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**AIR QUALITY EMISSIONS ANALYSIS  
AND  
CONFORMITY DETERMINATION**

**2020 Regional Transportation Plan and 2019 Federal  
Transportation Improvement Program**

**Prepared by:**

**Butte County Association of Governments**

Adopted by BCAG Board: 12/10/2020

Approved by FTA/FHWA: MM/DD/YYYY

2020 Regional Transportation Plan Amendment #\_\_

2019 Federal Transportation Improvement Program Amendment #5



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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 September 27<sup>th</sup>, 2018 as part of the approval for the 2019 FTIP. This action was then approved by the Federal Transit Authority (FTA) and Federal Highways Administration (FHWA) on December 7<sup>th</sup>, 2018.

This transportation air quality conformity determination and emissions analysis shows that transportation projects programmed in the 2020 Butte County Regional Transportation Plan (RTP) and 2019 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).

Effective August 3, 2018, Butte County was designated marginal nonattainment under EPA's federal 2015 8-hour ozone NAAQS.

Because of these designations, 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. Similarly, to make a conformity determination under the 2015 federal 8-hour standard, future emissions of ROG and NOx must be no greater than 2017 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 re-designated 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. In the BCAG area, transportation conformity requirements for CO ended June 1, 2018.

### Fine Particulate Matter (PM2.5)

As a result of a 2018 SIP revision approved by EPA, Butte County (Chico Urbanized area) was re-designated from non-attainment to attainment with a Maintenance SIP for fine particulate matter (PM2.5) under the EPA 2006 24-hour PM2.5 NAAQS.

As part of EPA's final action, the determination was made that contributions from motor vehicle emissions in the non-attainment area are insignificant. As a result of this finding, BCAG is no longer required to perform regional emissions analyses for either directly emitted PM2.5 or nitrogen oxides as part of future PM2.5 conformity determinations for the 2006 24-hour PM2.5 NAAQS for the Chico area.

## **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 2020 RTP conformity analysis began in February 2019. An update of the BCAG travel model was completed in September 2020 and the population, housing, and employment projections identified in BCAGs [Butte County Long-Term Regional Growth Forecasts 2018-2040](#) are the same as those used in the updated model. The model was validated in 2020 for the 2018 base year and utilizes Cube 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**

<b>Assumption</b>	<b>Year and Source of Data (MPO Action)</b>	<b>Modeling</b>	<b>Next Scheduled Update</b>
Population	Base Year: 2018 CA DOF Projections: based on BCAG's <a href="#">Butte County Long-Term Regional Growth Forecasts 2014-2040</a> , 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, 2030, and 2040.	Next update to population forecasts is anticipated to be in November 2022.
Employment	Base Year: 2018 CA EDD Projections: based on BCAG's <a href="#">Butte County Long-Term Regional Growth Forecasts 2018-2040</a> , prepared September 2019. 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 2022.
Traffic Counts	Base Year: 2017/18 The transportation model was validated to the base year using year 2017/18 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 2020 to the 2018 base year.	Cube 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.	Cube and EMFAC 2017	Speed data is updated every 4 years, dependent upon availability of funding.
Vehicle Registration	EMFAC 2017 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 2017	TBD
Transit	Base Year: Butte Regional Transit (2018) and Butte County Transit and Non-Motorized Plan (2015) Projections: Butte County Transit and Non-Motorized Plan (2015).	Cube	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 four-step travel demand forecasting model consisting of Trip Generation, Trip Distribution, Mode Choice, 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 Cube 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 2018 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 2017, using methodology approved by ARB and with information from the transportation model.

### *Transit*

The BCAG transportation model now includes a transit component in the mode choice model which provides BCAG the ability to forecast transit mode share. Base year ridership was taken from year 2018 data provided by Butte Regional Transit and included in the transportation model along with routing and service frequency. Forecast year information was updated based on the latest forecasted transit routes included in the Butte County Transit and Non-Motorized Plan. Overall, transit mode share is forecasted to increase from 4.18% (2018) to 4.38% (2040) during the 2020 RTP planning period. It is also assumed that transit fares will remain constant in 2018 dollars over the 22-year planning period of the analysis.

