



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

California Division

March 21, 2017

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In Reply, Refer To:
HDA-CA

Mr. Jon Clark
Executive Director
Butte County Association of Governments
326 Huss Drive, Suite 150
Chico, CA 95928-8441

SUBJECT: AQ Conformity Determination - Butte County Association of Governments' 2016 Regional Transportation Plan and 2017 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) 2016 Regional Transportation Plan (2016 RTP) and 2017 Federal Transportation Improvement Program (2017 FTIP). A FHWA/FTA air quality conformity determination is required for the new RTP 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 December 8, 2016, BCAG adopted the 2016 RTP and made the corresponding conformity determinations via Resolution 2016/2017-#14. The BCAG conformity finding is based on a new regional emission analysis conducted for the 2016 Regional Transportation Plan/Sustainable Communities Strategy.

Based on our review, and after consultation with the EPA Region 9 office, we find that the 2016 RTP and 2017 FTIP conform to the applicable State Implementation Plan in accordance with the provisions of 40 CFR Parts 51 and 93. In accordance with the July 32, 2014, *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 2016 RTP and 2017 FTIP. If you have any questions pertaining to this conformity finding, please contact Wade Hobbs at (916) 498-5027, or by email at wade.hobbs@dot.gov.

Sincerely,

A handwritten signature in cursive script that reads "Wade Hobbs".

For: Vincent P. Mammano
Division Administrator

**AIR QUALITY EMISSIONS ANALYSIS
AND
CONFORMITY DETERMINATION**

**2016 Regional Transportation Plan and 2017 Federal
Transportation Improvement Program**

**Prepared by:
Butte County Association of Governments**

Adopted by BCAG Board: December 8, 2016

Approved by FTA/FHWA: March 21, 2017

2016 Regional Transportation Plan Amendment #

2017 Federal Transportation Improvement Plan Amendment #



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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 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 and emissions analysis shows that transportation projects programmed in the 2016 Butte County Regional Transportation Plan (RTP) and 2017 Federal Transportation Improvement Program (FTIP) are consistent with the applicable SIP.

Butte County's Air Quality Status

Ozone

Effective July 20, 2012, Butte County was designated marginal nonattainment under EPA's federal 2008 8-hour ozone National Ambient Air Quality Standards (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 NO_x 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 (PM_{2.5})

Effective December 14, 2009, Butte County (partial) was designated as non-attainment for fine particulate matter (PM_{2.5}) under the EPA 2006 24-hour PM_{2.5} NAAQS. Transportation conformity for the 2006 PM_{2.5} NAAQS applies one year after the effective date. Therefore, Butte County conformity applies December 14, 2010.

As a newly designated non-attainment area for PM_{2.5}, 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 PM_{2.5} standard, future emissions of PM_{2.5} and NO_x 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 Regional Transportation Plan (RTP) 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 2016 RTP conformity analysis began in July 2014. An update of the BCAG travel model was completed in April 2016 and the population, housing, and employment projections identified in BCAGs [Butte County Long-Term Regional Growth Forecasts 2014-2040](#) are the same as those used in the updated model. The model was validated in 2015 for the 2014 base year, and utilizes TransCAD modeling software. The latest planning assumptions used in the transportation model validation and conformity analysis is summarized in Table 1.

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

Assumption	Year and Source of Data (MPO Action)	Modeling	Next Scheduled Update
Population	Base Year: 2014 CA DOF Projections: based on BCAG's Butte County Long-Term Regional Growth Forecasts 2014-2040 ¹ , prepared November 2014. Modeling utilizes "medium scenario" included in the plan.	Included in developing latest BCAG regional transportation model and land use allocations for the years 2020, 2035, and 2040.	Next update to population forecasts is anticipated to be in November 2018.
Employment	Base Year: 2013 CA EDD Projections: based on BCAG's Butte County Long-Term Regional Growth Forecasts 2014-2040 ¹ , prepared November 2014. Modeling utilizes "medium scenario" included in the plan.	Included in developing latest BCAG regional transportation model and land use allocations for the years 2020, 2035, and 2040.	Next update to employment forecasts is anticipated to be in November 2018.
Traffic Counts	Base Year: 2013/14 The transportation model was validated to the base year using year 2013/14 traffic counts collected by Caltrans, local jurisdictions, and BCAG.	Latest BCAG regional transportation model was validated using counts.	Traffic counts are updated every 4 years, dependent upon availability of funding.
Vehicle Miles of Travel	The transportation model was validated in 2015 to the 2014 base year.	TransCAD is the model used to estimate VMT for the BCAG regional transportation model.	VMT is an output of the transportation model; VMT is affected by the RTP/FTIP project updates and is included in each new emissions analysis.
Speeds	The transportation model uses industry-standard volume delay curves. Baseline speeds are set according to posted and surveyed speeds and the speeds are sensitive to the amount of traffic on the roadway segments.	TransCAD and EMFAC 2014	Speed data is updated every 4 years, dependent upon availability of funding.
Vehicle Registration	EMFAC 2014 is the most recent federally approved model for use in California conformity analysis. Vehicle registration is included by ARB in the model and cannot be updated by the user.	EMFAC 2014	TBD
Transit	Base Year: Butte Regional Transit (2013) and Butte County Transit and Non-Motorized Plan (2015) Projections: Butte County Transit and Non-Motorized Plan (2015).	BCAG off-model transit forecasting tool	TBD

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 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 2014 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 2014, 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. Base year ridership was taken from year 2013 data provided by Butte Regional Transit and included in the Butte County Transit and Non-Motorized Plan. Forecast year information was updated based on the latest forecasted transit routes included in the Butte County Transit and Non-Motorized Plan. Overall, ridership is forecasted to increase by 24% over the 2016 RTP planning period. It is also assumed that transit fares will remain constant in 2014 dollars over the 26 year planning period of the analysis.

