintenance, operation, and improvement of the transportation system and the achievement of federal air quality standards over the next four federal fiscal years.

Notice is hereby given that the BCAG Board of Directors is scheduled to begin the preparation of the 2017 TIP. Development of the TIP will include a new regional transportation analysis for air quality conformity purposes. As information is developed, the BCAG’s website will be updated at www.bcag.org. If you are interested in being placed on an email distribution list, please email Ms. Ivan Garcia at ivan@bcag.org. The 2017 TIP is scheduled to be adopted on August 29, 2016. The 2017 LRTP/SCS is scheduled to be adopted in December 2016. Information can also be reviewed at the Butte County Association of Government’s office located at 326 Huss Drive, Suite 100, Chico, CA 95928.

Notice is hereby given that BCAG will be updating its Public Participation Plan (PPP) to include new political changes and other minor changes that will affect how BCAG will notify the public on its planning and programming activities. In addition, BCAG is addressing limited English proficiency federal requirements in the PPP. Lastly, BCAG will be developing a new Policy for Government-to-Government Consultation with Federally Recognized Native American Tribal Governments as a stand-alone document that will also be included as an Appendix in the 2016 PPP. A new PPP is scheduled for adoption on August 29, 2016 by the BCAG Board of Directors. An open house workshop to review the PPP is scheduled for June 22, 2016 at 3 p.m. at the BCAG conference room located at 326 Huss Drive, Suite 100, Chico.

All information related to the PPP and draft Policy for Government-to-Government Consultation with Federally Recognized Native American Tribal Governments can be found on-line at:

Notice is hereby given that BCAG is currently developing the long range 2016 TIP/SCS. An open house workshop to review the updated TIP/SCS is scheduled for July 13, 2016 at 3 p.m. at the BCAG conference room located at 326 Huss Drive, Suite 100, Chico. The TIP/SCS identifies the long-range transportation plans for specific funding programs through the year 2040. Any other BCAG related matters can be discussed.

Adoption of the TIP, PPP, and Policy for Government-to-Government Consultation with Federally Recognized Native American Tribal Governments is scheduled for August 17, 2016 at the City of Chico Council Chambers located at 421 Main St, Chico, CA 95929. Once adopted, these documents will be made available at any time by the BCAG website. Questions regarding these documents can be directed to Ivan Garcia, Programming Manager at BCAG at 530-895-4666 or by e-mail at ivan@bcag.org. Comments are also welcomed by email. Hard copies of the PPP are available at each of the Butte County Public Libraries for review and comment. Please contact the BCAG office for translating assistance.

Publish: June 15, 2016
June 2, 2016

2017 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM DEVELOPMENT

PREPARED BY: Ivan Garcia, Programming Manager

BCAG is required to prepare a Federal Transportation Improvement Program (FTIP) every two years. The BCAG Board is scheduled to adopt the 2017 FTIP at the August 25, 2016 Board meeting.

DISCUSSION: The purpose of the FTIP is to identify all transportation-related projects that require federal funding or other approval by the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA). The 2017 FTIP will cover the next four fiscal years (FY 16/17, 17/18, 18/19 and 19/20). The FTIP also identifies all non-federal, regionally significant projects for information and air quality emissions modeling purposes. The FTIP indicates the area’s short-term plan for use of federal dollars and other resources for the maintenance, operation, and improvement of the transportation system and the achievement of federal air quality standards over the next four federal fiscal years.

Projects in the 2016/17 fiscal year and beyond will likely carry forward into the 2017 FTIP as well as the projects recently adopted in the 2016 State Transportation Improvement Program (STIP). The typical funding programs associated with the FTIP include the STIP, State Highways Operations and Protection Program (Caltrans SHOPP), Highway Bridge Program (Local Bridge Program), Federal Transit Administration Programs (Transit), Congestion Mitigation and Air Quality Program (CMAQ) and Active Transportation Program (ATP).

A draft 2017 FTIP document including an Air Quality Conformity Analysis and Determination will be presented at the July TAC meeting.

REQUESTED ACTION: Action is not requested. Staff will contact each of the cities and county individually if needed.

