



326 Huss Drive, Suite 150
Chico, California 95928
(530) 809-4616 FAX (530) 879-2444

MEMORANDUM

DATE: October 8, 2026

TO: Interagency Consultation Review Group

FROM: Brian Lasagna, Regional Analyst

SUBJECT: Consultation on PM 2.5 Hot-Spot Conformity Assessment for the Washington Ave and Table Mountain Blvd Complete Streets Project in the City of Oroville (CTIPS# 202-0000-0240)

DISCUSSION: The City of Oroville is providing the following Project-level PM2.5 Conformity Analysis for the Washington Ave and Table Mountain Blvd Complete Streets Project.

REQUESTED ACTION

It is requested that the ICR concur that this project is not a "Project of Air Quality Concern" (POAQC). This is a Section 326 project; and as such, United States Environmental Protection Agency (EPA) and California Department of Transportation (Caltrans) concurrence with this determination is requested.

Project Description

The project would implement various complete streets improvements along Washington Avenue and Table Mountain Boulevard (project corridor) in the City of Oroville and convert three existing controlled intersections to roundabouts. These improvements would provide safe and convenient facilities for pedestrians and cyclists while calming traffic and improving connectivity.

ADDITIONAL INFORMATION

Project Summary Form

Included for the ICRs information is a technical memorandum and completed PM Conformity Hot Spot Analysis Project Summary form for the Washington Ave and Table Mountain Blvd Complete Streets Project in the City of Oroville (CTIPS# 202-0000-0240).

STAFF REQUEST: It is requested that the ICR concur that this project is not a "Project of Air Quality Concern" (POAQC). This is a Section 326 project; and as such, United States Environmental Protection Agency (EPA) and California Department of Transportation (Caltrans) concurrence with this determination is requested.



Memorandum

To: BCAG Interagency Consultation Partners

From: Laura Yoon, ICF Air Quality and Climate Change Managing Director
Susan Swift, ICF Senior Environmental Planner

Date: September 1, 2026

Re: Consultation on PM2.5 Hot-Spot Conformity Assessment for the Oroville Complete Streets Project

The City of Oroville (City) is providing the following Project-level PM2.5 Conformity Analysis for the Oroville Complete Streets Project (project).

Requested Action

It is requested that the ICR concur that this project is not a "Project of Air Quality Concern" (POAQC). This is a Section 326 project; and as such, United States Environmental Protection Agency (EPA) and Caltrans concurrence with this determination is requested.

Project Overview

The project would implement various complete streets improvements along Washington Avenue and Table Mountain Boulevard (project corridor) in the City and convert three existing controlled intersections to roundabouts. These improvements would provide safe and convenient facilities for pedestrians and cyclists while calming traffic and improving connectivity.

Additional Information

Included in the following section is the completed PM Conformity Hot Spot Analysis Project Summary form.

Project Summary Form

CTIPS ID#: 202-0000-0240	
ICR Consideration Date: October 2026	
Project Description: The City of Oroville (City) proposes various “complete streets” improvements along Washington Avenue and Table Mountain Boulevard (project corridor), bound by Oroville Dam Boulevard/State Route 162 to the south and County Center Drive to the north. The project corridor in the City is categorized as nonattainment for the federal 8-hour ozone and 24-hour fine particulate matter (PM2.5) ambient air quality standard. The project includes lane configuration changes, pedestrian crossing improvements, and a Class I shared-use path along the east side of Washington Avenue that transitions to the west side of the roadway as it changes to Table Mountain Boulevard. Roundabouts would be installed at three locations: • Table Mountain Avenue and Grand Avenue • Table Mountain Avenue and Mono Avenue • Table Mountain Avenue and County Center Drive Additional project description, including project exhibits, is provided in Attachment A. The project is included in the <i>2025 Federal Transportation Improvement Program (FTIP)</i> and draft <i>2027 FTIP</i> under MPO ID 24RTP111 and is proposed for funding from City Funds, Congestion Mitigation, Highway Infrastructure Program (HIP), and Earmark Repurposing. The project is also included in the <i>2024 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)</i> (project number 800). The complete streets elements of the project are exempt from regional and project level transportation conformity per 40 CFR 93.126, “Bicycle and Pedestrian Facilities.” The roundabout elements of the project are exempt from regional transportation conformity per 40 CFR 93.127, “Intersection channelization projects.” Accordingly, the project is subject to project level transportation conformity but may proceed toward implementation without an explicit regional conformity determination.	
Type of Project: Intersection Channelization (roundabouts)	County: Butte