## *Land Use*

The 2018 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 30<sup>th</sup>, 2019.

The transportation model contains 914 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 *2017 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 2020 RTP and 2019 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 February 15, 2019 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 2019 FTIP and 2020 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 2020 RTP for further details.

### Transportation Control Measures

There are no TCMs in the PM<sub>2.5</sub> SIP and there is no approved ozone 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 2017 model. Effective August 15, 2019, EMFAC 2017 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 2020 RTP and 2019 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, September 2020, EMFAC 2017 was the latest federally approved model in California. In addition, off-model adjustments were included to account for Safer Affordable Fuel-Efficient (SAFE) Vehicle Rule Part One, as prescribed in ARB's November 20, 2019 document.

### Analysis Years

The regional emissions analysis begins with the 2011 and 2017 baseline analysis years for Ozone. The year of 2020 is included as a milestone year and meets the requirement of not exceeding five years from the year the RTP/FTIP conformity determination was

prepared (2020). In addition, the milestone year of 2030 is included since analysis is required between years and cannot 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:

- 2011 – Ozone (2008) NAAQS baseline year
- 2017 – Ozone (2015) NAAQS baseline year
- 2020 – Milestone year no greater than five years from the preparation of the RTP and FTIP conformity determination (2020),
- 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 2020 RTP and 2019 FTIP include all federal and non-federal regionally significant projects expected to occur in the Butte County ozone non-attainment area. Projects included in this emissions analysis include all relevant projects contained in the 2020 RTP and 2019 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, and 5. 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 2020 Emissions Analysis\***

Jurisdiction	Roadway	Segment	Proposed Improvement
Butte County	SR 70	Ophir Rd to Palermo Rd	Widen to 4 lanes

**Table 4  
Capacity Projects Included in 2030 Emissions Analysis\***

Jurisdiction	Roadway	Segment/Location	Proposed Improvement
Butte County	Central House Rd	Bridge @ Wyman Ravine	Widen to 2 lanes
Butte County	SR 70	Palermo Rd to Cox Ln	Widen to 4 lanes
Butte County	SR 70	E Gridley Rd to Yuba County	Widen to 4 lanes
Chico	Bruce Rd Bridge	@ Little Chico Creek	Widen to 4 lanes
Chico	Bruce Rd	Skyway to SR 32	Widen to 4 lanes
Chico	Guyann Rd	Bridge @ Lindo Channel	Widen to 2 lanes
Chico	Commerce Ct	Ivy St to Park Ave	Construct 2 lane roadway
Chico	E. 20 <sup>th</sup> St	Forest Ave to Bruce Rd	Widen to 4 lanes
Chico	Esplanade	Eaton Rd to Nord Hwy	Widen to 4 lanes
Chico	Mariposa Ave	Glenshire Ln to Eaton Rd	Construct 2 lane roadway
Chico	Notre Dame	E. 20 <sup>th</sup> St to Little Chico Creek	Construct 2 lane roadway
Chico	Midway	Hegan Ln to E. Park Ave	Widen to 4 lanes
Chico	SR 32	El Monte Ave to Bruce Rd	Widen to 4 lanes
Chico	SR 99	Esplanade to Hicks Ln	Widen overpass to 4 lanes
Chico	SR 99	@ Eaton Rd	Construct dual lane roundabouts
Chico	Cohasset Rd	Airport Blvd to Eaton Rd	Widen to 4 lanes
Chico	MLK Blvd	E. Park Ave to 20 <sup>th</sup> St	Widen to 4 lanes
Gridley	E Gridley Rd	E Gridley Rd between Fairview Dr and Bonnell Ave	New park & ride facility
Oroville	3 <sup>rd</sup> St	Oroville Park & Ride (3 <sup>rd</sup> St)	Increase parking capacity
Paradise	Black Olive Dr	Black Olive Dr between Pearson Rd and Burch St	New park & ride facility

\*Also includes all projects listed in Table 3.

