REPORT

DATE: July 6, 2006

TO: Transportation & Communications Committee, Regional Council

FROM: Rich Macias, Manager of Transportation Planning and Programming
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SUBJECT: 2006 Regional Transportation Improvement Program (2006 RTIP)

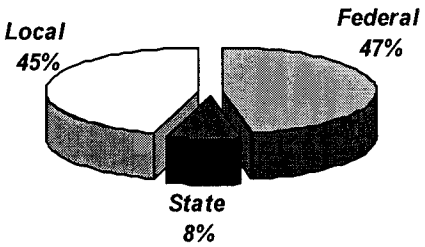
EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION:
Approve the Draft 2006 RTIP, and also recommend to the Regional Council that it delegate authority to the Executive Committee to approve the final 2006 RTIP and associated transportation conformity determination.

SUMMARY:
The 2006 RTIP is composed of over 1400 projects and is programming $19.3 billion in fiscal years FY 2006/07 – 2011/2012. Development of the RTIP involves constant communication with the county transportation commissions and Imperial Valley Association of Governments. SCAG is consistent with four of the five transportation conformity tests, with the exception of "interagency consultation and Public Involvement." This final test will be met by the end of July, as well as all requirements by the August Executive Committee meeting.

The table below reflects the amount of federal, state and local funding programmed in each fiscal year of the 2006 RTIP:

	FEDERAL	*STATE*	*LOCAL*	*TOTAL*
2006/07	$2,230,215	$351,626	$2,421,339	**$5,003,180**
2007/08	2,325,436	559,715	2,276,211	**5,161,362**
2008/09	2,278,363	225,506	1,692,076	**$4,195,945**
2009/10	1,618,523	70,556	1,665,230	**3,354,309**
2010/11	429,058	11,666	885,875	**1,326,599**
2011/12	41,619	215	187,557	**229,391**
TOTAL	**$8,923,214**	**1,219,284**	**9,128,289**	**$19,270,787**
% of Total	47.1%	7.8%	45.2%	**100.0%**



BACKGROUND:
Federal requirements dictate that five transportation conformity tests must be met for the 2006 RTIP to be in compliance with federal regulations. Described below are the test criteria and SCAG findings:

✓ **Consistency with 2004 RTP Test**
The RTIP is required to be consistent with the adopted Regional Transportation Plan (policies, programs, and projects) to be eligible for funding.

Finding: SCAG's 2006 RTIP (project listing) is consistent with the 2004 RTP.

✓ **Regional Emissions Tests**
Emissions of specified pollutants and pollutant precursors must be less than or equal to the motor vehicle emissions budgets established in the applicable implementation plan. In absence of the applicable emissions budgets for conformity, interim emissions tests must be met. For the interim emissions tests, the build scenario's emissions must be less than or equal to the no-build scenario's emissions and/or the build scenario's emissions must be less than or equal to the base year.

Finding: SCAG's 2006 RTIP regional emissions analysis for PM2.5 are less than base year 2002 for all milestone, attainment, and planning horizon years in the SCAB.

Finding: SCAG's 2006 RTIP regional emissions for the ozone precursors are consistent with all applicable emissions budgets for all milestone, attainment, and planning horizon years for the following areas:

- SCAB - 2003 Ozone SIP
- SCCAB (Ventura County) - 2004 Ozone SIP
- MDAB (Antelope Valley and Victor Valley areas) - 2004 Ozone SIP
- SSAB (Coachella Valley) - 2004 Ozone SIP

Finding: SCAG's 2006 RTIP regional emissions for the NO2 precursor are consistent with all applicable emissions budgets for all milestone, attainment, and planning horizon years in the SCAB - 2003 NO2 SIP.

Finding: SCAG's 2006 RTIP regional emissions for CO are consistent with all applicable emissions budgets for all milestone, attainment, and planning horizon years in SCAB - 2003 CO SIP.

Finding: SCAG's 2006 RTIP regional emissions for the PM10 precursors are consistent with the applicable emissions budgets for all milestone, attainment, and planning horizon years in SCAB - 2003 PM10 SIP.

Finding: SCAG's 2006 RTIP regional emissions for PM10 are consistent with the applicable emissions for the Coachella Valley portion of SSAB for all milestone, attainment and planning horizon years - 2003 PM10 SIP.

Finding: SCAG's 2006 RTIP regional emissions (build scenarios) for PM10 are less than the no-build emissions for the San Bernardino County portion of MDAB for all milestone, attainment and planning horizon years.

Finding: SCAG's 2006 RTIP regional emissions (build scenarios) for PM10 are less than the no-build emissions for the Imperial County portion of SSAB.

Finding: SCAG's 2006 RTIP regional emissions (build scenario) for the ozone precursors are less than the no-build emissions for the Imperial County portion of SSAB.

✓ **Timely Implementation of TCM Test**
The RTIP must provide for timely completion or implementation of all TCMs available for funding in the applicable implementation plan. If behind schedule, obstacles to implementation must be identified and overcome.

Finding: The TCM1 project categories listed in the 1994/1997/2003 Ozone SIP for the SCAB area were given funding priority and are on schedule for implementation.

Finding: The TCM strategies listed in the 1994 (as amended in 1995) Ozone AQMP/SIP for the VC/SCCAB were given funding priority and are on schedule for implementation.

