BCAG
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

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**MEMORANDUM**

DATE: August 19, 2024

TO: Interagency Consultation Review Group

FROM: Brian Lasagna, Regional Analyst

**SUBJECT: Consultation on PM 2.5 Hot-Spot Conformity Assessment for the Guynn Avenue Bridge Replacement Project in the City of Chico (CTIPS# 202-0000-0108)**

**DISCUSSION:** The City of Chico is providing the following Project-level PM2.5 Conformity Analysis for the Guynn Avenue Bridge Replacement Project.

**REQUESTED ACTION**

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

**Project Description**

The City of Chico (City), in cooperation with Caltrans District 3, is proposing to construct a new bridge crossing Lindo Channel at Guynn Avenue. Caltrans is the lead agency for the project under the National Environmental Policy Act (NEPA) and the City of Chico is the lead agency under the California Environmental Quality Act (CEQA).

Butte County is in the Northern Sacramento Valley Air Basin (NSVAB), and within the jurisdiction of the Butte County Air Quality Management District (BCAQMD). The Butte County Association of Governments (BCAG) is the Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Agency for the project area.

This project as currently proposed is included in the draft BCAG *2025 Federal Transportation Improvement Program* (FTIP) under project number BRLO-5037(023) and is proposed for funding from Toll Credits for PE, R/W and CON. Fed Proj: BRLO-5037(023). The project is also included in the draft *2024 Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS) (project number 135).

The project previously underwent ICR review in March 2021. At that time, the project proposed to construct a new bridge downstream of the existing facility. The traffic analysis years for existing, opening, and design year conditions assumed in the March 2021 analysis were 2020,

2023, and 2040, respectively. The design of the project and traffic analysis years have been slightly modified since the prior ICR review. Specifically:

- The Build Alternative would construct a new two-lane bridge structure to replace the existing bridge at its current location. The new bridge would have two 11-foot travel lanes, five-foot shoulders, and a six-foot sidewalk. Refer to Figure 1 in the Project Form.
- The opening year for the project is now anticipated to be 2028 and the design year 2048. Existing conditions are 2024.

Since the traffic analysis years and project scope included in the March 2021 ICR determination have changed, the project is being resubmitted for ICR review.

## ADDITIONAL INFORMATION

### Project Summary Form

Included for the ICRs information is a copy of the completed PM Conformity Hot Spot Analysis Project Summary form for the Guynn Avenue Bridge Replacement Project in the City of Chico (CTIPS# 202-0000-0108).

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

**CTIPS ID#** *(required)* 202-0000-0108

**ICR Consideration Date** *(requested timeframe) July – August 2024*

**Project Description** *(clearly describe project)*
The City of Chico (City), in cooperation with Caltrans District 3, is proposing to construct a new bridge crossing Lindo Channel at Guynn Avenue. Caltrans is the lead agency for the project under the National Environmental Policy Act (NEPA) and the City of Chico is the lead agency under the California Environmental Quality Act (CEQA).

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- The Build Alternative would construct a new two-lane bridge structure to replace the existing bridge at its current location. The new bridge would have two 11-foot travel lanes, five-foot shoulders, and a six-foot sidewalk. Refer to Figure 1.
- The opening year for the project is now anticipated to be 2028 and the design year 2048. Existing conditions are 2024.

Since the traffic analysis years and project scope included in the March 2021 ICR determination have changed, the project is being resubmitted for ICR review.