**Table 5  
Capacity Projects Included in 2040 Emissions Analysis\***

Jurisdiction	Roadway	Segment	Proposed Improvement
Chico	Eaton Rd	Hicks Ln to Cohasset Rd	Widen to 4 lanes
Chico	Eaton Rd	Cohasset Rd to Manzanita	Widen to 4 lanes
Chico	SR 99	Skyway to 20 <sup>th</sup> St	Auxiliary lanes
Chico	SR 99	20 <sup>th</sup> St to SR 32	Auxiliary lanes
Chico	SR 32	Bruce Rd to Yosemite Dr	Widen to 4 lanes
Chico	SR 99	@ Cohasset Rd	Construct southbound on ramp
Oroville	SR 162	Oro-Dam Blvd to Foothill Blvd	Widen to 3 lanes

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

## 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 the 2011 base year.

### *2015 Ozone NAAQS*

Effective August 3, 2018, Butte County is designated marginal nonattainment under EPA's federal 2015 8-hour ozone National Ambient Air Quality Standards (NAAQS).

The conformity test to be used to demonstrate conformity to the 2015 8-hour federal ozone NAAQS is the "no-greater-than 2017" test whereby future emissions must be less than or equal to those emission present in the 2017 base year.

## **Regional Emissions Analysis and Forecast**

The regional emissions analysis and forecast for ozone precursors have been summarized in the following tables. The summary of emissions forecasts is derived from outputs of the EMFAC 2017 model. These tables show comparisons of:

ROG:	Reactive Organic Gases as an ozone precursor
NOx:	Oxides of Nitrogen as an ozone precursor

Ozone 8-hour Standard Tests – “no-greater-than- 2011” and “no-greater-than- 2017”

**Table 6  
ROG Emissions Tests**

ROG – TONS PER DAY OF EMISSIONS				
(EMFAC 2017 Summer Run)				
Analysis Year	ROG Emissions	Less than 2011?	Less than 2017?	Pass Conformity Test?
2011	4.8	--	--	--
2017	2.6	--	--	--
2020	1.7	yes	yes	yes
2030	1.0	yes	yes	yes
2040	0.6	yes	yes	yes

**Table 7  
NOx Emissions Tests**

NOx – TONS PER DAY OF EMISSIONS				
(EMFAC 2017 Summer Run)				
Analysis Year	NOx Emissions	Less than 2011?	Less than 2017?	Pass Conformity Test?
2011	10.5	--	--	--
2017	5.8	--	--	--
2020	3.4	yes	yes	yes
2030	1.8	yes	yes	yes
2040	1.6	yes	yes	yes

**Air Quality Conformity Determination**

The results from the 2019 FTIP and 2020 RTP emissions analysis show that current and future emissions of the ozone precursors ROG and NOx will be no greater than the 2011 and 2017 base year 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 and the “no-greater-than-2017” test for the 2015 8-hour federal ozone NAAQS. **Based on this analysis, the 2020 Regional Transportation Plan (RTP) and 2019 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**

