2023 California High Occupancy Vehicle Facilities Degradation Report

Prepared by

California Department of Transportation
Division of Traffic Operations
Office of Mobility and System Performance

Submitted to

Federal Highway Administration
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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 *2023 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.

2. HIGH OCCUPANCY VEHICLE FACILITIES IN CALIFORNIA

In 2023, there were approximately 1,557 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 were several changes to the State's HOV facilities in 2023.

- The HOV lanes on northbound (NB) I-5 in LA County were expanded by approximately 1 mile from the Orange County line to Coyote Creek. This extension was made available to traffic in June 2022.
- The project to close the 3.3-mile gap in the HOV lanes between Magnolia Blvd and Hollywood Way for both NB and southbound (SB) directions on I-5 in Los Angeles County was finished in August 2022.
- The existing HOV facilities in both NB and SB along I-5 in San Diego County were recently extended by approximately 8 lane-miles. This extension spans from Palomar Airport Road to SR-78 and was completed in July 2023.
- In November 2022, approximately 28 lane-miles of new express lane facilities were opened on both the NB and SB lanes of US-101 in San Mateo County, spanning from Whipple Ave. to SR-380.
- On March 31, 2023, tolling began for express lane facilities on both NB and SB lanes in Alameda County along I-680. Discounts are provided to vehicles with two occupants and qualifying clean air vehicles.
- On December 1, 2023, approximately 8 more lane-miles of new HOT facilities became operational for traffic on both NB and SB SR-73 in

Orange County, spanning from MacArthur Blvd to SR-405. Discounts are provided to vehicles with qualifying veterans and those carrying three or more occupants. Solo drivers are always subject to tolls, while vehicles with two occupants travel for free during non-peak hours for a duration of 3-1/2 years.

- On December 1, 2023, approximately 55 lane-miles of HOV lanes were converted to HOT facilities on both the northbound and SB lanes of SR-405 in Orange County, extending from SR-73 to I-605. This expansion includes direct connectors in NB and SB directions between SR-73 and SR-405. Discounts are available for vehicles with veterans and those carrying three or more occupants. Solo drivers are always subject to tolls, while vehicles with two occupants travel for free during non-peak hours for a duration of 3-1/2 years.

Pilot projects were conducted in San Francisco County to convert general-purpose lanes into HOV lanes, as described below. However, due to their experimental nature, the speed limits on these routes were low and signalized intersections required traffic to come to a stop, resulting in decreased performance. As a result, the routes were not deemed suitable for performance reporting.

- In September 2021, a conversion project was completed to convert two lane-mile on both NB and SB US-101 in San Francisco County from a general-purpose lane into an HOV lane. The converted stretch spans from Franklin St. to Lyon St. and is designed to accommodate vehicles with a minimum of two occupants.
- Approximately 3 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 miles-per-hour (mph). The lanes are restricted to vehicles with two or more occupants. The posted speed limit is 30 mph.

3. EXEMPT VEHICLE ACCESS ON HOV FACILITIES 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.[1] California also allows toll-paying vehicles not meeting occupancy requirements to access certain HOV facilities, known as HOT lanes.[2]

3.1. 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 the cleanest models of 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 2023 there were 5 different colored decals in use:

- Vehicles that registered in 2020 received an orange decal that was valid through January 1, 2024
- 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

At the beginning of 2022, there were 83,557 vehicles with a CAV decal. At the end of 2022, there were 202,334 vehicles with a decal. As of December 31, 2023, there were 333,136 vehicles 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. High percentage of decals were registered in Los Angeles, Orange, and Santa Clara Counties.

[1] Refer to Vehicle Code sections 5205.5 and 21655.9
[2] Refer to Streets and Highways Code sections 149.1 and 149.4 through 149.10

TABLE 1. DECAL REGISTRATION VS. LANE-MILE IN COUNTIES

Counties that have Majority Decals	2021	2022	2023	Total	% of State's Active Decals	# of the CAV per HOV Mile
Los Angeles	22,074	30,711	31,967	84,752	25%	145
Orange	14,011	19,519	21,408	54,938	16%	162
Santa Clara	8,144	13,055	14,598	35,797	11%	187
Alameda	6,493	9,273	10,708	26,474	8%	228
San Diego	5,931	8,260	9,115	23,306	7%	153
Contra Costa	4,020	5,560	6,227	15,807	5%	195

3.2. HIGH OCCUPANCY/TOLL LANES

There were 15 HOT facilities in operation on the SHS in 2023. 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. HOV traveling in the eastbound (EB) direction during the weekday afternoon peak period pays a discounted toll.

