
AIR QUALITY EMISSIONS ANALYSIS
AND
CONFORMITY DETERMINATION

2020 Regional Transportation Plan and 2025 Federal
Transportation Improvement Program

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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 March 28th, 2024, as part of the approval for the 2023 FTIP Amendment #5. This action was then approved by the Federal Transit Authority (FTA) and Federal Highways Administration (FHWA) on April 26th, 2024.

This transportation air quality conformity determination and emissions analysis shows that transportation projects programmed in the 2020 Butte County Regional Transportation Plan (RTP) and 2025 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

| Assumption | Year and Source of Data (MPO Action) | Modeling | Next Scheduled Update |
|-------------------------|--|---|---|
| Population | Base Year: 2018 CA DOF Projections: based on BCAG's Butte County Long-Term Regional Growth Forecasts 2018-2040 , 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, 2030, and 2040. | Next update to population forecasts is anticipated to be adopted December 2024. |
| Employment | Base Year: 2018 CA EDD Projections: based on BCAG's Butte County Long-Term Regional Growth Forecasts 2018-2040 , 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, 2030, and 2040. | Next update to employment forecasts is anticipated to be adopted December 2024. |
| 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 was the most recent federally approved model for use in California conformity analysis when the 2020 RTP was developed. Since that time, EPA has approved the use of EMFAC 2021. EMFAC 2017 is still applicable until November 15 th , 2024. Vehicle registration is included by ARB in the model and cannot be updated by the user. | EMFAC 2017 (v1.0.3) HD I/M adjustment factors (5/6/23) | EMFAC 2021 will be used for any analysis on or after November 15, 2024 |
| 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 30th, 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 3-5 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. The model is reasonably sensitive to auto operating costs. 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 2025 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)** group 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 was initiated on July 12, 2024, with a request to schedule a meeting of the ICR for the purpose of reviewing the draft 2025 FTIP document.

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 2025 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 PM2.5 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

To determine emissions associated with the implementation of the 2020 RTP and 2025 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 originally prepared for the 2020 RTP, September 2020, EMFAC 2017 was the latest federally approved model in California. In addition, off-model adjustments were included to account for California's Heavy-Duty Vehicle Inspection and Maintenance Program (HD I/M Program), as approved by the US EPA on May 26, 2023. The document was updated on July 26, 2024, for the 2025 FTIP.

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 2025 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 2023 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 th 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 th 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 th St | Widen to 4 lanes |
| Gridley | E Gridley Rd | E Gridley Rd between Fairview Dr and Bonnell Ave | New park & ride facility |
| Oroville | 3 rd St | Oroville Park & Ride (3 rd St) | Increase parking capacity |
| Paradise | Black Olive Dr | Black Olive Dr between Pearson Rd and Burch St | New park & ride facility |
| Paradise | Roe Rd | Pentz Rd to South Libby Rd | Construct 2 lane roadway |
| Paradise | Roe Rd | S. Libby Rd to Clark Rd | Construct 2 lane roadway |

*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 th St | Auxiliary lanes |
| Chico | SR 99 | 20 th 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 | | | | |
|---------------------------------|----------------------------------|-----------------|-----------------|-----------------------|
| Analysis Year | EMFAC 2017 (v1.0.3) - Summer Run | | | |
| | 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 | | | | |
|---------------------------------|----------------------------------|-----------------|-----------------|-----------------------|
| Analysis Year | EMFAC 2017 (v1.0.3) - Summer Run | | | |
| | NOx Emissions | Less than 2011? | Less than 2017? | Pass Conformity Test? |
| 2011 | 10.5 | -- | -- | -- |
| 2017 | 5.8 | -- | -- | -- |
| 2020 | 3.4 | yes | yes | yes |
| 2030 | 1.4 | yes | yes | yes |
| 2040 | 1.0 | yes | yes | yes |

Air Quality Conformity Determination

The results from the 2025 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 2025 Federal Transportation Improvement Program (FTIP) conforms to the applicable State Implementation Plan (SIP) and all applicable sections of the EPA’s Transportation Conformity Rule.**