Land Use

The 2014 base year land use data for the model was developed utilizing BCAG's existing land use database developed in 2010 and maintained annually. The existing land use database 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 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, 2015.

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 RTP/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 2016 RTP and 2017 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 April 15, 2015 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.

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 2017 FTIP and 2016 RTP 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 2016 RTP 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 2014 model. On December 14, 2015, EMFAC 2014 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 2016 RTP and 2017 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 2016, EMFAC 2014 was the latest federally approved model in California.

Analysis Years

The regional emissions analysis begins with the year of 2018, as the transportation conformity rule states that the first emissions analysis year may not exceed five years from the year the RTP/FTIP conformity determination was prepared (2016). In addition, 2018 is the attainment year for CO under the 80-tons-per-day budget. The milestone years of 2020 and 2030 are 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 RTP horizon year of 2040.

A summary of the analysis years is indicated below:

- 2018 – CO maintenance year (new 80 tons-per-day budget) and no greater than five years from the preparation of the RTP and FTIP conformity determination (2016),
- 2020 – Milestone year no more than 10 years from last analysis year
- 2030 – Milestone year no more than 10 years from last analysis year
- 2040 – Horizon year of BCAG’s long-range RTP

Projects Included in the Regional Emissions Analysis

The 2016 RTP and 2017 FTIP 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 2016 RTP and 2017 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 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
RTP and FTIP Project Funding Sources**

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

The specific capacity 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 2020 model includes all projects listed in Table 3, the 2030 model includes all projects listed in Tables 3 and 4, and the 2040 model includes all projects listed in Tables 3, 4, and 5.

**Table 3
Capacity Projects Included in 2018 Emissions Analysis**

Jurisdiction	Roadway	Segment	Proposed Improvement
Butte County	Central House Rd	Bridge @ Wyman Ravine	Widen to 2 lanes
Chico	SR 99	SR 32 to E. 1 st Ave	Auxiliary lanes
Chico	SR 32	SR 99 to El Monte Ave	Widen to 4 lanes
Chico	SR 32	El Monte Ave to Yosemite Dr	Widen to 4 lanes
Chico	SR 32	W 1st St to W 4th St	Reduce to 2 lanes
Chico	SR 32	Park & Ride @ Fir St	Add 30 parking spaces
Chico	Eaton Rd	St Lawrence Ave to Wildwood Ave	Construct 4 lane roadway
Chico	Eaton Rd	Ceanothus Ave to Floral Ave	Construct 4 lane roadway
Chico	Eaton Rd	Ceanothus Ave to St Lawrence Ave	Widen to 4 lanes
Chico	Forest Ave	SR 32 to Humboldt Rd	Widen to 4 lanes
Chico	Cohasset Rd	Two Oaks Dr to Thorntree Dr	Widen to 4 lanes
Chico	Cohasset Rd	Airport Blvd to Eaton Rd	Widen to 4 lanes
Chico	Midway	Hegan Ln to E. Park Ave	Widen to 4 lanes
Chico	MLK Blvd	E. Park Ave to 20th St	Widen to 4 lanes
Chico	Bruce Rd	Skyway to SR 32	Widen to 4 lanes
Chico	Notre Dame	E. 20th St to Little Chico Creek	Construct 2 lane roadway
Chico	E. 20 th St	Forest Ave to Bruce Rd	Widen to 4 lanes
Chico	Guynn Rd	Bridge @ Lindo Channel	Widen to 2 lanes
Paradise	Skyway	Pearson Rd to Elliott Rd	Reduce to 2 lanes

**Table 4
Capacity Projects Included in 2020 Emissions Analysis***

Jurisdiction	Roadway	Segment	Proposed Improvement
Butte County	SR 70	Ophir Rd to Palermo Rd	Widen to 4 lanes
Chico	Eaton Rd	@ SR 99 interchange	Widen to 4 lanes
Chico	W. Eaton Rd	SR 32 to western termini	Construct 2 lane roadway
Chico	SR 99	Skyway to 20 th St	Auxiliary lanes
Chico	SR 99	20 th St to SR 32	Auxiliary lanes
Chico	Esplanade	Eaton Rd to Nord Hwy	Widen to 4 lanes
Oroville	SR 162	Oro-Dam Blvd to Foothill Blvd	Widen to 3 lanes

*Also includes all projects listed in Table 3.