**Type of Project** *(use Table 1 on page 2)*
Roadway Realignment/Bridge replacement

| **County** | **Narrative Location/Route & Postmiles** The project is on Guynn Avenue in the City of Chico in the County of Butte between Guynn Bridge Court and West Lindo Avenue.<br><br>**Caltrans Projects – EA#** BRLO-5037(023) |
|---|---|
| Butte | |

**Lead Agency:** City of Chico (CEQA), in cooperation with Caltrans (NEPA)

| **Contact Person** | **Phone#** | **Fax#** | **Email** |
|---|---|---|---|
| Tracy Bettencourt | 530-879-6903 | | Tracy.bettencourt@chicoca.gov |

**Federal Action for which Project-Level PM Conformity is Needed** *(check appropriate box)*

| | **Categorical Exclusion (NEPA)** | **EA or Draft EIS** | **FONSI or Final EIS** | **PS&E or Construction** | **Other** |
|---|---|---|---|---|---|
| x | | | | | |

**Scheduled Date of Federal Action:** July 2025

| **NEPA Delegation – Project Type** *(check appropriate box)* | | | |
|---|---|---|---|
| **Exempt** | X | **Section 6004 – Categorical Exemption** | **Section 6005 – Non-Categorical Exemption** |

**Current Programming Dates** *(as appropriate)*

| | PE/Environmental | ENG | ROW | CON |
|---|---|---|---|---|
| **Start** | 2011 | 2017 | 2025 | 2027 |
| **End** | 2025 | 2027 | 2027 | 2028 |

**Project Purpose and Need (Summary):** *(attach additional sheets as necessary)*
The purpose of this project is to provide increased safety to travelers crossing the Lindo Channel via Guynn Avenue. A replacement bridge is needed because the existing bridge has a 30.0 sufficiency rating and structurally deficient status. The structure has a substantially reduced load carrying capacity, is posted for load and speed restrictions, contains transverse and longitudinal cracks through the AC overlap, has significant paint loss and rust, and has a failing wingwall.

**Surrounding Land Use/Traffic Generators** *(especially effect on diesel traffic)*
The project site is surrounded by medium- and low-density residential area (see Figure 2). There are no schools, parks and playgrounds, day care centers, nursing homes, or hospitals within 500 feet of the project.

**Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility**
Although the replacement bridge structure would increase roadway capacity from one lane to two lanes, no traffic volume increases are anticipated to occur under the Build Alternative when compared to the No-Build Alternative. This is because Guynn Avenue Bridge serves local neighborhood traffic. The increase in volumes relative to Existing Conditions is due to minor planned growth in the area. Traffic volume data is provided below in **Table 1**.

**Table 1. Summary of Build Alternative and No-Build Alternative Traffic Conditions**

| Analysis Year/Scenario | AADT | Truck AADT | Truck Percent AADT |
|---|---|---|---|
| Opening Year 2028 Build Alternative and No-Build Alternative | 743 | 14 | 1.8 |
| Horizon Year 2048 Build Alternative and No-Build Alternative | 774 | 14 | 1.8 |

AADT = annual average daily traffic
Source: Headway Transportation, 2020
Note: Headway Transportation's (2020) traffic report considered opening and design year conditions in 2023 and 2040, respectively. The opening year for the project is now anticipated to be 2028 and the design year 2048. There has been no notable change in the traffic volumes between 2020 and 2024. Thus, the 2023 opening year and 2040 design year traffic volumes and analyses presented in Headway Transportation's (2020) traffic report are representative of 2028 opening year and 2048 design year conditions (Chilson pers. comm.).

**Table 2** summarizes peak-hour delay and level of service (LOS) at the Guynn Avenue/Lindo Avenue intersection from the southbound approach and eastbound left under existing (2024), opening-year (2028), design-year (2048) conditions. The table also presents vehicle travel speeds. As shown in Table 2, neither vehicle delay nor LOS would be affected by implementation of the Build Alternative. While the wider bridge is not expected to affect traffic volumes, it would have a minor impact on speed. As shown in Table 2, there would be an increase in speed from 21.6 to 25 mph with implementation of the Build Alternative when compared to Existing and No Build Alternative conditions.