Narrative Location/Route & Post Miles: In Oroville along the Washington Avenue and Table Mountain Boulevard, bound by Oroville Dam Boulevard/State Route 162 to the south and County Center Drive to the north				
Caltrans Projects – EA#: CTIPS ID:202-0000-0240				
Lead Agency: City of Oroville (CEQA), in cooperation with Caltrans (NEPA)				
Contact Person: Tim Kaber		Email: tkaber@cityoforoville.org		
Phone#: 530-538-2540				
Hot Spot Pollutant of Concern PM2.5 ☒ PM10 ☐				
Is this a 23 USC 326 or a 23 USC 327 federal process under MAP-21 (formerly 6004 and 6005)? 23 USC 326 ☒ 23 USC 327 ☐				
Federal Action for which Project-Level PM Conformity is Needed Categorical Exclusion (NEPA) ☒ EA or Draft EIS ☐ FONSI or Final EIS ☐				
Scheduled Date of Federal Action: TBD				
Current Programming Dates				
	PE/Environmental	ENG	ROW	CON
Start	Prior	FFY 2026/27	FFY 2026/27	FFY 2028/29
End	FFY 2026/27	FFY 2026/27	FFY 2027/28	FFY 2029/30

Project Purpose and Need:

The purpose of the project is to enhance safety, accessibility, and mobility for all travel modes along this important north–south corridor. The project is designed to provide safe and convenient facilities for pedestrians and cyclists while calming traffic and improving connectivity. By closing gaps between existing facilities for walking and biking and adding streetscape features, the project would encourage mode shift away from automobile use and promote walking and bicycling in the community. The project also advances the City’s efforts to develop a continuous north–south active transportation network, providing a critical link between neighborhoods, schools, and other key destinations in Oroville.

The project is needed to address existing deficiencies and enhance safety for non-motorized travelers on Washington Avenue and Table Mountain Boulevard. Currently, this corridor lacks continuous sidewalks

and dedicated bicycle facilities, forcing pedestrians to walk along roadway shoulders and bicyclists to share travel lanes with vehicles. This discontinuity creates a gap in Oroville's transportation network, limiting safe access for walking and biking.

Surrounding Land Use/Traffic Generators:

The project corridor in an urban setting within the City that contains a mix of single-family residences, multifamily residences, schools, sport fields, places of worship, and commercial uses. The corridor is likewise not served by any nearby freight infrastructure: additional industrial land in the General Plan is located inside and just east of the city limits along Ophir Road, roughly five miles south of the corridor's southernmost point at Washington Avenue and Oro Dam Boulevard, and no portion of the study corridor is identified as an existing or planned truck route.

Opening Year (2030): Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility:

Table 1 presents average daily traffic (AADT), truck volumes, and truck percentages along the project corridor for opening year (2030) No Build and Build conditions. Table 2 summarizes opening year peak-hour delay and level of service (LOS) at study intersections along the project corridor for the two analysis conditions. The table also identifies the intersection control type.

Table 1. Summary of Opening Year (2030) No Build and Build Traffic Conditions

Roadway Segment	No Build			Build		
	AADT	Truck Volume	Truck Percent	AADT	Truck Volume	Truck Percent
Washington Ave between Nevada Ave and Oro Ave	13,590	13	0.10%	11,120	11	0.10%
Washington Ave between Orange Ave and Bird St	17,580	19	0.11%	15,250	17	0.11%
Table Mountain Blvd between Riverview Terrace Dr and Grand Ave	25,050	23	0.09%	21,840	21	0.10%
Table Mountain Blvd between Grand Ave and Nelson Ave	19,420	20	0.10%	16,670	18	0.11%
Table Mountain Blvd between Mono Ave and Jasmine Ct	6,330	18	0.28%	5,130	17	0.33%
AADT = annual average daily traffic						
Source: Fehr & Peers 2026						