✓ **Financial Constraint Test**
All projects programmed in the 2006 RTIP must be fiscally constrained.

Finding: Projects programmed in the 2006 RTIP in fiscal years 2006/2007 and 2007/2008 are fiscally constrained and funds are expected to be reasonably available for the remaining years.

Interagency Consultation and Public Involvement Test

Finding: The 2006 RTIP is complying with all federal and state requirements for interagency consultation and public involvement. SCAG's Transportation Conformity Working group serves as a forum for interagency consultation, and additionally, there were many ad-hoc meetings held between the involved agencies for this purpose. The public hearing is scheduled for June 29th at 10:00 a.m. at the SCAG offices. This item was prepared prior to the public hearing being conducted. Therefore, staff will update you on July 6th as to any comments received. The 30-day public review of the 2006 RTIP concludes on July 25 at 5:00 p.m. Once the public review has been completed, this test will be satisfied. Staff will provide the Committee and Regional Council with a matrix of the comments received upon completion of the public review period.

In addition, Street and Highways Code Section 182.6(e) and Section 182.7 (d) require that a metropolitan planning organization (MPO) submit its transportation improvement program not later than August 1 of each even-numbered year. Government Code Section 65074 stipulates that the State Department of Transportation submit the Federal Statewide Transportation Improvement Program (FSTIP) to the United States Secretary of Transportation by October 1 of each even-numbered year.

The current FSTIP expires on October 4, 2006. Delays in obtaining FSTIP approval should be avoided. An MPO not meeting the August deadline will necessitate that the State Department of Transportation

amend the FSTIP at a later date to include the MPO's program. It is uncertain at this time as to the length of time involved in amending the program and ultimate receipt of federal approval for the program. SCAG policy committees and Regional Council are not scheduled to meet in August. This necessitates Staff recommending the Regional Council delegate authority to the SCAG Executive Committee to approve the 2006 RTIP and associated transportation conformity determination.

FISCAL IMPACT:
The staff resources for developing the 2006 RTIP are contained within the Fiscal years 2005/2006 & 2006/2007 SCAG budgets

DRAFT

2006

REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

(FISCAL YEAR 2006/07-2011/12)

EXECUTIVE SUMMARY

(Volume I of III)

June 2006

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

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EXECUTIVE SUMMARY

INTRODUCTION

This report is a summary of the 2006 Regional Transportation Improvement Program (RTIP) for the SCAG region. SCAG comprises the six counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. The 2006 RTIP is a capital listing of all transportation projects proposed over a six-year period, Fiscal Years (FY) 2006/07 – 2011/12. This listing identifies specific funding sources and funding amounts for each project. Projects include highway improvements, transit, rail and bus facilities, high occupancy vehicle lanes, signal synchronization, intersection improvements, freeway ramps, etc.

The RTIP must include all transportation projects that require federal funding, as well as all regionally significant transportation projects for which federal approval (Federal Highway Administration or Federal Transit Administration) is required, regardless of funding source. The RTIP projects are consistent with the 2004 Regional Transportation Plan (RTP), which was adopted by SCAG on April 1, 2004 and its subsequent amendments. The RTIP is developed to implement the programs and projects in the RTP.

2006 RTIP

The 2006 RTIP programs a total of $19.3 billion for implementing transportation projects within the next six fiscal years (FY 2006/07 – 2011/12). All projects incorporated into the 2006 RTIP are consistent with the current RTP policies, programs, and projects.

The 2006 RTIP was developed in compliance with state and federal requirements. County Transportation Commissions have the responsibility under State law of proposing county projects, using the current RTP's policies, programs, and projects as a guide, from among submittals by cities and local agencies. The locally prioritized lists of projects were forwarded to SCAG for analysis. From this list, SCAG developed the 2006 RTIP based on consistency with the current RTP, inter-county connectivity, and financial constraint and conformity satisfaction.

The 2006 RTIP implements the 2004 RTP. Upon approval by the federal agencies, the 2006 RTIP will replace the current operating RTIP. There must be a new federally approved and conforming RTIP by October 4, 2006, which is when the Federal Statewide Transportation Improvement Program (FSTIP) expires. The 2006 RTIP is consistent with the 2006 State Transportation Improvement Program (STIP) cycle and incorporates the SCAG portion of the 2006 STIP.

FEDERAL TRANSPORTATION FUNDING – SAFETEA-LU

On August 10, 2005, President George W. Bush signed into law the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). With guaranteed funding for highways, highway safety, and public transportation totaling $244.1 billion, SAFETEA-LU represents the largest surface transportation investment in our Nation's history. The two landmark bills that brought surface transportation into the 21st century—the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act for the 21st Century (TEA-21)—shaped the highway program to meet the Nation's changing transportation needs. SAFETEA-LU builds on this firm foundation, supplying the funds and refining the programmatic framework for investments needed to maintain and grow our vital transportation infrastructure.

Actual target and programming levels for the 2006 RTIP and federal funding sources including the Local Surface Transportation Program (LSTP) and the Congestion Mitigation Air Quality (CMAQ) program are based upon the SAFETEA-LU legislation.

STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

The 2006 RTIP for the SCAG Region is consistent with the 2006 STIP Fund Estimate, as approved by the California Transportation Commission (CTC) on September 29, 2005. The 2006 RTIP for the SCAG Region is also consistent with the 2006 STIP, as approved by the CTC on April 27, 2006. Accordingly, the 2006 STIP programming target for the SCAG Region over the five-year timeframe (FY2006/7 through FY2010/11) totals $920 million. With the slight increase in expected revenues, the 2006 STIP reflects the scheduling of projects already programmed for delivery over the next three years to over the next five years

The CTC also programs the State Highway Operations and Protection Plan (SHOPP), which covers operations and maintenance on the state highway system and freeways.

COMPARISON OF THE STATE AND FEDERAL TIPs

The STIP is the State's compilation of all state and federally funded transportation projects. It is composed of all projects funded out of the State Highway Account, which is divided into several parts, including state priorities on interstate facilities, safety and maintenance, bridge replacements, rail, aeronautics, etc. In addition, a portion is divided into regional and inter-regional improvements. It is made up of the 75 percent regional improvement projects which are nominated by local and regional agencies and the 25 percent Inter-regional Transportation Improvement Program (ITIP).

The 2006 RTIP is SCAG's compilation of state, federal, and local funded transportation projects. In addition to projects identified in the STIP, the RTIP includes federal Congestion Mitigation Air

Quality (CMAQ) and Surface Transportation Program (STP) funds, other federal funds and projects entirely funded out of local and private funds.

TRANSPORTATION CONFORMITY

The federal Clean Air Act (CAA) establishes air quality standards and planning requirements for various air pollutants To comply with the CAA in achieving the National Ambient Air Quality Standards (NAAQS), the California Air Resources Board (ARB) develops State Implementation Plans (SIPs) for federal non-attainment and maintenance areas. In California, SIP development is a joint effort of the local air agencies and ARB working with federal, state, and local agencies (including the Metropolitan Planning Organizations). Local Air Quality Management Plans (AQMPs) are prepared in response to federal and state requirements. The SIP includes two important components relative to transportation and air quality conformity analysis – emissions budgets and Transportation Control Measures (TCMs). Emissions budgets set an upper limit which transportation activities are permitted to emit. TCMs are strategies to reduce emissions from on–road mobile sources.

Transportation conformity is required under the CAA to ensure that federally supported highway and transit project activities are consistent with ("conform to") the purpose of the SIP. Conformity to the purpose of the SIP means that transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the relevant NAAQS. Conformity currently applies to areas that are designated non-attainment, and those re-designated to attainment after 1990 ("maintenance areas") for the following transportation-related criteria pollutants: ozone, particulate matter (PM2.5 and PM10), carbon monoxide (CO), and nitrogen dioxide (NO_2).

Non-Attainment/Maintenance Areas and Timeframes

The boundaries of the Federal non-attainment/maintenance areas [and their respective attainment years] in the SCAG region are as follows:

- Ventura County Portion of the South Central Coast Air Basin (SCCAB) - The entire county is a non-attainment area for 8-hour ozone [2010].

- South Coast Air Basin (SCAB) - The entire basin is a non-attainment or maintenance area for the following pollutants: NO_2 [1995]; CO [2000]; PM10 [2006]; and PM2.5 [2015]; 8-hour ozone [2021].

- Antelope Valley and Victor Valley portion of Mojave Desert Air Basin (MDAB) - Non-attainment areas for 8-hour Ozone [2010].

- San Bernardino County Portion of MDAB -
  - Searles Valley (situated in the NW part of the county) is non-attainment for PM10 [1994].
  - San Bernardino County (excluding the Searles Valley area) within the MDAB is a non-attainment area for PM10 [2000].

- The Riverside County Portion of Salton Sea Air Basin (SSAB) - The entire Riverside County portion of SSAB (Coachella Valley) is a non-attainment area for the following pollutants: PM10 [2006]; 8-hour Ozone [2013].

- The Imperial County Portion of SSAB - The entire Imperial County portion of SSAB is designated as non-attainment for 8-hour ozone [2007] and PM10.[1]

Eight-Hour Ozone Non-Attainment Areas

On April 15, 2004, EPA announced the non-attainment areas for 8-hour ozone standard. The designation and classification were effective on June 15, 2004. The 8-hr ozone attainment years are between 2007 and 2021. The Transportation Conformity requirements became effective by June 15, 2005, which was also the date for the revocation of the 1-hour ozone standard. The federal agencies approved the 2004 RTP/RTIP 8-hour ozone conformity on May 12, 2005.

The SCAG region has five 8-hour ozone non-attainment areas. These non-attainment areas and their classifications and maximum attainment dates are listed in the following table.

SCAG Region
Eight Hour Ozone Non-attainment Areas

Non-attainment Area	Classification	Maximum Attainment Date
Ventura County Portion of SCCAB	Moderate	2010
South Coast Air Basin	Severe-17	2021
Antelope Valley and Western MDAB	Moderate	2010
Coachella Valley Portion of SSAB	Serious	2013
Imperial County Portion of SSAB	Marginal	2007

The ARB must submit 8-hour ozone SIPs to U.S. EPA by June 15, 2007.

PM10 Non-Attainment Areas

The SCAG region has five PM10 non-attainment areas. These non-attainment areas and their classifications and maximum attainment dates are listed in the following table.

