2024 California High-Occupancy Vehicle Facilities Degradation Report

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Division of Traffic Operations

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Section 1 Overview

As required by Title 23 of the United States Code, Section 166 (23 U.S.C. § 166), the California Department of Transportation (Caltrans) has prepared the 2024 California High Occupancy Vehicle Facilities Degradation Report. This is the annual report on the performance of the high occupancy vehicle (HOV) facilities on the State Highway System (SHS) in California.

Section 2 High-Occupancy Vehicles in California

In 2024, there were approximately 1,509 lane-miles of HOV lanes and about 565 lane-miles of high occupancy toll (HOT) lanes on the SHS. HOV facilities are in Caltrans District 3 (Sacramento, El Dorado, Placer Counties), District 4 (Alameda, Contra Costa, Marin, San Francisco, Santa Clara, Solano, and Sonoma Counties), District 5 (Santa Barbara County), District 7 (Los Angeles and Ventura Counties), District 8 (San Bernardino and Riverside Counties), District 10 (San Joaquin County), District 11 (San Diego County), and District 12 (Orange County). HOT facilities are in Districts 4, 7, 8, 11, and 12. A complete list of all the HOV and HOT lanes on the SHS may be found in Attachment A.

There was one change to the State's HOV facilities in 2024. The northbound (NB) and southbound (SB) US-101 HOV lanes in San Luis Obispo County were extended north by approximately three miles from Santa Monica Creek to the Prado Lane Interchange. This extension was opened to traffic in December 2024.

Two pilot projects are ongoing in San Francisco County in which general-purpose lanes are converted into HOV lanes on local state roads with low-speed limits and signalized intersections. Due to the experimental nature of these HOV lanes and the signalized intersections which require traffic to come to a stop, these HOV facilities cannot meet the minimum average operating speed requirements under Subsection (d) of 23 U.S.C. § 166 and were not deemed suitable for performance reporting. The descriptions of the two pilot projects are below:

- In September 2021, a conversion project was completed to convert two lane-miles on both NB and SB US-101 in San Francisco County from a general-purpose lane into an HOV lane. The posted speed limit is 25 miles per hour (mph). The converted stretch spans from Franklin St. to Lyon St. and is designed to accommodate vehicles with a minimum of two occupants.
- Approximately three lane-miles of the HOV Facilities on NB and SB SR-1 were opened from North of Crossover Drive to North of Lake Street in San Francisco County in April 2022. The pilot project converted a general-purpose lane into an HOV lane. The posted speed limit is 35 mph. The lanes are restricted to vehicles with two or more occupants.

Section 3 Exempt Vehicle Access on High-Occupancy Vehicles in California

Title 23 U.S.C. § 166 includes a provision for states to allow inherently low-emission vehicles (ILEVs), certain gasoline/electric plug-in hybrid vehicles, and toll-paying vehicles to use HOV facilities without meeting occupancy requirements.

States that allow these exempted vehicles to access these facilities must monitor and report the performance of those facilities.

California allows certain ILEVs and plug-in hybrid electric vehicles displaying valid Clean Air Vehicle (CAV) decals to access HOV facilities without meeting occupancy requirements. California also allows toll-paying vehicles not meeting occupancy requirements to access certain HOV facilities, known as HOT lanes.

Topic 1 Clean Air Vehicle Access

California's CAV decal program was first established in 2004. It is managed by the California Department of Motor Vehicles (DMV) in partnership with the California Air Resources Board (CARB). CARB establishes the official list of eligible vehicles based on specified emissions standards. The program was established by the California State Legislature to promote the purchase and lease of clean-air vehicles and has been amended over the years to allow more drivers to participate, incorporate vehicles with the newest technologies, and retire other vehicle technologies that had become commonplace. Each year, a different colored decal is issued to qualifying vehicles, with its own expiration dates and the decals cannot be renewed. In 2024, there were four different colored decals in use:

- Vehicles that registered in 2021 received a blue decal that is valid through January 1, 2025.
- Vehicles that registered in 2022 received a yellow decal that is valid through September 30, 2025.
- Vehicles that registered in 2023 received a green decal that is valid through September 30, 2025.
- Vehicles that registered after November 2023 received a red decal that is valid through September 30, 2025.

As of December 31, 2024, there were 528,137 vehicles registered with a decal. Most of these vehicles were registered in counties with a significant number of HOV facilities. Table 1 below shows the counties with the largest number of vehicles with decals along with the total number of decals. A high percentage of decals were registered in Los Angeles, Orange, and Santa Clara Counties.

Table 1 Decal Registration Versus Lane-Mile in Counties

Counties that have Majority Decals	2022	2023	2024	Number of CAV per HOV Mile
Los Angeles	29,693	31,973	51,363	145
Orange	18,965	21,469	31,345	162
Santa Clara	12,371	14,198	19,619	187
Alameda	9,042	10,694	14,802	228
San Diego	7,979	9,095	15,423	153
Contra Costa	5,363	6,201	9,022	195
Total	114,277	125,793	195,001	

Topic 2 High-Occupancy Toll Lanes

There were 15 HOT facilities in operation on the SHS in 2024. While these facilities are on State highways, the authority to collect the tolls has been granted to regional transportation agencies through legislation. These agencies are responsible for setting the tolls and establishing eligibility requirements, subject to other provisions in State and Federal law. All HOT facilities use congestion pricing, and all facilities except for the HOT lanes on SR-91 use dynamic pricing based on real-time traffic conditions. The HOT lanes on SR-91 are priced based on the time of day, with HOVs traveling in the eastbound (EB) direction during the weekday afternoon peak period paying a discounted toll.

Vehicles with three or more occupants (HOV 3+) are allowed to travel toll-free on HOT lanes along the following routes in California: I-85, US-101, SR-237, I-880, I-10, I-10s, WB SR-91, I-405, and SR-73. Additionally, vehicles with two or more occupants (HOV 2+) can also travel toll-free on HOT lanes along routes I-580, I-680, I-110, and I-15 in California.

Specifically:

- On I-15 and EB SR-91, HOV 3+ are eligible for a 50% discount.
- On US-101 and I-880, HOV 2+ are eligible for a 50% discount.
- The I-10 facility provides toll-free travel for HOV 3+ during peak periods and for HOV 2+ at all other times.

All HOT facilities require users to have a FasTrak electronic toll collection transponder except I-15 in San Diego County, which currently only requires single-occupant vehicles to have a transponder. HOVs must have a FasTrak Flex transponder to travel toll-free;

this transponder includes a switch that the driver can set prior to travel to indicate how many people are in the vehicle. The HOT facility on SR-91 has separate "declaration lanes" for HOVs at the tolling points, and a FasTrak Flex transponder is not required for toll-free travel on this facility. Requiring all users to carry a transponder is one of the main strategies for reducing violations in HOT facilities. A violation of the transponder requirement usually results in a toll evasion notice issued by the agency that has the legislative authority to collect the toll.

All CAVs with decals qualify for discounted rates on HOT lanes in California. These discounts include 50%, 15%, or special rates off the standard toll charges. Decaled CAVs pay 85% of the posted toll on SR-91 and I-15 in Riverside County and I-10, I-110, and I-405 HOT facilities. Decaled CAVs pay 50% of the posted toll on SR-85, US-101, SR-237, I-580, I-680 and I-880. Decaled CAVs pay a discounted toll on the SR-91 facility when traveling in the EB direction during weekday afternoon peak periods but travel toll-free at all other times. These vehicles must have a special FasTrak electronic toll collection transponder.

Whenever the average vehicle speed begins to fall below 45 mph on a segment of a HOT facility, it will operate in an "HOV Only" status, precluding toll-paying vehicles from entering the lanes to help alleviate the congestion. If ineligible vehicles enter the HOT lanes while they are operating in "HOV Only" mode, they are charged the maximum toll rate as well as additional fines.

The California Highway Patrol (CHP) is responsible for law enforcement on California state highways including the enforcement of vehicle occupancy requirements on all HOV facilities. All HOT facilities use indicator signals at the tolling points to indicate whether a vehicle has paid a toll, and on facilities that require a FasTrak Flex transponder for toll-free or discounted travel; these indicator signals also report the setting on the FasTrak Flex transponder. CHP uses the indicator lights and a visual check of the vehicle to determine if a violation has occurred.

Section 4 Process for Determining Degradation

Subsection (d) of 23 U.S.C. § 166 states that an HOV facility is considered degraded if the average traffic speed during the morning or evening weekday peak hour period is less than 45 mph for more than 10% of the time over a consecutive 180-day period. FHWA has not developed specific procedures or methodologies for states to follow when determining if the operational performance of an HOV facility is degraded. This is primarily because each state has different characteristics, and each agency responsible for operations has different resources to collect and analyze data. However, Caltrans has developed a comprehensive methodology to provide consistent and frequent data collection of HOV lane operations. This process is outlined in the following sections.

Topic 1 Performance Monitoring

Caltrans uses its Performance Measurement System (PeMS) to monitor and analyze the operational performance of State highways. PeMS serves as a central repository to collect, store, and analyze traffic data from vehicle detection stations and traffic census stations. Traffic data is collected automatically from sensors located on or adjacent to freeways throughout the State. Detector stations are usually located where there are existing ramp meters on freeway entrance ramps. In facilities with lower traffic volumes and less congestion, or in a more suburban setting, there may be fewer detector stations. Each detector station covers a set length of the freeway, with data available for each individual lane, including the HOV facilities located on those freeways. This data is collected every 30 seconds and transmitted to a centrally located database where it is reviewed for consistency and aggregated to 5-minute intervals. These 5-minute data sets can then be further aggregated into hourly time blocks. PeMS was used to collect the speed data for all HOV facilities except those facilities in District 11. Facilities in District 11 are analyzed using the Ramp Metering Information System (RMIS) since PeMS is not able to properly calculate speeds for the I-15 HOT facility, which has reversible lanes.

The HOT facility on SR-91 in Orange County is not included in this report. This facility was constructed as a set of toll lanes in the median of the freeway, which HOVs could use for free or at a discounted rate, and as such they are not subject to the monitoring and reporting requirements of 23 U.S.C. § 166. The Riverside County portion of the SR-91 HOT facility was originally constructed as an HOV lane and is subject to the monitoring and reporting requirements and is included in this report.

Topic 2 Period for Analysis

Caltrans collects speed and volume data for HOV facilities twenty-four hours a day, seven days a week. However, since traffic volumes tend to be higher in the second half

of each calendar year, Caltrans and FHWA have agreed to use data collected in the latter half of a calendar year to perform the annual degradation analysis. From July 1 to December 31, 2024, there were 132 weekdays, including six holidays. Holidays were excluded from the analysis period due to their unique travel patterns. Therefore, a total of 126 days were used for the 2024 degradation analysis.

The morning peak hour period is 6 AM to 9 AM, and the afternoon peak hour period is 3 PM to 6 PM. Most HOV facilities in California operate during both time blocks.

Topic 3 Data Collection

Data was collected from Caltrans' detectors for approximately 1,048 lane-miles of HOV/HOT facilities. This is about 55% of the 1,893 lane-miles of HOV and HOT facilities that were subject to monitoring and analysis as required by 23 U.S.C. § 166. Table 2 shows the number of HOV/HOT lane-miles in each Caltrans district and the number of lane-miles for which data was collected.

Table 2 Operating Versus Monitored HOV/HOT Lane-Miles by District

District	Lane-Miles Operating	Lane-Miles Monitored (AM)	Lane-Miles Monitored (PM)
3	142	124	124
4	496	278	273
5	8	6	6
7	547	157	156
8	285	171	170
10	14	13	10
11	147	126	126
12	254	173	173
Total	1893	1048	1039

Tables 3 and 4 show the number of HOV and HOT lane-miles and the number of lane-miles for which data was collected in Caltrans districts with HOT facilities.

Table 3 Operating Versus Monitored HOV Lane-Miles by District

District	Lane-Miles Operating	Lane-Miles Monitored (AM)	Lane-Miles Monitored (PM)
4	311	177	178
7	482	153	152
8	294	117	116
11	68	56	56
12	199	125	125
Total	1354	628	627

Table 4 Operating Versus Monitored HOT Lane-Miles by District

District	Lane-Miles Operating	Lane-Miles Monitored (AM)	Lane-Miles Monitored (PM)
4	185	101	95
7	65	4	4
8	91	54	54
11	79	70	70
12	55	48	48
Total	475	277	271

Reasons for a lack of data include defective sensors, incorrectly transmitted data, or no detection along that segment. Data that was imputed or estimated by PeMS was not included in the analysis. This ensures that only actual and not estimated data is used for the analysis. Any faulty or inaccurate data was also removed from the analysis. Also, stations that do not have data for at least 20% of the analysis days were omitted from the analysis. This year, stations that had less than 26 days of data were omitted. As part of its asset management and fix-it-first efforts, Caltrans is continuously focusing on the health of the detector stations and has a process in place for replacing detector stations that have reached the end of their service life cycle or are beyond repair. Caltrans HQ is working with the districts that have the lowest detector coverage to

improve the level of coverage. Caltrans is also exploring alternative traffic data options that could supplement PeMS data.

As part of the data collection for this year, Toll Operators that manage the toll collection on HOT facilities provided their speed and volume data collected at toll gantries. This supplemental data was used to calculate degradation for HOT facilities. The process for calculating degradation using the Toll Operator data is the same as the process for calculating degradation using PeMS data.