APPENDIX A
EXEMPT TRANSPORTATION PROJECT LIST

See Next Page

APPENDIX A

BCAG Exempt Project Listing - 2020 RTP & 2025 FTIP

| 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. |
| County | 202-0000-0225 | Autrey Lane Southside Safe Routes to Schools Project | Project includes the design of curb, gutter, sidewalk, and crossing enhancements along Autrey Ln from 100 feet south of Via Laton to Monte Vista Ave. The placement of Class II Bike Lanes will be evaluated and designed if roadway geometrics allow. This work will include, but is not limited to design for traffic control, roadway excavation, grading, aggregate base, hot mix asphalt, minor drainage facilities, striping and signage. | Section 93.126 | Table 2 Exempt Projects | Air Quality | Bicycle and Pedestrian Facilities |
| County | 202-0000-0234 | South Oroville Bike and Ped Connectivity Project | New ATP Cycle 6 Project. In South Oroville. Gap closure project connecting all four schools with pedestrian and bike safety enhancements. | Section 93.126 | Table 2 Exempt Projects | Air Quality | Bicycle and Pedestrian Facilities |
| County | 202-0000-0236 | Cohasset Road Widening and Fire Safety Project | The feasibility study to investigate alternatives for improving traffic flow during evacuation events such as pull-outs, shoulder widening, or any other efficient use of the existing roadway cross-section to improve the emergency evacuation economy, including intelligent transportation solutions, sign messaging and a fire warning system. The project does not add thru lanes or capacity. | Section 93.126 | Table 2 Exempt Projects | Safety | Projects that correct, improve, or eliminate a hazardous location or feature. |
| County | 202-0000-0242 | Lumpkin Rd Rehabilitation Project | FY 2024 Congressionally Directed Spending. Roadway rehabilitation for primary emergency evacuation route for the small community of Feather Falls in Butte County. Lower Lumpkin Road, from Forbestown Road to the Bridge crossing Lake Oroville | 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 |
| | | | Butte Regional Transit for 5 full size vans | Section 93.126 | Table 2 Exempt Projects | Mass Transit | Purchase of new buses to replace existing vehicles |
| | | | Work Training Center for 3 large buses | Section 93.126 | Table 2 Exempt Projects | Mass Transit | Purchase of new buses for minor expansions of the fleet |
| 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 191 near Paradise from 0.25 mile north of Durham Pentz Road to 0.25 mile south of Durham Pentz Road (PM 3.278 / 3.778). Improve existing intersection/roundabout to address collision pattern. | Section 93.127 | Table 3 Projects Exempt from Regional Emissions Analyses | | Intersection channelization projects. |
| | | | 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 | Section 93.126 | Table 2 Exempt Projects | Safety | Projects that correct, improve, or eliminate a hazardous location or feature. |
| | | | SR 32. Near Chico, at the intersection with Meridian Rd. Install new traffic signal. | Section 93.127 | Table 3 Projects Exempt from Regional Emissions Analyses | | Intersection signalization projects at individual intersections. |
| | | | SR 32. In and near Chico from W 8th Ave to W 2nd Street. Add green bike lane treatment, install signs, and construct curb ramps. | Section 93.126 | Table 2 Exempt Projects | Air Quality | Bicycle and Pedestrian Facilities |
| Caltrans | 202-0000-0206 | Butte County SHOPP Mobility Grouped Listing | SR 99 In and near Chico from Estates Drive to Gamer 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 |

| AGENCY | CTIPS ID | TITLE | PROJECT DESCRIPTION | TRANSPORTATION CONFORMITY RULE - Exempt Reference | | | |
|----------|--------------------|---|---|---|--|-------------|--|
| Caltrans | 202-0000-0214 | Butte County SHOPP Minor Grouped Listing | SR 99 in Butte County at Keefer Slough. Repair deteriorating pavement and replace driveway culverts. | Section 93.126 | Table 2 Exempt Projects | Safety | Pavement resurfacing and/or rehabilitation |
| | | | SR 99 - In Butte County, SR 99 at Eaton southbound ramp intersection. Channelization improvements | Section 93.127 | Table 3 Projects Exempt from Regional Emissions Analyses | | Intersection signalization projects at individual intersections. |
| 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. |
| | | | SR 99 - In Chico, at Cohasset Highway Overcrossing No. 12-0168. Polyester concrete overlay to one bridge deck, and deck-on-deck replacement and bridge rail replacement at three bridges. | Section 93.126 | Table 2 Exempt Projects | Safety | Widening narrow pavements or reconstructing bridges (no additional travel lanes) |
| 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 70 PM 34.1 to 48.076. Near Pulga, from east of Big Ben Road to Plumas County line. | Section 93.126 | Table 2 Exempt Projects | Safety | Pavement resurfacing and/or rehabilitation. |
| | | | SR 162 PM 15.6 to 18.5. In and near Oroville, from Feather River Bridge to Foothill Boulevard. | 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 slipouts 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). |
| | | | SR 99 - Near Chico, from north of Wilson Landing Road to Keefer Slough Bridge. Raise the roadway grade, install cross-road culverts, and re-grade roadside ditches to prevent roadway flooding | Section 93.126 | Table 2 Exempt Projects | Safety | Emergency relief (23 U.S.C. 125). |
| | | | SR 70 - Near Paradise, from 0.8 mile west to 0.2 mile east of Shady Rest Area. Environmental mitigation for project EA 3H540 | Section 93.126 | Table 2 Exempt Projects | Safety | Emergency relief (23 U.S.C. 125). |
| 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 |
| Biggs | 102-0000-0235 | 2nd Street bike and Pedestrian Project | The project is located on 2nd Street from W. Rio Bonito Road to H Street. The scope of the project is to construct new pedestrian and bicycle facilities to provide safe access to the existing routes in the city with new curbs and gutters, ADA compliant accessible access ramps and drainage improvements. The project provides improved access to bike trails, the high school both for school and outdoor recreation and access to the Rio Bonito Park, which the city is in the process of upgrading. | Section 93.126 | Table 2 Exempt Projects | Air Quality | Bicycle and Pedestrian Facilities |
| Chico | 202-0000-0227 | Local Section 130 Funded Railroad/Highway Grade Crossing Lump Sum | The project is located at the Union Pacific Railroad Crossing along West Sacramento Avenue in the City of Chico. The scope of this new project is to install 1 Std 9-A, medians, install/repair sidewalk, sidelights, and active advanced warning elements. | Section 93.126 | Table 2 Exempt Projects | Safety | Railroad/Highway Crossings |
| 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 |