[1] With the exception of a small area in the eastern portion of Imperial County, the rest of the county is designated as a PM10 non-attainment area. No PM10 SIP submittal date for the Imperial County portion of the SSAB has been set by U.S. EPA.

SCAG Region
PM10 Non-attainment Areas

Non-attainment Area	Classification	Maximum Attainment Date
South Coast Air Basin	Serious	2006
Searles Valley Portion of MDAB	Moderate	1994
San Bernardino County Portion of MDAB (excluding Searles Valley)	Moderate	2000
Coachella Valley Portion of SSAB	Serious	2006
Imperial County Portion of SSAB	Moderate	*

* No PM10 SIP submittal date for the Imperial County portion of the SSAB has been set by U.S. EPA.

The federal agencies approved conformity for all PM10 non-attainment areas on June 7, 2004 for the 2004 RTP, and October 4, 2004 for the 2004 RTIP.

PM2.5 Non-Attainment Area

In the SCAG region, the South Coast Air Basin is the only area that has been designated by U.S. EPA as a PM2.5 non-attainment area. The PM2.5 attainment year for the South Coast Air Basin is 2010 with an allowable five year extension (i.e., 2015). The ARB has until April 5, 2008, to submit the SIP for the PM2.5 standard to EPA.

The federal agencies approved the 2004 RTP/RTIP PM2.5 conformity on March 30, 2006.

SIPs and Emission Budgets

The 2006 RTIP must conform to the applicable SIPs (emissions budgets and the TCMs]. The March 1999 court ruling *(Sierra Club v. EPA)* required that conformity findings be based on the emissions budgets approved or found adequate by EPA. The applicable TCMs are those approved by EPA.

Emission Budgets

The SIPs are based on the 2003 or 2004 AQMPs that were prepared by the respective air districts in association with ARB and SCAG. For the 2006 RTIP conformity determination, the applicable emissions budgets are established in the following SIPs:

1-hour Ozone SIP for the Ventura County portion of SCCAB: EPA's adequacy finding on the emissions budgets for conformity determination was published in Federal Register Vol. 69, No. 104 on May 28, 2004.

SIPs for the SCAB area: EPA's adequacy finding on the emissions budgets for conformity determination in the SCAB area was published in Federal Register Vol. 69, No. 58 - March 25, 2004.

1-hour Ozone SIP for the Southeast Desert Modified area: The area is composed of three pieces: the Antelope Valley portion of MDAB, the San Bernardino County portion of MDAB, and the Coachella Valley portion of SSAB. Each provides its data to ARB and it is the responsibility of ARB to provide a single set of emission budgets (Ozone SIP). EPA's adequacy finding on the emissions budgets for conformity determination was published in Federal Register Vol. 69, No. 104 on May 28, 2004.

Note that for 8-hour ozone, the budget for the Antelope Valley and Victor Valley portions of the MDAB is the sum of the original 1-hour ozone budgets submitted to ARB by the applicable air districts. The Coachella Valley 8-hour ozone budget is the same as the 1-hour ozone budget submitted to ARB by the SCAQMD.

PM10 SIP for Coachella Valley portion of SSAB: EPA's adequacy finding on the emissions budgets for conformity determination in the Coachella Valley PM10 area was published in Federal Register Vol. 69, No. 58 on March 25, 2004.

There are no SIPs for the other federal non-attainment/maintenance areas in the SCAG region.

In absence of the applicable emissions budgets for conformity, SCAG has to conduct interim emissions tests for regional emissions analysis of the 2006 RTIP. The following areas are subject to the interim emissions tests:

- **SCAB** – PM2.5 non-attainment area
- **San Bernardino County (MDAB)** - PM10 non-attainment area
- **Searles Valley area (MDAB)** - PM10 non-attainment area
- **Imperial County (SSAB)** - PM10 and ozone non-attainment areas

Applicable TCMs

The SIP documents for the applicable TCMs are listed below:

- **SCAB** - The TCM01 categories were established in the 1994 Ozone SIP and they function as the applicable TCM categories for the conformity finding (timely implementation of TCM analysis).
  The TCM categories in the 2003 Ozone AQMP/SIP (submitted to EPA for final approval) as well as in the 1997 (as amended in 1999) Ozone AQMP/SIP are consistent with the TCM01 categories listed in the 1994 Ozone AQMP/SIP. Upon approval by EPA, the TCM categories in the 2003 Ozone AQMP/SIP will replace the current ones. (It should be noted that SAFETEA-LU, August 2005, mandates new substitution procedures for TCMs.)

- **The Ventura County portion of SCCAB** - The TCM strategies incorporated in the 1994 (as amended in 1995) Ozone AQMP/SIP function as the applicable TCMs for conformity finding (timely implementation of TCM analysis).

  The 2004 Ozone AQMP/SIP was prepared to address the new motor vehicle emissions budgets. No changes were made to the TCM strategies listed in the 1994 (as amended in 1995) Ozone AQMP/SIP.

It should be noted that while the 1-hour ozone standard has been revoked and replaced with an 8-hour ozone standard, the TCMs in the applicable 1-hour ozone SIP remain the same.

There are no applicable TCMs in any other federal non-attainment or maintenance areas in the SCAG region.