**Table 5
Capacity Projects Included in 2030 Emissions Analysis***

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

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

**Table 6
Capacity Projects Included in 2040 Emissions Analysis***

Jurisdiction	Roadway	Segment	Proposed Improvement
Butte County	SR 70	E Gridley Rd to Yuba County	Widen to 4 lanes
Paradise	Anchor Way	S. Libby Rd to Clark Rd	Construct 2 lane roadway
Paradise	Buschmann Rd	Foster Rd to Skyway	Construct 2 lane roadway
Paradise	Forest Service Ln	Moore Rd to Skyway	Construct 2 lane roadway
Paradise	Elliott Rd	Elliott to Kibler Rd	Construct 2 lane roadway
Paradise	Grinding Rock Rd	Grinding Rock Rd to Skyway	Construct 2 lane roadway
Paradise	S. Libby Rd	S. Libby Rd to Edgewood Ln	Construct 2 lane roadway
Paradise	Sawmill Rd	Sawmill Rd to S. Libby Rd	Construct 2 lane roadway

*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 2014 model. These tables show comparisons of:

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

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

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

ROG – TONS PER DAY OF EMISSIONS			
Analysis Year	(EMFAC 2014 Summer Run)		
	ROG Emissions	Less than 2011?	Pass Conformity Test?
2011	4.8	--	yes
2018	2.3	yes	yes
2020	1.9	yes	yes
2030	1.1	yes	yes
2040	0.7	yes	yes

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

NOx – TONS PER DAY OF EMISSIONS			
Analysis Year	(EMFAC 2014 Summer Run)		
	NOx Emissions	Less than 2011?	Pass Conformity Test?
2011	10.5	--	yes
2018	5.3	yes	yes
2020	4.4	yes	yes
2030	2.1	yes	yes
2040	1.8	yes	yes

Carbon Monoxide Budget Test

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

CO – TONS PER DAY OF EMISSIONS			
Analysis Year	(EMFAC 2014 Winter Run)		
	CO Emissions	CO Budget	Pass Conformity Test?
2018	15.1	80.0	yes
2020	12.0	80.0	yes
2030	5.7	80.0	yes
2040	4.1	80.0	yes

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

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

24-hour PM2.5 - TONS PER DAY OF EMISSIONS			
(EMFAC 2014 Winter Run)			
Analysis Year	PM2.5 Emissions	Less than 2008?	Pass Conformity Test?
2008	0.31	--	--
2018	0.18	yes	yes
2020	0.16	yes	yes
2030	0.16	yes	yes
2040	0.17	yes	yes

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

NOx - TONS PER DAY OF EMISSIONS			
(EMFAC 2014 Winter Run)			
Analysis Year	NOx Emissions	Less than 2008?	Pass Conformity Test?
2008	14.0	--	--
2018	5.9	yes	yes
2020	4.9	yes	yes
2030	2.3	yes	yes
2040	1.9	yes	yes

Air Quality Conformity Determination

The results from the 2017 FTIP and 2016 RTP emissions analysis show that current and future emissions of the ozone precursors ROG and NO_x will be less than 2011 emissions levels, current and future carbon monoxide emissions will be below their budget threshold of 80 tons per day, and future emissions of 24-hour PM_{2.5} and its precursor NO_x will be less than the 2008 emissions levels. Thus, Butte County, in accordance with the Transportation Conformity Rule requirements applicable to Butte County (§51.464 and §51.436 – 51.440), has satisfied the “no-greater-than-2011” test for the 2008 8-hour federal ozone NAAQS, the “budget test” for carbon monoxide for the 80-tons-per-day budget, and the “no-greater-than-2008” test for federal 24-hour PM_{2.5} NAAQS. **Based on this analysis, the 2016 Regional Transportation Plan (RTP) and 2017 Federal Transportation Improvement Program (FTIP) conforms to the applicable State Implementation Plan (SIP) and all applicable sections of the EPA’s Transportation Conformity Rule.**

APPENDIX A
EXEMPT TRANSPORTATION PROJECT LIST

See Next Page

APPENDIX A

BCAG Exempt Project Listing - 2016 RTP/SCS (Draft)