| AGENCY | CTIPS ID | TITLE | PROJECT DESCRIPTION | TRANSPORTATION CONFORMITY RULE - Exempt Reference | | | |
|----------|---------------|---|--|---|--|---------------------------------------|---|
| 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 | Table 2 Exempt Projects | Air Quality | Bicycle/Pedestrian Facilities and Pavement Markings |
| | | | | Section 93.126 | Table 2 Exempt Projects | Other | Directional and informational signs |
| | | | | Section 93.128 | Traffic signal synchronization projects | | |
| Chico | 202-0000-0226 | Hegan Lane Business Park Access Improvements | In the City of Chico, along the portions of Hegan Ln, Midway, and Park Ave in the Hegan Lane Business Park area. Operational and safety improvements to the Hegan Lane Business Park District. Phase 1 includes the synchronized construction of four roundabouts at the intersections of Park Ave and Midway, Park Ave and Fair St, Hegan Ln and Midway, and Hegan Ln and Otterson Dr. Includes bike and pedestrian improvements | Section 93.127 | Table 3 Projects Exempt from Regional Emissions Analyses | Intersection channelization projects. | |
| Chico | 202-0000-0239 | Downtown Chico Complete Streets Project | In the City of Chico, on Main Street and Broadway Street, from the Esplanade to 11th Street, and adjacent streets. Construct various bicycle and pedestrian improvements to improve safety and connectivity from Bidwell Park, schools, and other surrounding destinations to the downtown area. The project does not add thru lanes or capacity | Section 93.126 | Table 2 Exempt Projects | Air Quality | Bicycle and Pedestrian Facilities |
| 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 |
| Oroville | 202-0000-0240 | Washington Ave. Complete Streets Project | The scope of the project is to prepare the Preliminary Engineering (PE) on Washington Avenue from Oroville Dam Boulevard East to the railroad bridge just past Orange Avenue. The project will provide alternative transportation and mode shift choices to the Oroville community by rehabilitating the roadway with enhanced bike/pedestrian features. The project would provide a critical missing north/south link in the infrastructure network serving the community and the nearby high school. | Section 93.126 | Table 2 Exempt Projects | Air Quality | Bicycle and Pedestrian Facilities |
| Oroville | 202-0000-0241 | Table Mountain Blvd. Complete Streets Project | The scope of the project is to prepare the Preliminary Engineering (PE) on Table Mountain Boulevard from the Montgomery Street Roundabout to the Thermalito Power Canal near County Center Drive. This project continues the City's effort to provide a major north/south bicycle and pedestrian network to provide safe alternative transportation to the community. | 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 |

| AGENCY | CTIPS ID | TITLE | PROJECT DESCRIPTION | TRANSPORTATION CONFORMITY RULE - Exempt Reference | | | |
|----------|-----------------------|---|--|---|-------------------------|-------------|--|
| 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 Bille Park (approx 1.1 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 | Table 2 Exempt Projects | Air Quality | Bicycle and Pedestrian Facilities |
| Paradise | 202-0000-0232 | Go Paradise: Neal Gateway Project | New ATP Cycle 6 Project. On Neal Rd from County/Town Limits to Skyway/Neal Junction. Add a new Class I pathway. | Section 93.126 | Table 2 Exempt Projects | Air Quality | Bicycle and Pedestrian Facilities |
| Paradise | 202-0000-0231 | Go Paradise: Pentz Student Pathway | New ATP Cycle 6 Project. Along Pentz Road from Pentz/Skyway to Wagstaff Rd and Bille Rd to Pearson Rd. Completes a four-mile corridor of Class I path for bicyclists and pedestrians to create a continuous facility. | Section 93.126 | Table 2 Exempt Projects | Air Quality | Bicycle and Pedestrian Facilities |
| Paradise | 202-0000-0233 | Go Paradise: Skyway Link Project | ATP Cycle 6 Project. On the Skyway between Bille Rd and Wagstaff Rd. Project consists of sidewalk infill and Class I bike/ped path. Project length is approximately 0.61 miles. | Section 93.126 | Table 2 Exempt Projects | Air Quality | Bicycle and Pedestrian Facilities |
| 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 |
| Various | 202-0000-0070 (cont.) | Butte County Highway Safety Improvement Program (HSIP) Grouped Projects | 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 |
| | | | 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 |
| | | | 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 |
| | | | HSIP11-03-001. Butte County. Various locations along: Forbestown Rd, Coutolenc Rd, Skyway, Cohasset Rd., Palermo Honcut Hwy, and Lwr Honcut Rd. | Section 93.126 | Table 2 Exempt Projects | Safety | Highway Safety Improvement Program implementation |
| Various | 202-0000-0056 (cont.) | Local Highway Bridge Projects (HBP) Grouped Listing | 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) |

| AGENCY | CTIPS ID | TITLE | PROJECT DESCRIPTION | TRANSPORTATION CONFORMITY RULE - Exempt Reference | | | |
|---------|---------------|---|---|---|-------------------------|--------|--|
| 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. |

Update 8/6/2024: 2025 FTIP - New Exempt Projects

APPENDIX B
REGIONALLY SIGNIFICANT PROJECT LIST

See Next Page

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 |
| Paradise | Roe Rd Extension (Pentz Rd to S. Libby Rd) | Construct 2 lane roadway for extension of Roe Rd from Pentz Rd to South Libby Rd | | X | X |
| Paradise | Roe Rd Extension (S. Libby Rd to Clark Rd) | Construct 2 lane roadway for extension of Roe Rd from South Libby Rd to Clark Rd | | 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 |

Updated 7/18/2024

APPENDIX C
PUBLIC MEETING DOCUMENTATION

See Next Page

PUBLIC NOTICE
30 DAY COMMENT PERIOD & PUBLIC HEARING

The Butte County Association of Governments (BCAG) is designated by the U.S. Department of Transportation (DOT) and the U.S. Environmental Protection Agency (EPA) as the Metropolitan Planning Organization (MPO) for Butte County and its incorporated cities. As the MPO, BCAG is required to prepare a Federal Transportation Improvement program (FTIP) every two years and a Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) every four years. The purpose of the FTIP is to identify all transportation-related projects that require federal funding or other approval by the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA). The FTIP identifies all non-federal, regionally significant projects for information and air quality emissions modeling purposes. The FTIP indicates the area's short-term plan for use of federal dollars and other resources for the maintenance, operation, and improvement of the transportation system and the achievement of federal air quality standards over the next four federal fiscal years. The purpose of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) is to establish regional goals, identify present and future needs, deficiencies, and constraints, analyze potential solutions, estimate available funding, and propose investments over a 20-year minimum horizon. The long range RTP/SCS and short-range FTIP are required to be consistent with each other.

The 2025 FTIP has been prepared and is available for public review. In addition, Amendment #3 to the 2020 RTP/SCS has been prepared to ensure consistency between the FTIP and RTP/SCS. These actions include a new Air Quality Emissions Analysis and Conformity Determination for both the 2025 FTIP and 2020 RTP/SCS.