SIP Status in Other Areas

- **Searles Valley Portion of MDAB (PM10)** - At the present time, there is no federally approved SIP for this area. The MDAQMD has requested re-designation of the Trona portion of the Searles Valley PM10 non-attainment area to attainment status. There are no projects in this area and the area has not experienced a federal exceedance for more than 10 years.

- **San Bernardino County Portion of MDAB (PM10)** - At the present time, there is no federally approved SIP for this area. MDAQMD is seeking EPA approval to make a "Clean Data Finding" for this area.

- **Imperial County Portion of SSAB (PM10)** - On October 9, 2003, the 9th U.S. District Court in Sierra Club v. EPA ordered EPA to reclassify Imperial County to "Serious". ICAPCD, ARB, and EPA are working together to interpret the Court requirements and its time frame. At the present time, there is no applicable SIP for this PM10 non-attainment area.

- **Imperial County Portion of SSAB (Ozone)** - The Imperial County portion of SSAB is a non-attainment area for 8-hour ozone and a new SIP is being development.

Conformity Analysis and Findings

Under the U.S. Department of Transportation Metropolitan Planning Regulations and U.S. EPA's Transportation Conformity Rule requirements, SCAG's 2006 RTIP needs to pass five tests.

- Consistency with SCAG's RTP
  (23 CFR, Section 450.324 of the U.S. DOT Metropolitan Planning Regulations)

- Regional Emission Analysis
  (40 CFR, Sections 93.109, 93.110, 93.118, and 93.119)

- Timely Implementation of Transportation Control Measures (TCMs) Analysis
  (40 CFR, Section 93.113)

- Financial Constraint Analysis
  (40 CFR, Section 93.108 and 23 CFR, Section 450.324)

- Interagency Consultation and Public Involvement Analysis
  (40 CFR, Sections 93.105 and 93.112 and 23 CFR, Section 450.324)

Summary of Regional Emissions Analyses

EPA's Transportation Conformity Rule requires that the 2006 RTIP regional emissions be consistent with the motor vehicle emissions budgets in the applicable SIPs. Consistency with emissions budgets must be demonstrated for each year that the applicable emissions budgets are established, for the transportation planning horizon year, and for any milestone years as necessary so that the years for which consistency is demonstrated are no more than ten years apart. For the interim emissions tests, the build scenario's emissions must be less than or equal to the no-build scenario's emissions and/or the build scenario's emissions must be less than or equal to the base year.

A summary of the regional emissions analyses are presented in the following tables, which are organized by air basin geography and pollutant. Details of the modeling methodologies and regional emissions analyses are included in Technical Appendix, Section II - Regional Emissions Analysis, of this document. The analyses show that the 2006 RTIP meets all applicable regional emissions analysis tests.

VENTURA COUNTY PORTION OF SOUTH CENTRAL COAST AIR BASIN

Ozone (Summer Planning Emissions [tons/day])

POLLUTANT		YR 2010	YR 2020	YR 2030
ROG	Budget	14.300	14.300	14.300
	Plan	10.650	6.170	4.170
NOx	Budget	21.400	21.400	21.400
	Plan	15.080	6.820	4.370

SOUTH COAST AIR BASIN

Ozone (Summer Planning Emissions [tons/day])

POLLUTANT		YR 2008	YR 2010	YR 2020	YR 2030
ROG	Budget	216.000	155.000	155.000	155.000
	Plan	214.080	152.121	107.647	73.197
NO_x	Budget	464.000	352.000	352.000	352.000
	Plan	450.977	349.956	184.629	120.879

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PM10 (Annual Emissions [tons/day])

POLLUTANT		YR 2006	YR 2010	YR 2020	YR 2030
ROG	Budget	251.000	251.000	251.000	251.000
	Plan	247.050	189.846	106.938	72.544
NO_x	Budget	549.000	549.000	549.000	549.000
	Plan	537.148	418.736	193.129	125.787
PM10	Budget	166.000	166.000	166.000	166.000
	Plan	158.972	155.823	151.893	152.274

PM2.5 (Annual Emissions [tons/year])

POLLUTANT		YR 2010	YR 2020	YR 2030
NO_x	Base Year*	260,650	260,650	260,650
	Plan	152,839	70,492	45,912
PM2.5	Base Year*	4,844	4,844	4,844
	Plan	4,573	4,417	4,639

* Base Year = 2002

PM2.5 (24-Hour Emissions [tons/day])

POLLUTANT		YR 2010	YR 2020	YR 2030
NO_x	Base Year*	714.11	714.11	714.11
	Plan	418.74	193.13	125.79
PM2.5	Base Year*	13.27	13.27	13.27
	Plan	12.53	12.10	12.71

CO (Winter Emissions [tons/day])

POLLUTANT		YR 2010	YR 2020	YR 2030
CO	Budget	3,361.000	3,361.000	3,361.000
	Plan	1,817.970	863.514	530.35

NO_2 (Winter Emissions [tons/day])

POLLUTANT		YR 2010	YR 2020	YR 2030
NO_2	Budget	686.000	686.000	686.000
	Plan	449.597	206.008	133.040

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WESTERN MOJAVE DESERT AIR BASIN - ANTELOPE VALLEY PORTION OF LOS ANGELES COUNTY AND SAN BERNARDINO COUNTY PORTION OF MDAB EXCLUDING SEARLES VALLEY