The locations and technology Toll Operators use to collect and calculate speed data are different from the traffic monitoring stations Caltrans uses. Due to these differences, the degradation results using the data from Toll Operators will be used to supplement existing analysis from PeMS data rather than replace it. However, where PeMS data coverage is poor, the Toll Operator data will be used in place of the PeMS data. Specifically, entire routes in District 7 are missing PeMS data due to major construction projects or vandalism affecting the fiber optic network used to transmit PeMS data. In these cases, Toll Operator data may be used for degradation analysis.

Topic 4 Calculating Degradation

The vehicle miles traveled (VMT) and vehicle hours traveled (VHT) during the peak periods were calculated from the PeMS data for each detector station. The VMT and the VHT were then used to determine the average speed for each peak hour period for each day for the entire six months.

- The average peak period speed for each day was determined by dividing the total VMT for the peak hour period by the total VHT for the peak hour period (miles traveled / hours traveled = mph).
- The average peak period speed for the entire six months was determined by taking the total VMT and the total VHT for the peak period for the entire six months and then dividing that VMT by that VHT.

For all stations from which data was collected, a count was taken of the number of weekdays where the average speed at the detector station was less than 45 mph. The total number of weekdays with data was also counted for each sensor. The number of weekdays where the speed was less than 45 mph was then divided by the number of weekdays for which data was available. If this value exceeded 10%, that portion of the HOV facility covered by that detector station was deemed degraded. Each detector station covers a predetermined length of the facility, as previously noted in Section 4.1. The lane-miles for each detector station with data were added up to determine the total number of lane-miles with data available as well as the total number of lane-miles that were degraded. Graphs were then developed for each HOV facility showing the average weekday speed at these detector stations for each peak hour period as well as the percentage of time when the average speed at the detector stations was less than 45 mph.

Topic 5 Degradation Category

While the federal standard distinguishes HOV facilities' performance as degraded or not degraded, Caltrans further classifies degradation into three categories based on how frequently it occurs. The three classes are defined as follows:

- Slightly Degraded—degradation occurs from 10% to 49% of the time.
- Very Degraded—degradation occurs from 50% to 74% of the time.
- Extremely Degraded—degradation occurs 75% or more of the time.

Section 5 Statewide Degradation Summary

Tables 3, 4, and 5 summarize the statewide managed lane facility degradation monitoring in 2024 for the entire managed lane network and HOV and HOT facilities. Of the 1,048 HOV and HOT lane-miles monitored during the morning peak period, about 22% (230 lane-miles) were degraded. Of the 1,039 lane-miles monitored during the afternoon peak period, approximately 34% (356 lane-miles) were degraded. For HOV facilities, 25% (190 lane-miles) of the lane-miles were degraded in the morning peak period, whereas 38% (294 lane-miles) of the lane-miles were degraded in the afternoon peak period. For HOT facilities, 15% (41 lane-miles) of the lane-miles were degraded in the morning peak period, whereas 23% (62 lane-miles) of the lane-miles were degraded in the afternoon peak period.

Table 5 2024 Statewide Monitored HOV/HOT Degraded Lane-Miles Summary

Peak Hour Period	Category	Lane-Miles
Morning	Degraded	231
Morning	Not Degraded	817
Afternoon	Degraded	356
Afternoon	Not Degraded	683

Table 6 2024 Statewide Monitored Degraded HOV Lane-Miles Summary

Peak Hour Period	Category	Lane-Miles
Morning	Degraded	190
Morning	Not Degraded	581
Afternoon	Degraded	294
Afternoon	Not Degraded	474

Table 7 2024 Statewide Monitored Degraded HOT Lane-Miles Summary

Peak Hour Period	Category	Lane-Miles
Morning	Degraded	41
Morning	Not Degraded	236
Afternoon	Degraded	62
Afternoon	Not Degraded	208

Figure 1 shows the lane-miles of degraded managed lane facilities by district. District 4, District 7, District 8, and District 12 had the most degradation. Districts 5 and 10 experienced no degradation. Figures 2 and 3 show the degraded lane-miles of HOV and HOT facilities, specifically, for districts with operating HOT facilities.

Figure 1 HOV/HOT Facilities Degraded Lane-Miles by District

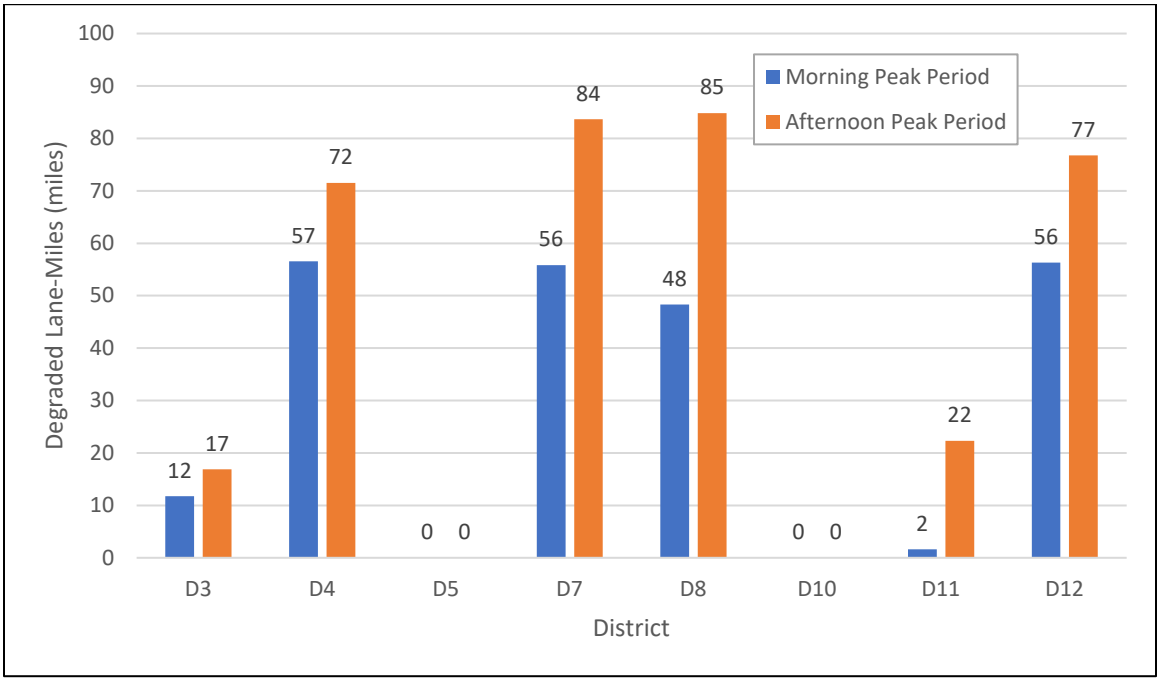


Figure 2 HOV Facilities Degraded Lane-Miles by District

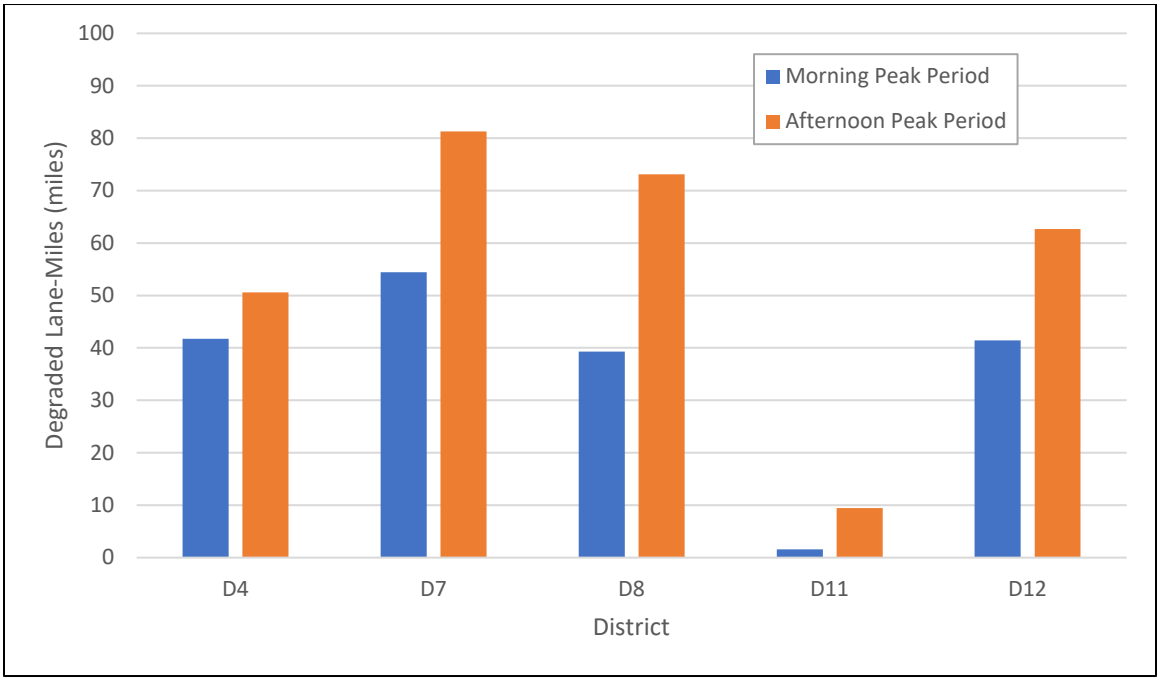
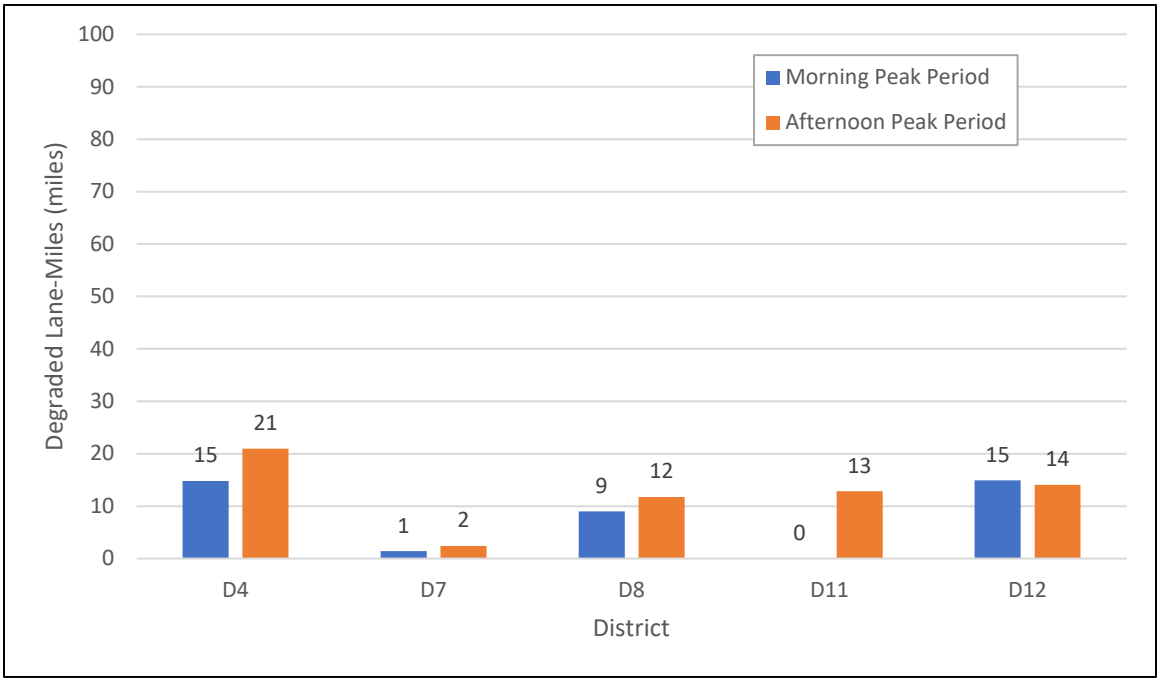


Figure 3 HOT Facilities Degraded Lane-Miles by District



Figures 4 and 5 show HOV/HOT district degradation levels as a percentage of the total monitored lane-miles in that district for the morning and afternoon peak periods. Figures 6 and 7 show the HOV degradation levels for the morning peak period, while Figures 8 and 9 show the HOT degradation levels for the afternoon peak period. Figures 6, 7, 8, and 9 only include districts with operating HOT facilities.