Except for the EB facilities on SR-91 and I-15 in Riverside County, vehicles with three or more occupants (HOV 3+) are allowed to travel toll-free on High-Occupancy Toll (HOT) lanes along the following routes in California: 85, 101, 237, 880, 10, 10s, westbound of 91, 405, and 73. Additionally, vehicles with two or more occupants (HOV 2+) can also travel toll-free on HOT lanes along routes 580, 680, 110, and 15s in California.

Specifically:

On I-15 and the EB SR-91 facility, vehicles with three or more occupants (HOV 3+) qualify for a 50% discount.

On US-101 and I-880, vehicles with two or more occupants (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 all users to have a FasTrak electronic toll collection transponder except I-15 in San Diego County, which currently only require single occupant vehicles to have a transponder. Starting March 31, 2023, tolling

operations changed on I-680 and all motorists are now required to have a FasTrak transponder to access the lanes. On those facilities which require all 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. On the HOT lanes on I-10, I-110, I-405 and SR-91 and I-15 in Riverside County, these vehicles pay 85%of the posted toll. On SR- 85, US-101, SR-237, I-580, I-680 and I-880, decaled CAVs pay 50% of the posted toll. Zero-emission vehicles 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 an HOT facility, it will operate in an "HOV Only" status, precluding toll-paying vehicles from entering the lanes to help alleviate the congestion.[3] 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 highway facilities 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 a transponder, 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 on the vehicle to determine if a violation has occurred.

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

[3] This strategy is not used on the SR-91 HOT facility or on I-15 in Riverside County.

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.

4.1. 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 metering lights on freeway entrance-ramps (the sensors are used to control the ramp metering signals). 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.

4.2. PERIOD FOR ANALYSIS

Caltrans collects speed and volume data for HOV facilities 24 hours a day, seven (7) 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 in 2023, there were 130 weekdays and 50 weekend days, including six (6) holidays.

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

4.3. DATA COLLECTION

Data was collected from Caltrans's detectors for approximately 1,187 lane-miles of HOV facilities. This is about 59% of the 2001 lane-miles of HOV and HOT facilities that were subject to monitoring and analysis as required by 23 U.S.C. § 166.[4] Table 2 shows the number of HOV lane-miles in each Caltrans district and the number of lane-miles for which data was collected. Any data we received from the local tolling operators will be attached as information only.

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. 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 who have the lowest detector coverage to improve the level of coverage. At the same time, we are exploring alternatives options to PeMS.

[4] The lane-miles monitored as required by Title 23 U.S.C. § 166 include 1,540 lane-miles of HOV lanes, and all but 41 lane-miles of the 502 lane-miles of HOT lanes (SR-91 in Orange County is excluded as noted in Section 4.1). Numbers do not add up exactly due to rounding.

TABLE 2. OPERATING VS. MONITORED HOV LANE-MILES BY DISTRICT

District	Lane-Miles Operating	Lane-Miles Monitored (AM)	Lane-Miles Monitored (PM)
3	142	128	123
4	569	300	304
5	8	8	8
7	601	216	216
8	285	190	193
10	14	8	9
11	151	137	137
12	276	196	197
TOTAL	2047	1184	1187

4.4. CALCULATING DEGRADATION

The vehicle miles traveled (VMT) and vehicle hours traveled (VHT) during the peak hour 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 (6) months.

- The average peak hour 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).[5]
- The average peak hour period speed for the entire six (6) months was determined by taking the total VMT and the total VHT for the peak period for the entire six (6) months and then dividing that VMT by that VHT. [6]

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

[5] For facilities in District 11, the average speed for the morning and afternoon three-hour time blocks was provided directly from RMIS.