The draft 2025 FTIP is available at each public library, the BCAG offices and posted on-line at: <https://www.bcag.org/PlansProgramsModel/FTIP/index.html>. The draft Air Quality Emissions Analysis and Conformity Determination is included as Appendix 1 to the 2025 FTIP and is also posted at: <https://www.bcag.org/PlansProgramsModel/Regional-Transportation-Air-Quality-Planning/index.html>.

Update to the Air Quality Emissions Analysis and Conformity Determination is described below:

EXISTING EXEMPT PROJECT:

Caltrans - Grouped Projects for Safety Improvements - SHOPP Collision Reduction Program.

This amendment updates the current Grouped Project listing to add a project on State Route 191 near Paradise from 0.25 mile north of Durham Pentz Road to 0.25 mile south of Durham Pentz Road (PM 3.278 / 3.778). The scope of the project is to improve the existing intersection/roundabout to address collision patterns. The project is exempt from a regional emissions analysis per the Environmental Protection Agency's Transportation Conformity Rule Section 93.127 Exempt from Regional Emissions Analysis, Table 3 – Projects Exempt from Regional Emissions Analyses indicating that intersection channelization projects are exempt. This project was not previously included in Caltrans' Grouped Listing and therefore amendment is required.

NEW EXEMPT PROJECT: (REVISION TO INCLUDE)

Butte County – Lumpkin Rd Rehabilitation Project – This amendment adds the Lumpkin Rd Rehabilitation project. The scope of this project is to rehabilitate Lumpkin Rd damaged as a result of the Bear Fire (North Complex West) and the subsequent disaster recovery work from

near Forbestown Rd to the end of pavement near CalFire State 51. A total of \$4 million in Community Project Funding/Congressionally Directed funds and \$459,000 in local match is programmed. The project is exempt from a regional emissions analysis per the Environmental Protection Agency's Transportation Conformity Rule Section 93.126 Exempt from Regional Emissions Analysis, Table 2 Safety – indicating that pavement resurfacing and/or rehabilitation are exempt.

NEW NON-EXEMPT PROJECT:

Town of Paradise – Roe Rd Extension for Phase 2 Project. This amendment updates the project description to increase the scope to include a new 3 lane road with bicycle and pedestrian facilities from South Libby Rd to State Route 191/ Clark Rd. to address emergency evacuation needs highlighted by the 2018 Paradise Camp Fire. This project is funded with Housing and Urban Development (HUD) funds, Local Transportation Climate Adaptation Program (LTCAP) and Local funds for a total of \$41,000,000.

The results from the 2025 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 2025 Federal Transportation Improvement Program (FTIP) conforms to the applicable State Implementation Plan (SIP) and all applicable sections of the EPA's Transportation Conformity Rule.

An Interagency Consultation Review (ICR) Group meeting has been scheduled for Monday, August 19, 2024, from 10-11 a.m. This meeting will take place via zoom. An agenda, including copies of the PM 2.5 Hot-Spot Conformity Assessment and draft 2025 FTIP Air Quality Emissions Analysis will be posted by August 2, 2024. A zoom link will be posted at: <https://www.bcag.org/PlansProgramsModel/Regional-Transportation-Air-Quality-Planning/index.html>.

Amendment #3 to the 2020 RTP/SCS and adoption of the 2025 FTIP is scheduled to be approved by the BCAG Board of Directors on September 26, 2024, upon conclusion of the public hearing.

Information is also available for review at the Butte County Association of Governments office located at 326 Huss Drive, Suite 150, Chico CA 95928. Questions can be directed to Ivan Garcia, Programming Director at BCAG at 530-809-4616 or by e-mail at igarcia@bcag.org.



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

MEMORANDUM

DATE: August 19, 2024

TO: Interagency Consultation Review Group

FROM: Brian Lasagna, Regional Analyst

SUBJECT: ICR Review of BCAG's Draft 2025 FTIP Air Quality Conformity Determination and 2020 RTP Amendment #3

DISCUSSION: The purpose of this memo is to provide the ICR with the opportunity to comment on BCAG's Draft 2025 Federal Transportation Improvement Program (FTIP) Air Quality Emissions Analysis and Conformity Determination and 2020 Regional Transportation Plan (RTP) Amendment #3, in accordance with the BCAG public participation plan and the federal consultation requirements of 40 CFR 93.105.

Butte County is designated marginal non-attainment under the 2008 federal 8-hour ozone National Ambient Air Quality Standards (NAAQS). Further, Butte County was designated marginal non-attainment under the federal 2015 8-hour ozone NAAQS. Because of these designations, the Butte County Association of Governments (BCAG) is required to perform an air quality conformity determination for the 2025 FTIP and 2020 RTP Amendment #3.

REQUESTED ACTION

The ICR is being provided with the opportunity to comment regarding BCAG's Draft 2025 FTIP Air Quality Emissions Analysis and Conformity Determination and to concur with BCAG's proposal regarding the addition of three (3) new projects. One (1) new project is capacity increasing and requires the new air quality emissions analysis. Details regarding the amendment and projects are included below:

New Non-Exempt FTIP Projects

Town of Paradise – Roe Rd Extension for Phase 2 Project. This amendment updates the project description to increase the scope to include a new 3 lane road (2 travel lanes) with bicycle and pedestrian facilities from South Libby Rd to State Route 191/ Clark Rd. to address emergency evacuation needs highlighted by the 2018 Paradise Camp Fire. This project is funded with Housing and Urban Development (HUD) funds, Local Transportation Climate Adaptation Program (LTCAP) and Local funds for a total of \$41,000,000. The project is capacity increasing, and therefore non-exempt and requires a new air quality emissions analysis and conformity determination. In addition, this is a new project not currently in the 2020 RTP, therefore the 2020 RTP is being amended to include the project.