**Table 2. Traffic and Intersection Operations Analysis.**

| Scenario/ Analysis Year | Southbound Approach | | | | Eastbound Left | | | | 85th Percentile Speed (mph) |
|---|---|---|---|---|---|---|---|---|---|
| | Delay (sec/veh) | | LOS | | Delay (sec/veh) | | LOS | | |
| | AM | PM | AM | PM | AM | PM | AM | PM | |
| **Baseline Year (2024)** | | | | | | | | | |
| Existing Conditions | 8.9 | 9.2 | A | A | 7.3 | 7.3 | A | A | 21.6 |
| **Opening-year (2028)** | | | | | | | | | |
| No-Build Alternative | 8.9 | 9.2 | A | A | 7.3 | 7.3 | A | A | 21.6 |
| Build Alternative | 8.9 | 9.2 | A | A | 7.3 | 7.3 | A | A | 25.0 |
| **Design-year (2048)** | | | | | | | | | |
| No-Build Alternative | 9.0 | 9.3 | A | A | 7.3 | 7.3 | A | A | 21.6 |
| Build Alternative | 9.0 | 9.3 | A | A | 7.3 | 7.3 | A | A | 25.0 |

Source: Headway Transportation 2020.
Note: Headway Transportation's (2020) traffic report considered existing, opening, and design year conditions in 2020, 2023, and 2040, respectively. The opening year for the project is now anticipated to be 2028 and the design year 2048. Existing conditions is 2024. There has been no notable change in the traffic volumes between 2020 and 2024. Thus, the 2020 existing, 2023 opening year, and 2040 design year traffic volumes and analyses presented in Headway Transportation's (2020) traffic report are representative of 2024 existing, 2028 opening year, and 2048 design year conditions (Chilson pers. comm.).

**RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility**
Horizon year data is provided above.

**Describe potential traffic redistribution effects of congestion relief** *(impact on other facilities)*
No traffic volume increases are anticipated to occur under the Build Alternative when compared to the No Build Alternative. Therefore, the proposed project would not result in a material increase in operational emissions, and there would be no long-term air quality effects.

**Comments/Explanation/Details** *(attach additional sheets as necessary)*
The proposed project would replace an existing single-lane bridge with a two-lane bridge; and as such, does not meet the criteria for an exempt project under 40 CFR 93.126, nor for exemption from regional analysis under 40 CFR 93.127. Nonetheless, the City does not believe the project is a POAQC. This determination is made based on an evaluation of the proposed project against the above-referenced criteria:

1. **New or expanded highway projects that have a significant number of or significant increase in diesel vehicles.**
   The proposed project replaces a single-lane bridge structure with a two-lane bridge structure. The Guynn Avenue Bridge is anticipated to serve truck AADT volumes of less than two percent at Opening Year 2028 and Horizon Year 2048 under the Build Alternative and No-Build Alternative conditions. As shown above in **Table 1**, AADT volumes would not exceed 800. As such, there would be no significant number or significant increase in truck volumes.

2. **Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project.**
   The proposed bridge will serve only the local neighborhood and is not anticipated to increase traffic volumes. As shown in **Table 2**, vehicle delay would not be affected by implementation of the Build Alternative. Under each future condition, both intersections will operate at acceptable levels of service (LOS “A”) with implementation of the Build Alternative. Additionally, the LOS for these intersections is the same under the Build and No-Build Alternative scenarios. As a result, vehicle idling and localized PM concentrations are not expected to increase with implementation of the project.

3. **New bus and rail terminals and transfer points than have a significant number of diesel vehicles congregating at a single location.**
   The project does not include new bus or rail terminals and transfer points.