Figure 4 HOV/HOT District Degradation Levels as Percentage of Monitored Lane-Miles (Morning Peak Period)

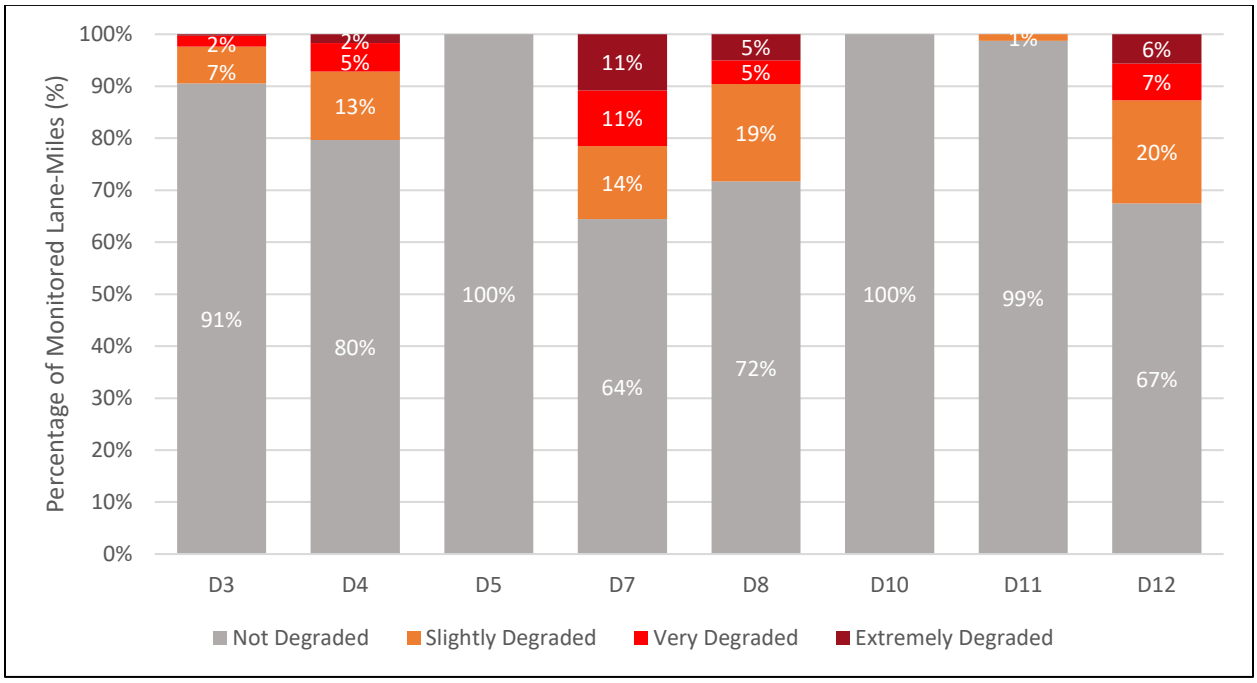


Figure 5 HOV/HOT District Degradation Levels as Percentage of Monitored Lane-Miles (Afternoon Peak Period)

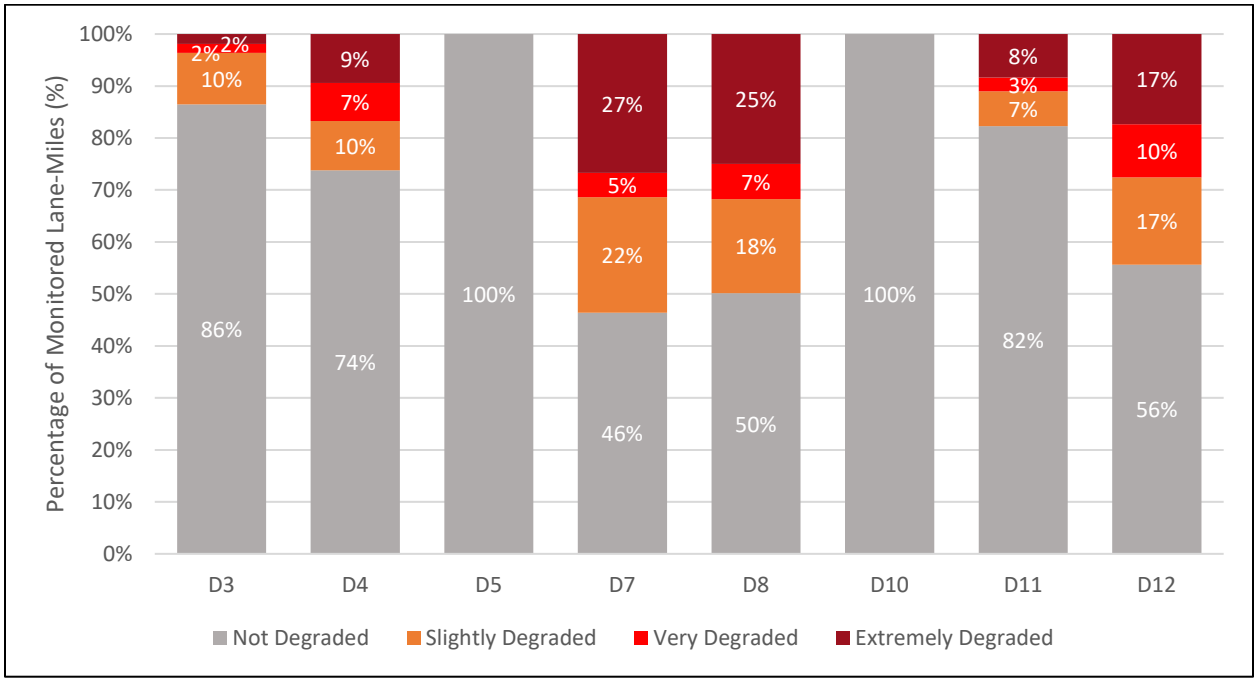


Figure 6 HOV District Degradation Levels as Percentage of Monitored Lane-Miles (Morning Peak Period)

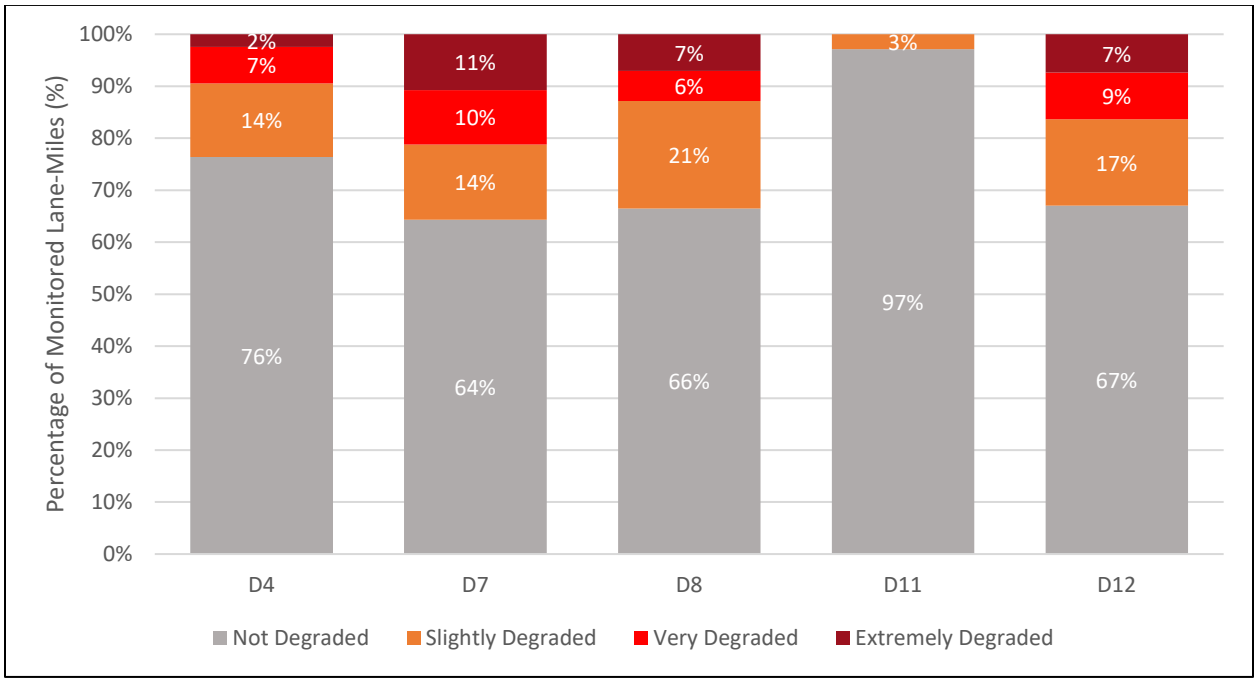


Figure 7 HOV District Degradation Levels as Percentage of Monitored Lane-Miles (Afternoon Peak Period)

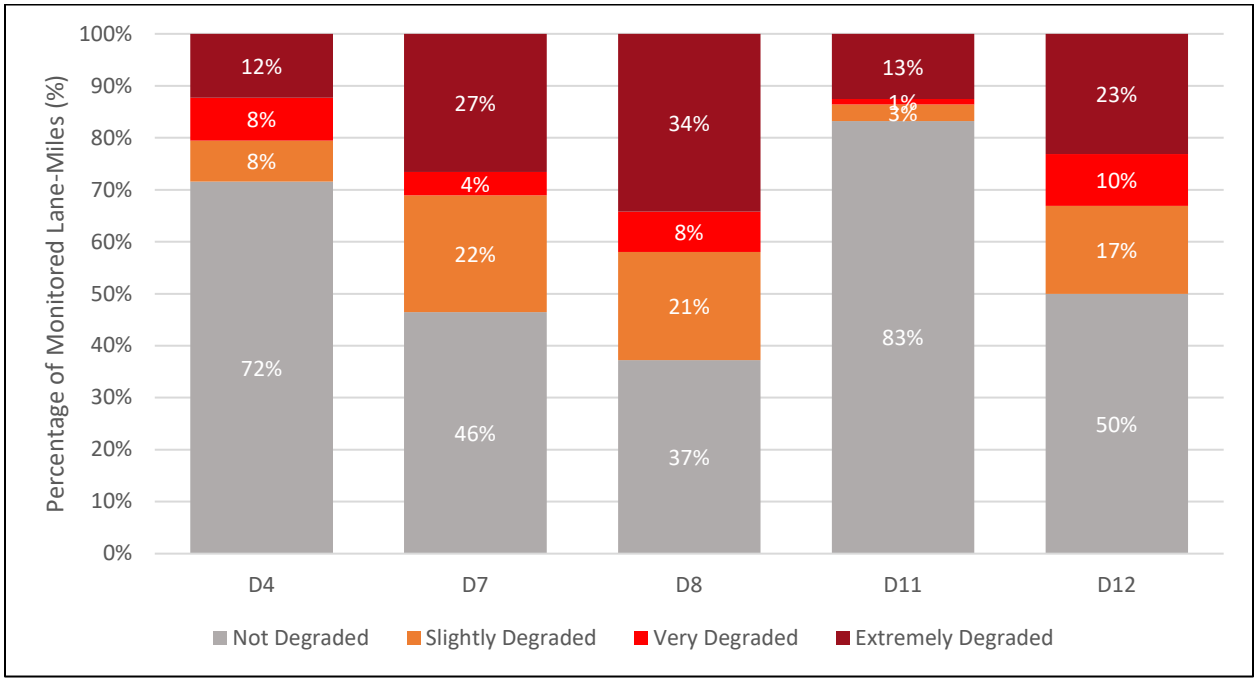


Figure 8 HOT District Degradation Levels as Percentage of Monitored Lane-Miles (Morning Peak Period)

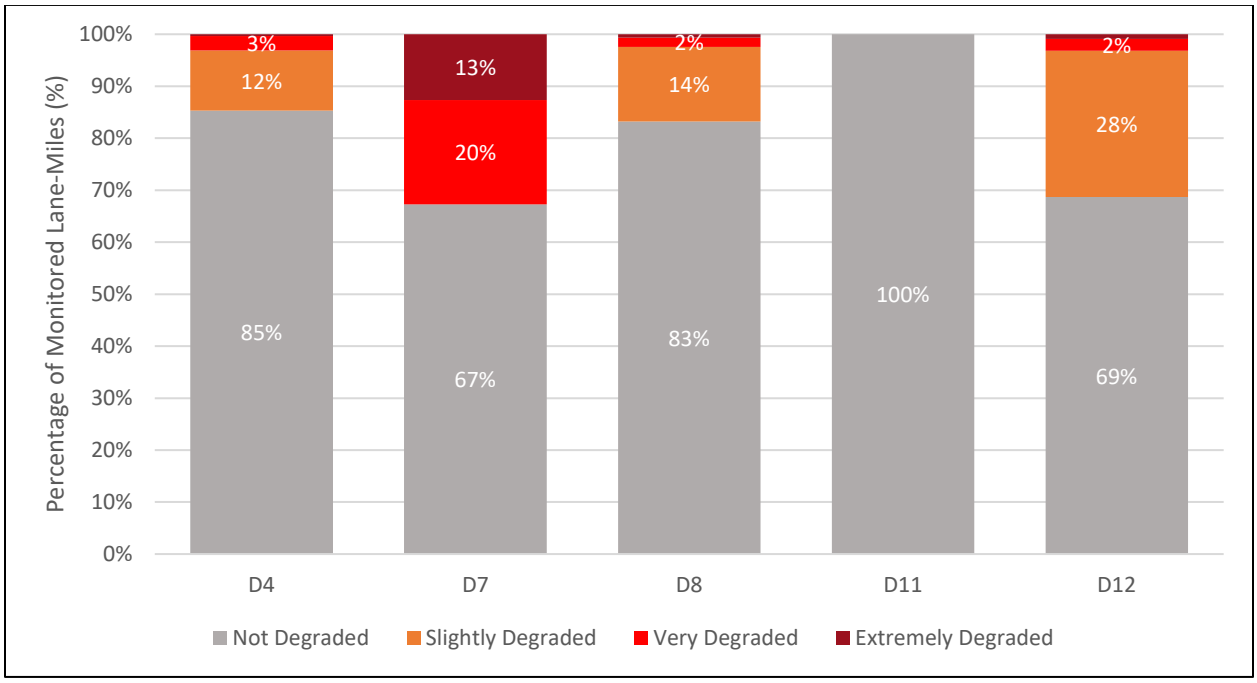
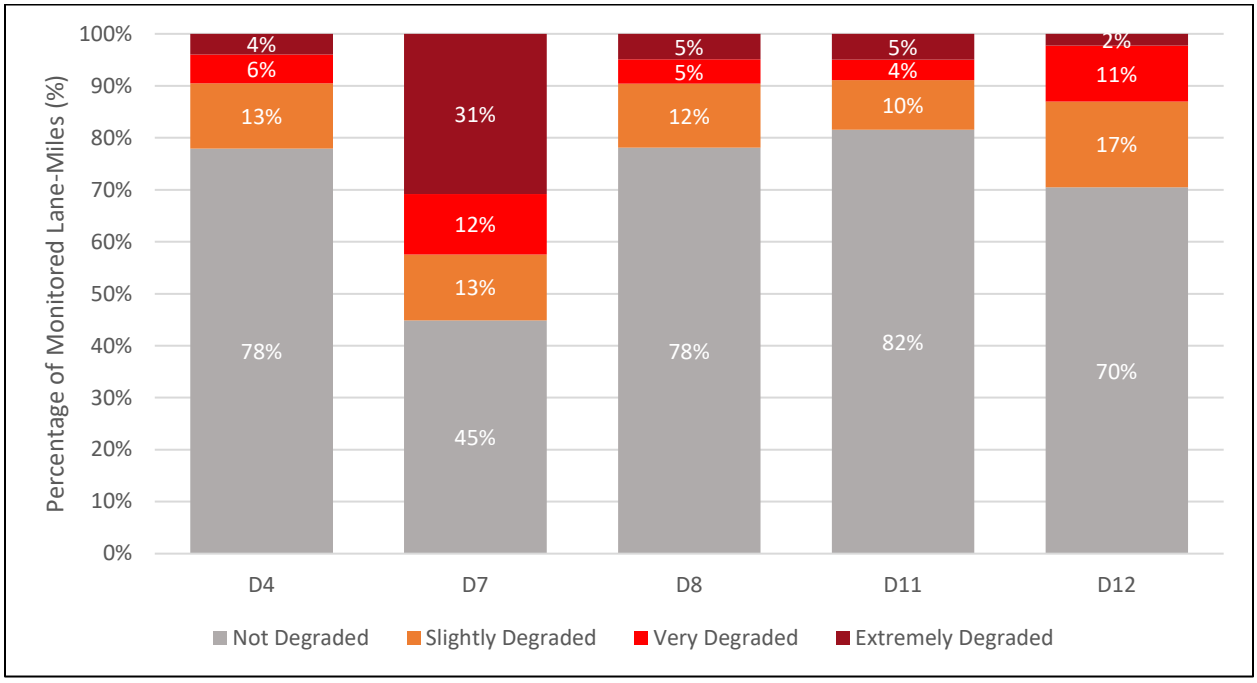