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APPENDIX A

BCAG Exempt Project Listing - 2020 RTP/SCS & 2019 FTIP Amendment #5

AGENCY	CTIPS ID	TITLE	PROJECT DESCRIPTION	TRANSPORTATION CONFORMITY RULE - Exempt Reference			
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
County	202-0000-0218	Palermo/South Oroville SRTS Project (Phase 3)	Design curb, gutter, sidewalk, and crossing enhancements along Lincoln Blvd., Palermo Rd., and Baldwin Ave. in locations that do not have existing curb, gutter, and sidewalks. Work will include, but is not limited to, design for traffic control, roadway excavation, grading, aggregate base, hot mix asphalt, drainage facilities, striping and signage, environmental, and right of way.	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
County	SB-1 funded. No CTIPS #	Foothill Blvd. Reconstruction	Road Rehabilitation	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
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	202-0000-0008	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	202-0000-0182	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
			Butte CAG/ Butte RT Medium Buses (6)	Section 93.126	Table 2 Exempt Projects	Mass Transit	Purchase of transit operating equipment for vehicles
BCAG	202-0000-0200	FTA Sec. 5311 (f)	5311 (f) - FTA Section 5311(f) Operating Assistance - FTA apportionment amount of \$300,000 for Regional Service (Route 20)	Section 93.126	Table 2 Exempt Projects	Mass Transit	Operating assistance to transit agencies
BCAG	202-0000-0170	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	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	102-0000-0164	Butte County SHOPP Collision Reduction Grouped Listing	SR 32 - In Chico from W. Sacramento Ave (East) to W. Sacramento Ave (West). Construct two roundabouts.	Section 93.127	Table 3 Projects Exempt from Regional Emissions Analyses		Intersection channelization projects.
			SR 162 - In and near Oroville from Foothill Blvd to Gold Country Casino. Construct two way left turn lane and widen shoulders.	Section 93.127	Table 3 Projects Exempt from Regional Emissions Analyses		Intersection channelization projects.
			SR 32 - post miles 0.3/5.0, Near Chico from Gianella Rd to Muir Ave. The scope of the project is to install lighting, widen shoulders, upgrade end treatments at bridge approaches, and rehabilitate culverts.	Section 93.126	Table 2 Exempt Projects	Safety	Projects that correct, improve, or eliminate a hazardous location or feature.
Caltrans	202-0000-0206	Butte County SHOPP Mobility Grouped Listing	SR 99 In and near Chico from Estates Drive to Garner Lane. Install ITS elements.	Section 93.126	Table 2 Exempt Projects	Other	Directional and informational signs
Caltrans	202-0000-0129	Butte County SHOPP Mandates Grouped Listing	SR 32 - In Chico, from Walnut Street to Poplar Street. Upgrade Americans with Disabilities Act (ADA) facilities. (EA 4F800)	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 99, in and near Chico, from north of SR 162 to north of Broyles Rd. Bridge rail upgrades at six locations	Section 93.126	Table 2 Exempt Projects	Safety	Widening narrow pavements or reconstructing bridges (no additional travel lanes)
			State Route 99 near Richvale at Cottonwood Creek Bridge #12-0120. Replace scour-critical bridge and add left turn lane pockets.	Section 93.127	Table 3 Projects Exempt from Regional Emissions Analyses		Intersection channelization projects.
Caltrans	202-0000-0202	Butte County SHOPP Roadside Preservation - Grouped Listing	SR 70 In Butte County, on Route 70 at approximately 7.0 miles south of Oroville. Advance mitigation credit purchases for future SHOPP construction projects expected to impact sensitive habitats.	Section 93.126	Table 2 Exempt Projects	Other	Specific activities which do not involve or lead directly to construction
Caltrans	202-0000-0222	Butte County SHOPP Roadway Preservation - Grouped Listing	SR 32 - In and near Chico, from Muir Avenue to Route 99 (PM 5.0/10.2L/R). Rehabilitate pavement, install signals and lighting, upgrade Transportation Management System (TMS) elements, rehabilitate drainage systems, and upgrade facilities to Americans with Disabilities Act (ADA) standards. (EA 4H760)	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			SR 99 - In and near Gridley, from Hollis Lane to north of Ford Avenue. Rehabilitate pavement, upgrade Transportation Management System (TMS) elements, rehabilitate drainage systems, and upgrade facilities to Americans with Disabilities Act (ADA) standards. (EA 1H140)	Section 93.126	Table 2 Exempt Projects	Safety	Widening narrow pavements or reconstructing bridges (no additional travel lanes)
Caltrans	202-0000-0213	Butte County SHOPP Emergency Response - Grouped Listing	Near Paradise, from 0.8 mile west to 0.2 mile east of Shady Rest Area. Restore and repair damaged roadway by raising the existing vertical alignment by approximately 5 feet and protecting the embankment against future flooding with Rock Slope Protection (RSP) or a retaining structure.	Section 93.126	Table 2 Exempt Projects	Safety	Emergency relief (23 U.S.C. 125).
			SR 191 - In and near Paradise, from 0.3 mile south of Airport Road to 0.2 mile north of Old Clark Road. Stabilize the fire-damaged cut slopes, widen shoulders to create catchment area for rockfall debris, and improve drainage systems. (EA 0J870)	Section 93.126	Table 2 Exempt Projects	Safety	Emergency relief (23 U.S.C. 125).
			SR 32 - Near Forest Ranch, from 1.3 miles west to 1.1 miles west of Carpenter Ridge Road. Stabilize embankment slope from recurring slpouts by constructing a retaining wall, rehabilitating drainage systems, and upgrading guardrail. (EA 0J700)	Section 93.126	Table 2 Exempt Projects	Safety	Emergency relief (23 U.S.C. 125).
			SR 70 - Near Pulga, from 0.7 mile east of Pinkston Canyon Road/Big Bend Road to 1.7 miles west of North Fork Feather River Bridge. Replace three culverts damaged during the Camp Fire. (EA 0J720)	Section 93.126	Table 2 Exempt Projects	Safety	Emergency relief (23 U.S.C. 125).