Ozone (Summer Planning Emissions [tons/day])

POLLUTANT		YR 2007	YR 2010	YR 2020	YR 2030
ROG	Budget	19.100	19.100	19.100	19.100
	Plan	16.506	13.310	7.690	6.340
NO_x	Budget	52.100	52.100	52.100	52.100
	Plan	48.268	41.570	19.270	14.360

MOJAVE DESERT AIR BASIN - SAN BERNARDINO COUNTY PORTION

PM10 (Annual Emissions [tons/day])

POLLUTANT		YR 2010	YR 2020	YR 2030
PM10	No Build	9.064	10.937	13.176
	Build	8.828	10.888	13.058

MOJAVE DESERT AIR BASIN – SEARLES VALLEY

PM10 (Annual Emissions [tons/day])

POLLUTANT		YR 2010	YR 2020	YR 2030
PM10	No Build	0.1119	0.1286	0.1428
	Build	0.1119	0.1286	0.1428

SALTON SEA AIR BASIN - COACHELLA VALLEY PORTION

Ozone (Summer Planning Emissions [tons/day])

POLLUTANT		YR 2007	YR 2010	YR 2013	YR 2020	YR 2030
ROG	Budget	4.100	4.100	4.100	4.100	4.100
	Plan	3.985	3.361	2.867	2.234	1.838
NO_x	Budget	11.100	11.100	11.100	11.100	11.100
	Plan	11.085	9.295	7.613	4.913	3.460

PM10 (Annual Emissions [tons/day])

POLLUTANT		YR 2006	YR 2010	YR 2020	YR 2030
PM10	Budget	10.900	10.900	10.900	10.900
	Plan	8.726	8.933	9.325	9.717

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SALTON SEA AIR BASIN – IMPERIAL COUNTY PORTION

Ozone (Summer Planning Emissions [tons/day])

POLLUTANT		YR 2010	YR 2020	YR 2030
ROG	No Build	7.22	5.62	5.72
	Build	7.22	5.60	5.67
NO_x	No Build	11.79	8.88	7.81
	Build	11.79	8.87	7.79

PM10 (Annual Emissions [tons/day])

POLLUTANT		YR 2010	YR 2020	YR 2030
PM10	No Build	5.73	7.61	9.81
	Build	5.69	7.40	9.41

Conformity Determinations

SCAG has made the following conformity findings for the 2006 RTIP under the required Federal tests.

✓ **Consistency with 2004 RTP Test**
Finding: SCAG's 2006 RTIP (project listing) is consistent with the 2004 RTP (policies, programs, and projects).

✓ **Regional Emissions Tests**
Finding: SCAG's 2006 RTIP regional emissions for PM2.5 are less than base year 2002 for all milestone, attainment, and planning horizon years in the SCAB.

Finding: SCAG's 2006 RTIP regional emissions for the ozone precursors are consistent with all applicable emissions budgets for all milestone, attainment, and planning horizon years for the following areas:

- SCAB - 2003 Ozone SIP
- SCCAB (Ventura County) - 2004 Ozone SIP
- MDAB (Antelope Valley and Victor Valley areas) - 2004 Ozone SIP
- SSAB (Coachella Valley) - 2004 Ozone SIP

Finding: SCAG's 2006 RTIP regional emissions for the NO2 precursor are consistent with all applicable emissions budgets for all milestone, attainment, and planning horizon years in the SCAB - 2003 NO2 SIP.

Finding: SCAG's 2006 RTIP regional emissions for CO are consistent with all applicable emissions budgets for all milestone, attainment, and planning horizon years in SCAB - 2003 CO SIP.

Finding: SCAG's 2006 RTIP regional emissions for the PM10 precursors are consistent with the applicable emissions budgets for all milestone, attainment, and planning horizon years in SCAB - 2003 PM10 SIP.

Finding: SCAG's 2006 RTIP regional emissions for PM10 are consistent with the applicable emissions for the Coachella Valley portion of SSAB for all milestone, attainment and planning horizon years - 2003 PM10 SIP.

Finding: SCAG's 2006 RTIP regional emissions (build scenarios) for PM10 are less than the no-build emissions for the San Bernardino County portion of MDAB for all milestone, attainment and planning horizon years.

Finding: SCAG's 2006 RTIP regional emissions (build scenarios) for PM10 are less than the no-build emissions for the Imperial County portion of SSAB.

Finding: SCAG's 2006 RTIP regional emissions (build scenario) for the ozone precursors are less than the no-build emissions for the Imperial County portion of SSAB.

✓ **Timely Implementation of TCM Test**

Finding: The TCM1 project categories listed in the 1994/1997/2003 Ozone SIP for the SCAB area were given funding priority and are on schedule for implementation. In the case that some particular project is delayed, the obstacles to implementation are being overcome, and the project is expected to be expeditiously implemented.

Finding: The TCM strategies listed in the 1994 (as amended in 1995) Ozone AQMP/SIP for the VC/SCCAB were given funding priority and are on schedule for implementation. In the case that some particular project is delayed, the obstacles to implementation are being overcome, and the project is expected to be expeditiously implemented.