Key staff: Ivan Garcia, Programming Manager
Michael Rosson, Transit Manager
Brian Lasagna, Senior Planner
2017 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM DEVELOPMENT

PREPARED BY: Ivan Garcia, Programming Manager

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A draft 2017 FTIP document including an Air Quality Conformity Analysis and Determination will be presented at the committee meeting. Staff will provide each respective agency with their projects. **The FTIP will include all new CMAQ projects recommended for funding.**

REQUESTED ACTION: Staff will be reviewing each project at the committee meeting.

Key staff: Ivan Garcia, Programming Manager
Michael Rosson, Transit Manager
Brian Lasagna, Senior Planner
July 28, 2016

DRAFT 2015 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP) AND AIR QUALITY DETERMINATION

PREPARED BY: Ivan Garcia, Programming Manager

ISSUE: The Draft 2017 Federal Transportation Improvement Program (FTIP) and Air Quality Conformity Determination have been prepared and are available for review and comment.

DISCUSSION: As the Metropolitan Planning Organization for Butte County, BCAG is required to prepare and update an FTIP every two years. The purpose of the FTIP is to identify all transportation-related projects that require federal funding and approval by the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA). The FTIP also identifies all non-federal, regionally significant projects for information and air quality emissions modeling purposes. The FTIP indicates the area’s short-term plan for use of federal dollars and other resources for the maintenance, operation, and improvement of the transportation system and the achievement of federal air quality standards over the next four federal fiscal years.

The 2017 FTIP identifies approximately $156 million in funding for 28 projects over the next four federal fiscal years beginning October 1, 2016. The attached Table 1 – 2017 FTIP Summary identifies project by agency, fiscal year and fund source.

The 2017 FTIP was developed in consultation with required state and federal agencies, and BCAG’s transportation advisory committee. Development of the FTIP was posted at BCAG’s web page and noticed in the local newspapers indicating its availability and scheduled adoption for the August 25, 2016 Board meeting. Once adopted, the BCAG Board may amend the FTIP at any time.

While most of the projects in the 2017 FTIP are existing projects from the 2015 FTIP, staff has incorporated new Congestion Mitigation and Air Quality Projects (CMAQ) to be approved by the Board as part of the adoption of the new FTIP. The new CMAQ projects are summarized in the attachment.

In addition, staff distributed the Draft Air Quality Conformity Determination to the “Interagency Consultation Review” (ICR) group which included representatives from the Federal Highway Administration, Environmental Protection Agency, Caltrans, Butte County Air Quality Management District and the Air Resources Board to review BCAG’s Air Quality Analysis and Determination projects and process. BCAG has received
concurrence from the required group. A complete FTIP Document will be available at the Board meeting.

**STAFF RECOMMENDATION:** This item is presented for information. Staff will be requesting the BCAG Board adopt the 2017 FTIP and Air Quality Conformity Determination at the August Board meeting.

Key Staff: Iván García, Programming Manager  
Brian Lasagna, Senior Planner
New Projects:

City of Chico – Esplanade Corridor Safety and Accessibility Improvement Project - Project programs $350,000 in CMAQ funds for preliminary engineering. The scope of the project includes various non-motorized "complete streets improvements along the Esplanade Corridor from W. 11th Avenue to Memorial Avenue. An Active Transportation Program grant application has been submitted to Caltrans for the construction component.

County of Butte – Monte Vista & Lower Wyandotte Class II Bike Facilities – The 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. This project is proposed to be funded completely with CMAQ funds.

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. An Active Transportation Program grant application has been submitted to Caltrans for the construction component.

Town of Paradise – ATP Gap Closure Project - Project programs $575,000 in CMAQ funds for preliminary engineering 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). An Active Transportation Program grant application has been submitted to Caltrans for the construction component.

City of Biggs – Safe Routes to Schools Project - Project programs $160,000 in CMAQ funds for preliminary engineering to construct new bike and pedestrian facilities along 2nd & E Streets. An Active Transportation Program grant application has been submitted to Caltrans for the construction component.

City of Oroville – SR 162 Pedestrian/Bicycle and Disabled Mobility and Safety Improvements - Project programs $540,000 in CMAQ funds for preliminary engineering to construct improvements 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.

Existing Projects – Cost Increases

City of Chico – SR 99 Bikeway Phase 5 Project. A cost increase of $300,000 in CMAQ funds is proposed to complete the preliminary engineering for this project. The Phase 5 project completes the gap adjacent to SR 99 from Chico Mall across 20th Street to the north end of Business Lane.