[6] For facilities in District 11, the average peak hour period speed for the six (6) month period was calculated by determining the average of the daily speeds provided by RMIS.

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 where the average speed at the detector stations was less than 45 mph.

4.5. DEGRADATION CATEGORY

While the federal standard distinguishes HOV facilities' performance as degraded or not degraded, Caltrans further classifies degradation into three (3) 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.

5. STATEWIDE DEGRADATION SUMMARY

Table 3 summarizes the statewide HOV facilities degradation monitoring in 2023. Of the 1,184 lane-miles monitored during the morning peak hour period, about 21% (243 lane-miles) were degraded. Of the 1,188 lane-miles monitored during the afternoon peak hour period, approximately 34% (399 lane-miles) were degraded.

TABLE 3. 2023 STATEWIDE MONITORED DEGRADED LANE-MILES SUMMARY

Peak Hour Period	Category	Lane-Miles
Morning	Degraded	243
Morning	Not Degraded	941
Afternoon	Degraded	399
Afternoon	Not Degraded	789

Figure 1 shows the lane-miles of degraded HOV facilities by district. District 7 (Los Angeles area), District 8 (Riverside and San Bernardino Counties) and District 12 (Orange County) had the most degradation. Approximately 40% of District 7, District 8, and District 12 HOV facilities that operated in both peak hour periods

experienced degradation in both peak hour periods. District 10 experienced no degradation.

Figures 2 and 3 show statewide degradation categorized by frequency; as slightly degraded, very degraded, and extremely degraded. Degradation occurred more frequently in the afternoon, with approximately 40% of the degraded facilities in that period experiencing extreme levels of degradation.