Table 2. Summary of Opening Year (2030) Peak Hour Intersection Operations

Intersection	No Build					Build				
	Control	AM Peak Hour		PM Peak Hour		Control	AM Peak Hour		PM Peak Hour	
		Delay	LOS	Delay	LOS		Delay	LOS	Delay	LOS
Table Mountain Blvd / County Center Dr	SSSC	6	A	6	A	R	5	A	4	A

Intersection	No Build					Build				
	Control	AM Peak Hour		PM Peak Hour		Control	AM Peak Hour		PM Peak Hour	
		Delay	LOS	Delay	LOS		Delay	LOS	Delay	LOS
Table Mountain Blvd / Mono Ave	SSSC	8	A	13	B	R	4	A	4	A
Table Mountain Blvd / Grand Ave	Signal	30	C	31	C	R	16	C	13	B
Washington Ave / Orange Ave	SSSC	32	D	14	B	SSSC	28	D	17	C
Washington Ave / Yard St	AWSC	28	D	10	A	AWSC	11	B	10	A
Washington Ave / Mitchell Ave	Signal	13	B	13	B	Signal	20	B	15	B
SSSC = Side-street stop control. AWSC = All-way stop control. R = Roundabout. LOS = level of service Bolding identifies intersections that operate at LOS D, E, or F. Source: Fehr & Peers 2026										

Table 1 indicates that the project would slightly reduce AADT and truck volumes along the project corridor compared to the No Build condition. This is likely due to the project lane reductions implemented to prioritize enhanced pedestrian safety and multimodal access. As a result, some drivers may bypass the project corridor and use parallel facilities such as State Route (SR) 70 to cross the Feather River. While this change in travel behavior is possible and would increase truck volumes on SR 70, the maximum predicted change of 2 vehicles does not constitute a substantial number of trucks or increase in truck volumes for SR 70. For reference, current (2024) truck volumes on SR 70 north of the SR 162 junction are about 2,888 (Caltrans 2026).

The reduction in corridor volumes results in improvements to intersection delay and LOS at most intersections (see Table 2). The three proposed roundabouts would perform at the same or improved LOS under Build conditions compared to the intersection controls under No Build conditions.

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility:

Table 3 presents AADT, truck volumes, and truck percentages along the project corridor for RTP horizon year (2045) No Build and Build conditions. Table 4 summarizes horizon year peak-hour delay and level of LOS at study intersections along the project corridor for the two analysis conditions. The data trends and conclusions drawn from Tables 3 and 4 for horizon year conditions are the same as discussed above for opening year conditions. Principally:

- Motorists under Build conditions may shift to alternative parallel routes to travel north south (i.e., traffic would shift away from Table Mountain Boulevard and Washington Boulevard compared to No Build conditions). As a result,
 - AADT and truck volumes along the corridor would be slightly lower under the Build condition compared to the No Build condition (Table 3)
 - Intersection delay and LOS scores generally improve with the project (Table 4)
- The three proposed roundabouts would perform at the same or improved LOS under Build conditions compared to the intersection controls under No Build conditions (Table 4)

- While some truck travel may shift to SR 70, the maximum predicted change of 3 vehicles does not constitute a substantial number of trucks or increase in truck volumes for SR 70

Table 3. Summary of Horizon Year (2045) No Build and Build Traffic Conditions

Roadway Segment	No Build			Build		
	AADT	Truck Volume	Truck Percent	AADT	Truck Volume	Truck Percent
Washington Ave between Nevada Ave and Oro Ave	14,400	14	0.10%	11,790	13	0.11%
Washington Ave between Orange Ave and Bird St	18,310	20	0.11%	15,870	19	0.12%
Table Mountain Blvd between Riverview Terrace Dr and Grand Ave	26,150	26	0.10%	22,650	23	0.10%
Table Mountain Blvd between Grand Ave and Nelson Ave	20,900	22	0.11%	18,070	20	0.11%
Table Mountain Blvd between Mono Ave and Jasmine Ct	6,860	20	0.29%	5,410	19	0.35%
AADT = annual average daily traffic Source: Fehr & Peers 2026						