Paradise - Pearson Rd Safe Routes to Schools Connectivity Project. A potential cost increase of $200,000 in CMAQ funds may be needed to construct this project. The Town will be opening construction bids in August. In the event that additional funds may be needed, staff has included this request in the FTIP. This project is primarily funded with Caltrans ATP funds. If funding is not needed, staff will remove the project prior to adoption by the Board. This project is located along Pearson Rd between Black Olive and Academy Drives. Improvements include the construction of sidewalk, curb, gutter on the north and south sides of Pearson Rd between Black Olive Drive and Academy Drive. The project will require minor drainage improvements and construction of appropriate retaining walls for hillside slopes.
### TABLE 1
2017 FTIP SUMMARY

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|                  |       | Road              | 5,706    |         |         |         |           |           |      |      |      |      |      |         |
|                  |       | Bridge            | 651      |         |         |         |           |           |      |      |      |      |      |         |
|                  |       | Mandates          | 300      |         |         |         |           |           |      |      |      |      |      |         |
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July 28, 2017
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|                | Collision                                  | 2,325       | 5307       |
|                | Road                                      | 150         | 5310       |
|                | Bridge                                    | 651         | 5311       |
|                | Mandates                                  | 300         | 5311f      |
|                | **Total**                                  | 188         | 5339       |
|                | **SHOPP**                                  | 3,614       | **Total**  |
APPENDIX 5:
Interagency Consultation Review

[The following is an email trail of correspondence from Caltrans, EPA & FHWA]

Caltrans
From: Lee, Jason@DOT [mailto:jason.lee@dot.ca.gov]
Sent: Monday, July 18, 2016 1:41 PM

Caltrans also concurs that these six projects are exempt from the requirement to determine conformity per 40 CFR 93.126 (Bicycle/Pedestrian Facilities and Pavement Marking) or 40 CFR 93.128 (Traffic signal synchronization projects) and that it is proper to rely on the previous regional emissions analysis.

Thanks a lot,
Jason Lee, PE
Air Quality and Noise Unit

EPA
From: OConnor, Karina [mailto:OConnor.Karina@epa.gov]
Sent: Monday, July 18, 2016 11:35 AM

EPA also concurs that the six new proposed projects are exempt from the requirement to determine conformity under 40 CFR 93.126 or 40 CFR 93.128 (pertaining to traffic signal synchronization projects) and that it is appropriate to rely on the previous regional emissions analysis.

Thanks, Karina

Karina OConnor
EPA, Region 9
Air Planning Office (AIR-2)
(775) 434-8176
oconnor.karina@epa.gov

FHWA:
From: Hobbs, Wade (FHWA) [mailto:Whobbs@dot.gov]
Sent: Monday, July 18, 2016 11:30 AM
Hi Brian,

Thanks for the opportunity to review and comment on the proposed air quality conformity for the BCAG 2017 FTIP/FSTIP and 2012 MTP Amendment #12.

Based on our review we would concur that the six new projects proposed for inclusion in the 2017 FTIP are exempt from the requirement to determine conformity under 40 CFR 93.126 or 40 CFR 93.128 (pertaining to traffic signal synchronization projects). Further, FHWA concurs with BCAG’s proposal to rely on the previous regional emissions analysis for the 2012 MTP and 2015 FTIP/FSTIP, in accord with 40 CFR 93.122(g), as the basis for the conformity determination for the adoption of the 2017 FTIP and associated Amendment #12 to the BCAG 2012 metropolitan transportation plan (MTP).

Please contact Wade Hobbs in the FHWA CADO office if you have questions or need additional information.

Wade Hobbs, Planner
FHWA CADO Program Development
916-498-5027
wade.hobbs@dot.gov

BCAG EMAIL DISTRIBUTION

From: Brian Lasagna [mailto:BLasagna@bcag.org]
Sent: Thursday, July 14, 2016 3:50 PM
To: Adam Hansen (Adam.hansen@dot.ca.gov); Brian Lasagna; Cara_Lambirth@dot.ca.gov; Cari Anderson; Chris Devine; david.ipps@dot.ca.gov; Dennis Wade; Fong, Alexander Y@DOT; Ivan Garcia; Jason Mandly; Jeffrey Buss; Wiggins, Jerome (FTA); jim.m.elder@dot.ca.gov; Vaughn, Joseph (FHWA); Karina Oconnor; Lee, Jason@DOT; Lo.Doris@epa.gov; marilee.mortenson@dot.ca.gov; Matt Lakin (Lakin.Matthew@epa.gov); rodney.tavitas@dot.ca.gov; shaila.chowdhury@dot.ca.gov; Shannon Culbertson; sue_bauer@dot.ca.gov; ‘Susan Zanchi’; Ungvarsky, John; Hobbs, Wade (FHWA)
Subject: BCAG ICR - PROPOSED ACTION FOR BCAG 2017 FTIP AND 2012 MTP AMENDMENT #12 CONFORMITY DETERMINATION