AGENCY	CTIPS ID	TITLE	PROJECT DESCRIPTION	TRANSPORTATION CONFORMITY RULE - Exempt Reference			
County	102-0000-0165	Neal Road and Cohasset Road Bike Project	On Neal Rd. from Oro-Chico Hwy to the Skyway & unincorporated portion of Cohasset Rd from Chico Limits to the Cohasset School. Construct Class 2 bike lanes.	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
County	202-0000-0192	Butte County Forest Motorized Trail Management Plan	Plumas National Forest and Feather River Ranger District. Develop a Trail Assessment Study Report for 19 OHV trails totaling 15.25 miles with the Feather River Ranger District.	Section 93.126	Table 2 Exempt Projects	Other	Planning and Technical Studies
County	202-0000-0070	Butte County Highway Safety Improvement Program (HSIP) Grouped Projects	HSIP3-03-002. Lincoln Blvd from 50' north of Idora St to 100' south of Arnold Ave.	Section 93.126	Table 2 Exempt Projects	Safety	Highway Safety Improvement Program implementation
			HSIP5-03-001. County of Butte, Durham-Pentz Rd between SR 99 and SR 191.	Section 93.126	Table 2 Exempt Projects	Safety	Highway Safety Improvement Program implementation
			HSIP5-03-002. County of Butte, signal at East Gridley Rd and Larkin Rd.	Section 93.126	Table 2 Exempt Projects	Safety	Highway Safety Improvement Program implementation
			HSIP5-03-009. City of Oroville, signals at Oro Dam Blvd, Orange Ave, and Acacia Ave signal install.	Section 93.126	Table 2 Exempt Projects	Safety	Highway Safety Improvement Program implementation
			HSIP6-03-006. Town of Paradise, Clark Rd between Adams Rd and Kimberly Ln.	Section 93.126	Table 2 Exempt Projects	Safety	Highway Safety Improvement Program implementation
			HSIP6-03-008. Town of Paradise, Pearson Rd between Clark Rd and Pentz Rd.	Section 93.126	Table 2 Exempt Projects	Safety	Highway Safety Improvement Program implementation
			HSIP6-03-009. Town of Paradise, Clark Rd between Bille Rd and Wagstaff Rd.	Section 93.126	Table 2 Exempt Projects	Safety	Highway Safety Improvement Program implementation
			HSIP7-03-001. City of Chico, Nord Ave (SR 32) from 1st St to 4th St.	Section 93.126	Table 2 Exempt Projects	Safety	Highway Safety Improvement Program implementation
			HSIP7-03-002. City of Chico, Esplanade between Cohasset Rd and Memorial Way.	Section 93.126	Table 2 Exempt Projects	Safety	Highway Safety Improvement Program implementation
			HSIP7-03-003. City of Chico, intersection of Nord Ave and West Sacramento Ave.	Section 93.126	Table 2 Exempt Projects	Safety	Highway Safety Improvement Program implementation
County	202-0000-0125	Las Plumas SRTS	Between Waler Rd and Autrey Ln. Walmer Rd between Lincoln Blvd and Rosedale Ave. Construct sidewalks, curb, gutter, ramps and AC tie-in; install speed humps and speed feedback signs; upgrade crosswalks	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
County	202-0000-0186	South Oroville SRTS - ATP	South Oroville SRTS - Lincoln Blvd and Las Plumas Ave. Safe Routes to School project along Lincoln Blvd, Las Plumas Ave, Lower Wyandotte Rd, and Monte Vista Ave. Install bike lanes, sidewalks, pedestrian crossing safety enhancements, and driver feedback signs along the main corridors of the south Oroville area routes to school.	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
County	202-0000-0195	Monte Vista & Lower Wyandotte Class II Bike Facilities	Construct Class II bike facilities along Monte Vista Ave and Lincoln Blvd to Lower Wyandotte Rd in locations that do not have existing curb, gutter and sidewalks, along with Class II bike facilities along Lower Wyandotte Rd from Las Plumas Ave/Oro Bangor Hwy to Monte Vista Ave	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
County	202-0000-0196	Autry Lane and Monte Vista Safe Routes to Schools Gap Closure Project	Preliminary engineering for curb, gutter, sidewalk, and crossing enhancements along Autry Lane and Monte Vista Ave.	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
BCAG	202-0000-0005	FTA Sec. 5307 Program - B - Line	Butte Regional Transit. Chico UZA Area. Operations and Capital	Section 93.126	Table 2 Exempt Projects	Mass Transit	Operating assistance to transit agencies
BCAG	202-0000-0182	FTA Sec. 5310 Program - Grouped Listing	Help Central - Mobility Management Project for Butte 211	Section 93.126	Table 2 Exempt Projects	Other	Specific activities which do not involve or lead directly to construction
			Butte Regional Transit for Supplemental ADA Paratransit Operations	Section 93.126	Table 2 Exempt Projects	Mass Transit	Operating assistance to transit agencies
BCAG	202-0000-0008	FTA Sec. 5311 Program	B - Line (Butte Regional Transit) Operations and Capital	Section 93.126	Table 2 Exempt Projects	Mass Transit	Operating assistance to transit agencies
BCAG	202-0000-0169	FTA Sec. 5339 Program	Butte Regional Transit. Replace, rehabilitate and purchase bus related facilities and equipment.	Section 93.126	Table 2 Exempt Projects	Mass Transit	Purchase of transit operating equipment for vehicles
BCAG	202-0000-0131	Butte Regional Transit Bus Replacement Program	Butte Regional Transit - purchase six (6) new 40' low floor buses for fixed route system.	Section 93.126	Table 2 Exempt Projects	Mass Transit	Purchase of transit operating equipment for vehicles
BCAG	102-0000-0178	Butte Regional Transit Operations and Maintenance Facility	In Chico, construct new Butte Regional Transit Operations Center (326 Huss Ln).	Section 93.126	Table 2 Exempt Projects	Mass Transit	Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR 771.
BCAG	102-0000-0020	Planning, Programming and Monitoring	Planning, programming and monitoring	Section 93.126	Table 2 Exempt Projects	Other	Specific activities which do not involve or lead directly to construction
Caltrans	202-0000-0180	Butte County SHOPP Minor Grouped Listing	SR 99 (Chico) - Install street lighting and construct crosswalks in the City of Chico at northbound off-ramps at Cohasset Rd. and Eaton Rd. to meet current standards for urban interchanges.	Section 93.126	Table 2 Exempt Projects	Safety & Air Quality	Lighting Improvements - Safety, Bicycle and Pedestrian Facilities - Air Quality.
Caltrans	102-0000-0164	Butte County SHOPP Collision Reduction Grouped Listing	SR 99 Near Chico at the Rock Creek Bridge #12-27. Widen shoulder on structure	Section 93.126	Table 2 Exempt Projects	Safety	Shoulder improvements
			SR 191 Near Town of Paradise. Safety improvement project to reduce the number and severity of collisions. SR 191 near Paradise from 2 miles south of Clear Creek Cemetery Rd to South Airport Rd.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
Caltrans	202-0000-0129	Butte County SHOPP Mandates Grouped Listing	SHOPP Mandates - ADA pedestrian infrastructure project on SR 32 near Chico from Kennedy Avenue to the SR 99/32 separation. Construct sidewalks, curb-ramps and crosswalks.	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Caltrans	202-0000-0162	Butte County SHOPP Bridge Preservation Grouped Listing	State Route 70 in Oroville at Flag Canyon Creek Bridge # 12-0140 and SR 99 near Chico from Estates Drive at 0.4 mile north of Butte Creek Bridge #12-0126R. Replace bridges.	Section 93.126	Table 2 Exempt Projects	Safety	Widening narrow pavements or reconstructing bridges (no additional travel lanes)
Caltrans	202-0000-0167	Butte County SHOPP Pavement Rehabilitation Grouped Listing	State Route 99 in Chico, from south of Skyway Overcrossing to south of Garner Lane. Rehabilitate pavement.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
Caltrans	202-0000-0183	Butte County SHOPP Highway Maintenance	State Route 32 in Chico, from La Castana Dr (PM 19) north to Nopel Ave (PM 23.9). Maintenance asphalt overlay.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.