Figure 9 HOT District Degradation Levels as Percentage of Monitored Lane-Miles (Afternoon Peak Period)



Based on degradation analysis, various factors have been known to contribute to degradation. Common factors include:

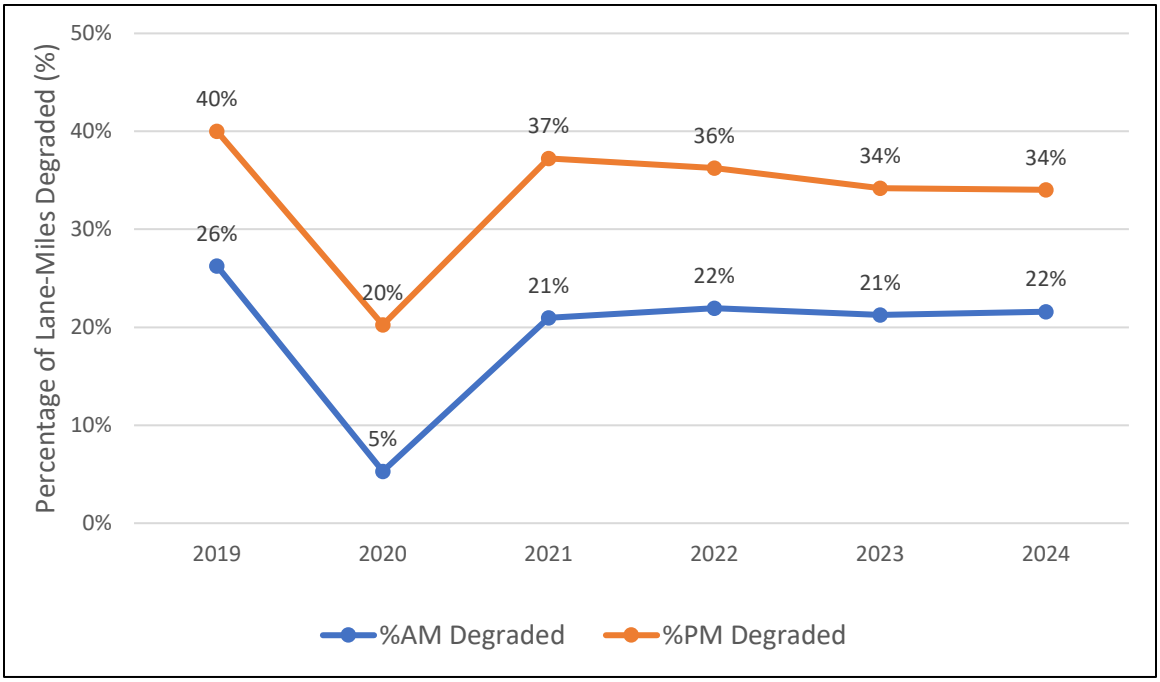
- HOV demand exceeding the capacity of the facility. Single-occupant vehicles operating in HOV facilities, including CAVs and violators, contribute to excess demand in HOV facilities.
- Recurrent congestion on the freeway mainline.
- Disruptions to the traffic flow from vehicles entering or exiting the HOV facility.
- Congestion at the downstream end of the HOV facility backing up traffic into the HOV facility.

The results of the degradation analysis for each district's HOV facilities are provided in Attachment B.

Topic 1 Assessing HOV Facilities Degradation Over the Past Six Years

Figure 10 shows the statewide morning and afternoon percentage of lane-miles degraded in the last six years. The HOV degradation levels have shown distinct patterns based on the time of day. Since the dip in degradation in 2020 due to the traffic impacts of Stay-at-Home orders of the COVID-19 pandemic, degradation levels have remained below pre-pandemic levels. While the HOV degradation levels during the morning have remained relatively stable since 2021, hovering around 22%, the degradation levels for HOV during the afternoon have exhibited a gradual decline, decreasing from 37% to 34% over the same period.

Figure 10 Statewide Percentage of HOV/HOT Lane-Miles Degraded in the Last Six Years



Section 6 Conclusions

The tables in Attachment B provide a summary of the HOV/HOT facilities that experienced degradation. In 2024, 52 HOV facilities were degraded. Listed below are some general observations from the 2024 degradation analysis:

- Degradation was more prevalent in the afternoon peak hour period, versus the morning peak hour period, as shown in Figure 10.
- While some facilities were degraded during both the morning and afternoon periods, many facilities experienced degradation specifically in either the morning or afternoon period.
- The HOV facilities in Districts 5 and 10 remained unaffected by degradation during the specified period.
- Districts 4, 7, 8, and 12 encountered the most significant degradation. All four districts observed degradation during both the morning and afternoon peak hours.

Section 7 Next Steps

Caltrans continues to work towards implementing a more strategic and programmatic approach to addressing degradation, including considering continued dedicated funding to address performance issues in the SHS, including degradation. In February 2022, the Division of Traffic Operations issued a policy that requires all districts with degraded HOV/HOT facilities to perform traffic investigations on those facilities. Caltrans remains committed to adhering to policy guidelines and conducting thorough analyses of the factors contributing to degradation. If a degraded HOV/HOT facility has already undergone a traffic investigation in the last three years, districts won't need to conduct another investigation on the same facility. Any facility that was degraded in 2024 and has not been previously investigated will require an investigation. It should be noted that some of the operational changes that were highlighted in Section 2 of this report are expected to have addressed the degradation of those facilities and will be reflected in the action plans. Subsequently, Caltrans will implement targeted actions to directly mitigate their underlying causes. Caltrans will provide FHWA with a draft degradation action plan for review, and the final version will be delivered within 180 days following the submission of this final report.

Section 8 Attachments

A. List of HOV Facilities on the State Highway System in 2024.
B. Summary of 2024 Degradation on HOV/HOT Facilities.
C. Summary of 2024 Degradation on HOT Facilities With Toll Operator Data.

ATTACHMENT A:

LIST OF HOV FACILITIES ON THE STATE HIGHWAY SYSTEM IN 2024

LIST OF HOV FACILITIES ON THE STATE HIGHWAY SYSTEM IN 2024

District	Route	Facility Type	Direction	Begin County	Begin Postmile	End County	End Postmile	Begin Statewide Postmile	End Statewide Postmile	Limits	Facility length (Lane-Miles)
03	5	HOV	NB	SAC	9.695	SAC	22.386	504.773	517.464	South of Elk Grove Blvd to US-50	12.69
03	5	HOV	SB	SAC	22.957	SAC	10.003	518.035	530.989	US-50 to South of Elk Grove Blvd	12.95
03	50	HOV	EB	SAC	R5.371	ED	5.834	11.005	34.632	Watt Ave to Cameron Park Dr	23.63
03	50	HOV	WB	ED	6.459	SAC	R6.366	35.347	12.000	Cameron Park Dr to Watt Ave	23.35
03	51	HOV	NB	SAC	0.000	SAC	0.717	0.000	0.717	SR-99/US-50 to N Street	0.72
03	51	HOV	SB	SAC	1.467	SAC	0.000	1.467	0.000	B Street to SR-99/US-50	1.47
03	80	HOV	EB	SAC	M0.767	PLA	4.718	84.691	106.237	West El Camino Ave to SR-65	21.55
03	80	HOV	WB	PLA	4.880	SAC	M1.012	106.399	84.936	SR-65 to West El Camino Ave	21.46
03	99	HOV	NB	SAC	11.969	SAC	R24.351	286.475	298.857	Elk Grove Blvd to US-50/SR-51	12.38
03	99	HOV	SB	SAC	R24.351	SAC	12.191	298.857	286.697	US-50/SR-51 to Elk Grove Blvd	12.16
04	1	HOV	NB	SF	4.645	SF	5.951	426.442	427.748	N/O Crossover Dr. to N. of Lake St.	1.31
04	1	HOV	SB	SF	5.955	SF	4.559	427.752	426.366	N/O of Lake St. to Crossover Dr.	1.39
04	4	HOV	EB	CC	R13.116	CC	R28.480	12.923	28.263	Port Chicago Hwy to Hillcrest Ave	15.34
04	4	HOV	WB	CC	R28.722	CC	R16.382	28.055	16.189	Hillcrest Ave to Port Chicago Hwy	11.87
04	80	HOV	EB	ALA	2.579	CC	13.171	7.908	26.523	I-880 to Cummings Skyway	18.62
04	80	HOV	EB	SOL	0.504	SOL	0.673	27.995	28.164	Carquinez Bridge Toll Plaza	0.26
04	80	HOV	EB	SOL	R11.485	SOL	19.594	38.976	47.096	Red Top Road to Air Base Pkwy	8.12
04	80	HOV	WB	SOL	20.051	SOL	12.456	47.553	39.958	E/O Air Base Pkwy to SR-12	7.60
04	80	HOV	WB	SOL	0.838	ALA	4.003	28.329	9.332	SR-29 to Powell Street	19.00
04	80	HOV	WB	ALA	4.117	ALA	2.614	9.446	7.943	Powell St to end of HOV Slip Ramp	1.50
04	80	HOV	WB	ALA	2.998	ALA	1.784	8.327	7.113	San Francisco-Oakland Bay Bridge Toll Plaza	3.10
04	84	HOV	WB	ALA	R5.926	ALA	R3.012	35.986	33.072	I-880 to Dumbarton Bridge Toll Plaza	2.91

District	Route	Facility Type	Direction	Begin County	Begin Postmile	End County	End Postmile	Begin Statewide Postmile	End Statewide Postmile	Limits	Facility length (Lane-Miles)
04	85	HOV	NB	SCL	0.215	SCL	R23.3	0.215	23.476	US-101 to S/O Moffett Blvd.	24.56
04	85	HOV	SB	SCL	R22.7	SCL	0.236	22.876	0.236	Central Expwy. to US-101	23.92
04	85	HOT	NB	SCL	R23.3	SCL	R23.9	23.476	24.076	S/O Moffett Blvd. to US-101	1.20
04	85	HOT	SB	SCL	R23.9	SCL	R22.7	24.076	22.876	US-101 to Central Expwy.	1.85
04	87	HOV	NB	SCL	0.453	SCL	9.154	0.453	9.154	SR-85 to US-101	9.70
04	87	HOV	SB	SCL	8.827	SCL	0.423	8.827	0.423	US-101 to SR-85	9.12
04	92	HOV	WB	ALA	R5.655	ALA	R2.528	25.182	22.055	Hesperian Blvd to San Mateo Bridge Toll Plaza	3.28
04	101	HOT	NB	SCL	46.95	SM	R20.7	396.552	422.852	S/O Ellis St. to SCL/SM County Line	29.10
04	101	HOT	NB	SM	R20.7	SCL	45.9	422.852	395.502	SCL/SM County Line to Whipple Ave.	30.25
04	101	HOV	NB	SCL	R17.889	SCL	46.950	367.16	396.552	Cochrane Rd to S/O Ellis St.	29.39
04	101	HOV	NB	SF	T4.724	SF	6.673	433.923	435.742	Mission St. to Filbert St.	1.82
04	101	HOV	NB	SF	6.811	SF	8.067	435.980	437.235	Franklin St. to Lyon St.	1.26
04	101	HOV	NB	MRN	3.902	MRN	R22.573	444.929	463.6	Richardson Bay Bridge to North of Atherton Ave	18.67
04	101	HOV	NB	MRN	R27.125	SON	28.579	465.904	497.028	0.4 miles S/O the Marin/Sonoma Co. line to Windsor River Rd	31.12
04	101	HOV	SB	SON	29.29	SON	R0.305	497.739	466.652	Windsor River Rd. to 0.3 miles N/O Marin County Line	31.09
04	101	HOV	SB	MRN	R20.88	MRN	4.704	461.907	445.731	De Long Ave to Richardson Bay Bridge	16.17
04	101	HOV	SB	SF	7.984	SF	6.89	437.153	436.059	Francisco St. to Gough St.	1.09
04	101	HOV	SB	SF	6.706	SF	T4.724	435.825	433.923	Lombard St. to Mission St.	1.90
04	101	HOV	SB	SCL	45.900	SCL	R18.734	395.502	367.970	S/O SR-237 to Cochrane Road	27.53
04	160	HOV	NB	CC	0.640	CC	0.728	1.979	2.067	Antioch Bridge Toll Plaza	0.09
04	237	HOT	EB	SCL	R3.343	SCL	9.164	3.400	9.216	Mathilda Avenue to I-880	7.32