BCAG ICR Group,
As part of BCAG’s transportation conformity consultation process, the ICR is being asked to review the proposed air quality status of 6 new projects and the reliance on a previous regional emissions analysis for BCAG’s 2017 Federal Transportation Improvement Program (FTIP).

Included, as an attachment, is a memorandum describing the proposed actions as well as associated documents. Please review and respond with any comments or questions prior to August 1, 2016. In addition, BCAG staff requests that FHWA, EPA, and Caltrans concur with BCAG’s proposal on the status of the 6 new projects and the reliance on a previous regional emissions analysis, prior to August 1, 2016.

If we receive and significant comments, BCAG staff will schedule a conference call to discuss with the group, if needed.

Please feel free to contact me with any questions.

Thank you,

Brian Lasagna
Regional Analyst
Butte County Association of Governments
326 Huss Dr, Suite 150
Chico, CA 95928
Ph 530.809.4616
Fax 530.879.2444
Email blasagna@bcag.org
APPENDIX 6:
BCAG Transportation Advisory Committee

BUTTE COUNTY
Dennis Schmidt
Shawn O’Brien
Ann Dickman
Lane Green

BUTTE COUNTY AIR MANAGEMENT DISTRICT
Armen Kamian

CITY OF BIGGS
Mark Sorensen
Trin Campos
Lee Rubio

CITY OF CHICO
Brendan Ottoboni
Tracy Bettencourt
Craig Murray
Noel Carvalho

CITY OF GRIDLEY
Bruce Nash

CITY OF OROVILLE
Rick Walls
Don Rust

TOWN OF PARADISE
Lauren Gill
Marc Mattox

CALTRANS
Felicia Haslem
Adam Hansen

RANCHERIAS
Sandra Knight
Vance Kelly
Warner Phillips

CALIFORNIA STATE UNIVERSITY, CHICO
Robyn Hearne
Patti Horsley
Karen Goodwin
APPENDIX 7:
BCAG Social Services Transportation Advisory Council

Cameron Wise - Work Training Center
Qualification: Representative of a local social service provider for the disabled

William A. Moline - Butte County DESS - Calworks
Qualification: Representative of a local social service provider for persons of limited means

Michael Harding – We Care A Lot Foundation - FNRC
Qualification: Representative of a local social service provider for persons of limited means

Pamela Teeter – Youth for Change
Qualification: Representative of a local social service provider for persons of limited means

Shawn O’Brien and Cindy Jones - Butte County Public Works
Qualification: Representatives of the local consolidated transportation service agency

Jeannie Schroeder and Robert Garcia - Mains’l Services, Inc.
Qualification: Representative of the local social service providers for seniors, the disabled and for persons of limited means

Mary Neumann - Passages Adult Resource Center
Qualification: Representative of the local social service providers for seniors, the disabled and for persons of limited means

Forest Harlan - Independent Living Services, Northern California
Qualification: Representative of the local social service providers for seniors, the disabled and for persons of limited means

Debra Connors - Citizen - Chico
Qualification: Potential transit user who is disabled

Dorothy Churchill - Citizen
Qualification: Potential transit user who is 60 years of age or older and disabled

Joyce Macomber-Wolf - Citizen
Qualification: Potential transit user who is 60 years of age or older and disabled

Jerry Fichter - Citizen
Qualification: Potential transit user who is 60 years of age or older
### APPENDIX 8:

**Grouped Listing / Lump Sum Backup Lists**

(May 2016 list. Does not include post amendments or modifications)

#### Butte County Association of Governments

**SHOPP Lump Sum by Category and Fund Type**

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**SHOPP - Roadway Preservation**

<table>
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<tr>
<th>Description</th>
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#### Butte County Association of Governments

**SHOPP Lump Sum by Category and Fund Type**

<table>
<thead>
<tr>
<th>Dollars x $1000</th>
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**SHOPP - Bridge Preservation**

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**SHOPP - Collision Reduction**

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APPENDIX 9:
FHWA FSTIP Amendment and Administrative Modification Procedures

FSTIP/FTIP Administrative Modifications and Amendments Procedures

The following procedures are applicable for processing amendments and administrative modifications to the Federal -- Statewide Transportation Improvement Program (FSTIP) and the Federal Transportation Improvement Programs (FTIPs).