Table 4. Summary of Horizon Year (2045) Peak Hour Intersection Operations

Intersection	No Build					Build				
	Control	AM Peak Hour		PM Peak Hour		Control	AM Peak Hour		PM Peak Hour	
		Delay	LOS	Delay	LOS		Delay	LOS	Delay	LOS
Table Mountain Blvd / County Center Dr	SSSC	8	A	8	A	R	5	A	4	A
Table Mountain Blvd / Mono Ave	SSSC	7	A	11	B	R	4	A	4	A
Table Mountain Blvd / Grand Ave	Signal	29	C	29	C	R	19	C	14	B
Washington Ave / Orange Ave	SSSC	88	F	17	C	SSSC	33	D	14	B
Washington Ave / Yard St	AWSC	121	F	12	B	AWSC	14	B	15	C
Washington Ave / Mitchell Ave	Signal	37	D	14	B	Signal	25	D	20	C
SSSC = Side-street stop control. AWSC = All-way stop control. R = Roundabout. LOS = level of service Bolding identifies intersections that operate at LOS D, E, or F. Source: Fehr & Peers 2026										

Description of potential traffic redistribution effects of congestion relief:

Congestion Relief

Intersection operations would remain consistent or improve at most study intersections under Build conditions across opening and horizon year scenarios. All intersections where roundabouts would be installed under Build conditions would operate as well or better than the intersection controls under corresponding No Build condition. Refer to Tables 2 and 4.

Traffic Redistribution

The enhanced pedestrian safety and multimodal facilities along the project corridor could result in traffic diversion to parallel facilities such as SR 70. The maximum predicted change in AADT and truck volumes is 3,500 and 3 vehicles, respectively, from Table Mountain Blvd between Riverview Terrace Dr and Grand Ave under horizon year conditions (see Table 3). While this change in travel behavior is possible, even if all traffic shifted to SR 70, it would not constitute a substantial increase in mainline total volume or truck volume. As noted above, current (2024) truck volumes on SR 70 north of the SR 162 junction are about 2,888 (Caltrans 2026). Current AADT on SR 70 north of the SR 162 junction is 19,500 (Caltrans 2026). As such, any diversion resulting from implementation of the project is not expected to substantially worsen connecting freeway congestion or LOS.

Comments/Explanations/Details:

The project is not a project of air quality concern (POAQC) because the project does not meet the following criteria:

- 1. New highway projects that have a significant number of diesel vehicles, and expanded highway projects that have a significant increase in the number of diesel vehicles.**

The project would reduce the number of diesel vehicles along the project corridor and improve operations at most study area intersections. The installed roundabouts would improve traffic flow and vehicle speeds, thus reducing vehicle idling and resulting in a neutral or positive influence on PM_{2.5} emissions. If rerouting of diesel vehicles from the project corridor to SR 70 occurs, the maximum predicted change of only 3 vehicles under 2040 horizon year conditions would not constitute a substantial number of trucks or increase in truck volumes for SR 70.

- 2. Projects affecting intersections that are at level –of –service (LOS) D, E, or F with a significant number of diesel vehicles or those that will change to LOS D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project.**

Intersection delay and LOS scores generally improve with the project along the project corridor. However, the project affects three intersections that will operate at LOS D or worse, with or without the project, under the AM peak hour. While two intersections would continue to operate at LOS D with implementation of the project (Washington Ave / Orange Ave under opening and horizon year conditions and Washington Ave / Mitchell Ave under horizon year conditions), the Build alternative reduces the extent and duration of the congestion. Notably, under the horizon year AM peak period, the project is modeled to reduce average delay by 63% at Washington Ave / Orange Ave (Fehr & Peers 2026). Ultimately, the percent (0.10% to 0.35%)

and volume of trucks on the project corridor is not significant, and none of the study intersections serve a substantial volume of diesel trucks.

3. New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location.

The project does not include the construction of a new bus or rail terminal.

4. Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location.

The project does not expand an existing bus or rail terminal.

5. Projects in or affecting locations, areas, or categories of sites that are identified in the PM_{2.5}- or PM₁₀-applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

The project does not affect locations, areas, or categories of sites that are identified as sites of violation or possible violation.

Citations:

California Department of Transportation (Caltrans). 2026. Traffic Census Program. 2024 AADT. Available: <https://dot.ca.gov/programs/traffic-operations/census>. Accessed: July 30, 2026.

Fehr & Peers. 2026. [Draft] Volume Forecasting and Operations Analysis – Oroville Table Mountain Boulevard & Washington Avenue Complete Streets. Memorandum to Mark Thomas. July 23, 2026.

Attachment A. Description of the Build Alternative

Sidewalk Improvements

The project would add continuous sidewalks along the corridor where none presently exist and replace substandard segments of existing sidewalk. New concrete sidewalks (typically five feet or greater in width for ADA compliance) would be installed along both sides of Washington Avenue and Table Mountain Boulevard, except where the new Class I bike path may serve as the pedestrian facility on one side. It is possible that retaining walls would be required at the back of new sidewalks. The estimated height of retaining walls is estimated to be 3 to 5 feet.

Pedestrian and Bicycle Facilities

A centerpiece of the project is the construction of a Class I multi-use bike path parallel to the roadway between Table Mountain Boulevard and County Center Drive to Washington Avenue and Oro Dam Boulevard (SR 162). A Class I Bikeway (bike path) is a shared-use paved path completely separated from the roadway for exclusive use by bicyclists and pedestrians. The project's Class I path would be 10 feet wide with asphalt or concrete surfacing, accommodating two-way bicycle traffic and pedestrians. The pathway would primarily be located on the west side of the roadway to align with the existing bicycle and pedestrian structure over the Feather River. South of the intersection of Washington Avenue and Yard Street, the pathway would be located on the east side of the roadway due to right of way constraints.

Roadway Rehabilitation

The project includes rehabilitation of the existing roadway pavement to integrate the new complete streets features. Geotechnical investigations will be completed to identify the existing condition of the pavement and proposed rehabilitation methods that would provide an extended design life. The roadway pavement would either be repaired or fully reconstructed depending on the outcome of the geotechnical report. The estimated depth for pavement reconstruction is approximately two feet.

Roundabouts

To improve multimodal safety and traffic operations, existing intersections at Table Mountain Boulevard and County Center Drive, Table Mountain Boulevard and Mono Avenue, and Table Mountain Boulevard and Grand Avenue are being considered for potential conversion to roundabout intersections.

Utilities

The project would require grading to ensure the new roadway, sidewalk, and other paved surfaces match the height of existing utility lids and covers. Utility pole relocations would be required. The City would work with local utility owners to facilitate this relocation where required.

Drainage Improvements

The proposed improvements include upgrading the storm drainage system along the corridor to manage runoff from the new sidewalks, bike path, and pavement. Currently, some stretches lack formal curb and

gutter drainage, relying on shoulder swales or older undersized drains. The estimated depth of excavation for new drainage inlets and trunk lines is approximately four to six feet.

Street Lighting

To improve nighttime visibility and safety, modern street lighting would be installed along the length of the corridor. This includes placing new light poles at regular intervals on one or both sides of the street and upgrading safety lighting at pedestrian crossings. The approximate depth of these street light foundations is eight feet.

Traffic Signals

To improve pedestrian accessibility and safety, existing signalized intersections would be modified with new crosswalk striping, curb ramps, pedestrian signals and accessible push buttons to address Americans with Disabilities Act (ADA) standards. Additional enhancements to traffic signal operations and vehicle detection would be considered to improve roadway safety. Traffic signal poles with mast arms would have a maximum depth of excavation of 12 feet.

Rectangular Rapid Flashing Beacons (RRFBs)

At select pedestrian crossing locations, Rectangular Rapid Flashing Beacons (RRFBs) would be installed to further enhance safety. An RRFB is a pedestrian-activated flashing signal that uses high-intensity amber LED lights to warn drivers when a pedestrian is crossing. Depending on the locations of these RRFBs, deep foundations may be needed for taller poles and mast arms. The depth of excavation of an RRFB pole would be approximately 6 feet.