District	Route	Facility Type	Direction	Begin County	Begin Postmile	End County	End Postmile	Begin Statewide Postmile	End Statewide Postmile	Limits	Facility length (Lane-Miles)
04	237	HOT	WB	SCL	9.192	SCL	R4.023	9.244	4.08	I-880 to Lawrence Expwy	6.09
04	280	HOV	NB	SCL	L4.716	SCL	14.019	4.716	15.401	Leland Ave to Magdalena Ave	10.69
04	280	HOV	SB	SCL	14.4	SCL	L4.75	15.782	4.75	N/O Magdalena Ave. to Leland Ave.	11.03
04	580	HOT	EB	ALA	18.913	ALA	R8.762	35.097	24.917	Hacienda Rd to Greenville Rd	17.05
04	580	HOT	WB	ALA	R8.654	ALA	20.572	24.809	36.756	Greenville Rd to I-680	11.95
04	580	HOV	WB	CC	6.072	CC	6.147	69.928	70.003	Richmond San Rafael Bridge Toll Plaza	0.08
04	680	HOT	NB	ALA	M3.4	ALA	R10.92	13.335	20.98	South Grimmer Blvd to SR-84	7.65
04	680	HOT	NB	ALA	R21.323	CC	R11.484	30.861	42.876	0.4 miles S/O Alcosta Blvd. On-ramp to Livorna Rd. On-ramp	12.02
04	680	HOV	NB	CC	R18.819	CC	23.144	50.32	54.844	SR-242 to S/O Marina Vista	4.52
04	680	HOV	NB	CC	24.262	CC	24.788	55.962	56.488	Benicia-Martinez Toll Plaza	0.64
04	680	HOT	SB	CC	23.678	CC	R0.463	55.378	31.88	Marina Vista to Alcosta Blvd, onramp	23.50
04	680	HOT	SB	ALA	R11.022	SCL	M7.387	21.082	7.387	SR-84 to SR-237	13.70
04	880	HOV	NB	SCL	4.664	SCL	10.502	4.664	10.502	Old Bayshore Hwy to Dixon Landing Rd	5.84
04	880	HOT	NB	ALA	R0.969	ALA	19.135	11.471	29.362	S/O SR-262 to S/O SR-238	17.89
04	880	HOV	NB	ALA	R34.527R	ALA	R35.797R	44.754	46.024	West Grand Ave to I-80	1.27
04	880	HOV	NB	ALA	R0	ALA	R0.969	10.502	11.471	ALA/SCL Co Line to S/O SR-262	0.97
04	880	HOT	SB	ALA	25.325	SCL	8.471	35.552	8.471	Hegenberger Rd to SR-237	27.08
04	880	HOV	SB	SCL	8.471	SCL	4.17	8.471	4.170	SR 237 to US-101	4.30
04	880S	HOV	NB	ALA	0.000R	ALA	1.223R	0.000	1.223	16th St to SFOBB Toll Plaza	1.61
05	101	HOV	NB	SB	R0.00	SB	4.28	83.063	87.203	Ventura County Line to 0.51 miles N/O Santa Monica Creek	4.14
05	101	HOV	SB	SB	4.33	SB	R0.00	87.253	83.063	Bailard Avenue to 0.56 miles N/O Santa Monica Creek	4.19

District	Route	Facility Type	Direction	Begin County	Begin Postmile	End County	End Postmile	Begin Statewide Postmile	End Statewide Postmile	Limits	Facility length (Lane-Miles)
07	5	HOV	NB	LA	0	LA	5.81	117.408	122.228	Orange County Line to S/O Florence Ave	5.81
07	5	HOV	NB	LA	26.750	LA	R45.22	143.168	161.415	SR-134 to SR-14	20.05
07	5	HOV	SB	LA	R45.43	LA	27.510	161.625	143.928	SR-14 to SR-134	19.50
07	5	HOV	SB	LA	6.310	LA	0.000	122.728	116.418	Florence Ave to Orange County Line	6.31
07	10S	HOT	EB	LA	16.968	LA	27.96	0.000	10.992	Alameda St to Baldwin Ave	17.02
07	10	HOT	EB	LA	27.963	LA	30.995	26.463	29.495	Baldwin Ave to I-605	5.27
07	10	HOV	EB	LA	30.995	LA	48.265	29.495	46.765	I-605 to San Bernardino County Line	17.27
07	10	HOV	WB	LA	48.265	LA	31.296	46.765	29.796	San Bernardino County Line I-605	16.97
07	10	HOT	WB	LA	31.293	LA	27.784	29.793	26.284	Garvey Ave to Temple City Blvd	5.32
07	10S	HOT	WB	LA	27.778	LA	16.968	10.810	0.000	Temple City Blvd to Alameda St	17.31
07	14	HOV	NB	LA	R24.998	LA	R60.076	0.210	35.239	I-5 to 0.3 miles N/O Palmdale Blvd	35.04
07	14	HOV	SB	LA	R60.685	LA	R24.998	35.848	0.210	Avenue P-8 to I-5	35.65
07	57	HOV	NB	LA	R0.000	LA	R4.406R	11.817	16.223	Orange County Line to SR-60	5.51
07	57	HOV	SB	LA	R4.363L	LA	R0.000	16.265	11.817	SR-60 to Orange County Line	5.55
07	60	HOV	EB	LA	11.797	LA	R30.456	11.931	30.597	I-605 to San Bernardino County Line	18.67
07	60	HOV	WB	LA	R30.456	LA	13.820	30.597	13.961	San Bernardino County Line to 0.4 miles W/O 7th Ave	16.63
07	91	HOV	EB	LA	R6.559	LA	R20.741	0.557	14.739	I-110 to Orange County Line	14.18
07	91	HOV	WB	LA	R20.741	LA	R8.532	14.739	2.53	Orange County Line to Central Avenue	12.21
07	101	HOV	NB	VEN	R39.892	VEN	R43.622	79.440	83.063	0.1 mile N/O Mobil Pier Rd to Santa Barbara County Line	3.63
07	101	HOV	SB	VEN	R43.622	VEN	R40.197	83.063	79.745	Santa Barbara County Line to 0.4 mile N/O Mobil Pier Rd	3.32
07	105	HOV	EB	LA	R1.817	LA	R18.144	1.817	18.144	I-405 to Studebaker Rd	16.33

District	Route	Facility Type	Direction	Begin County	Begin Postmile	End County	End Postmile	Begin Statewide Postmile	End Statewide Postmile	Limits	Facility length (Lane-Miles)
07	105	HOV	WB	LA	R18.144	LA	R2.414	18.144	2.414	Studebaker Rd to I-405	15.72
07	110	HOT	NB	LA	10.57	LA	20.235	9.756	19.421	Harbor Gateway Transit Center to Adams Blvd	19.67
07	110	HOT	SB	LA	20.249	LA	10.57	19.435	9.756	Flower St/28th St to Harbor Gateway Transit Center	18.98
07	118	HOV	EB	LA	R0.116	LA	R10.513	31.842	42.239	0.1 mile E/O Ventura Co. Line to I-5	10.40
07	118	HOV	WB	LA	R10.817	VEN	R32.105	42.543	31.231	I-5 to 0.3 miles W/O Rocky Peak Rd	11.32
07	134	HOV	EB	LA	0.226	LA	R5.255R	0.226	5.255	US-101/SR-170 to I-5	5.04
07	134	HOV	EB	LA	R5.667	LA	R13.341	5.667	13.341	I-5 to I-210	7.64
07	134	HOV	WB	LA	R13.341	LA	R6.15	13.341	6.150	I-210 to I-5	7.19
07	134	HOV	WB	LA	4.891	LA	0.721	4.891	0.721	I-5 to 0.1 mile W/O Cahuenga Blvd	4.17
07	170	HOV	NB	LA	R14.500	LA	R20.192	0.000	5.780	US-101/SR-134 to I-5	5.98
07	170	HOV	SB	LA	R20.22	LA	R14.500	5.720	0.000	I-5 to US-101/SR-134	5.92
07	210	HOV	EB	LA	R25.238	LA	R52.150	25.218	52.439	SR-134 to San Bernardino County Line	27.42
07	210	HOV	WB	LA	R52.150	LA	R25.238	52.439	25.218	San Bernardino County Line to SR-134	27.22
07	405	HOV	NB	LA	0.000	LA	48.585	23.948	72.357	Orange County Line to I-5	48.41
07	405	HOV	SB	LA	47.855	LA	0.000	71.627	23.948	I-5 to Orange County Line	47.67
07	605	HOV	NB	LA	R0.000	LA	R19.838	2.052	21.890	Orange County Line to I-10	19.84
07	605	HOV	SB	LA	20.712	LA	R0.000	22.764	2.052	I-10 to Orange County Line	20.71
08	10	HOV	EB	SBD	0.000	SBD	8.267	46.765	55.032	Los Angeles County Line to Haven Ave	8.27
08	10	HOV	WB	SBD	8.518	SBD	0.000	55.283	46.765	Haven Ave to Los Angeles County Line	8.52
08	15	HOT	NB	RIV	36.8	RIV	51.4	91.293	105.893	Cajalco Road to Route 60	29.20
08	15	HOT	SB	RIV	51.38	RIV	36.8	105.893	91.293	Route 60 to Cajalco Road	29.20
08	60	HOV	EB	SBD	R0.000	RIV	12.684	30.597	52.964	Los Angeles County Line to West Jct I-215	22.37
08	60	HOV	EB	RIV	R12.064	RIV	19.634	53.278	60.541	East Jct I-215 to Redlands Blvd	7.26

District	Route	Facility Type	Direction	Begin County	Begin Postmile	End County	End Postmile	Begin Statewide Postmile	End Statewide Postmile	Limits	Facility length (Lane-Miles)
08	60	HOV	WB	RIV	20.134	RIV	R11.750	61.041	52.964	Redlands Blvd to East Jct I-215	8.08
08	60	HOV	WB	RIV	12.426	SBD	R0.000	52.706	30.597	West Jct I-215 to Los Angeles County Line	22.11
08	71	HOV	NB	SBD	R8.447	SBD	R1.138	13.397	6.088	Riverside County Line to Los Angeles County Line	7.31
08	71	HOV	SB	SBD	R0.337	SBD	R7.416	5.303	12.366	Los Angeles County Line to north of Butterfield Ranch Rd	7.06
08	91	HOT	EB	RIV	R0.000	RIV	7.514	37.232	44.858	Orange County Line to I-15	16.52
08	91	HOV	EB	RIV	8.370	RIV	21.789	45.714	59.133	1 mile E/O I-15 to I-215	13.42
08	91	HOV	WB	RIV	22.068	RIV	8.096	59.412	45.44	I-215 to 0.7 miles E/O I-15	13.97
08	91	HOT	WB	RIV	7.230	RIV	R0.00	44.574	37.232	I-15 to Orange County Line	16.43
08	210	HOV	EB	SBD	0.000	SBD	21.289	52.439	73.728	Los Angeles County Line to I-215	21.29
08	210	HOV	WB	SBD	21.479	SBD	0.000	73.918	52.439	I-215 to Los Angeles County Line	21.48
08	215	HOV	NB	RIV	38.782	RIV	R42.797R	30.449	34.771	South Jct SR-60 to North Jct SR-60/91	4.32
08	215	HOV	NB	RIV	R43.30R	SBD	10.033	35.274	47.275	North Jct SR-60/SR-91 to SR-210	12.01
08	215	HOV	SB	SBD	9.948	RIV	43.679	47.190	35.588	SR-210 to North Jct SR-60/SR-91	11.60
08	215	HOV	SB	RIV	42.797	RIV	R38.404	34.771	30.071	North Jct SR-60/91 to South Jct SR-60	4.70
10	5	HOV	NB	SJ	25.284	SJ	31.936	470.561	477.213	Charter Way to S/O Hammer Ln	6.65
10	5	HOV	SB	SJ	32.471	SJ	25.319	477.748	470.596	Hammer Ln to Charter Way	7.15
11	5	HOV	NB	SD	R0.09	SD	R0.12	0.00	0.03	San Ysidro Port of Entry Lanes # 9 -12	0.12
11	5	HOV	NB	SD	R31.188	SD	R51.2	30.864	50.876	I-805 to SR-78	20.01
11	5	HOV	SB	SD	R51.2	SD	R30.345	50.876	30.021	SR-78 to 0.8 mi N/O I-805	20.86
11	15S	HOT	NB	SD	11.890	SD	30.856	0.000	18.966	SR-163 to SR-78	39.68
11	15S	HOT	SB	SD	30.856	SD	11.89	18.966	0.00	SR-78 to SR-163	39.03
11	805	HOV	NB	SD	5.958	SD	12.95	5.809	12.801	Telegraph Canyon Rd to Market St	7.89