New Exempt FTIP Project

Caltrans - Grouped Projects for Safety Improvements - SHOPP Collision Reduction Program. This amendment updates the current Grouped Project listing to add a new project on State Route 191 near Paradise from 0.25 mile north of Durham Pentz Road to 0.25 mile south of Durham Pentz Road (PM 3.278 / 3.778). The scope of the project is to improve the existing intersection/roundabout to address collision patterns. The project is exempt from a regional emissions analysis per the Environmental Protection Agency's Transportation Conformity Rule Section 93.127 Exempt from Regional Emissions Analysis, Table 3 – Projects Exempt from Regional Emissions Analyses indicating that intersection channelization projects are exempt. This project was not previously included in Caltrans' Grouped Listing and therefore an amendment is required.

Butte County – Lumpkin Rd Rehabilitation Project. This amendment adds the Lumpkin Rd Rehabilitation project. The scope of this project is to rehabilitate Lumpkin Rd damaged as a result of the Bear Fire (North Complex West) and the subsequent disaster recovery work from near Forbestown Rd to the end of pavement near CalFire State 51. A total of \$4 million in Community Project Funding/Congressionally Directed funds and \$459,000 in local match is programmed. The project is exempt from a regional emissions analysis per the Environmental Protection Agency's Transportation Conformity Rule Section 93.126 Exempt from Regional Emissions Analysis, Table 2 Safety – indicating that pavement resurfacing and/or rehabilitation are exempt. **Added August 6th, 2024**

New Regional Emissions Analysis

Since the 2025 FTIP and 2020 RTP Amendment #03 includes a new non-exempt project, a new regional emission analysis and conformity determination are required.

For the proposed amendment, BCAG states for the record:

1. Non-Exempt Project: A new conformity determination and regional emissions analysis is necessary for 2025 FTIP and 2020 RTP formal amendment.
2. TCM Implementation: There are no Transportation Control Measures in the approved Carbon Monoxide (CO) SIP and there is no approved Ozone or PM2.5 SIP applicable to Butte County. Because there are no TCMs in an approved SIP for Butte County, Butte County currently has no TCMs in place and therefore timely TCM implementation requirements do not apply.
3. Financial Constraint: The 2020 RTP and 2025 FTIP has been financially constrained in accordance with the requirements of 40 CFR 93.108 and consistent with the U.S. DOT metropolitan planning regulations (23 CFR Part 450).
4. Interagency and Public Consultation: The following portion applies after all consultation is complete - *For the 2025 FTIP and 2020 RTP Amendment #03, BCAG initially consulted on this amendment with its Interagency Consultation Review (ICR) group on August 19, 2024. BCAG staff provided a 30-day public review and*

comment period in compliance with BCAG's adopted Public Participation Plan (PPP). On August 2, 2024, legal notices were posted on the BCAG website. The proposed amendment has been circulated among staff from Federal Highway Administration (FHWA), Environmental Protection Agency (EPA), Federal Transit Agency (FTA), and Caltrans. Appendices contain copies of public notices and responses to public comments.

ADDITIONAL INFORMATION

2025 FTIP Regional Emissions Analysis

Included for the ICRs information is a copy of the Draft 2025 FTIP Regional Emissions Analysis which includes the listing of all federal and regionally significant projects expected to occur in the non-attainment areas of the BCAG region which have been included in the regional emissions analysis for the 2025 FTIP and 2020 RTP Amendment #3.

Schedule

Included below is the schedule of activities for completing the 2025 FTIP regional emissions analysis and conformity determination.

| | |
|----------------------------|---|
| August 2, 2024, | Release Draft 2025 FTIP for 30-day public comment period and hold Public Workshop |
| August 19, 2024, | BCAG Interagency Consultation Review (15-day period) |
| September 3, 2024, | 30-day public review period concludes |
| September 26, 2024, | BCAG Board of Directors considers adoption. |

STAFF REQUEST: BCAG staff requests the ICR review and provide comments regarding BCAG's proposed action. In addition, BCAG staff requests that EPA, FHWA/FTA, and Caltrans concur with BCAG's proposed action.

From: [Dennis, Christopher@DOT](mailto:Dennis.Christopher@DOT)
To: [Leo, Julia](mailto:Leo.Julia); [Brian Lasagna](mailto:Brian.Lasagna); [Ademuyewo, Adekemi \(FHWA\)](mailto:Ademuyewo); [Alexander Smith](mailto:Alexander.Smith); [Ledezma, Andrew \(he/him/his\)](mailto:Ledezma.Andrew); [Carroll, Chris S@DOT](mailto:Carroll.Chris.S@DOT); [Chris Devine](mailto:Chris.Devine); [Espinosa Araiza, Erika@DOT](mailto:Espinosa.Araiza); [Walter, Hannah@DOT](mailto:Walter.Hannah@DOT); [Hernandez, Nicholas \(FTA\)](mailto:Hernandez.Nicholas); [Ivan Garcia](mailto:Ivan.Garcia); [Jason Mandly](mailto:Jason.Mandly); [Buss, Jeffrey \(he/him/his\)](mailto:Buss.Jeffrey); [Johnson, Antonio \(FHWA\)](mailto:Johnson.Antonio); [Oconnor, Karina \(she/her/hers\)](mailto:Oconnor.Karina); [Lee, Jason@DOT](mailto:Lee.Jason@DOT); [Kalandiyur, Nesamani@ARB](mailto:Kalandiyur.Nesamani@ARB); [Perez, Idalia \(she/her/hers\)](mailto:Perez.Idalia); [Tavitas, Rodney A@DOT](mailto:Tavitas.Rodney.A@DOT); [Chowdhury, Shaila K@DOT](mailto:Chowdhury.Shaila.K@DOT); [Culbertson, Shannon@DOT](mailto:Culbertson.Shannon@DOT); [Stroud, Dawson@DOT](mailto:Stroud.Dawson@DOT); [YOUNT, KEVIN J@DOT](mailto:YOUNT,KEVIN.J@DOT)
Cc: [Yoon, Laura](mailto:Yoon.Laura); [Tracy Bettencourt](mailto:Tracy.Bettencourt); [Bromund, Claire](mailto:Bromund.Claire); [Bali, Aaron@DOT](mailto:Bali.Aaron@DOT)
Subject: RE: BCAG Interagency Consultation Review (ICR) Group Meeting - August 2024
Date: Wednesday, August 28, 2024 12:19:33 PM

