October 11, 2010

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

Dear Mr. Ikhrata:

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
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.
cc: Mr. Jared Blumenfeld
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Region 9
U.S. Environmental Protection Agency
75 Hawthorne Street
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Ms. K. Sue Kiser, Director
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Dr. Elaine Chang
Deputy Executive Officer
South Coast Air Quality Management District
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Ms. Sharon Scherzinger, Chief
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California Department of Transportation
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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.

<table>
<thead>
<tr>
<th>Date reviewed by ARB: September 20, 2010</th>
<th>Reviewer: Dennis Wade</th>
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<tbody>
<tr>
<td><strong>Transportation Review Criteria from Federal Clean Air Act Section 176(c)(8):</strong></td>
<td><strong>Is Criterion Satisfied?</strong></td>
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<tr>
<td>The substitute measures achieve equivalent or greater emissions reductions than the control measure to be replaced.</td>
<td>Y</td>
</tr>
<tr>
<td>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.</td>
<td>Y</td>
</tr>
<tr>
<td>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.</td>
<td>Y</td>
</tr>
<tr>
<td>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).</td>
<td>Y</td>
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<tr>
<td>The substitute and additional control measures were developed through a collaborative process that included reasonable public notice and opportunity for comment.</td>
<td>Y</td>
</tr>
<tr>
<td>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.</td>
<td>Y</td>
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</tbody>
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