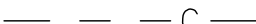
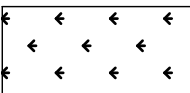
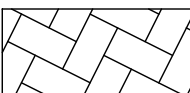
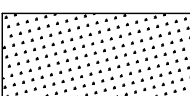
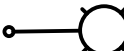
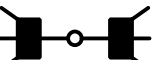
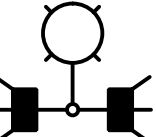
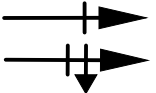
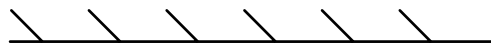
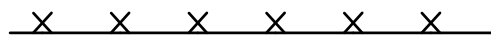
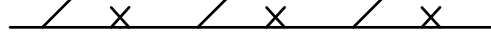
Street Parking

The project corridor currently has a mix of informal shoulder parking and designated on-street parking in certain segments. The addition of curbs, sidewalks, and bike facilities would alter how on-street parking is provided. Where it is deemed feasible, on-street parking would be maintained; however, it is likely that some would be removed.

Right-of-Way Acquisition

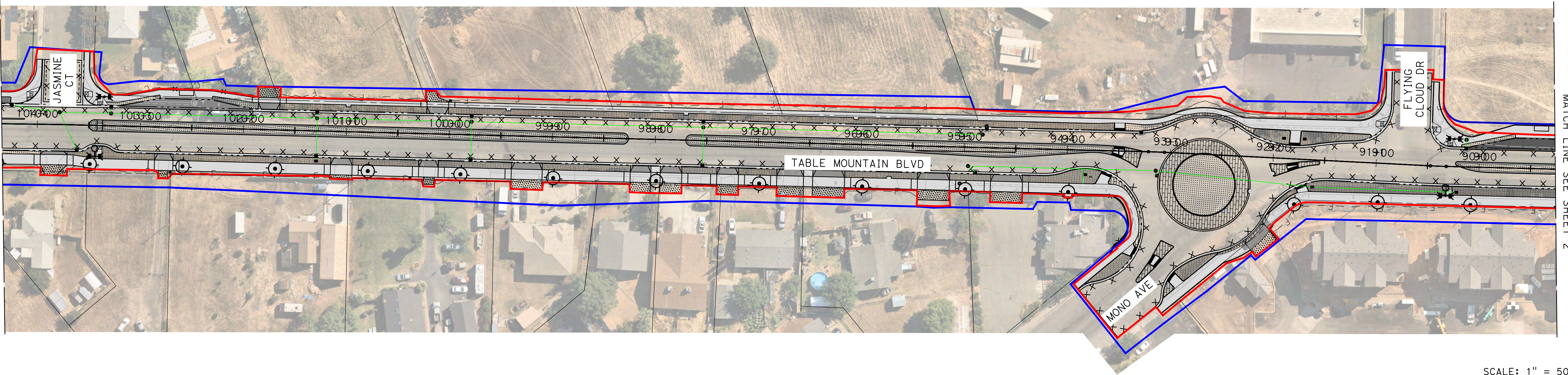
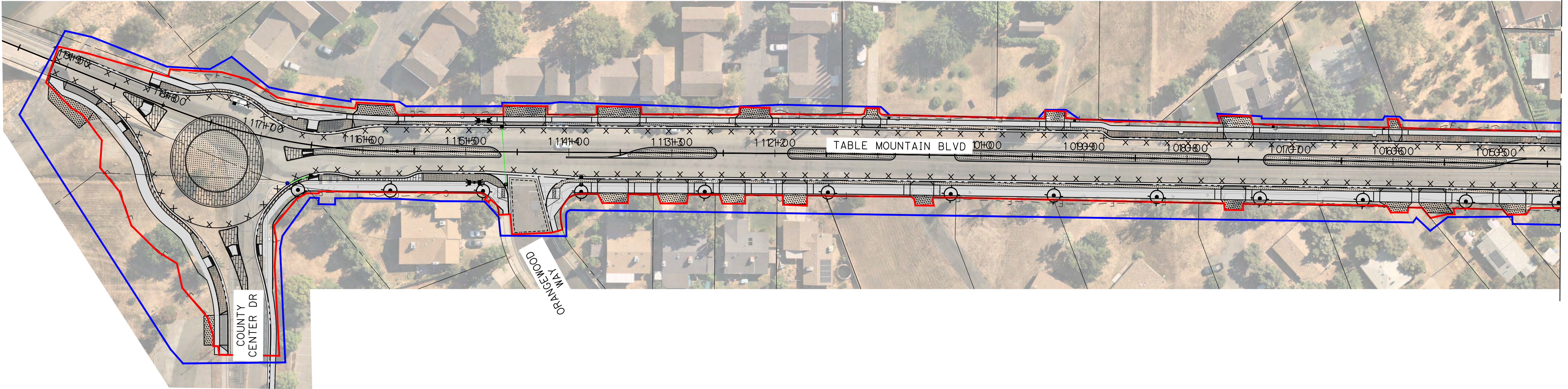
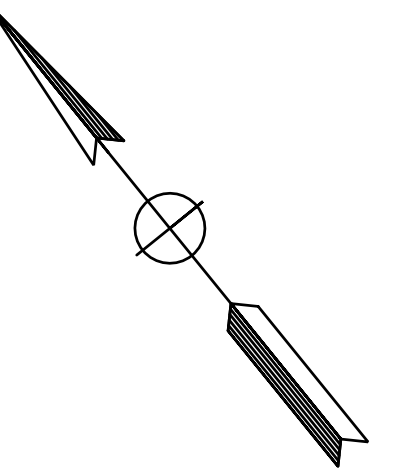
In some locations the new sidewalks, bike path, and landscape areas would extend beyond the existing public right-of-way, therefore the project would require some right-of-way acquisition. Preliminary engineering studies indicate that partial property acquisitions or easements from approximately 60 parcels would be needed. No demolition of existing structures or relocations are anticipated. This would need to be confirmed during preliminary engineering.