FIGURE 1. DEGRADATION BY DISTRICT

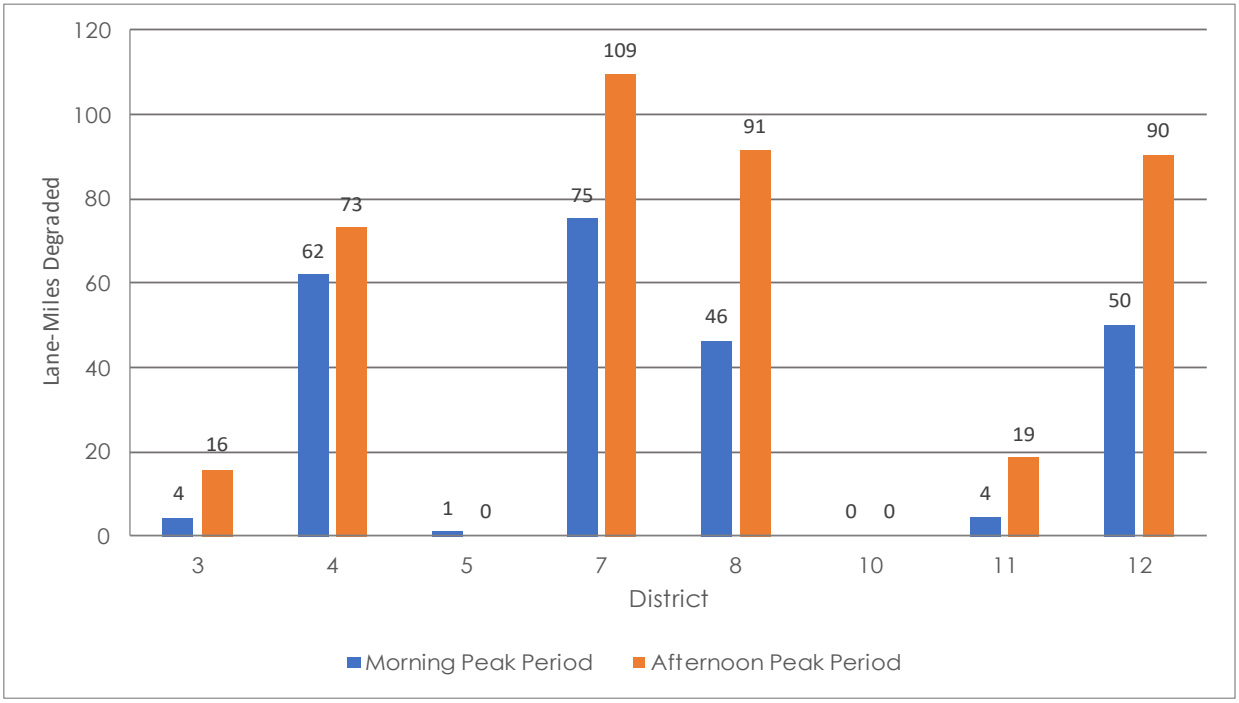


FIGURE 2. STATEWIDE DEGRADATION BY