Good afternoon Brian,

Caltrans also concurs with Item #1 and Item #2:

- Item #1 - Concur that the City of Chico Guynn Avenue Bridge Replacement Project is not a "Project of Air Quality Concern" (POAQC).
- Item #2 - Concur with BCAG's proposal regarding the addition of three (3) new projects for the 2025 FTIP Air Quality Conformity Determination and 2020 RTP Amendment #2.

Thank you,
Chris

Christopher Dennis, J.D.
PG#7184, CH#963, QSD#767
Branch Chief
Caltrans North Region OEE-south
Office (530) 821-3775
Christopher.Dennis@dot.ca.gov

From: Leo, Julia <Leo.Julia@epa.gov>
Sent: Tuesday, August 27, 2024 11:59 AM
To: Brian Lasagna <BLasagna@bcag.org>; Ademuyewo, Adekemi (FHWA) <Adekemi.Ademuyewo@dot.gov>; Alexander Smith <Alexander.Smith@dot.gov>; Ledezma, Andrew (he/him/his) <Ledezma.Andrew@epa.gov>; Carroll, Chris S@DOT <chris.carroll@dot.ca.gov>; Chris Devine <CDevine@bcag.org>; Dennis, Christopher@DOT <Christopher.Dennis@dot.ca.gov>; Espinosa Araiza, Erika@DOT <Erika.Espinosa.Araiza@dot.ca.gov>; Walter, Hannah@DOT <Hannah.Walter@dot.ca.gov>; Hernandez, Nicholas (FTA) <nicholas.hernandez@dot.gov>; Ivan Garcia <igarcia@bcag.org>; Jason Mandly <jmandly@bcaqmd.org>; Buss, Jeffrey (he/him/his) <Buss.Jeffrey@epa.gov>; Johnson, Antonio (FHWA) <antonio.johnson@dot.gov>; Oconnor, Karina (she/her/hers) <OConnor.Karina@epa.gov>; Lee, Jason@DOT <jason.lee@dot.ca.gov>; Kalandiyur, Nesamani@ARB <nesamani.kalandiyur@arb.ca.gov>; Perez, Idalia (she/her/hers) <Perez.Idalia@epa.gov>; Tavitas, Rodney A@DOT <rodney.tavitas@dot.ca.gov>; Chowdhury, Shaila K@DOT <shaila.chowdhury@dot.ca.gov>; Culbertson, Shannon@DOT <shannon.culbertson@dot.ca.gov>; Stroud, Dawson@DOT <Dawson.Stroud@dot.ca.gov>; YOUNT, KEVIN J@DOT <KEVIN.YOUNT@dot.ca.gov>
Cc: Yoon, Laura <Laura.Yoon@icf.com>; Tracy Bettencourt <tracy.bettencourt@Chicoca.gov>; Bromund, Claire <Claire.Bromund@icf.com>

Subject: RE: BCAG Interagency Consultation Review (ICR) Group Meeting - August 2024

EXTERNAL EMAIL. Links/attachments may not be safe.

Hi Brian,

EPA concurs with Items #1 and #2.

Requested Actions –

- Item #1 - Concur that the City of Chico Guynn Avenue Bridge Replacement Project is not a “Project of Air Quality Concern” (POAQC).
- Item #2 - Concur with BCAG’s proposal regarding the addition of three (3) new projects for the 2025 FTIP Air Quality Conformity Determination and 2020 RTP Amendment #2.

Thank you,

Julia

Julia Leo
U.S. EPA Region 9
Air & Radiation Division
Planning Section

From: Brian Lasagna <BLasagna@bcag.org>

Sent: Tuesday, August 27, 2024 10:19 AM

To: adekemi.ademuyewo@dot.gov; Alexander Smith <Alexander.Smith@dot.gov>; Ledezma, Andrew (he/him/his) <Ledezma.Andrew@epa.gov>; Brian Lasagna <BLasagna@bcag.org>; Chris Carroll <chris_carroll@dot.ca.gov>; Chris Devine <CDevine@bcag.org>; Christopher Dennis <Christopher.Dennis@dot.ca.gov>; Espinosa Araiza, Erika@DOT <Erika.Espinosa.Araiza@dot.ca.gov>; Hannah Walter <Hannah.Walter@dot.ca.gov>; Hernandez, Nicholas (FTA) <nicholas.hernandez@dot.gov>; Ivan Garcia <IGarcia@bcag.org>; Jason Mandly <jmandly@bcaqmd.org>; Buss, Jeffrey (he/him/his) <Buss.Jeffrey@epa.gov>; Johnson, Antonio (FHWA) <antonio.johnson@dot.gov>; Leo, Julia <Leo.Julia@epa.gov>; Oconnor, Karina (she/her/hers) <OConnor.Karina@epa.gov>; Lee, Jason@DOT <jason.lee@dot.ca.gov>; nesamani.kalandiyur@arb.ca.gov; Perez, Idalia (she/her/hers) <Perez.Idalia@epa.gov>; rodney.tavitas@dot.ca.gov; shaila.chowdhury@dot.ca.gov; Shannon Culbertson <shannon_culbertson@dot.ca.gov>; Stroud, Dawson@DOT <Dawson.Stroud@dot.ca.gov>; YOUNT, KEVIN J@DOT <KEVIN.YOUNT@dot.ca.gov>

Cc: Yoon, Laura <Laura.Yoon@icf.com>; Tracy Bettencourt <tracy.bettencourt@Chicoca.gov>; Bromund, Claire <Claire.Bromund@icf.com>

Subject: RE: BCAG Interagency Consultation Review (ICR) Group Meeting - August 2024

Caution: This email originated from outside EPA, please exercise additional caution when deciding whether to open attachments or click on provided links.