AGENCY	CTIPS ID	TITLE	PROJECT DESCRIPTION	TRANSPORTATION CONFORMITY RULE - Exempt Reference			
Biggs	202-0000-0217	Biggs - Safe Routes to Schools Project (Second St)	In the City of Biggs on Second Street. Project will construct new pedestrian/bike facilities to close gaps. Project will also extend the class 2 bike lanes and install ADA compliant curb ramps.	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Biggs	202-0000-0198	Biggs - 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
Chico	202-0000-0223	SR 99 Southgate Interchange Feasibility Study	At the State Route 99 at Southgate Intersection in the City of Chico. Project is to develop planning and technical studies only for a future interchange with local connections. Funding is for Preliminary Engineering component to determine if project is feasible.	Section 93.126	Table 2 Exempt Projects	Other	Planning and Technical Studies
Chico	CH-BIKE-ATP-2020-1	Little Chico Creek Pedestrian / Bicycle Bridge Connection at Community Park Project	Just south of Humboldt Ave, west of State Route 99. Project entails new bridge connector over Little Chico Creek into the north side of 20th Street Park.	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Chico	202-0000-0117	SR 99 Corridor Bikeway Phase 5 - 20th Street Crossing	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	202-0000-0194	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 Section 93.126 Section 93.128	Table 2 Exempt Projects Table 2 Exempt Projects Traffic signal synchronization projects	Air Quality Other	Bicycle/Pedestrian Facilities and Pavement Markings Directional and Informational signs
Gridley	202-0000-0215	Central Gridley Pedestrian Connectivity and Equal Access Project	In the City of Gridley, improvements entails installing ADA curb ramps and detectable warning surfaces, closing sidewalk gaps, and striping crosswalks along Sycamore, Magnolia, Indiana, and Vermont streets in the central blocks of Gridley.	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Gridley	202-0000-0216	Gridley Bike & Pedestrian SR 99 Corridor Facility Project	In the City of Gridley, improvements entails installing ADA curb ramps and detectable warning surfaces, striping crosswalks, and Class I bike path along State Route 99 from Township Road to Archer Avenue.	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
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 near Birch Rd and Black Olive Dr. 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	202-0000-0185	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	202-0000-0190	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	202-0000-0197	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
Paradise	202-0000-0219	Pentz Road Trailway Phase 2	Pentz Road between Pearson Rd and Bille Road (1.63 miles), Pentz Road between Wagstaff Road and Skyway (1.56 miles). Scope of the project is to construct a grade separated, Class I, bike-ped facility along the west side of Pentz Road within the project limits. This project will tie into funded improvements between Bille Road and Wagstaff Road, scheduled for completion summer 2019.	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Paradise	202-0000-0220	Paradise ATP Gateway Project	Neal Road between Town Limits and Skyway (1.62 miles), Skyway between Neal Road and Pearson Road (0.9 miles). Along Neal Road, construct a grade separated, Class I, bike-ped facility along the west side of Neal Road within the project limits. This component will tie into Butte County Class II Bike Lanes which terminate at Town Limits, bringing both novice and experienced bicyclists and pedestrians to the existing 5-mile Class I facility at the Neal/Skyway intersection. Along Skyway, infill all missing sidewalks to connect to area resources and government facilities.	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Paradise	202-0000-0221	Oliver Curve Class I Phase I	Oliver Road between Skyway and Valley View Drive (approx 0.39 miles). Along Oliver Road, construct a grade separated, Class I, bike-ped facility along the west side of Oliver Road within the project limits. This project is a proactive safety effort to protect bicyclists and pedestrians along a heavily traveled corridor around a horizontal curve. In this location, the many daily bicyclists and pedestrians are forced to walk the edge line, causing vehicles to swerve into oncoming traffic.	Section 93.126		Air Quality	Bicycle and Pedestrian Facilities