AGENCY	CTIPS ID	TITLE	PROJECT DESCRIPTION	TRANSPORTATION CONFORMITY RULE - Exempt Reference			
Biggs	202-0000-0175	City of Biggs SRTS - Aleut St - ATP	Constructs new sidewalks to close existing gaps along the main routes to school. Project includes sidewalk construction on Aleut Street, Bannock Street, 2nd Street and 3rd Street within the central portion of the City of Biggs.	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Biggs	202-0000-0198	Safe Routes to Schools Project	Construct new bike and pedestrian facilities along 2nd & E Streets	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Biggs	202-0000-0188	City of Biggs SRTS - B St - ATP	SRTS B Street & 2nd St Sidewalk Improvement Project. Construct sidewalk and curb ramps along B Street (1st St to 11th St) and 2nd Street (E St to I St) to close sidewalk gaps and provide a safe route to school.	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Chico	202-0000-0130	SR 99 Cohasset Rd Interchange Direct SB On Ramp	Reconfigure interchange to construct a new direct on-ramp from Eastbound Cohasset Rd to Southbound SR 99 in Chico at post mile 33.5/34.4. Scope of the this project is to complete the technical studies through preliminary engineering.	Section 93.127	Table 3 Projects Exempt from Regional Emissions Analyses		Interchange reconfiguration projects.
Chico	202-0000-0117	SR 99 Corridor Bikeway Phase 5 - 20th Street Crossing PE	SR 99 Corridor Bikeway Project Phase 5 completes the gap adjacent to SR 99 from Chico Mall across 20th Street to the north end of Business Lane. This project is to complete the technical studies only thru preliminary engineering.	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Chico	202-0000-0189	SR 99 Corridor Bikeway Phase 4 - ATP	SR 99 Bikeway Phase 4 Improvements. Constructs Class 1 bikeway from Business Lane to Skyway.	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Chico	202-0000-0194	Esplanade Corridor Safety and Accessibility Improvement Project	The scope of the project includes various non-motorized "complete streets improvements along the Esplanade Corridor from W. 11th Avenue to Memorial Avenue. Improvements are as follows: 1) ADA improvements (ramps, sidewalk gap closures); 2) Pedestrian refuge islands at all signalized and non-signalized intersections both at center islands and islands separating travel lanes from frontage roads; 3) Traffic signal equipment upgrades (pedestrian countdown signal heads with adequate time to cross Esplanade); 4) Consistent pavement markings and signage ("Keep Clear" pavement delineations with either green pavement and/or slightly raised colored concrete option); 5) Traffic signal timing plan with pedestrian push button and vehicle detection (use detection based system during peak times, use existing 28mph progression during non-peak times).	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle/Pedestrian Facilities and Pavement Markings
				Section 93.126	Table 2 Exempt Projects	Other	Directional and informational signs
				Section 93.128	Traffic signal synchronization projects		
Oroville	202-0000-0086	Table Mountain Blvd Roundabout	In Oroville at Table Mountain Blvd., Nelson Ave and Cherokee Rd - Reconfigure intersection and construct a roundabout.	Section 93.127	Table 3 Projects Exempt from Regional Emissions Analyses		Intersection channelization projects.
Oroville	202-0000-0199	SR 162 Pedestrian/Bicycle and Disabled Mobility and Safety Improvements	State Route 162 in Oroville between Feather River Blvd and Foothill Blvd. Includes a comprehensive set of active transportation infrastructure connectivity and safety improvements. The project scope includes the following elements: new sidewalk, curb, and gutter; ADA ramps; street lighting; high-visibility crosswalk striping; buffered bicycle lanes; an RRFB crosswalk enhancement; a multi-use trail connection to SR 162; and an enhanced pedestrian crossing with a signal (H.A.W.K.) upgrade.	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Paradise	202-0000-0193	Paradise Transit Center	In the Town of Paradise, construct new transit center on the Skyway near Foster Ave. Multi-modal improvements include transit, bike, and pedestrian enhancements.	Section 93.127	Table 3 Projects Exempt from Regional Emissions Analyses		Bus terminals and transfer points.
Paradise	202-0000-0174	Maxwell Dr SR2S Project	Safe Routes to School project along Maxwell Dr between Skyway and Elliot Rd. Improvements include the construction of sidewalks, curb and gutter along Maxwell Dr. Shoulders will also be widened to facilitate Class 2 bike lanes.	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Paradise	202-0000-0172	Pearson Rd SR2S Connectivity Project	Safe Routes to School project along Pearson Rd between Black Olive and Academy Drives. Improvements include the construction of sidewalks, curb and gutter on the north and south sides of Pearson Rd. The project will require minor drainage improvements and construction of appropriate retaining walls for hillside slopes.	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Paradise	202-0000-0185	Almond St Multi-Modal - ATP	Almond Street Multi-Modal. The proposed project will add sidewalks, curbs and gutters to Almond Street between Pearson Rd and Elliot Rd.	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Paradise	202-0000-0187	Paradise Memorial Trailway - ATP	Memorial Trailway Class 1 Enhancements (Neal Rd to Pentz Rd). Upgrade bike/ped facility, to current standard for width and minimum standard for shoulders. Project also includes crosswalk enhancements at 5 arterial intersections.	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Paradise	202-0000-0190	Ponderosa Elementary SRTS - ATP	Ponderosa Elementary SRTS Project. Project will convert Pentz Road (between Bille Rd and 300' north of Wagstaff Rd) from a 2-lane, 20' wide roadway to a complete street solution supporting walking, bicycling and rolling to and from school and nearby destinations. No change in travel lanes.	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Paradise	202-0000-0191	Downtown Paradise Equal Mobility - ATP	Downtown Paradise Equal Mobility Project. Improvements include the removal of barriers, gravel sidewalks, asphalt sidewalks, and driveways with construction of ADA-compliant facilities. On Skyway between Pearson Rd and Elliott Rd.	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Paradise	202-0000-0197	ATP Gap Closure Project	Construct new sidewalks, curbs and gutters, and class II bicycle lanes in downtown Paradise along Fir Street (Skyway to Black Olive), Birch Street (Skyway to Black Olive), in addition to portions of Foster Road (Pearson to Birch), Black Olive Drive (Pearson to Fir) and Elliott Road (Skyway to Almond).	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities

AGENCY	CTIPS ID	TITLE	PROJECT DESCRIPTION	TRANSPORTATION CONFORMITY RULE - Exempt Reference			
Various	202-0000-0056	Local Highway Bridge Projects (HBP) - Grouped Listing -Lump Sum	Midway Bridge Replacement across Butte Creek. On Midway (old SR 99) approximately 0.2 miles south of White Ave to approximately 0.7 miles south of White Ave. spanning Butte Creek and Butte Creek Overflow. Replace 2 bridge structures.	Section 93.126	Table 2 Exempt Projects	Safety	Widening narrow pavements or reconstructing bridges (no additional travel lanes)
			E Rio Bonito Rd over Hamilton Slough	Section 93.126	Table 2 Exempt Projects	Safety	Widening narrow pavements or reconstructing bridges (no additional travel lanes)
			E Rio Bonito Rd over Sutter Butte Canal	Section 93.126	Table 2 Exempt Projects	Safety	Widening narrow pavements or reconstructing bridges (no additional travel lanes)
			Oregon Gulch Rd over Morris Ravine	Section 93.126	Table 2 Exempt Projects	Safety	Widening narrow pavements or reconstructing bridges (no additional travel lanes)
			Ord Ferry Rd over Little Chico Creek	Section 93.126	Table 2 Exempt Projects	Safety	Widening narrow pavements or reconstructing bridges (no additional travel lanes)
			Pomona Rd over Little Chico Creek	Section 93.126	Table 2 Exempt Projects	Safety	Widening narrow pavements or reconstructing bridges (no additional travel lanes)
			Salem St over Little Chico Creek	Section 93.126	Table 2 Exempt Projects	Safety	Widening narrow pavements or reconstructing bridges (no additional travel lanes)

RTP Project(s) not in FTIP

AGENCY	CTIPS ID	TITLE	PROJECT DESCRIPTION	TRANSPORTATION CONFORMITY RULE - Exempt Reference			
County	20200000082	Oro-Chico Hwy Bike Project	Construct Class 2 Bike lane from Midway to Butte Campus Drive along Oro Chico Hwy, Durham Dayton Hwy & Durham Pentz Rd.	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities

7/20/2016

APPENDIX B
REGIONALLY SIGNIFICANT PROJECT LIST

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APPENDIX B

Non-Exempt Regionally Significant Project List (Draft) - 2016 RTP/SCS

Jurisdiction	TITLE	PROJECT DESCRIPTION	Emissions Analysis Year				
			2016	2018	2020	2030	2040
Chico	SR 99 Auxillary Lanes (SR 32 to E. 1st Ave)	Add Auxillary lanes on SR 99 from SR 32 to E. 1st Ave	X	X	X	X	X
Chico	SR 32 Widening (SR 99 to El Monte Ave)	Widen SR 32 from 2 to 4 lanes from SR 99 to El Monte Ave	X	X	X	X	X
Chico	Eaton Rd Extension (Ceonothus Ave to Floral Ave)	Construct 4 lane roadway for extension of Eaton Rd from Ceonothus Ave to Floral Ave	X	X	X	X	X
Chico	Eaton Rd Extension (St Lawrence Ave to Wildwood Ave)	Construct 4 lane roadway for extension of Eaton Rd from St Lawrence Ave to Wildwood Ave	X	X	X	X	X
Chico	Eaton Rd Widening (Ceonothus Ave to St Lawrence Ave)	Widen Eaton Rd from 2 to 4 lanes from Ceonothus Ave to St Lawrence Ave	X	X	X	X	X
Chico	Forest Ave Widening (SR 32 to Humboldt Rd)	Widen Forest Ave from 2 to 4 lanes from SR 32 to Humboldt Rd	X	X	X	X	X
Paradise	Skyway Lane Reduction (Pearson Rd to Elliott Rd)	Reduce Skyway from 4 to 2 lanes from Pearson Rd to Elliott Rd	X	X	X	X	X
Butte County	Central House Rd Bridge Widening (at Wyman Ravine)	Widen Central House Rd Bridge from 1 to 2 lanes at Wyman Ravine		X	X	X	X
Chico	Cohasset Rd Widening (Two Oaks Dr to Thorntree Dr)	Widen Cohasset Rd from 2 to 4 lanes from Two Oaks Dr to Thorntree Dr		X	X	X	X
Chico	Cohasset Rd Widening (Airport Blvd to Eaton Rd)	Widen Cohasset Rd from 2 to 4 lanes from Airport Blvd to Eaton Rd		X	X	X	X
Chico	Midway Widening (Hegan Ln to E. Park Ave)	Widen Midway from 2 to 4 lanes from Hegan Ln to E. Park Ave		X	X	X	X
Chico	MLK Blvd Widening (E. Park Ave to 20th St)	Widen MLK Blvd from 2 to 4 lanes from E. Park Ave to 20th St		X	X	X	X
Chico	Bruce Rd Widening (Skyway to SR 32)	Widen Bruce Rd from 2 to 4 lanes from Skyway to SR 32		X	X	X	X
Chico	Notre Dame Extension (E. 20th St to Little Chico Creek)	Construct 2 lane roadway for extension of Notre Dame from E. 20th St to Little Chico Creek		X	X	X	X
Chico	SR 32 Widening (El Monte Ave to Yosemite Dr)	Widen SR 32 from 2 to 4 lanes from El Monte Ave to Yosemite Dr		X	X	X	X
Chico	E. 20th St Widening (Forest Ave to Bruce Rd)	Widen E. 20th St from 2 to 4 lanes from Forest Ave to Bruce Rd		X	X	X	X
Chico	SR 32 Lane Reduction (W 1st St to W 4th St) - aka Nord Ave Complete Street	Reduce SR 32 from 4 to 2 lanes from W 1st St to W 4th St		X	X	X	X
Chico	SR 32 and Fir St Multi Modal	Change Fir St lanes from 2 lane bi-directional to 2 lane northbound travel between east and westbound travel lanes of SR 32 and add 30 spaces to park and ride.		X	X	X	X
Chico	Guyann Rd Bridge Widening (at Lindo Channel)	Widen Guyann Rd Bridge from 1 to 2 lanes at Lindo Channel		X	X	X	X
Butte County	SR 70 Widening (Ophir Rd to Palermo Rd)	Widen SR 70 from 2 to 4 lanes from Ophir Rd to Palermo Rd			X	X	X
Chico	Eaton Rd Widening (at SR 99 interchange)	Widen Eaton Rd from 2 to 4 lanes at SR 99 interchange			X	X	X
Chico	W. Eaton Rd Extension (SR 32 to W. Eaton Rd end)	Construct 2 lane roadway for extension of W. Eaton Rd from SR 32 to end			X	X	X
Chico	SR 99 Auxillary Lanes (Skyway to 20th St)	Add Auxillary lanes on SR 99 from Skyway to 20th St			X	X	X
Chico	SR 99 Auxillary Lanes (20th St to SR 32)	Add Auxillary lanes on SR 99 from 20th St to SR 32			X	X	X
Chico	Esplanade Widening (Eaton Rd to Nord Hwy)	Widen Esplanade from 2 to 4 lanes from Eaton Rd to Nord Hwy			X	X	X
Oroville	Olive Highway Widening (Oro-Dam Blvd to Foothill Blvd)	Widen Olive Hwy from 2 to 3 lanes from Oro-Dam Blvd to Foothill Blvd. Additional lane will be added to eastbound travel.			X	X	X
Butte County	SR 70 Widening (Palermo Rd to Cox Ln)	Widen SR 70 from 2 to 4 lanes from Palermo Rd to Cox Ln				X	X
Butte County	Kittyhark Dr Extension (SR 99 to Garner Ln)	Construct 2 lane roadway from SR 99 to Garner Ln				X	X
Chico	Notre Dame Extension (Comanche Creek to Southgate Ave)	Construct 2 lane roadway for extension of Notre Dame from Comanche Creek to Southgate Ave				X	X
Chico	Southgate Ave Interchange (at SR 99)	Replace intersection of Southgate Ln and SR 99 with new 2 lane overpass and interchange				X	X
Chico	Southgate Extension (Midway to Skyway and Entler Ave to Player Ln)	Construct 2 lane roadway for extension of Southgate from Midway to Skyway and Entler Ave to Player Ln				X	X
Chico	Fair St Extension (Fair St end to Entler Ave)	Construct 2 lane roadway for extension of Fair St from existing end to Entler Ave				X	X
Chico	Silver Dollar Way Extension (Fair St to MLK Jr Parkway)	Construct 2 lane roadway for extension of Silver Dollar Way from Fair St to MLK Jr Parkway				X	X
Chico	Manzanita Ave (Chico Canyon Rd to Wildwood Ave)	Widen Manzanita Ave from 2 to 4 lanes from Chico Canyon Rd to Wildwood Ave				X	X
Chico	Chico Canyon Rd (E. 8th St to Manzanita Ave)	Widen Chico Canyon Rd from 2 to 4 lanes from E. 8th St to Manzanita Ave				X	X
Paradise	Anchor Way Construction (South Libby to Clark Rd)	Construct 2 lane roadway from S. Libby Rd to Clark Rd					X
Paradise	Buschmann Rd Extension (Foster Rd to Skyway)	Construct 2 lane roadway extension from Foster Rd to Skyway					X
Paradise	Forest Service Ln Extension (Moore Rd to Skyway)	Construct 2 lane roadway extension from Moore Rd to Skyway					X
Paradise	Elliott Rd Extension (End to Kibler Rd)	Construct 2 lane roadway extension from Elliott to Kibler Rd					X
Paradise	Grinding Rock Rd Extension (End to Skyway)	Construct 2 lane roadway extension from Grinding Rock Rd to Skyway					X
Paradise	S. Libby Rd Extension (End to Edgewood Ln)	Construct 2 lane roadway extension from S. Libby Rd to Edgewood Ln					X
Paradise	Sawmill Rd Extension (End to S. Libby Rd)	Construct 2 lane roadway extension from Sawmill Rd to S. Libby Rd					X
Butte County	SR 70 Widening (E Gridley Rd to Yuba Co.)	Widen SR 70 from 2 to 4 lanes from E. Gridley Rd to Yuba County					X