LEGEND

	PROJECT FOOTPRINT
	LIMIT OF GROUND DISTURBANCE
	PERMANENT PROJECT IMPROVEMENTS
	RIGHT OF WAY
	EARTHWORKS - CUT
	EARTHWORKS - FILL
	MINOR CONCRETE (CURB, GUTTER, SIDEWALK, & CURB RAMP)
	MINOR CONCRETE (BUS PAD)
	DECOMPOSED GRANITE
	TEXTURED PAVING
	LANDSCAPE IMPROVEMENTS
	PROPOSED LIGHTING COLUMN
	RELOCATED LIGHTING COLUMN
	PROPOSED RECTANGULAR RAPID FLASHING BEACON (RRFB)
	PROPOSED RECTANGULAR RAPID FLASHING BEACON (RRFB) WITH STREET LIGHT
	PROPOSED SIGNALS
	PROPOSED STORM DRAIN INLET
	PROPOSED MANHOLE
	PROPOSED STORM DRAIN PIPE
	RECONSTRUCT WITH 0.4' HMA/1.5' FDR (TI 10)
	RECONSTRUCT WITH 0.5' HMA/1.75' CLASS II AB (TI 10)
	GRIND AND OVERLAY

NOTE: THE FOLLOWING ARE THE ASSUMED DEPTHS
OF EXCAVATION REQUIRED FOR THE PROJECT:

CURB, GUTTER, SIDEWALK= 1'
ROADWAY REHAB= 1.90'-2.25'
LANDSCAPED MEDIANS AND BUFFERS= 2.5'
DRAINAGE INLETS AND TRUNK LINES= 4'-5'
STREET LIGHTING= 8' FOR FOUNDATIONS
SIGNAL MAST ARMS= 12' FOR FOUNDATIONS



SCALE: 1" = 50'

**MARK
THOMAS**

**WASHINGTON AVE. AND TABLE MOUNTAIN BLVD. PROJECT
PROJECT FOOTPRINT EXHIBIT**