AGENCY	CTIPS ID	TITLE	PROJECT DESCRIPTION	TRANSPORTATION CONFORMITY RULE - Exempt Reference			
Various	202-0000-0070	Butte County Highway Safety Improvement Program (HSIP) Grouped Projects	HSIP7-03-001. City of Chico, Various locations throughout City limits, improve signal hardware.	Section 93.126	Table 2 Exempt Projects	Safety	Highway Safety Improvement Program implementation
			HSIP8-03-003. City of Chico. At the intersection at SR-99 NB On-Off Ramps/ Eaton Road / Hicks Lane. Scope is to construct a 5-leg roundabout intersection with adequate bike and pedestrian access.	Section 93.126	Table 2 Exempt Projects	Safety	Highway Safety Improvement Program implementation
			HSIP9-03-001. County of Butte, On Cohasset Rd between Nicalog Rd and end of existing guardrail near Jack Rabbit Flat Rd. Work: Upgrade existing guardrails.	Section 93.126	Table 2 Exempt Projects	Safety	Highway Safety Improvement Program implementation
			HSIP9-03-012. Town of Paradise. Sixteen stop-controlled intersections at various locations. Scope of Work is to systemically improve minor street approaches with a combination of splitter islands, additional intersection warning/regulatory signs, improved pavement markings, and improved sight triangles.	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
Various	202-0000-0056	Local Highway Bridge Projects (HBP) Grouped Listing	Butte County, 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)
			Butte County, 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)
			Butte County, 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)
			Butte County, 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)
			Butte County, Ord Ferry Road over Tributary to Little Chico Creek west of River Road	Section 93.126	Table 2 Exempt Projects	Safety	Widening narrow pavements or reconstructing bridges (no additional travel lanes)
			Butte County, Skyway Westbound at Butte Creek. Bridge Replacement	Section 93.126	Table 2 Exempt Projects	Safety	Widening narrow pavements or reconstructing bridges (no additional travel lanes)
			City of Chico, Pomona Rd at Little Chico Creek. Replace the existing 2 lane bridge, without adding lane capacity. Bridge No. 12C0328, Project #5037(024) - 5037(036)	Section 93.126	Table 2 Exempt Projects	Safety	Widening narrow pavements or reconstructing bridges (no additional travel lanes)
			City of Chico, Vallombrosa Ave at Big Chico Creek. Scope of the work includes rock slope protection (RSP) and scour mitigation.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico, Park Ave at Little Chico Creek. Scope of the work includes rock slope protection (RSP) and scour mitigation.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico, Warner St at Big Chico Creek. Scope of the work includes rock slope protection (RSP) and scour mitigation, joint seal.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico, Bruce Rd at S Fork Dead Horse Slough. Scope of the work includes rock slope protection (RSP) and scour mitigation.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico, E 5TH Ave at Lindo Channel. Scope of the work includes rock slope protection (RSP), scour mitigation and Methacrylate Deck treatment.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico, Cypress St at Little Chico Creek. Scope of the work includes rock slope protection (RSP), scour mitigation and Methacrylate Deck treatment.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico, Main St at Big Chico Creek. Scope of work includes joint seals.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico, Mangrove Ave at Lindo Channel. Scope of work includes spall repair joint seal and Methacrylate Deck treatment.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico, Walnut St at Little Chico Creek. Scope of the work includes rock slope protection (RSP), scour mitigation and Methacrylate Deck treatment.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico, Midway Rd at Comanche Creek. Scope of work includes Methacrylate Deck treatment and spall repairs.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico, Longfellow Ave at Lindo Channel. Scope of work includes Methacrylate Deck treatment.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico, Bruce Rd at Little Chico Creek. Scope of work includes Methacrylate Deck treatment.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico, Skyway Av at Little Chico-Butte CR DV CH. Scope of work includes Methacrylate Deck treatment.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico, Forest Ave at Little Chico Creek. Scope of work includes Methacrylate Deck treatment.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico, Manzanita Ave at Lindo Channel. Scope of work includes Methacrylate Deck treatment.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico, Mill St at Little Chico Creek. Scope of work includes Methacrylate Deck treatment.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico, Manzanita Ave at Big Chico Creek. Scope of work includes Methacrylate Deck treatment.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico, Cohasset Rd at Sycamore Creek Tributary. Scope of repairs includes joint seals.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico, Broadway St at Little Chico Creek. Scope of work includes AC deck removal Methacrylate Deck treatment, wingwall and backwall repairs.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico, Pine St at Little Chico Creek. Scope of work includes Methacrylate Deck treatment.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico, Chestnut St. At Little Chico Creek at W. 9th St. Scope of work includes Methacrylate Deck treatment.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico, Ivy St over Little Chico Creek. Rehabilitate and widen the existing 2 lane bridge to a full width 2 lanes with shoulders. Bridge No. 12C0279.	Section 93.126	Table 2 Exempt Projects	Safety	Widening narrow pavements or reconstructing bridges (no additional travel lanes)
			City of Chico, Salem St over Little Chico Creek. Rehabilitate functionally obsolete 2 lane bridge. No Added Lane capacity. Bridge No. 12C0336.	Section 93.126	Table 2 Exempt Projects	Safety	Widening narrow pavements or reconstructing bridges (no additional travel lanes)