District	Route	Facility Type	Direction	Begin County	Begin Postmile	End County	End Postmile	Begin Statewide Postmile	End Statewide Postmile	Limits	Facility length (Lane-Miles)
11	805	HOV	NB	SD	23.755	SD	28.874	23.606	28.725	SR-52 to I-5	5.12
11	805	HOV	SB	SD	28.654	SD	24.325	28.505	24.176	I-5 to SR-52	4.33
11	805	HOV	SB	SD	13.329	SD	5.354	13.18	5.205	SR-94 to Telegraph Canyon Rd	8.28
12	5	HOV	NB	ORA	3.150	ORA	43.335	75.193	115.371	Ave Pico to Beach Blvd	42.04
12	5	HOV	SB	ORA	44.302	ORA	3.254	116.338	75.297	Artesia Blvd to Ave Pico	43.33
12	22	HOV	EB	ORA	R0.878	ORA	R11.723	2.335	13.284	I-405 to Grand Ave	11.65
12	22	HOV	WB	ORA	R12.384	ORA	R1.202	13.945	2.659	0.8 mi W/O SR-55 to I-405	12.39
12	55	HOV	NB	ORA	R5.592	ORA	16.275	5.422	16.087	I-405 to 0.7 mi S/O Lincoln Ave	10.67
12	55	HOV	SB	ORA	16.559	ORA	R6.254	16.371	6.084	0.4 mi S/O Lincoln Ave to I-405	10.29
12	57	HOV	NB	ORA	10.984L	ORA	R22.551	0.335	11.817	I-5 to Los Angeles County Line	11.85
12	57	HOV	SB	ORA	R22.551	ORA	10.917L	11.817	0.268	Los Angeles County Line to I-5	11.78
12	73	HOT	NB	ORA	23.8	ORA	R27.8R	13.8	17.753	MacArthur Blvd to I-405	4.00
12	73	HOT	SB	ORA	R27.8L	ORA	23.8	13.8	17.753	I-405 to MacArthur Blvd	4.00
12	91	HOV	EB	ORA	R0.000	ORA	8.15	14.739	26.523	Los Angeles County Line to Tustin Ave	11.78
12	91	HOT	EB	ORA	8.657	ORA	R18.905	27.030	37.232	Santa Ana River to Riverside County Line	20.45
12	91	HOT	WB	ORA	R18.905	ORA	8.551	37.232	26.924	Riverside County Line to Santa Ana River	20.73
12	91	HOV	WB	ORA	8.123	ORA	R0.000	26.496	14.739	Tustin Ave to Los Angeles County Line	11.76
12	405	HOV	NB	ORA	0.609	ORA	24.178	0.379	23.948	I-5 to SR-73	8.28
12	405	HOV	SB	ORA	24.178	ORA	0.609	23.948	0.379	SR-73 to I-5	8.28
12	405	HOT	NB	ORA	10.2	ORA	24	9.97	23.77	SR-73 to I-605	27.60
12	405	HOT	SB	ORA	24	ORA	10.2	23.77	9.97	I-605 to SR-73	27.60
12	605	HOV	NB	ORA	R0.187	ORA	R1.643	0.596	2.052	I-405 to Los Angeles County Line	2.36
12	605	HOV	SB	ORA	R1.643	ORA	R0.209	2.052	0.618	Los Angeles County Line to I-405	2.53

ATTACHMENT B:

SUMMARY OF 2024 DEGRADATION ON HOV FACILITIES

SUMMARY OF 2024 DEGRADATION ON HOV FACILITIES

District	Route	Facility Type	Direction	Limits	Facility Length (Lane-Miles)	Time Period	Lane Miles Monitored	Not Degraded	Slightly Degraded	Very Degraded	Extremely Degraded
03	5	HOV	NB	South of Elk Grove Blvd to the I-5/US 50 interchange	12.69	AM	12.69	10.80	1.89	0	0
03	5	HOV	NB	South of Elk Grove Blvd to the I-5/US 50 interchange	12.69	PM	12.69	12.69	0	0	0
03	5	HOV	SB	I-5/US 50 interchange to S/O Elk Grove Blvd	12.95	AM	11.01	11.01	0	0	0
03	5	HOV	SB	I-5/US 50 interchange to S/O Elk Grove Blvd	12.95	PM	11.01	9.24	1.76	0	0
03	50	HOV	EB	Watt Ave to Cameron Park Dr	23.63	AM	20.15	19.91	0	0.24	0
03	50	HOV	EB	Watt Ave to Cameron Park Dr	23.63	PM	20.15	19.91	0.24	0	0
03	50	HOV	WB	Cameron Park Dr to Watt Ave	23.35	AM	21.91	19.72	1.78	0.42	0
03	50	HOV	WB	Cameron Park Dr to Watt Ave	23.35	PM	21.91	21.49	0.42	0	0
03	80	HOV	EB	West El Camino Ave to SR-65	21.55	AM	19.83	19.44	0.40	0	0
03	80	HOV	EB	West El Camino Ave to SR-65	21.55	PM	19.83	15.91	3.93	0	0
03	80	HOV	WB	SR-65 to West El Camino Ave	21.46	AM	17.35	15.89	1.46	0	0
03	80	HOV	WB	SR-65 to West El Camino Ave	21.46	PM	17.35	14.72	1.85	0.36	0.42
03	99/51	HOV	NB	SR-99/US-50 to N Street	13.10	AM	10.84	5.69	2.86	1.93	0.35
03	99/51	HOV	NB	SR-99/US-50 to N Street	13.10	PM	10.85	10.43	0.42	0	0
03	99/51	HOV	SB	B Street to SR-99/US-50	13.63	AM	10.68	10.25	0.43	0	0
03	99/51	HOV	SB	B Street to SR-99/US-50	13.63	PM	10.68	3.21	3.76	1.76	1.95
04	4	HOV	EB	Port Chicago Hwy to Hillcrest Ave	15.34	PM	5.36	4.46	0.53	0	0.37
04	4	HOV	WB	Hillcrest Ave to E/O Port Chicago Hwy	11.87	AM	4.68	2.13	0.26	0	2.29
04	80	HOV1	EB	I-880 to Cummings Skyway	18.62	AM	10.96	10.56	0	0.40	0
04	80	HOV1	EB	I-880 to Cummings Skyway	18.62	PM	10.96	4.43	2.04	0.26	4.24
04	80	HOV1	WB	SR-29 to Powell Street	19.00	AM	10.16	5.91	2.05	0.89	1.31
04	80	HOV1	WB	SR-29 to Powell Street	19.00	PM	10.16	8.41	0.55	0.51	0.69
04	80	HOV2	EB	Red Top Road to Air Base Pkwy	8.12	AM	2.78	2.78	0	0	0

District	Route	Facility Type	Direction	Limits	Facility Length (Lane-Miles)	Time Period	Lane Miles Monitored	Not Degraded	Slightly Degraded	Very Degraded	Extremely Degraded
04	80	HOV2	EB	Red Top Road to Air Base Pkwy	8.12	PM	2.78	0.98	0.40	0	1.41
04	80	HOV2	WB	E/O Air Base Pkwy to WB Route 12	7.60	AM	2.59	2.59	0	0	0
04	80	HOV2	WB	E/O Air Base Pkwy to WB Route 12	7.60	PM	2.59	2.59	0	0	0
04	85	HOT	NB	S/O Moffett Blvd to US-101	1.20	AM	0.60	0.60	0	0	0
04	85	HOT	NB	S/O Moffett Blvd to US-101	1.20	PM	0.60	0.60	0	0	0
04	85	HOT	SB	US-101 (Mountain View) to Central Expwy	1.85	AM	1.20	1.20	0	0	0
04	85	HOT	SB	US-101 (Mountain View) to Central Expwy	1.85	PM	1.20	1.12	0.08	0	0
04	85	HOV	NB	US-101 (South San Jose) to S/O Moffett Blvd	24.56	AM	17.39	5.64	6.55	5.20	0
04	85	HOV	NB	US-101 (South San Jose) to S/O Moffett Blvd	24.56	PM	17.39	17.39	0	0	0
04	85	HOV	SB	Central Expwy to US-101 (South San Jose)	23.92	AM	14.92	14.92	0	0	0
04	85	HOV	SB	Central Expwy to US-101 (South San Jose)	23.92	PM	14.92	4.06	2.84	5.34	2.69
04	87	HOV	NB	SR-85 to US-101	9.70	AM	2.56	1.22	1.34	0	0
04	87	HOV	NB	SR-85 to US-101	9.70	PM	2.56	2.56	0	0	0
04	87	HOV	SB	US-101 to SR-85	9.12	AM	2.00	2.00	0	0	0
04	87	HOV	SB	US-101 to SR-85	9.12	PM	2.00	0	0	2.00	0
04	92	HOV	WB	Hesperian Blvd to San Mateo Bridge Toll Plaza	3.28	AM	3.13	0.33	2.80	0	0
04	92	HOV	WB	Hesperian Blvd to San Mateo Bridge Toll Plaza	3.28	PM	3.13	3.13	0	0	0
04	101	HOT	NB	S/O Ellis St to SR-380	29.10	AM	11.08	10.35	0.40	0	0.32
04	101	HOT	NB	S/O Ellis St to SR-380	29.10	PM	9.47	6.80	1.13	1.21	0.32
04	101	HOT	SB	Route 380 to S/O SR-237 (Calaveras Blvd)	30.25	AM	11.13	10.39	0.74	0	0
04	101	HOT	SB	Route 380 to S/O SR-237 (Calaveras Blvd)	30.25	PM	10.89	7.13	1.80	1.07	0.88
04	101	HOV1	NB	Cochrane Rd to S/O Ellis St	29.39	AM	19.53	9.77	6.66	2.72	0.38
04	101	HOV1	NB	Cochrane Rd to S/O Ellis St	29.39	PM	19.53	19.26	0.28	0	0
04	101	HOV1	SB	S/O SR-237 (Calaveras Blvd) to Cochrane Road	27.53	AM	16.90	16.90	0	0	0
04	101	HOV1	SB	S/O SR-237 (Calaveras Blvd) to Cochrane Road	27.53	PM	16.90	9.38	1.98	0.74	4.80
04	101	HOV2	NB	Richardson Bay Bridge to N/O Atherton Ave	18.67	PM	10.77	5.01	2.59	0.73	2.43

District	Route	Facility Type	Direction	Limits	Facility Length (Lane-Miles)	Time Period	Lane Miles Monitored	Not Degraded	Slightly Degraded	Very Degraded	Extremely Degraded
04	101	HOV2	SB	De Long Ave to Richardson Bay Bridge	16.18	AM	10.41	6.11	2.16	2.14	0
04	101	HOV3	NB	S/O Marin/Sonoma County line to Windsor River Road	31.12	AM	18.03	17.71	0	0	0.33
04	101	HOV3	NB	S/O Marin/Sonoma County line to Windsor River Road	31.12	PM	18.03	13.67	1.50	1.25	1.62
04	101	HOV3	SB	Windsor River Rd to N/O Marin County Line	31.09	AM	20.06	19.47	0.58	0	0
04	101	HOV3	SB	Windsor River Rd to N/O Marin County Line	31.09	PM	20.06	15.60	0.96	0.43	3.07
04	237	HOT	EB	Mathilda Avenue to I-880	7.32	AM	5.82	4.40	0.47	0.95	0
04	237	HOT	EB	Mathilda Avenue to I-880	7.32	PM	5.82	1.06	2.64	2.11	0
04	237	HOT	WB	I-880 to E Java Dr	6.09	AM	4.28	2.04	2.24	0	0
04	237	HOT	WB	I-880 to E Java Dr	6.09	PM	4.28	4.28	0	0	0
04	280	HOV	NB	S/O Leland Ave to Magdalena Ave	10.69	AM	8.01	4.31	2.60	1.10	0
04	280	HOV	NB	S/O Leland Ave to Magdalena Ave	10.69	PM	8.01	8.01	0	0	0
04	280	HOV	SB	N/O Magdalena Ave to Leland Ave	11.03	AM	6.73	6.73	0	0	0
04	280	HOV	SB	N/O Magdalena Ave to Leland Ave	11.03	PM	6.73	3.30	0	3.44	0
04	580	HOT	EB	Hacienda Rd to Greenville Rd	17.05	AM	6.88	6.88	0	0	0
04	580	HOT	EB	Hacienda Rd to Greenville Rd	17.05	PM	5.52	5.52	0	0	0
04	580	HOT	WB	Greenville Rd to I-680	11.95	AM	8.07	8.07	0	0	0
04	580	HOT	WB	Greenville Rd to I-680	11.95	PM	8.07	8.07	0	0	0
04	680	HOT	NB	Alcosta Blvd to Livorna Rd	12.02	AM	10.60	10.60	0	0	0
04	680	HOT	NB	Alcosta Blvd to Livorna Rd	12.02	PM	10.60	6.14	4.46	0	0
04	680	HOT	SB	Marina Vista to Alcosta Blvd	23.50	AM	15.21	13.10	1.33	0.78	0
04	680	HOT	SB	Marina Vista to Alcosta Blvd	23.50	PM	15.21	14.33	0	0.48	0.41
04	680	HOV	NB	SR-242 to S/O Marina Vista	4.52	AM	1.45	1.45	0	0	0
04	680	HOV	NB	SR-242 to S/O Marina Vista	4.52	PM	1.45	1.45	0	0	0
04	880	HOT	NB	S/O SR-262 to S/O SR-238	17.89	AM	9.29	8.94	0.35	0	0
04	880	HOT	NB	S/O SR-262 to S/O SR-238	17.89	PM	6.54	2.35	1.62	0.37	2.20
04	880	HOT	SB	Hegenberger Rd to SR-237	27.08	AM	16.54	9.34	6.14	1.06	0