FREQUENCY (MORNING PEAK HOUR PERIOD)

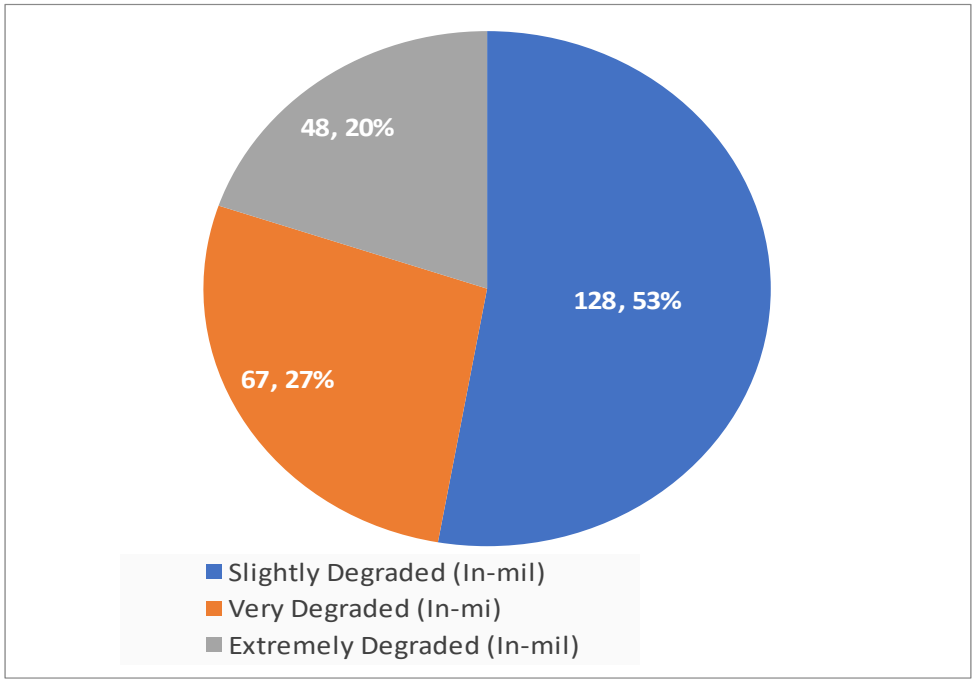
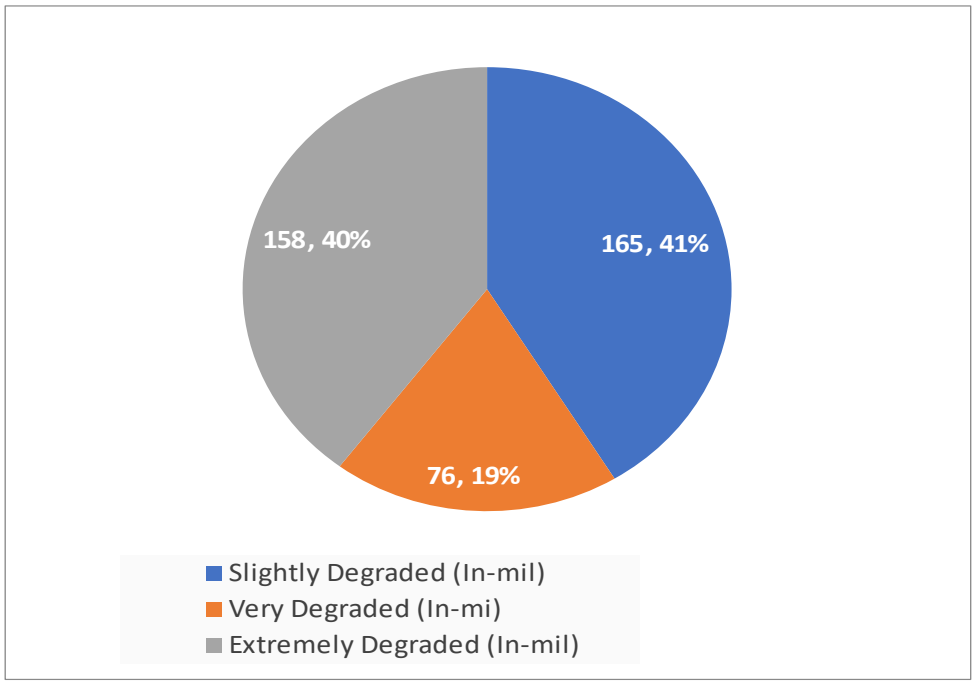