APPENDIX C
PUBLIC MEETING DOCUMENTATION

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PUBLIC NOTICE

The Butte County Association of Governments (BCAG) is the designated Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Agency (RTPA) for Butte County. As the MPO, BCAG is required to prepare a long-range Regional Transportation Plan (RTP) / Sustainable Communities Strategy (SCS) every four years. The RTP/SCS identifies the long-range transportation plans for specific funding programs by transportation mode through the year 2040.

The 2016 RTP/SCS will consist of the following:

1. RTP/SCS Document – Draft Document (includes Policy Element, Sustainable Communities Strategy, Action Element & Financial Element)
2. Air Quality Conformity Analysis and Determination – demonstrating that the projects in the RTP conform to the applicable federal air quality requirements.
3. Environmental Impact Report – complying with the California Environmental Quality Act requirements

The 2016 RTP/SCS document is scheduled to be adopted on December 8, 2016. The purpose of the workshops will be to present the complete draft RTP/SCS document. A copy of the Environmental Impact Report will be available.

Workshop Locations:

OROVILLE

Thursday, September 8, 2016
4 p.m. – 6 p.m.
Oroville City Council Chambers
1735 Montgomery St.
Oroville CA 95965

CHICO

Monday, September 12, 2016
1 p.m. – 5 p.m.
BCAG Conference Room
326 Huss Drive, Suite 150
Chico, CA 95928

The public is encouraged to attend any one of these workshops, ask questions of staff, complete comment cards, or speak to a bilingual English/Spanish transcriber to have their comments recorded. All documents are available for review on the Internet at <http://www.bcag.org/Planning/RTP--SCS/index.html>. Comments on the project can be directed to Mr. Iván García, Programming Manager for BCAG at 530-809-4616 or by email at igarcia@bcag.org. Comments can also be mailed to BCAG at 326 Huss Drive, Suite 150, Chico CA 95928.



2580 Sierra Sunrise Terrace, Suite 100
Chico, California 95928-8441
(530) 879-2468 FAX (530) 879-2444
www.bcag.org

August 23, 2016

Butte County Libraries

Subject: Draft Air Quality Emissions Analysis and Conformity Determination for the 2016 Regional Transportation Plan and Sustainable Communities Strategy

Dear Sir/Madam

Please make the attached document available for public review. This document is being 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 November 1, 2016.

This document is also available on BCAG's website at:
<http://www.bcag.org/Planning/RTP--SCS/index.html> .

Please direct any questions to my attention at 530-809-4616 or by email at blasagna@bcag.org.

Thank you for your assistance.

Sincerely

Brian Lasagna
Regional Analyst

Attachment:

Draft Air Quality Emissions Analysis and Conformity Determination for the 2016 Regional Transportation Plan and Sustainable Communities Strategy

APPENDIX D
RESPONSES TO PUBLIC COMMENTS

No Comments Received

APPENDIX E

CONFORMITY CHECKLIST

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

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

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

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

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

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

Disclaimers

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

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