Projects programmed in the FSTIP may be delivered in any of the recognized program years of the FSTIP provided Expedited Project Selection Procedures (EPSPs) have been adopted by the MPOs in accordance with 23 CFR 450, and the required interagency consultation or coordination is accomplished and documented. Changing the obligation year of a project using EPSP does not require an administrative modification or an amendment if the change does not require an air quality conformity determination.

1. Administrative Modifications:

An administrative modification is a minor change to the FSTIP/FTIP that does not require a conformity determination, a demonstration of fiscal constraint, public review and comment, or federal approval. The following changes to the FSTIP/FTIP can be processed through administrative modifications:

i. Revise description of a project or a grouped project listing without changing the project scope or without conflicting with the approved environmental document;

ii. Revise the funding amount listed for a project or a project phase. Additional funding is limited to the lesser of 40 percent of the total project cost or $10 million. Programming capacity must be available in the FSTIP/FTIP prior to programming the modification and stated in the supporting documentation. See Table below for examples;

(Note: Updated FTIP financial plans may be requested by Oktubre to validate fiscal constraint, if a MPO has processed only Administrative Modifications in a period of six months or more.)

<table>
<thead>
<tr>
<th>Initial Project Cost</th>
<th>New Project Cost</th>
<th>Total Sum Increase</th>
<th>% Change in Cost</th>
<th>% Change &lt; or = 40%</th>
<th>Total Sum Increased is &lt; or = $10M</th>
<th>Type of Amendment (Formal or Administrative)</th>
</tr>
</thead>
<tbody>
<tr>
<td>$1,000,000</td>
<td>$1,400,000</td>
<td>$400,000</td>
<td>40%</td>
<td>Yes</td>
<td>Yes</td>
<td>Administrative</td>
</tr>
<tr>
<td>$10,000,000</td>
<td>$15,000,000</td>
<td>$5,000,000</td>
<td>50%</td>
<td>No</td>
<td>Yes</td>
<td>Formal</td>
</tr>
<tr>
<td>$500,000,000</td>
<td>$500,000,000</td>
<td>$10,000,000</td>
<td>2%</td>
<td>Yes</td>
<td>Yes</td>
<td>Administrative</td>
</tr>
<tr>
<td>$100,000</td>
<td>$240,000</td>
<td>$80,000</td>
<td>40%</td>
<td>Yes</td>
<td>Yes</td>
<td>Administrative</td>
</tr>
<tr>
<td>$400,000</td>
<td>$1,000,000</td>
<td>$900,000</td>
<td>150%</td>
<td>No</td>
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</tr>
<tr>
<td>$2,500,000</td>
<td>$3,000,000</td>
<td>$500,000</td>
<td>20%</td>
<td>Yes</td>
<td>Yes</td>
<td>Administrative</td>
</tr>
</tbody>
</table>

iii. Program Preliminary Engineering (PE) phase, provided the Right of Way and/or Construction phase(s) are already programmed in the current
FSTIP/FTIP and additional funding amounts stay within the limits specified in Section ii.

(Note: Activities done prior to Federal Authorization are not eligible for Federal participation.)

iv. A cost decrease has no cap as long as reduction in cost does not result in deletion of a project or a phase, and the affected project phase is still fully funded.

v. Change source of funds.

vi. Change a project lead agency.

vii. Program Federal funds for Advance Construction conversion, programming capacity must be available in the FSTIP/FTIP prior to programming the conversion.

viii. Change the program year of funds within the current FSTIP/FTIP provided MPO has adopted EPSP in accordance with 23 CFR 450.

ix. Split or combine an individually listed project or projects, provided that the schedule and scope remain unchanged.

x. Change grouped project listings description as long as it is consistent with the Programming Grouped Project Listings in Air Quality Non-Attainment or Maintenance Areas guidance.