FIGURE 3. STATEWIDE DEGRADATION BY FREQUENCY (AFTERNOON PEAK HOUR PERIOD)



Analysis of degraded facilities indicates that the following factors contributing to degradation include:

- HOV demand exceeding the capacity of the facility.
- Recurrent congestion on the freeway.
- 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**. The degraded stations can be accessed through web browsers and mobile devices at the link below: https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=85604a36aa4e411fb4d00bab29edd4fc

5.1. ASSESSING HOV FACILITIES DEGRADATION OVER THE PAST THREE YEARS

Figure 4 compares the percentages of statewide facilities degraded in the last three years. Figure 5 provides a side-by-side comparison of degradation in each district in the morning and afternoon peak hour periods in 2021, 2022 and 2023. The High-Occupancy Vehicle (HOV) degradation levels have shown distinct patterns based on the time of day. While the HOV degradation levels during the morning have remained relatively stable, hovering around 21%, the degradation levels for HOV during the afternoon have exhibited a gradual decline, decreasing from 37% to 34% over the same period.

FIGURE 4. STATEWIDE PERCENTAGE OF HOV LANE-MILES DEGRADED IN THE LAST THREE YEARS

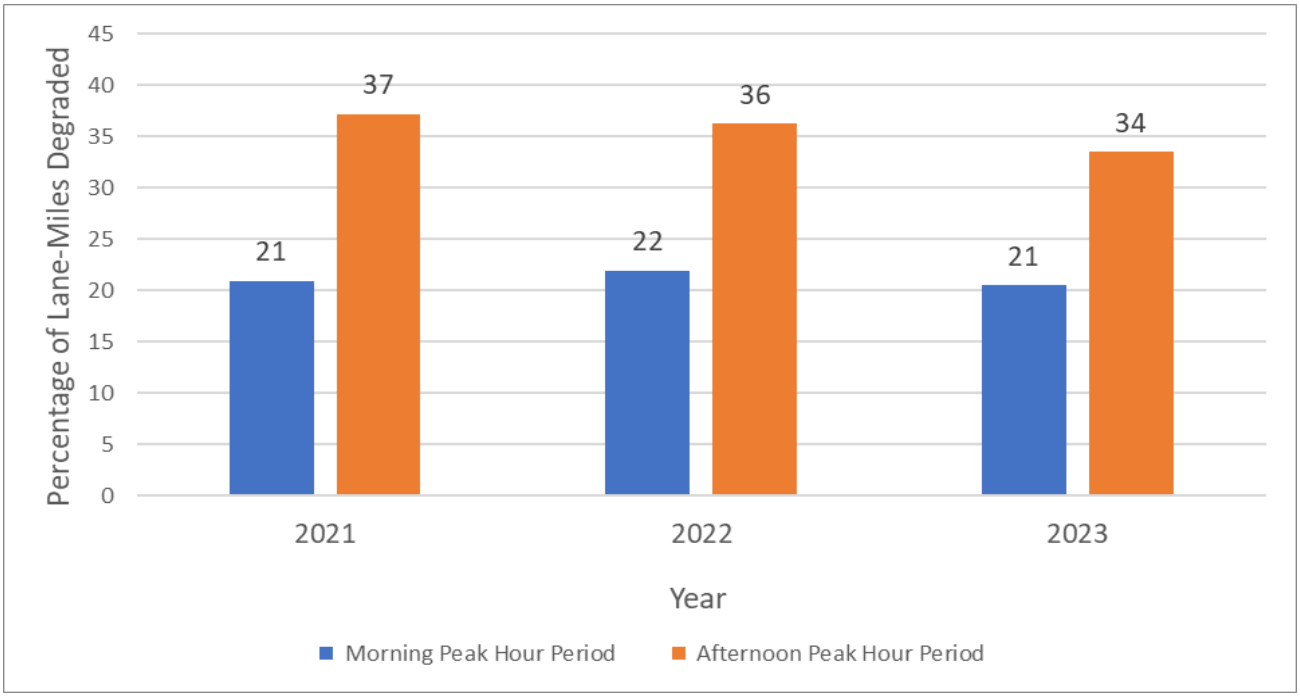
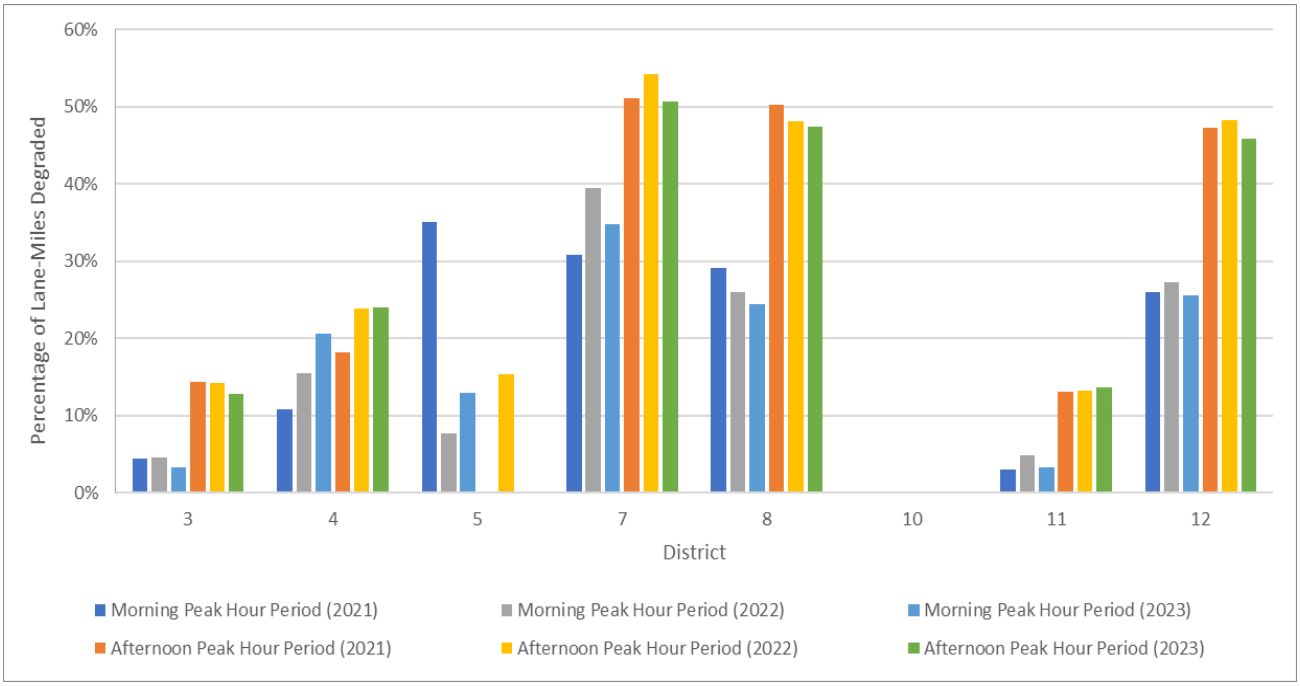


