



Linda S. Adams  
Secretary for  
Environmental Protection

# Air Resources Board

Mary D. Nichols, Chairman  
1001 I Street • P.O. Box 2815  
Sacramento, California 95812 • [www.arb.ca.gov](http://www.arb.ca.gov)



Arnold Schwarzenegger  
Governor

October 11, 2010

Mr. Hasan Ikhata  
Executive Director  
Southern California Association of Governments  
818 West Seventh Street, 12<sup>th</sup> Floor  
Los Angeles, California 90017

Dear Mr. Ikhata:

I am writing today to inform you that Air Resources Board (ARB) staff has reviewed the project submitted by the Southern California Association of Governments (SCAG) on behalf of the California Department of Transportation (CalTrans) as a substitute transportation control measure (TCM). The substitute project is the conversion of high occupancy vehicle (HOV) lanes from full time, restricted access, to part time, continuous access, on State Route 60 in the City of Moreno Valley, Riverside County. ARB staff concurs that this project meets the procedural and emission reduction requirements for substitution of a TCM in an approved State Implementation Plan (SIP).

The Clean Air Act (the Act) transportation conformity provisions specify the procedures to substitute or add a TCM to an approved SIP. The Act requires that the replacement TCM must achieve equal or greater emission reductions, be implemented on a schedule consistent with the measure being replaced, and be supported by adequate resources and authority to be implemented, monitored, and enforced. The TCM must be developed through a collaborative process involving all affected jurisdictions, ARB, U.S. Environmental Protection Agency (U.S. EPA), and the public.

We have reviewed the analysis provided by SCAG and CalTrans for the State Route 60 HOV lane conversion project and concur with the TCM substitution for Riverside County. Enclosed with this letter is a table summarizing ARB staff findings.

The transportation conformity provisions of the Act provide that our concurrence with SCAG's finding, together with the concurrence of the U.S. EPA Administrator, constitute adoption of the TCM. The Act further provides that once adopted, the substitute measure or measures become part of the SIP by operation of law. ARB will submit the substitute TCM to U.S. EPA for incorporation in the codified applicable SIP within 90 days in accordance with the Act. U.S. EPA will then update the

*The energy challenge facing California is real. Every Californian needs to take immediate action to reduce energy consumption. For a list of simple ways you can reduce demand and cut your energy costs, see our website: <http://www.arb.ca.gov>.*

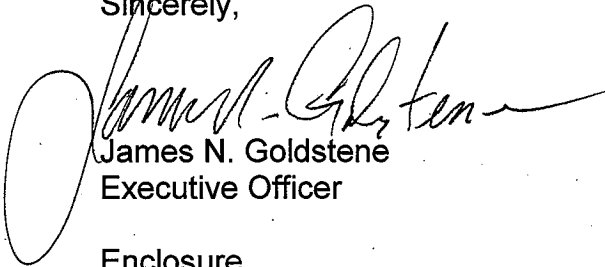
California Environmental Protection Agency

Mr. Hasan Ikhata  
October 11, 2010  
Page 2

Code of Federal Regulations to reflect the changes to the SIP to clarify that the replacement TCM is part of the federally enforceable SIP.

If you have any questions or would like to discuss this decision, please contact me at (916) 445-4383. Technical questions may be directed to Mr. Dennis Wade at (916) 327-2963.

Sincerely,



James N. Goldstene  
Executive Officer

Enclosure

cc: See next page.

Mr. Hasan Ikhata  
October 11, 2010  
Page 3

cc: Mr. Jared Blumenfeld  
Regional Administrator  
Region 9  
U.S. Environmental Protection Agency  
75 Hawthorne Street  
San Francisco, California 94105

Ms. K. Sue Kiser, Director  
Planning and Right of Way  
California Division  
Federal Highway Administration  
650 Capitol Mall, Suite 4-100  
Sacramento, California 95814-4708

Dr. Elaine Chang  
Deputy Executive Officer  
South Coast Air Quality Management District  
21865 Copley Drive  
Diamond Bar, California 91765-4178

Ms. Sharon Scherzinger, Chief  
Division of Transportation Planning  
California Department of Transportation  
1120 N Street  
P.O. Box 942874, MS-49  
Sacramento, California 94274