**APPENDIX B**  
**REGIONALLY SIGNIFICANT PROJECT LIST**

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**APPENDIX B**

**Non-Exempt Regionally Significant Project List - 2020 RTP/SCS**

Jurisdiction	TITLE	PROJECT DESCRIPTION	Emissions Analysis Year		
			2020	2030	2040
Butte County	SR 70 Widening (Ophir Rd to Palermo Rd)	Widen SR 70 from 2 to 4 lanes from Ophir Rd to Palermo Rd	X	X	X
Butte County	Central House Rd Bridge Widening (at Wyman Ravine)	Widen Central House Rd Bridge from 1 to 2 lanes at Wyman Ravine		X	X
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	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	X
Chico	Bruce Rd Widening (Skyway to SR 32)	Widen Bruce Rd from 2 to 4 lanes from Skyway to SR 32		X	X
		Widen Bruce Rd Bridge from 2 to 4 lanes @ Little Chico Creek		X	X
Chico	Guynn Rd Bridge Widening (at Lindo Channel)	Widen Guynn Rd Bridge from 1 to 2 lanes at Lindo Channel		X	X
Chico	Commerce Ct Extension (Ivy St to Park Ave)	Construct 2 lane roadway connecting Ivy St to Park Ave		X	X
Chico	E. 20th St Widening (Forest Ave to Bruce Rd)	Widen E. 20th St from 2 to 4 lanes from Forest Ave to Bruce Rd		X	X
Chico	Esplanade Widening (Eaton Rd to Nord Hwy)	Widen Esplanade from 2 to 4 lanes from Eaton Rd to Nord Hwy		X	X
Chico	Mariposa Ave extension (Glenshire Ln to Eaton Rd)	Construct 2 lane roadway connecting Glenshire Ln to Eaton Rd		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
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
Chico	SR 32 Widening (El Monte Ave to Bruce Rd)	Widen SR 32 from 2 to 4 lanes from El Monte Ave to Bruce Rd		X	X
Chico	SR 99 Overpass Widening (@ Eaton Rd)	Widen SR 99 overpass at Eaton Rd from 2 to 4 lanes		X	X
Chico	SR 99 Roundabouts (@ Eaton Rd)	Construct dual lane roundabouts at SR 99 and Eaton Rd interchange		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
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
Chico	Eaton Rd Widening (Hicks Ln to Cohasset Rd)	Widen Eaton Rd from 2 to 4 lanes from Hicks Ln to Cohasset Rd			X
Chico	Eaton Rd Widening (Cohasset Rd to Manzanita Ave)	Widen Eaton Rd from 2 to 4 lanes from Cohasset Rd to Manzanita Ave			X
Chico	SR 99 Auxillary Lanes (Skyway to 20th St)	Add Auxillary lanes on SR 99 from Skyway to 20th St			X
Chico	SR 99 Auxillary Lanes (20th St to SR 32)	Add Auxillary lanes on SR 99 from 20th St to SR 32			X
Chico	SR 32 Widening (Bruce Rd to Yosemite Dr)	Widen SR 32 from 2 to 4 lanes from Bruce Rd to Yosemite Dr			X
Chico	SR 99 on-ramp at Cohasset Rd	Improve interchange at SR 99 and Cohasset Rd by adding southbound direct on-ramp			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