xi. Add or delete a project or projects from a grouped project listing, provided the funding amount stays within the limits specified in Section ii.

xii. Program emergency repair projects on the state highways as a result of a natural disaster or catastrophic failure from an external cause, and that are not covered by the Emergency Relief Program, provided that these projects are exempt from Air Quality Conformity Requirements.

xiii. Re-program a project for which FHWA funds were transferred to FTA in the prior FSTIP/FTIP and FTA has not approved the grant yet. The project can be programmed in the current FSTIP/FTIP via an administrative modification provided there is no change in the original scope or cost. Program the project using fund type “FTA 5307 (FHWA Transfer Funds)” in the FSTIP/FTIP.

xiv. Program an FTA funded project from the prior FSTIP/FTIP into the current FSTIP/FTIP provided there is no change in the original scope or cost. Use the project description field (or “CTIPS MPO Comments” section) to list the year, amount, and type of the prior year funds.

xv. Make minor changes to an FTA funded grouped project listing. Minor changes include changing the number of transit vehicles purchased by 20% or less and changing the fuel type of transit vehicles. The MPO must take the change through its interagency consultation procedures to confirm that the change in scope is minor.

2. Amendments:

Amendments are all other modifications to the FSTIP/FTIP that are not included under administrative modifications and shall be approved in accord with the provisions of 23
CFR 450.326 for each metropolitan area in the State, and in accord with the provisions of 23 CFR 450.216 for the non-metropolitan area.

3. Procedures:

a. Administrative Modifications:

**MPOs with approval delegation from Caltrans**
Caltrans may delegate to an MPO’s Board the authority to approve administrative modifications. In such a case, no Caltrans approval of administrative modifications is required. If the MPO Board has delegated the authority to the Executive Director to approve administrative modifications, the MPO must provide copies of the delegation to Caltrans, FHWA, and FTA. The MPO must send copies of the approved administrative modification to Caltrans, FHWA, and FTA. Once approved by the MPO, the administrative modification will be deemed part of the FSTIP. The MPO will demonstrate in a subsequent amendment that the net financial change from each administrative modification has been accounted for. Caltrans will conduct periodic reviews of MPO’s administrative modification process to confirm adherence to these procedures. Noncompliance with these procedures will result in revocation of that MPO’s delegation.

**MPOs without approval delegation from Caltrans**
Each MPO’s administrative modification will be forwarded to Caltrans Division of Transportation Programming for approval. If the MPO Board has delegated the authority to the Executive Director to sign off on administrative modifications, the MPO must provide copies of the delegation to Caltrans, FHWA, and FTA. The MPO must send copies of the administrative modification to Caltrans, FHWA, and FTA. In addition, the MPO must demonstrate in a subsequent amendment that the net financial change from each administrative modification has been accounted for. Once approved by Caltrans, the administrative modification will be deemed part of the FSTIP since no Federal action is required. Caltrans will notify FHWA and FTA of the approved administrative modification.

*(Note: If it is found that an approved administrative modification does not meet the criteria of an administrative modification, FHWA and FTA reserves the right to reject that administrative modification and require a formal amendment.)*

b. Amendments:

Amendments to the FSTIP must be developed in accordance with the provisions of 23 CFR 450, and approved by FHWA and/or FTA in accordance with 23 CFR 450 and the July 15, 2004 MOU between FHWA – California Division and FTA Region 9. Each amendment must be forwarded to Caltrans Division of Transportation Programming for approval on behalf of the Governor. To expedite processing, the MPO will also forward a copy of the submitted amendment to FHWA and FTA at the same time the amendment is sent to Caltrans. Once
approved by Caltrans, the amendment will be forwarded to FHWA and/or FTA for federal approval. Once approved by FHWA and/or FTA, the amendment will be deemed part of the FSTIP. The FHWA and/or FTA approval letter and respective Conformity Determination will be addressed to Caltrans, with copies sent to the MPO.

4. Consultation:

If a question arises regarding the interpretation of what constitutes an administrative modification or an amendment, Caltrans, the MPO, FHWA and/or FTA will consult with each other to resolve the question. If after consultation the parties disagree, the final decision rests with FTA, for transit projects, and FHWA, for highway projects.