APPENDIX D
RESPONSES TO PUBLIC COMMENTS

See Next Page

From: [Brian Lasagna](#)
To: [Ivan Garcia](#)
Subject: RE: AQ Comments
Date: Thursday, October 3, 2024 1:42:00 PM
Attachments: [image001.png](#)

Response to Comments included below in Red.

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

From: Espinosa Araiza, Erika@DOT <Erika.Espinosa.Araiza@dot.ca.gov>
Sent: Wednesday, October 2, 2024 8:37 AM
To: Ivan Garcia <Ivan.Garcia@bcag.org>
Cc: Tavitas, Rodney A@DOT <rodney.tavitas@dot.ca.gov>; Robinson, Keri@DOT <Keri.Robinson@dot.ca.gov>; Kang, Peter B@DOT <peter.kang@dot.ca.gov>; Renganathan, Vaikunthan@DOT <vaikunthan.renganathan@dot.ca.gov>; Le, Kien T@DOT <kien.le@dot.ca.gov>
Subject: Adopted 2025 FTIP for Butte County

Hello Ivan,

Thank you for sharing the Adopted 2025 FTIP for Butte County and the corresponding conformity analysis. During our review of the final conformity analysis we noticed that several of the air quality comments were not addressed (see comments below). These must be addressed before we recommend approval.

Please note that the 2021 FSTIP findings clearly indicated that the Air Quality Branch must be included in the final FTIP approval process. *"FHWA and FTA recommend that Caltrans develop a process to integrate the Air Quality, Environment, and Health Branch into the FSTIP/FTIP review process before Caltrans requests FHWA/FTA FSTIP or associated amendments approvals. FHWA and FTA also recommend that the updated process includes Caltrans providing the conformity analysis and their concurrence as part of the request for approval. Failure to integrate the Air Quality, Environment, and Health Branch into the process may result in FHWA and FTA determination that Caltrans has not satisfied the Self-Certification requirements."* In response to these findings, the Air Quality Branch completes quality assurance reviews of all FTIP updates and amendments that require a new regional conformity determination.

Air Quality comments:

- 93.102 Please include a description of the nonattainment or maintenance area and its boundaries- **Addressed/no further action needed**
- 93.104 (b, c) We are unable to locate information on when the current RTP was approved. Please clarify and include a copy of the final board adoption resolution for the 2025 FTIP in the final package- **Addressed/no further action needed**
- 93.110 Document the date upon which the conformity analysis for the 2025 FTIP was initiated. Currently the document addresses the date of when the conformity analysis was initiated for the 2020 RTP, not the 2025 FTIP. Please clarify. – **Update on Page 8.**
- 93.110 (f) Please include information/documentation for the upcoming IAC call on August 19. See p. 8 "Specific Consultation". – **Added to Appendix C**
- P. 9 references that this analysis was started in 2020. Please confirm when the analysis for the 2025 FTIP was started. – **Updated on Page 9**

93.122 P. 8 of the document notes that the interagency consultation process began on February 15, 2019 with a memorandum requesting confirmation of the proposed emissions analysis years. Please confirm that this information is correct. – Updated on Page 8

- 93.122(b)(1)(vi) We are unable to locate documentation that travel models are reasonably sensitive to cost in the pages referenced in the Conformity Analysis Documentation Checklist. Please confirm. – Added to Page 7
- The PDF header is titled 2020 RTP Conformity Determination, we recommend changing it to match the title page. - Completed

Best,



Erika Espinosa Araiza

Associate Transportation Planner (she/her)

Air Quality Branch, Office of Air Quality and Climate Change

Division of Transportation Planning | California Department of Transportation

(916) 662-6358

Email: erika.espinosa.araiza@dot.ca.gov

APPENDIX E

CONFORMITY CHECKLIST

FHWA Checklist for MPO TIPs/RTPs Checklist Date: 2017

| 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. 1-2 | |
| §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 | If the metropolitan planning area is in a serious, severe, or extreme ozone nonattainment area and/or serious carbon monoxide nonattainment area and contains an urbanized population over 200,000, then RTP must specifically describe the transportation system envisioned for future years called "horizon years." | p. 4-5 | 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. 10-11 Tables 3-5 | |
| §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. 13 | |
| §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. 12-13 | |
| §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 | Documents planning assumptions are less than 5 years old at the time the conformity analysis begins. If assumptions are older than 5 years documents justification for not reviewing and updating assumptions at least every 5 years. | p. 5, 7, & 8 | |
| §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, & 9 | No TCMs |
| §93.111 | Document the use of the latest emissions model approved by EPA. | p. 9 | |

| 40 CFR | Criteria | Page | Comments |
|--------------------------------------|--|----------|----------|
| §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 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. | p. 8 | No TCMs |
| §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 | |
| §93.115 | Describe how the projects come from a conforming RTP and TIP. If this criterion is not satisfied, the project must satisfy all criteria in Table 1 of §93.109(b) for a project not from a RTP and TIP. | p. 10 | |
| §93.118 (a, c, e) | For areas with SIP budgets: Document that emissions from the transportation network for each applicable pollutant and precursor, including projects in any associated donut area that are in the Statewide TIP and regionally significant non-Federal projects, are consistent with any adequate or approved motor vehicle emissions budget for all pollutants and precursors in applicable SIPs. | 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 ¹ | For areas without applicable SIP budgets: Document that emissions from the transportation network for each applicable pollutant and precursor, including projects in any associated donut area that are in the Statewide TIP and regionally significant non-Federal projects, are consistent with the requirements of the “Action/Baseline”, “Action/1990” and/or “Action/2002” interim emissions tests as applicable. | N/A | No SIPs |
| §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. 10-11 | |
| §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 | p. 8 | No TCMs |