Mr. Ray Tellis  
Team Leader  
Federal Transit Administration  
201 Mission Street, Suite 2210  
San Francisco, California 94105

Mr. Dennis Wade  
Air Pollution Specialist  
Planning and Technical Support Division

**Attachment**

**Air Resources Board Staff Review of Substitute Transportation Control Measure proposed by the  
Southern California Association of Governments (SCAG)  
(On behalf of the California Department of Transportation (CalTrans))**

**TCM substitution being reviewed: Conversion of high occupancy vehicle (HOV) lanes from full time, restricted access to part time, continuous access; on State Route 60 between post miles 13.1 to 21.1, in the City of Moreno Valley, Riverside county.**

Date reviewed by ARB: September 20, 2010 Reviewer: Dennis Wade		
Transportation Review Criteria from Federal Clean Air Act Section 176(c)(8):	Is Criterion Satisfied? Y/N	Summary
The substitute measures achieve equivalent or greater emissions reductions than the control measure to be replaced.	Y	The existing HOV lane operates full time with vehicles only allowed to access or exit the facility at certain points along its eight mile length. Caltrans is proposing to convert this HOV lane facility to part time, continuous access to improve accident rates on this facility. The Federal Highway Administration (FHWA) stated that research conducted for Caltrans generally concludes that continuous access HOV facilities tend to have lower accident rates than limited access facilities. An emissions analysis conducted by the Southern California Association of Governments (SCAG) using SCAG's travel demand model and EMFAC 2007 emissions factors reported that emissions of ROG for the substitute project (part time facility) were unchanged at 75.8 tons per day of ROG, and NOx emissions were reduced by one tenth of a ton per day from 111.8 to 111.7 tons per day compared to the original full time, restricted access HOV facility.
The substitute control measures are implemented in accordance with a schedule that is consistent with the schedule provided for control measures in the implementation plan.	Y	The original HOV facility is currently in operation on SR60 in Riverside county from post mile 13.1 to 21.1 in Riverside county. The substitute project will be implemented along the same section of highway, and will be completed by the Fall of 2010. Note that the SIP does not rely upon explicit emission reductions from either project.
The substitute and additional control measures are accompanied with evidence of adequate personnel, funding and authority under State or local law to implement, monitor, and enforce the control measures.	Y	The proposed HOV lane conversion will be completed by CalTrans who has secured the necessary funding and has the legal authority under state law to implement, operate and monitor the SR60 HOV lane conversion (Streets and Highways code section 149). FHWA has determined that the conversion of the HOV facility is an operational change and therefore the responsibility of Caltrans.

<p>The substitute and additional control measures were developed through a collaborative process that included participation by representatives of all affected jurisdictions (including local air pollution control agencies, the State air pollution control agency, and State and local transportation agencies).</p>	<p>Y</p>	<p>The draft final report was discussed by the SCAG Transportation Conformity Working Group (TCWG) in publically noticed meetings on March 23, June 22, and July 22, 2010. Members of the TCWG include: SCAG, U.S. EPA, Federal Highway Administration, Federal Transit Administration, Air Resources Board, Caltrans, and the South Coast Air Quality Management District.</p>
<p>The substitute and additional control measures were developed through a collaborative process that included reasonable public notice and opportunity for comment.</p>	<p>Y</p>	<p>The replacement TCM and the collaborative process were noticed to the public on June 30, 2010. The notice initiated a 30-day public review and comment period. The draft documentation was available for review at the Southern California Association of Governments office, located at 818 West Seventh Street, Los Angeles, CA 90017 or <a href="http://www.scag.ca.gov">www.scag.ca.gov</a></p>
<p>The metropolitan planning organization, State air pollution control agency, and the U.S. EPA Administrator concur with the equivalency of the substitute or additional control measures.</p>	<p>Y</p>	<p>The replacement TCM was approved, in the form a vote of the SCAG Regional Council on September 2, 2010. The U.S. EPA is also expected to concur with the substitution. US EPA's letter is expected in late September, 2010. This letter documents ARB's review and concurrence with the substitution.</p>

S:\Transportation\Conformity\TCM Substitution\SCAG\DRRAFT SCAG\_SR60 Sept 2010 TCM concurrence\_Tables7927.doc