District	Route	Facility Type	Direction	Limits	Facility Length (Lane-Miles)	Time Period	Lane Miles Monitored	Not Degraded	Slightly Degraded	Very Degraded	Extremely Degraded
04	880	HOT	SB	Hegenberger Rd to SR-237	27.08	PM	16.73	16.55	0.18	0	0
04	880	HOV	NB	Old Bayshore Hwy to Dixon Landing Rd	5.84	AM	2.41	2.41	0	0	0
04	880	HOV	NB	Old Bayshore Hwy to Dixon Landing Rd	5.84	PM	2.41	2.41	0	0	0
04	880	HOV	SB	SR-237 (Calaveras Blvd) to US-101	4.30	AM	2.14	2.14	0	0	0
04	880	HOV	SB	SR-237 (Calaveras Blvd) to US-101	4.30	PM	2.14	1.21	0.38	0	0.56
05	101	HOV	NB	Ventura County Line to N/O Santa Monica Creek	4.14	AM	2.25	2.25	0	0	0
05	101	HOV	NB	Ventura County Line to N/O Santa Monica Creek	4.14	PM	2.25	2.25	0	0	0
05	101	HOV	SB	Bailard Avenue to N/O Santa Monica Creek	4.19	AM	3.57	3.57	0	0	0
05	101	HOV	SB	Bailard Avenue to N/O Santa Monica Creek	4.19	PM	3.57	3.57	0	0	0
07	5	HOV	NB	Rte-134 to Rte-14	25.86	AM	Insufficient Data				
07	5	HOV	NB	Rte-134 to Rte-14	25.86	PM					
07	5	HOV	SB	Rte-14 to Rte-134	25.81	AM					
07	5	HOV	SB	Rte-14 to Rte-134	25.81	PM					
07	10	HOT	EB	Baldwin Ave to I-605	22.30	AM	Insufficient Data. See toll operator data in Attachment C.				
07	10	HOT	EB	Baldwin Ave to I-605	22.30	PM					
07	10	HOT	WB	Garvey Ave to Temple City Blvd	22.63	AM					
07	10	HOT	WB	Garvey Ave to Temple City Blvd	22.63	PM					
07	10	HOV	EB	I-605 to San Bernardino County Line	17.27	AM	Insufficient Data				
07	10	HOV	EB	I-605 to San Bernardino County Line	17.27	PM					
07	10	HOV	WB	San Bernardino County Line to I-605	16.97	AM					
07	10	HOV	WB	San Bernardino County Line to I-605	16.97	PM					
07	14	HOV	NB	I-5 to 0.3 miles N/O Palmdale Blvd	35.04	AM	11.08	11.08	0	0	0
07	14	HOV	NB	I-5 to 0.3 miles N/O Palmdale Blvd	35.04	PM	11.08	0	6.20	0	4.88
07	14	HOV	SB	Avenue P-8 (Technology Dr) to I-5	35.65	AM	18.77	13.27	0	4.72	0.76

District	Route	Facility Type	Direction	Limits	Facility Length (Lane-Miles)	Time Period	Lane Miles Monitored	Not Degraded	Slightly Degraded	Very Degraded	Extremely Degraded
07	14	HOV	SB	Avenue P-8 (Technology Dr) to I-5	35.65	PM	18.77	18.77	0	0	0
07	57	HOV	NB	Orange County Line to SR-60	5.51	AM	Insufficient Data				
07	57	HOV	NB	Orange County Line to SR-60	5.51	PM					
07	57	HOV	SB	SR-60 to Orange County Line	5.55	AM					
07	57	HOV	SB	SR-60 to Orange County Line	5.55	PM					
07	60	HOV	EB	I-605 to San Bernardino County Line	18.67	AM	8.62	4.91	2.98	0.73	0
07	60	HOV	EB	I-605 to San Bernardino County Line	18.67	PM	8.65	1.71	5.20	0.44	1.27
07	60	HOV	WB	San Bernardino County Line to 0.4 miles W/O 7th Ave	16.63	AM	6.60	2.12	1.42	2.76	0.31
07	60	HOV	WB	San Bernardino County Line to 0.4 miles W/O 7th Ave	16.63	PM	6.60	4.44	1.51	0.65	0
07	91	HOV	EB	I-110 to Orange County Line	14.18	AM	2.35	1.9	0.45	0	0
07	91	HOV	EB	I-110 to Orange County Line	14.18	PM	2.35	1.63	0.45	0.27	0
07	91	HOV	WB	Orange County Line to Central Avenue	12.21	AM	3.21	0.25	0.97	1.99	0
07	91	HOV	WB	Orange County Line to Central Avenue	12.21	PM	3.21	0.74	0	0	2.47
07	105	HOV	WB	Studebaker Rd to I-405	15.72	AM	Insufficient Data				
07	105	HOV	WB	Studebaker Rd to I-405	15.72	PM					
07	110	HOT	NB	Harbor Gateway Transit Center to Adams Blvd	19.67	AM	Insufficient Data. See toll operator data in Attachment C.				
07	110	HOT	NB	Harbor Gateway Transit Center to Adams Blvd	19.67	PM					
07	118	HOV	EB	0.1 mile E/O Ventura County Line to I-5	10.4	AM	6.23	6.23	0	0	0
07	118	HOV	EB	0.1 mile E/O Ventura County Line to I-5	10.4	PM	6.23	3.07	0.96	0.54	1.68
07	118	HOV	WB	I-5 to 0.3 miles W/O Rocky Peak Road	11.32	AM	8.55	8.00	0.55	0	0
07	118	HOV	WB	I-5 to 0.3 miles W/O Rocky Peak Road	11.32	PM	8.55	8.55	0	0	0
07	134	HOV	EB	US-101/SR-170 to I-210	12.68	AM	Insufficient Data				
07	134	HOV	EB	US-101/SR-170 to I-210	12.68	PM					
07	134	HOV	WB	I-5 to 0.1 mile W/O Cahuenga Blvd	11.36	AM					
07	134	HOV	WB	I-5 to 0.1 mile W/O Cahuenga Blvd	11.36	PM					
07	210	HOV	EB	SR-134 to San Bernardino County Line	27.42	AM	14.69	14.10	0.59	0	0

District	Route	Facility Type	Direction	Limits	Facility Length (Lane-Miles)	Time Period	Lane Miles Monitored	Not Degraded	Slightly Degraded	Very Degraded	Extremely Degraded
07	210	HOV	EB	SR-134 to San Bernardino County Line	27.42	PM	14.36	2.37	3.33	0.95	7.719
07	210	HOV	WB	San Bernardino County Line to SR-134	27.22	AM	17.28	2.81	3.05	2.33	9.09
07	210	HOV	WB	San Bernardino County Line to SR-134	27.22	PM	17.28	10.11	4.11	0.80	2.26
07	405	HOV	NB	Orange County Line to I-5	48.41	AM	9.50	2.15	2.35	1.92	3.08
07	405	HOV	NB	Orange County Line to I-5	48.41	PM	9.15	2.38	2.54	0.80	3.43
07	405	HOV	SB	I-5 to Orange County Line	47.68	AM	10.59	5.77	3.38	0	1.44
07	405	HOV	SB	I-5 to Orange County Line	47.68	PM	10.59	1.45	0.76	0.26	8.11
07	605	HOV	NB	Orange County Line to I-10	19.84	AM	7.65	5.84	1.81	0	0
07	605	HOV	NB	Orange County Line to I-10	19.84	PM	7.65	2.68	1.66	0.26	3.05
07	605	HOV	SB	I-10 to Orange County Line	20.71	AM	8.77	5.85	0.54	0.66	1.72
07	605	HOV	SB	I-10 to Orange County Line	20.71	PM	8.77	6.39	0	0	2.38
08	10	HOV	EB	Los Angeles County Line to Haven Ave	8.27	AM	2.00	0.32	1.68	0	0
08	10	HOV	EB	Los Angeles County Line to Haven Ave	8.27	PM	2.00	0	0.73	0	1.27
08	10	HOV	WB	Haven Ave to Los Angeles County Line	8.52	AM	2.05	0.77	0	0.10	1.19
08	10	HOV	WB	Haven Ave to Los Angeles County Line	8.52	PM	1.35	0	0	0	1.35
08	15	HOT	NB	Cajalco Road to SR-60	29.20	AM	15.58	15.58	0	0	0
08	15	HOT	NB	Cajalco Road to SR-60	29.20	PM	15.58	15.58	0	0	0
08	15	HOT	SB	SR-60 to Cajalco Road	29.20	AM	18.63	17.70	0.92	0	0
08	15	HOT	SB	SR-60 to Cajalco Road	29.20	PM	18.63	11.88	1.60	2.50	2.64
08	60	HOV	EB	Los Angeles County Line to Redlands Blvd	29.63	AM	18.01	14.28	3.74	0	0
08	60	HOV	EB	Los Angeles County Line to Redlands Blvd	29.63	PM	18.01	2.89	1.88	0	13.25
08	60	HOV	WB	East Jct I-215 to Los Angeles County Line	30.19	AM	17.49	9.45	3.57	1.52	2.95
08	60	HOV	WB	East Jct I-215 to Los Angeles County Line	30.19	PM	17.49	10.54	4.36	0	2.59
08	71	HOV	NB	Riverside County Line to Los Angeles County Line	7.31	AM	3.22	3.22	0	0	0
08	71	HOV	NB	Riverside County Line to Los Angeles County Line	7.31	PM	3.22	3.22	0	0	0

District	Route	Facility Type	Direction	Limits	Facility Length (Lane-Miles)	Time Period	Lane Miles Monitored	Not Degraded	Slightly Degraded	Very Degraded	Extremely Degraded
08	71	HOV	SB	Los Angeles County Line to N/O Butterfield Ranch Rd	7.06	AM	4.43	4.43	0	0	0
08	71	HOV	SB	Los Angeles County Line to N/O Butterfield Ranch Rd	7.06	PM	4.43	3.69	0.74	0	0
08	91	HOT	EB	Orange County Line to I-15	16.52	AM	9.83	8.76	1.19	0	0
08	91	HOT	EB	Orange County Line to I-15	16.52	PM	9.83	7.55	2.40	0	0
08	91	HOT	WB	I-15 to Orange County Line	16.43	AM	9.52	2.61	5.61	0.95	0.35
08	91	HOT	WB	I-15 to Orange County Line	16.43	PM	9.52	6.91	2.61	0	0
08	91	HOV	EB	1 mile E/O I-15 to I-215	13.42	AM	10.33	4.76	5.56	0	0
08	91	HOV	EB	1 mile E/O I-15 to I-215	13.42	PM	10.33	1.53	3.46	1.14	4.20
08	91	HOV	WB	I-215 to 0.7 mi E/O I-15	13.97	AM	10.09	7.58	1.32	0.47	0.72
08	91	HOV	WB	I-215 to 0.7 mi E/O I-15	13.97	PM	10.09	1.74	2.75	2.55	3.04
08	210	HOV	EB	Los Angeles County Line to I-215	21.29	AM	14.77	14.77	0	0	0
08	210	HOV	EB	Los Angeles County Line to I-215	21.29	PM	14.77	3.13	3.46	1.99	6.18
08	210	HOV	WB	I-215 to Los Angeles County Line	21.48	AM	17.29	6.86	5.66	3.76	1.01
08	210	HOV	WB	I-215 to Los Angeles County Line	21.48	PM	17.29	10.26	5.26	1.40	0.37
08	215	HOV	NB	South Jct SR-60 to SR-210	16.32	AM	7.90	6.42	1.20	0	0.27
08	215	HOV	NB	South Jct SR-60 to SR-210	16.32	PM	7.90	2.83	1.20	1.46	2.40
08	215	HOV	SB	North Jct SR-60/SR-91 to SR-210	16.30	AM	9.63	5.04	1.52	0.96	2.11
08	215	HOV	SB	North Jct SR-60/SR-91 to SR-210	16.30	PM	9.63	3.57	0.40	0.47	5.19
10	5	HOV	NB	Charter Way to S/of Hammer Ln	6.65	AM	6.45	6.45	0	0	0
10	5	HOV	NB	Charter Way to S/of Hammer Ln	6.65	PM	3.93	3.93	0	0	0
10	5	HOV	SB	Hammer Ln to Charter Way	7.15	AM	6.41	6.41	0	0	0
10	5	HOV	SB	Hammer Ln to Charter Way	7.15	PM	6.41	6.41	0	0	0
11	5	HOV	NB	I-805 to Rte 78	20.01	AM	13.45	13.45	0	0	0
11	5	HOV	NB	I-805 to Rte 78	20.01	PM	13.45	7.98	0	0.24	5.23

District	Route	Facility Type	Direction	Limits	Facility Length (Lane-Miles)	Time Period	Lane Miles Monitored	Not Degraded	Slightly Degraded	Very Degraded	Extremely Degraded
11	5	HOV	SB	Rte 78 to 0.8 mi N/O I-805	20.86	AM	18.72	18.72	0	0	0
11	5	HOV	SB	Rte 78 to 0.8 mi N/O I-805	20.86	PM	18.72	18.72	0	0	0
11	15s	HOT	NB	SR-163 to SR-78	39.68	AM	30.94	30.94	0	0	0
11	15s	HOT	NB	SR-163 to SR-78	39.68	PM	30.94	18.07	6.64	2.75	3.48
11	15s	HOT	SB	SR-78 to SR-163	39.03	AM	38.79	38.79	0	0	0
11	15s	HOT	SB	SR-78 to SR-163	39.03	PM	38.79	38.79	0	0	0
11	805	HOV1	NB	Telegraph Canyon Rd to Market Street	7.89	AM	5.76	4.16	1.60	0	0
11	805	HOV1	NB	Telegraph Canyon Rd to Market Street	7.89	PM	5.76	5.76	0	0	0
11	805	HOV1	SB	SR-94 to Telegraph Canyon Rd	8.28	AM	7.87	7.87	0	0	0
11	805	HOV1	SB	SR-94 to Telegraph Canyon Rd	8.28	PM	7.87	7.87	0	0	0
11	805	HOV2	NB	SR-52 to I-5	5.12	AM	4.89	4.89	0	0	0
11	805	HOV2	NB	SR-52 to I-5	5.12	PM	4.89	4.89	0	0	0
11	805	HOV2	SB	I-5 to SR-52	5.70	AM	5.70	5.70	0	0	0
11	805	HOV2	SB	I-5 to SR-52	5.70	PM	5.70	1.70	1.79	0.36	1.85
12	5	HOV	NB	Ave Pico to Beach Blvd	42.04	AM	26.86	23.08	3.77	0	0
12	5	HOV	NB	Ave Pico to Beach Blvd	42.04	PM	26.86	14.49	3.61	0.70	8.05
12	5	HOV	SB	Artesia Blvd to Ave Pico	43.33	AM	25.68	11.85	6.67	2.93	4.24
12	5	HOV	SB	Artesia Blvd to Ave Pico	43.33	PM	25.68	21.35	4.33	0	0
12	22	HOV	EB	I-405 to Grand Ave	11.65	AM	10.93	6.06	1.48	3.39	0
12	22	HOV	EB	I-405 to Grand Ave	11.65	PM	10.93	4.49	2.19	1.20	3.05
12	22	HOV	WB	0.8 mi W/O SR-55 to I-405	12.39	AM	11.01	10.37	0.32	0.32	0
12	22	HOV	WB	0.8 mi W/O SR-55 to I-405	12.39	PM	11.01	7.03	2.25	0.84	0.89
12	55	HOV	NB	I-405 to 0.7 mi S/O Lincoln Ave	10.67	AM	7.54	7.44	0	0.10	0
12	55	HOV	NB	I-405 to 0.7 mi S/O Lincoln Ave	10.67	PM	7.54	1.18	1.60	1.72	3.04
12	55	HOV	SB	0.4 mi S/O Lincoln Ave to I-405	10.29	AM	5.79	1.50	0.92	1.46	1.92

District	Route	Facility Type	Direction	Limits	Facility Length (Lane-Miles)	Time Period	Lane Miles Monitored	Not Degraded	Slightly Degraded	Very Degraded	Extremely Degraded
12	55	HOV	SB	0.4 mi S/O Lincoln Ave to I-405	10.29	PM	5.79	5.38	0.40	0	0
12	57	HOV	NB	I-5 to Los Angeles County Line	11.78	AM	8.33	8.23	0.10	0	0
12	57	HOV	NB	I-5 to Los Angeles County Line	11.78	PM	8.33	0.70	1.61	0.69	5.33
12	57	HOV	SB	Los Angeles County Line to I-5	11.85	AM	8.83	2.15	1.02	2.86	2.81
12	57	HOV	SB	Los Angeles County Line to I-5	11.85	PM	8.83	2.44	1.97	1.64	2.79
12	91	HOV	EB	Los Angeles County Line to Tustin Avenue	11.78	AM	3.64	1.24	1.87	0.21	0.32
12	91	HOV	EB	Los Angeles County Line to Tustin Avenue	11.78	PM	3.64	0	0	1.96	1.68
12	91	HOV	WB	Tustin Ave to Los Angeles County Line	11.76	AM	3.66	2.17	1.49	0	0
12	91	HOV	WB	Tustin Ave to Los Angeles County Line	11.76	PM	3.66	1.01	1.16	1.14	0.35
12	405	HOT	NB	SR-73 to I-605	27.60	AM	22.76	21.32	1.00	0	0.43
12	405	HOT	NB	SR-73 to I-605	27.60	PM	22.76	13.54	5.75	2.39	1.08
12	405	HOT	SB	I-605 to SR-73	27.60	AM	24.88	11.40	12.39	1.08	0
12	405	HOT	SB	I-605 to SR-73	27.60	PM	24.88	20.04	2.11	2.73	0
12	405	HOV	NB	I-5 to SR-73	8.28	AM	6.02	4.32	1.70	0	0
12	405	HOV	NB	I-5 to SR-73	8.28	PM	6.02	1.33	0.71	1.80	2.19
12	405	HOV	SB	SR-73 to I-5	8.28	AM	5.44	4.68	0.75	0	0
12	405	HOV	SB	SR-73 to I-5	8.28	PM	5.44	2.67	0.62	0.80	1.34
12	605	HOV	NB	I-405 to Los Angeles County Line	2.36	AM	1.05	1.05	0	0	0
12	605	HOV	NB	I-405 to Los Angeles County Line	2.36	PM	1.05	0	0.81	0	0.24
12	605	HOV	SB	Los Angeles County Line to I-405	2.53	AM	0.77	0	0.77	0	0
12	605	HOV	SB	Los Angeles County Line to I-405	2.53	PM	0.54	0.54	0	0	0

ATTACHMENT C:

SUMMARY OF 2024 DEGRADATION ON HOT FACILITIES WITH TOLL OPERATOR DATA

SUMMARY OF 2024 DEGRADATION ON HOT FACILITIES WITH TOLL OPERATOR DATA

District	Route	Facility Type	Direction	Toll Operator	Limits	Facility Length (Lane-Miles)	Time Period	Lane Miles Monitored	Not Degraded	Slightly Degraded	Very Degraded	Extremely Degraded
4	85	HOT	NB	SC VTA	S/O Moffett Blvd. to US-101	1.20	AM	1.20	1.20	0	0	0
4	85	HOT	NB	SC VTA	S/O Moffett Blvd. to US-101	1.20	PM	1.20	1.20	0	0	0
4	85	HOT	SB	SC VTA	US-101 (Mountain View) to Central Expwy	1.85	AM	1.85	1.85	0	0	0
4	85	HOT	SB	SC VTA	US-101 (Mountain View) to Central Expwy.	1.85	PM	1.85	1.85	0	0	0
4	101	HOT	NB	SC VTA	S/O Ellis St to San Mateo County Line	8.07	AM	8.07	8.07	0	0	0
4	101	HOT	NB	SC VTA	S/O Ellis St to San Mateo County Line	8.07	PM	8.07	6.66	0.22	1.19	0
4	101	HOT	SB	SC VTA	San Mateo County Line to S/O Ellis St	8.28	AM	8.28	8.28	0	0	0
4	101	HOT	SB	SC VTA	San Mateo County Line to S/O Ellis St	8.28	PM	8.28	6.51	1.60	0.17	0
4	101	HOT	EB	SMCEL JPA	Santa Clara County Line to SR-380	20.70	AM	19.86	19.86	0	0	0
4	101	HOT	EB	SMCEL JPA	Santa Clara County Line to SR-380	20.70	PM	19.86	16.02	2.85	1.00	0
4	101	HOT	WB	SMCEL JPA	SR-380 to Santa Clara County Line	20.70	AM	17.94	15.44	2.50	0	0
4	101	HOT	WB	SMCEL JPA	SR-380 to Santa Clara County Line	20.70	PM	17.94	15.10	2.83	0	0
4	237	HOT	EB	SC VTA	Mathilda Avenue to I-880	7.32	AM	6.75	6.75	0	0	0
4	237	HOT	EB	SC VTA	Mathilda Avenue to I-880	7.32	PM	6.75	2.27	1.36	3.12	0
4	237	HOT	WB	SC VTA	I-880 to E Java Dr	6.09	AM	6.00	4.51	1.49	0	0
4	237	HOT	WB	SC VTA	I-880 to E. Java Dr	6.09	PM	6.00	6.00	0	0	0
4	580	HOT	EB	Ala. CTC	Hacienda Rd to Greenville Rd	17.05	AM	16.71	16.71	0	0	0
4	580	HOT	EB	Ala. CTC	Hacienda Rd to Greenville Rd	17.05	PM	16.71	13.15	2.08	0	1.48
4	580	HOT	WB	Ala. CTC	Greenville Rd to I-680	11.95	AM	10.86	10.86	0	0	0
4	580	HOT	WB	Ala. CTC	Greenville Rd to I-680	11.95	PM	10.86	10.86	0	0	0
4	680	HOT	NB	MTC	Hacienda Rd to Greenville Rd	12.02	AM	11.00	11.00	0	0	0
4	680	HOT	NB	MTC	Hacienda Rd to Greenville Rd	12.02	PM	11.00	7.38	3.62	0	0
4	680	HOT	SB	MTC	Greenville Rd to I-680	23.50	AM	23.48	20.90	2.58	0	0
4	680	HOT	SB	MTC	Greenville Rd to I-680	23.50	PM	23.48	23.48	0	0	0

District	Route	Facility Type	Direction	Toll Operator	Limits	Facility Length (Lane-Miles)	Time Period	Lane Miles Monitored	Not Degraded	Slightly Degraded	Very Degraded	Extremely Degraded
4	880	HOT	NB	MTC	S/O SR-262 to S/O SR-238	17.89	AM	17.89	17.89	0	0	0
4	880	HOT	NB	MTC	S/O SR-262 to S/O SR-238	17.89	PM	17.89	5.58	4.34	3.28	4.70
4	880	HOT	SB	MTC	Hegenberger Rd to SR-237	27.08	AM	25.54	16.80	7.79	0.95	0.00
4	880	HOT	SB	MTC	Hegenberger Rd to SR-237	27.08	PM	25.54	25.54	0	0	0
7	10	HOT	EB	LA Metro	Baldwin Ave to I-605	22.30	AM	21.59	21.59	0	0	0
7	10	HOT	EB	LA Metro	Baldwin Ave to I-605	22.30	PM	21.59	14.70	6.89	0	0
7	10	HOT	WB	LA Metro	Garvey Ave to Temple City Blvd	22.63	AM	19.80	19.09	0.71	0	0
7	10	HOT	WB	LA Metro	Garvey Ave to Temple City Blvd	22.63	PM	19.80	19.80	0	0	0
7	110	HOT	NB	LA Metro	Harbor Gateway Center to Adams Blvd	19.67	AM	16.19	9.46	0	6.73	0
7	110	HOT	NB	LA Metro	Harbor Gateway Center to Adams Blvd	19.67	PM	16.19	16.19	0	0	0
7	110	HOT	SB	LA Metro	Flower St/28th St to Harbor Gateway Center	18.98	AM	18.06	18.06	0	0	0
7	110	HOT	SB	LA Metro	Flower St/28th St to Harbor Gateway Center	18.98	PM	18.06	18.06	0	0	0
8	15	HOT	NB	RCTC	Cajalco Road to SR-60	29.20	AM	26.26	24.26	2.01	0	0
8	15	HOT	NB	RCTC	Cajalco Road to SR-60	29.20	PM	26.66	26.66	0	0	0
8	15	HOT	SB	RCTC	SR-60to Cajalco Road	29.20	AM	24.59	24.59	0	0	0
8	15	HOT	SB	RCTC	SR-60 to Cajalco Road	29.20	PM	24.59	21.99	1.11	0	1.49
8	91	HOT	EB	RCTC	Orange County Line to I-15	16.52	AM	15.63	15.63	0	0	0
8	91	HOT	EB	RCTC	Orange County Line to I-15	16.52	PM	15.63	15.63	0	0	0
8	91	HOT	WB	RCTC	I-15 to Orange County Line	16.43	AM	9.88	4.16	4.12	1.60	0
8	91	HOT	WB	RCTC	I-15 to Orange County Line	16.43	PM	9.88	9.88	0	0	0
11	15s	HOT	NB	SANDAG	SR-163 to SR-78	19.84	AM	17.80	17.80	0	0	0
11	15s	HOT	NB	SANDAG	SR-163 to SR-78	19.84	PM	17.80	15.62	2.18	0	0
11	15s	HOT	SB	SANDAG	SR-78 to SR-163	19.52	AM	17.79	11.48	3.17	0	3.14

District	Route	Facility Type	Direction	Toll Operator	Limits	Facility Length (Lane-Miles)	Time Period	Lane Miles Monitored	Not Degraded	Slightly Degraded	Very Degraded	Extremely Degraded
11	15s	HOT	SB	SANDAG	SR-78 to SR-163	19.52	PM	17.79	14.65	0	0	3.14
12	405	HOT	NB	OCTA	SR-73 to I-605	27.60	AM	23.04	23.04	0	0	0
12	405	HOT	NB	OCTA	SR-73 to I-605	27.60	PM	23.04	19.42	3.63	0	0
12	405	HOT	SB	OCTA	I-605 to SR-73	27.60	AM	21.71	21.71	0	0	0
12	405	HOT	SB	OCTA	I-605 to SR-73	27.60	PM	21.71	21.71	0	0	0