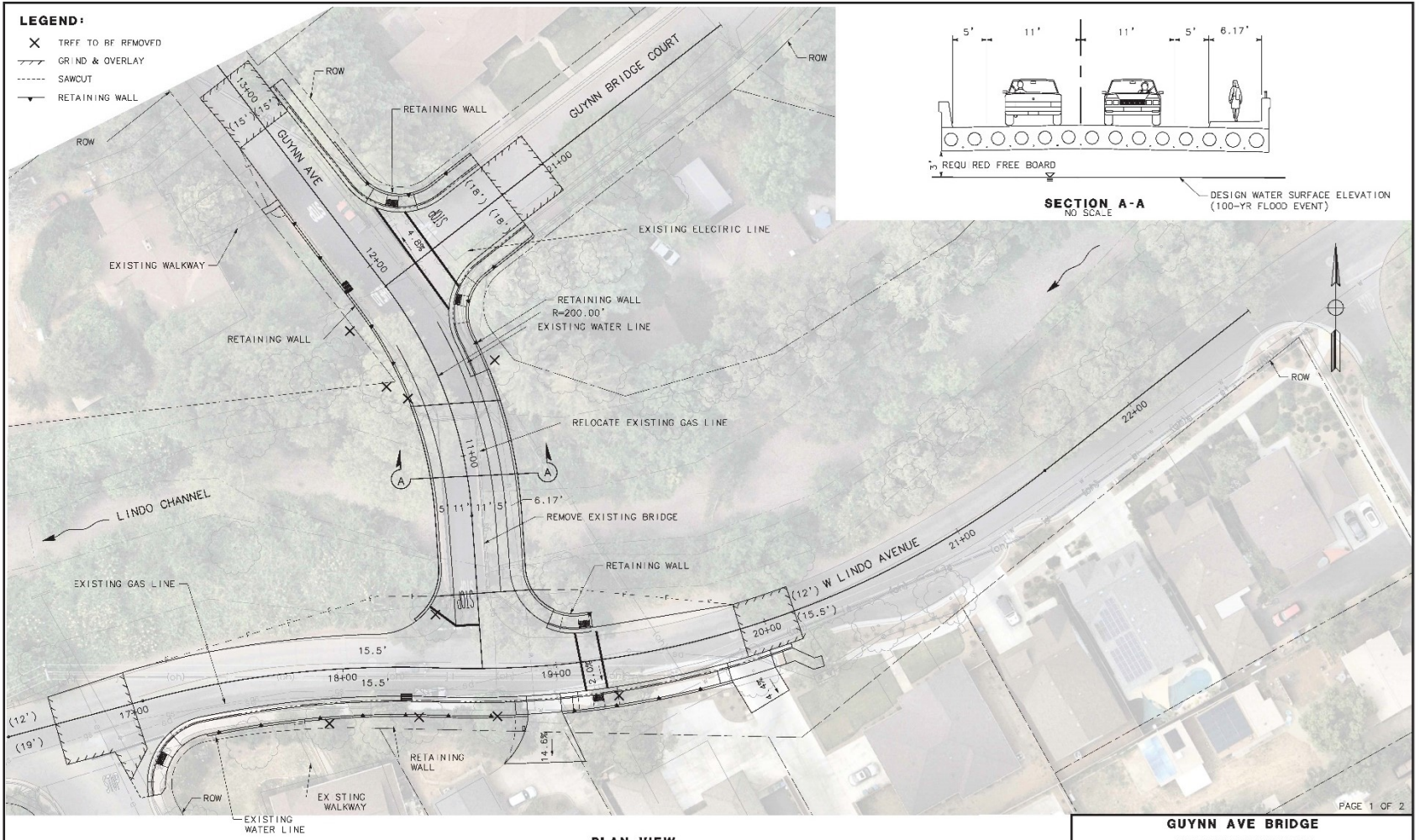
4. **Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location.**
   The project does not include expanded bus or rail terminals and transfer points.

5. **Projects in or affecting locations, areas, or categories of sites which are identified in the PM10 or PM2.5 applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.**
   The project site is not in or affecting an area or location identified in any PM10 or PM2.5 implementation plan. The immediate project area is not considered to be a site of violation or possible violation.

**References**

Chilson, Loren. Principal. Headway Transportation. Reno, Nevada. May 29, 2024—email message to City of Tracy, CA.

Headway Transportation. 2020. *Draft Traffic Analysis & Technical Study—Guynn Avenue Bridge Replacement.* September 11.




PLAN VIEW

**Figure 1.**

SCALE: 1" = 20'
AUGUST 3, 2023

**GUYNN AVE BRIDGE**
ALTERNATIVE CONCEPT PLAN

CITY OF CHICO | MARK THOMAS


Figure 2