Any exception to these procedures is allowed only through consultation among MPOs, Caltrans, and FHWA/FTA. FTA, for transit projects, and FHWA, for highway projects, will have the final decision whether or not such an exception is granted.
Appendix 10:

BCAG Delegated Authority to Approve Administrative Modifications to the FSTIP
August 4, 2015

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

Dear Mr. Clark:

The California Department of Transportation (Caltrans) received Butte County Association of Governments' (BCAG) request for delegated authority from Caltrans to approve Administrative Modifications to the Federal Statewide Transportation Improvement Program (FSTIP). The board action attached to your request indicates that the Executive Director or the Program Manager is delegated the approval of Administrative Modifications for the Federal Transportation Improvement Program (FTIP) and the FSTIP. With the acknowledgement of your board action, Caltrans hereby delegates to BCAG the authority to approve Administrative Modifications to the FSTIP in accordance with the revised FSTIP/FTIP Amendments and Administrative Modification Procedures dated June 3, 2011.

The following procedures apply to BCAG upon receiving Caltrans’ delegation:

1. Prior to approving the FTIP/FSTIP administrative modifications, BCAG may consult with Caltrans on proposed changes.
2. BCAG may request Caltrans to provide a cursory review of the administrative modification prior to approval.
3. BCAG shall send copies of the approved administrative modifications to Caltrans, Federal Highway Administration, Federal Transit Administration, and other stakeholders. Caltrans will post the approved administrative modifications on the Division of Transportation Programming Website.
4. Caltrans will routinely review BCAG’s approved administrative modifications and will reject changes that do not comply with the procedures. In such cases, BCAG must correct all items of noncompliance.
5. Caltrans will withdraw its delegation from BCAG if it is found to be consistently noncompliant with the revised FSTIP/FTIP Amendments and Administrative Modification Procedures.
Mr. Jon Clark  
August 4, 2015  
Page 2

Thank you for requesting this delegation that will undoubtedly streamline your region’s programming process and thus expedite projects. My staff is looking forward to working with your staff to ensure a successful implementation of this delegation. If you have any questions, please call Muhaned Aljabiry at (916) 654-2983.

Sincerely,

[Signature]

BRUCE DE TERRA
Acting Chief
Division of Transportation Programming

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California’s economy and livability"
Appendix 11

2017 FTIP Checklist
2017 Federal Transportation Improvement Program (FTIP)
Checklist for Caltrans FTIP Coordinator

I. **Timeline:**
Ensure each Metropolitan Planning Organization (MPO) submits the following items to Caltrans:

- The *Draft* 2017 FTIP at the start of the FTIP public review period but not later than **September 1, 2016.**
- Three copies of the *Final* 2017 FTIP, along with any amendments and administrative modifications to the 2017 FTIP by **September 30, 2016.**
- Web-link to the Final 2017 FTIP and amendments by **September 30, 2016.**

II. **FTIP Package Submittal:**
Verify the FTIP package includes the following:

- **X** Project Listings
  - Projects that are Transportation Control Measures (TCMs) are identified
- **X** Detailed listings for highway and transit grouped projects (back-up listings)
- **X** Signed board resolution that addresses the following:
  - Consistency with the metropolitan transportation planning regulations per Title 23 Code of Federal Regulations Part 450 2012 & 2016
  - Consistency with the Regional Transportation Plan (RTP) *e.g.* 2030
  - Financial constraint – the enclosed financial summary affirms availability of funding
  - Meets Air Quality Conformity
  - Does not interfere with the timely implementation of the TCMs contained in the State Implementation Plan (SIP)
  - Completion of the public participation process in accordance with the MPO's Public Participation Plan (PPP)
- **X** Project listings included in the Final 2017 FTIP are available in the California Transportation Improvement Program System (CTIPS)
- **X** Financial Summary
  - Includes financial information covering the first four years of the FTIP
  - Excel file submitted electronically (Template is posted at [http://www.dot.ca.gov/hq/transprog/ftmp.htm](http://www.dot.ca.gov/hq/transprog/ftmp.htm))

- **X** Air quality conformity analysis and determination *(See Appendix 1)*
- **X** PPP/Interagency Consultation
- **X** Expedited Project Selection Procedures (EPSP) documentation
- **X** Three copies of the Final 2017 FTIP mailed to:

  **California Department of Transportation**
  **Office of Federal Transportation Management Program, MS 82**
  **P.O. Box 942874**
  **Sacramento, CA 94274-0001**
  **Attention: Muhaned Aljabiry**