| 40 CFR | Criteria | Page | Comments |
|--|---|----------------|----------|
| | implementation status of these programs and the associated emissions credit for each analysis year. | | |
| §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) ² | 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 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.). | p. 7 | |
| §93.122 (b)(1)(ii) ² | Document the land use, population, employment, and other network-based travel model assumptions. | p. 4-9 | |
| §93.122 (b)(1)(iii) ² | Document how land use development scenarios are consistent with future transportation system alternatives, and the reasonable distribution of employment and residences for each alternative. | p. 4-9 | |
| §93.122 (b)(1)(iv) ² | Document use of capacity sensitive assignment methodology and emissions estimates based on a methodology that differentiates between peak and off-peak volumes and speeds, and bases speeds on final assigned volumes. | p. 4-9 | |
| §93.122 (b)(1)(v) ² | Document the use of zone-to-zone travel impedances to distribute trips in reasonable agreement with the travel times estimated from final assigned traffic volumes. Where transit is a significant factor, document that zone-to-zone travel impedances used to distribute trips are used to model mode split. | p. 4-9 | |
| §93.122 (b)(1)(vi) ² | Document how travel models are reasonably sensitive to changes in time, cost, and other factors affecting travel choices. | p. 4-9 | |
| §93.122 (b)(2) ² | Document that reasonable methods were used to estimate traffic speeds and delays in a manner sensitive to the estimated volume of travel on each roadway segment represented in the travel model. | p. 4-9 | |
| §93.122 (b)(3) ² | Document the use of HPMS, or a locally developed count-based program or procedures that have been chosen through the consultation process, to reconcile and calibrate the network-based travel model estimates of VMT. | p. 4-9 | |
| §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. 4-9 | |
| §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 | |

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

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

APPENDIX F
BCAG ADOPTING RESOLUTION

See Next Page



**BUTTE COUNTY ASSOCIATION OF GOVERNMENTS
RESOLUTION NO 2024/2025-03**



ADOPTION OF THE 2025 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP) AND AIR QUALITY CONFORMITY DETERMINATION FOR BUTTE COUNTY

WHEREAS, the Butte County Association of Governments is the designated Metropolitan Planning Organization for Butte County in accordance with 23 USC 134(b)(6); and Section 450.306 of the Metropolitan and Statewide Planning Rule;

WHEREAS, the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the “Bipartisan Infrastructure Law”) into law on November 15, 2021 requires the Butte County Association of Governments, as the Metropolitan Planning Organization, to prepare a Transportation Improvement Program in cooperation with the State and transit operators, to include all projects to be funded under Title 23 and the Federal Transit Administration grants; and requires BCAG to prepare a long-range Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS) and short-range Federal Transportation Improvement Program (FTIP);

WHEREAS, the 2025 FTIP is consistent with the metropolitan transportation planning regulations pursuant to Title 23 Code of Federal Regulations Section 450, Title 23, United States Code Section 134, and Title 49 United States Code Section 5303;

WHEREAS, the 2025 FTIP is consistent with the transportation system described in the current 2020 RTP/SCS;

WHEREAS, the 2025 FTIP is financially constrained by year and includes a financial plan that demonstrates which projects can be implemented using committed funds and affirms the availability of funding;

WHEREAS, the 2025 FTIP includes all regionally significant projects to be funded from local, state, or federal resources;

WHEREAS, projects in the 2025 FTIP satisfy the transportation conformity provisions of 40 CFR 93.122(g) and all applicable transportation planning requirements per 23 CFR Part 450 including the establishment of federal performance management targets for safety, pavement and bridge conditions, reliability and congestion, and transit assets and safety in the planning region;

WHEREAS, The results from the 2025 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 2025 Federal Transportation Improvement Program (FTIP) conforms to the applicable State Implementation Plan (SIP) and all applicable sections of the EPA’s Transportation Conformity Rule;

WHEREAS, Butte County does not have any required Transportation Control Measures in the State Implementation Plan;

WHEREAS, the 2025 FTIP satisfies the requirements by the Federal Transit Administration for the “Programming of Projects” (POP);

WHEREAS, BCAG developed the 2025 FTIP and Air Quality Conformity Determination in accordance with the adopted Public Participation Plan;

NOW THEREFORE BE IT RESOLVED that the Butte County Association of Governments hereby adopts the 2025 Federal Transportation Improvement Program and Air Quality Conformity Determination;

BE IT FURTHER RESOLVED that BCAG staff is hereby directed and authorized to work with the California Department of Transportation, the Federal Highway Administration, the Federal Transit Administration, and the Environmental Protection Agency to make any necessary changes or corrections that may be needed to ensure the timely delivery of the FTIP to obtain its approval;

BE IT FURTHER RESOLVED that the BCAG Board authorizes its staff to administratively modify/amend the 2025 FTIP as outlined in the procedures defined in the FTIP in accordance with BCAG’s Public Participation Process (PPP).

PASSED AND ADOPTED by the Butte County Association of Governments on the 26th day of September 2024 by the following vote:

AYES: Connelly, Ritter, Teeter, Nichols, Reynolds,
Calderon, Pittman

NOES: None

ABSENT: Durfee, Himmelshue, Tryon

ABSTAIN: None

APPROVED:

Bill Connelly

BILL CONNELLY, CHAIR
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

ATTEST:

Andy Newsom

ANDY NEWSUM, EXECUTIVE DIRECTOR
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS