



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION IX
75 Hawthorne Street
San Francisco, CA 94105-3901

MAR 11 2016

Mr. Hasan Ikhata
Executive Director
Southern California Association of Governments
818 West Seventh Street, 12th Floor
Los Angeles, California 90017-3435

Re: Concurrence on Los Angeles County Metropolitan Transportation Authority's Substitution of Transportation Control Measures

Dear  Mr. Ikhata:

This letter responds to your letter dated June 4, 2015, requesting EPA review and concurrence on three Transportation Control Measures (TCM) substitutions from the Los Angeles County Metropolitan Transportation Authority (Metro), Riverside County Transportation Authority (RCTC) and the San Bernardino Association of Governments (SANBAG). We concurred on the substitution for SANBAG on August 27, 2015 and the substitution for RCTC on February 23, 2016. This letter contains our concurrence on the final TCM substitution for Metro. Metro is proposing to replace a park and ride facility with two new park and ride facilities and two community bike lane projects in Los Angeles County. Based on our review of your letter and enclosures, EPA concurs that the TCM substitution submitted by the Southern California Association of Governments (SCAG) for Metro meets the requirements for substitution of TCMs from an approved State Implementation Plan (SIP). As a result of our concurrence, SCAG can adopt amendments to its Regional Transportation Improvement Program and Regional Transportation Plan for the substitute TCM, and include it in the next transportation conformity analyses.

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), signed into law on August 10, 2005, revised the Clean Air Act's section 176(c) transportation conformity provisions for procedures to use when substituting or adding TCMs to approved SIPs. The Clean Air Act as amended requires that the replacement TCM must achieve equal or greater emission reductions; be implemented on a consistent schedule; and be supported by adequate resources and authority to be implemented, monitored and enforced. The TCM must also have been developed through a collaborative process involving all affected jurisdictions, EPA, and the public. The Clean Air Act procedures provide a mechanism whereby TCMs can be added to, or substituted for, in the approved SIP, without a formal rulemaking process.

This letter transmits our decision that EPA concurs with the TCM substitution submitted by SCAG for Metro. In reaching this decision, we have reviewed the technical information for the substitute TCM provided by SCAG and have determined that the substitute TCM meets the Clean Air Act section 176(c)(8) requirements for substitute TCMs. We have enclosed a table that summarizes our evaluation for the substitute TCM.

SCAG can now make conformity determinations based on this substitute TCM, and the substitute TCM is now part of the federally enforceable SIP. We anticipate that the California Air Resources Board will submit the substitute TCM for incorporation in the codified applicable SIP within 90 days, as required by Clean Air Act section 176(c)(8). EPA will then update the Code of Federal Regulations via a Federal Register notice to clarify which TCM is part of the federally enforceable SIP. If you have any questions regarding this decision, please contact me at jordan.deborah@epa.gov or have your staff contact Karina O'Connor at (775) 434-8176.

Sincerely,

A handwritten signature in black ink, appearing to read 'Deborah Jordan', with a long horizontal flourish extending to the right.

Deborah Jordan
Director, Air Division

Enclosure

cc: Jillian Wong, South Coast Air Quality Management District
Jon Taylor, California Air Resources Board
Dennis Wade, California Air Resources Board
Jack Lord, Federal Highway Administration
Stew Sonnenberg, Federal Highway Administration
Ted Matley, Federal Transit Administration
Katie Benouar, California Department of Transportation