✓ **Financial Constraint Test**

Finding: Projects programmed in the 2006 RTIP in fiscal years 2006/2007 and 2007/2008 are fiscally constrained and for the remaining years the funds are reasonably expected to be available.

✓ **Interagency Consultation and Public Involvement Test**

Finding: The 2006 RTIP complies with all federal and state requirements for interagency consultation and public involvement. SCAG's Transportation Conformity Working group has served as a forum for interagency consultation, and additionally, there were many ad-hoc meetings held between the involved agencies for this purpose.

FINANCIAL PLAN

The 2006 RTIP must include a financial plan that fully identifies estimated revenues available to meet annual programming levels. As per Title 23 USC Section 134(h) and CFR 450.324 (e),

SCAG's 2006 RTIP demonstrates financial constraint by identifying all transportation funds available, including federal, state, and local sources, to meet programming needs.

The financial plan also demonstrates compliance with federal requirements limiting the programming of projects for the first three years of the RTIP to funds which are "available or committed." The RTIP is consistent with funding reasonably expected to be available for the fiscal years adopted. Programmed amounts for the first three years of the RTIP do not exceed expected revenues for the first three years of the RTIP. As a result, SCAG's 2006 RTIP has demonstrated financial constraint.

SCAG is also responsible for making the following determinations:

- The 2006 RTIP is consistent with the Fund Estimate adopted by the California Transportation Commission (September 29, 2005) as required by the California Government Code, Section 14527.

- The 2006 RTIP is consistent with the adopted 2004 RTP (April 1, 2004), as required by the California Government Code, Section 65080.

SCAG recognizes that the final resolution of the FY 2006/7 State Budget could further impact the Fund Estimate, and the 2006 RTIP reflects cautious optimism in the programming of revenue sources potentially affected by the final state budget decisions.

Programming levels for the Regional Surface Transportation Program (RSTP) and the Congestion Mitigation Air Quality (CMAQ) programs are based upon the estimated distribution of funds provided in the SAFETEA-LU legislation.

The 2006 RTIP is fiscally constrained by year as required by SAFETEA-LU. Per State Assembly Bill 1246 (AB 1246), County Transportation Commissions within the SCAG region have certain responsibilities for short-range planning and programming, including responsibility for the development of County Transportation Improvement Programs. One requirement of the Financial Plan for the RTIP is a re-certification by SCAG that each County Transportation Commission and IVAG has the resources to implement the projects in their County Transportation Improvement Programs. SCAG has received final resolutions from each County Transportation Commission and IVAG certifying fiscal constraint.

The 2006 RTIP contains projects and programs totaling approximately $19.3 billion over the next six years. Exhibit 1 is a summary of fund sources categorized as federal, state, or local sources. Exhibit 1 and its accompanying pie chart illustrate that 47.1 percent of the total $19.3 billion is from federal funds, 7.8 percent is from state funds, and 45.1 percent is from local funds.

Exhibit 1
Summary of 2006 RTIP by Funding Source
(in 000's)

	FEDERAL	STATE	LOCAL	TOTAL
2006/07	$2,230,215	$351,626	$2,421,339	$5,003,180
2007/08	2,325,436	559,715	2,276,211	5,161,362
2008/09	2,278,363	225,506	1,692,076	$4,195,945
2009/10	1,618,523	70,556	1,665,230	3,354,309
2010/11	429,058	11,666	885,875	1,326,599
2011/12	41,619	215	187,557	229,391
TOTAL	$8,923,214	1,219,284	9,128,289	$19,270,787
% of Total	47.1%	7.8%	45.1%	100.0%

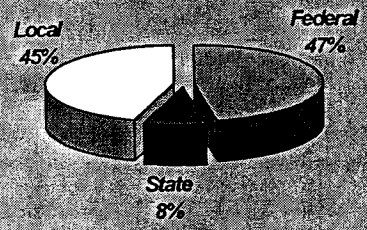
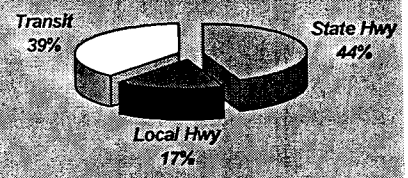


Exhibit 2 summarizes the funds programmed in the local highways, state highways and transit (including rail) programs. Exhibit 2 and its accompanying pie chart illustrate that 44.6 percent of the total $19.3 billion in the RTIP is programmed in the State Highway Program, 16.7 percent in the Local Highway Program, and 38.7 percent in the Transit (including rail) program. For further information, please refer to the Financial Plan section of the Technical Appendix (Volume II of the 2006 RTIP).

Exhibit 2
Summary of 2006 RTIP by All Programs
(in 000's)

	STATE HIGHWAY	LOCAL HIGHWAY	TRANSIT (includes rail)	TOTAL
2006/07	$1,914,681	1,248,173	1,840,326	$5,003,180
2007/08	2,689,331	855,957	1,616,074	5,161,362
2008/09	2,056,061	829,703	1,310,181	$4,195,945
2009/10	1,777,140	662,306	914,863	3,354,309
2010/11	509,297	409,382	407,920	1,326,599
2011/12	92,955	93,437	42,999	229,391
Total	$9,039,465	4,098,958	6,132,363	$19,270,787
% of Total	44.6%	16.7%	38.7%	100.0%



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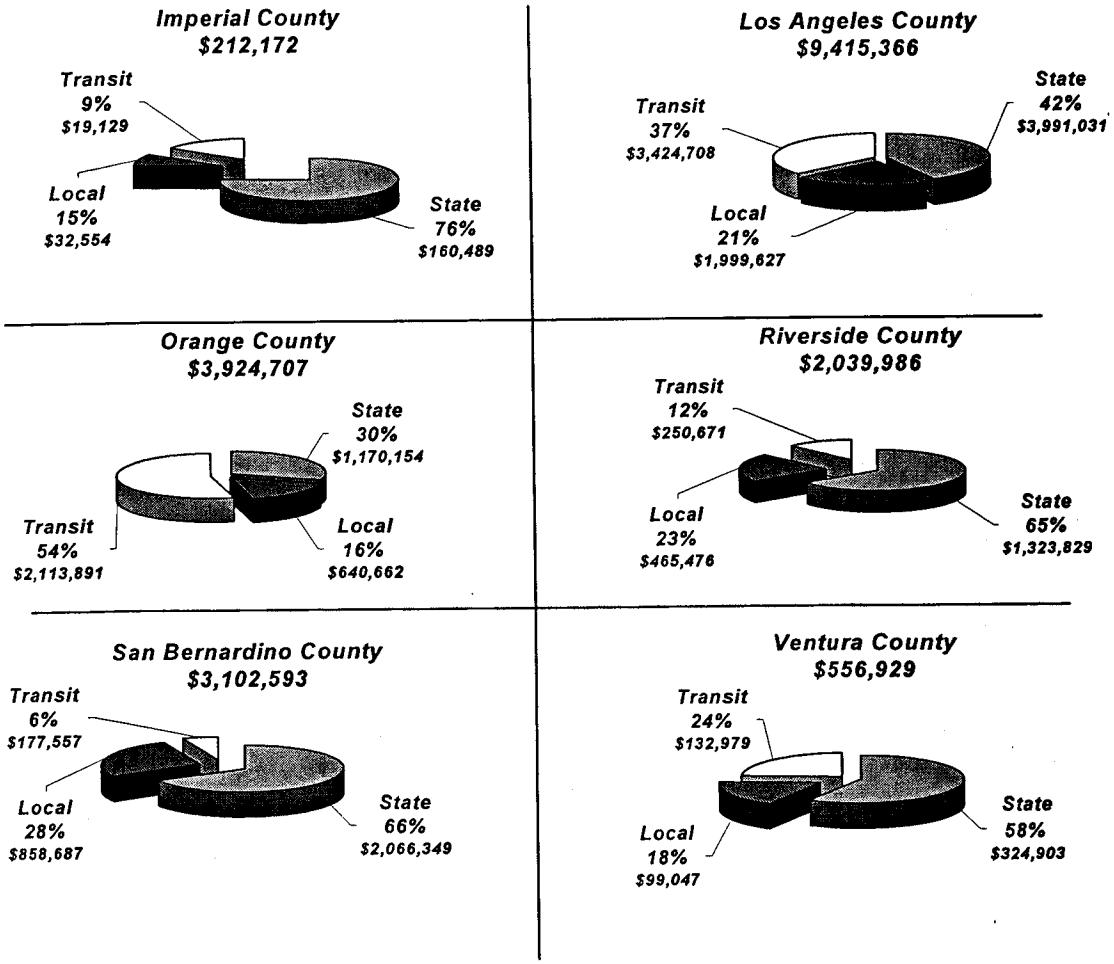
The six pie charts below summarize the funds programmed in the 2006 RTIP for each county in the SCAG region for State Highway, Local Highway, and Transit (including rail) Programs.



INTERAGENCY CONSULTATION AND PUBLIC PARTICIPATION

SCAG working closely with the County Transportation Commissions, IVAG, Caltrans, CTC, FHWA, FTA, South Coast Air Quality Management District (SCAQMD), Ventura County Air Pollution Control District (APCD), Mojave Desert AQMD, Imperial County APCD, Antelope Valley Air Quality Management District (AVAQMD), ARB, EPA, and all transit operators in the SCAG region developed the 2006 RTIP. In addition, the Transportation Conformity Working Group, the Modeling Task Force and the Regional Transportation Agencies Coalition (RTAC) functioned as part of the interagency consultation on all related matters.

EPA and USDOT assisted in the interpretation of the Transportation Conformity Rule and TEA-21 requirements to ensure that SCAG's analysis fulfills the conformity requirements. ARB and Caltrans assisted in providing the latest model assumptions. The County Transportation Commissions, IVAG, Caltrans (Districts 7, 8, 11, and 12), and the CTC assisted in providing additional detail on the design concept and scope of federally and non-federally funded projects in the RTIP. They also compiled information from local jurisdictions to demonstrate timely implementation of TCMs in the applicable implementation plans. Transit operators provided their input into this process through their respective County Transportation Commissions and IVAG.

A public hearing on the 2006 RTIP is scheduled at the SCAG offices on June 29, 2006. The 2006 RTIP is available at the SCAG offices, on the SCAG website at www.scag.ca.gov, and at 47 libraries throughout the six-county region (library listing posted on SCAG website).

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