9/11/2020

**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 **2020 RTP/SCS** will consist of the following:

1. RTP/SCS 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 (EIR) – complying with the California Environmental Quality Act requirements

The 2020 RTP/SCS is scheduled to be approved by BCAG on December 10, 2020.

**BCAG will be hosting a 3<sup>rd</sup> round of workshops via Zoom to discuss the development of the 2020 RTP/SCS:** Due to COVID-19 concerns and social distancing recommendations, the workshop will be conducted via zoom. The public will be able to ask questions during the Zoom workshop, and/or email comments. The workshop will be recorded for future viewing or reference.

A power point will be presented with the opportunity to participate and ask questions. The power point is posted online at: <http://www.bcag.org/Planning/RTP--SCS/index.html>

**Zoom Workshop Date & Time:  
Thursday, September 3, 2020  
4:00 – 6:00 p.m.**

**Zoom Address:**

<https://us02web.zoom.us/j/83753351998?pwd=MTkyS3JyM1JNQm84YlI4VjRGT3RKUT09&from=msft>

Meeting ID: 837 5335 1998  
Passcode: 693818  
+1 669 900 6833

All documents are available for review on the Internet at <http://www.bcag.org/Planning/RTP--SCS/index.html>. Comments or questions on the projects can be directed to Mr. Iván García, Transportation Programming Specialist for BCAG at 530-809-4616 or by email at [igarcia@bcag.org](mailto:igarcia@bcag.org). Comments can also be mailed to BCAG at 326 Huss Drive, Suite 150, Chico CA 95928. Staff will also discuss the development and preparation of the 2021 Federal Transportation Improvement Program and its relationship to the long range RTP/SCS.

**\*\*\*\*Se Habla Español\*\*\*\* NOTICIA PUBLICA**

***Si Ud. esta interesado en participar en el proceso de transportacion de Butte County Association of Governments, esta invitado a asistir una junta para aprender de los actividades, documentos y proyectos en su comunidad. Sea parte de el proceso! Puede atender la junta de “zoom” y hacer sus comentarios o preguntas en español.***

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A power point will be presented with the opportunity to participate and ask questions. The power point is posted online at: <http://www.bcag.org/Planning/RTP--SCS/index.html>

**Zoom Workshop Date & Time:**  
**Thursday, November 5, 2020**  
**4:00 – 6:00 p.m.**

**Zoom Address:**  
<https://us02web.zoom.us/j/89681484102?pwd=WXExdnh1YWJoVWR3TCt1RDJtVIY0UT09>

**Meeting ID:** 896 8148 4102  
**Passcode:** 879795  
+1 669 900 6833

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**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 <sup>i</sup>	<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) <sup>ii</sup>	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) <sup>2</sup>	Document the land use, population, employment, and other network-based travel model assumptions.	p. 3-7	
§93.122 (b)(1)(iii) <sup>2</sup>	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) <sup>2</sup>	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) <sup>2</sup>	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) <sup>2</sup>	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) <sup>2</sup>	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) <sup>2</sup>	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	

<sup>i</sup> Note that some areas are required to complete both interim emissions tests.

<sup>ii</sup> 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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