FIGURE 5. PERCENTAGE OF LANE-MILES DEGRADED BY DISTRICT IN THE LAST THREE YEARS



6. CONCLUSIONS

The tables in Attachment B provide a summary of the HOV facilities that experienced degradation. In 2023, approximately 46 routes were affected by degradation. Listed below are some general observations from the 2023 degradation analysis:

- Degradation was more prevalent in the afternoon peak hour period, versus the morning peak hour period, as noted in Figure 4.
- While some facilities degraded during both the morning and afternoon periods, most of the facilities experienced degradation specifically in either the morning or afternoon period.
- The detection systems in the new HOV facilities on I-5 in District 3 were installed and monitored from July 13, 2023, to December 29, 2023. No degradation in the facilities was observed. The HOV facilities on US-50 in District 3 remained the same as in 2022; no degradation was found.
- The construction of US-101 in District 5 is ongoing. The HOV facilities in the morning exhibited degradation spanning less than 1 mile, while no degradation was observed in the afternoon.
- The percentage of degraded lane-miles in District 11 has remained relatively unchanged and consistent over the past three years.
- The HOV facilities in District 10 remained unaffected by degradation during the specified period. In 2023, Districts 4, 7, 8, and 12 encountered the most significant degradation. All four districts observed degradation during both the morning and afternoon peak hours. While the morning and afternoon degradation levels varied significantly for the HOV facilities in their respective districts, Districts 4 and 7 exhibited only minor differences between these periods.
- Over the past three years, the following patterns of degradation have emerged across Districts 4, 7, and 8 during peak hours. Notably, degradation has increased in District 4 with an average annual increase of 19 lane-miles in the morning and 12 lane-miles in the afternoon. By contrast, degradation has decreased in District 7 and 8. District 7 experienced a brief degradation increase in 2022 but reduced below 2021 degradation values in 2023 with an average annual decrease of 11 lane-miles in the morning and 25 lane-miles in the afternoon. Lastly, District 8 consistently experienced an average annual decrease of 8 lane-miles in both the morning and the afternoon.

7. NEXT STEPS

The degradation analysis data including speed plots will be separately sent to the districts to help them with their analyses. 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 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 facility has already undergone a traffic investigation in last two years, districts won't need to conduct another investigation on the same facility. Anything that was degraded in 2023 and wasn't investigated in 2022 and 2023 will need 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.

8. ATTACHMENTS

A. LIST OF HOV FACILITIES ON THE STATE HIGHWAY SYSTEM IN 2023 (8)
B. SUMMARY OF 2023 DEGRADATION ON HOV FACILITIES (9)

ATTACHMENT A:

LIST OF HOV FACILITIES ON THE STATE HIGHWY SYSTEM IN 2023

LIST OF HOV FACILITIES ON THE STATE HIGHWY SYSTEM IN 2023

Facility Type	District	Route	Direction	Begin Co	Begin Postmile	End Co	End Postmile	Begin Statewide Postmile	End Statewide Postmile	Limits	Facility length (Lane-Miles)
HOV	3	5	NB	SAC	9.695	SAC	22.386	504.773	517.464	S of Elk Grove Blvd to US-50	12.691
HOV	3	5	SB	SAC	22.957	SAC	10.003	518.035	530.989	US-50 to S of Elk Grove Blvd	12.954
HOV	3	50	EB	SAC	R5.371	ED	5.834	11.005	34.632	Watt Ave to Cameron Park Dr	23.627
HOV	3	50	WB	ED	6.459	SAC	R6.366	35.347	12.000	Cameron Park Dr to Watt Ave	23.347
HOV	3	51	NB	SAC	0.000	SAC	0.717	0.000	0.717	SR-99/US-50 to N St	0.717
HOV	3	51	SB	SAC	1.467	SAC	0.000	1.467	0.000	B St to SR-99/US-50	1.467
HOV	3	80	EB	SAC	M0.767	PLA	4.718	84.691	106.237	W El Camino Ave to SR-65	21.546
HOV	3	80	WB	PLA	4.880	SAC	M1.012	106.399	84.936	SR-65 to W El Camino Ave	21.463
HOV	3	99	NB	SAC	11.969	SAC	R24.351	286.475	298.857	Elk Grove Blvd to US-50/SR-51	12.382
HOV	3	99	SB	SAC	R24.351	SAC	12.191	298.857	286.697	US-50/SR-51 to Elk Grove Blvd	12.160
HOV	4	1	NB	SF	4.645	SF	5.951	426.442	427.748	N of Crossover Dr to N of Lake St	1.306
HOV	4	1	SB	SF	5.955	SF	4.559	427.752	426.366	N of Lake St to Crossover Dr	1.386
HOV	4	4	EB	CC	R13.116	CC	R28.480	12.923	28.263	Port Chicago Hwy to Hillcrest Ave	15.340
HOV	4	4	WB	CC	R28.722	CC	R16.382	28.055	16.189	Hillcrest Ave to Port Chicago Hwy	11.866
HOV	4	80	EB	ALA	2.579	CC	13.171	7.908	26.523	I-880 to Cummings SkyWy	18.615
HOV	4	80	EB	SOL	0.504	SOL	0.673	27.995	28.164	Carquinez Bridge Toll Plaza	0.255
HOV	4	80	EB	SOL	R11.485	SOL	19.594	38.976	47.096	Red Top Rd to Air Base Pkwy	8.120
HOV	4	80	WB	SOL	20.051	SOL	12.456	47.553	39.958	E/O Air Base Pkwy to SR-12	7.595
HOV	4	80	WB	SOL	0.838	ALA	4.003	28.329	9.332	SR-29 to Powell St	18.997
HOV	4	80	WB	ALA	4.117	ALA	2.614	9.446	7.943	Powell St to end of HOV Slip Ramp	1.503
HOV	4	80	WB	ALA	2.998	ALA	1.784	8.327	7.113	San Francisco-Oakland Bay Bridge Toll Plaza	3.103
HOV	4	84	WB	ALA	R5.926	ALA	R3.012	35.986	33.072	I-880 to Dumbarton Bridge Toll Plaza	2.914
HOV	4	85	NB	SCL	0.215	SCL	R23.3	0.215	23.476	US-101to S/O Moffett Blvd	24.561

Facility Type	District	Route	Direction	Begin Co	Begin Postmile	End Co	End Postmile	Begin Statewide Postmile	End Statewide Postmile	Limits	Facility length (Lane-Miles)
HOV	4	85	SB	SCL	R22.7	SCL	0.236	22.876	0.236	Central Expwy to US-101	23.920
HOT	4	85	NB	SCL	R23.3	SCL	R23.9	23.476	24.076	S/O Moffett Blvd to US-101	1.2
HOT	4	85	SB	SCL	R23.9	SCL	R22.7	24.076	22.876	US-101 to Central Expwy	1.85
HOV	4	87	NB	SCL	0.453	SCL	9.154	0.453	9.154	SR-85 to US-101	9.701
HOV	4	87	SB	SCL	8.827	SCL	0.423	8.827	0.423	US-101 to SR-85	9.124
HOV	4	92	WB	ALA	R5.655	ALA	R2.528	25.182	22.055	Hesperian Blvd to San Mateo Bridge Toll Plaza	3.277
HOT	4	101	NB	SCL	46.95	SCL	52.55	396.552	402.152	S/O Ellis St to SCL/SM Co Line	8.4
HOT	4	101	NB	SM	0	SM	6.53	402.152	408.65	SCL/SM Co Line to Whipple Ave	6.5
HOT	4	101	NB	SM	6.5	SM	R20.7	408.650	422.852	Whipple Ave to Route 380	14.202
HOT	4	101	SB	SM	R20.7	SM	6.9	422.852	409.052	Route 380 to Whipple Ave	13.8
HOT	4	101	SB	SM	6.9	SM	0	409.052	402.152	Whipple Ave to SCL/SM Co Line	6.9
HOT	4	101	SB	SCL	52.55	SCL	45.9	402.152	395.5	SCL/SM Co Line to N/O SR- 237	9.550
HOV	4	101	NB	SCL	R17.889	SCL	46.950	367.16	396.552	Cochrane Rd to S/O Ellis St	29.392
HOV	4	101	NB	SF	T4.724	SF	6.673	433.923	435.742	Mission St to Filbert St	1.819
HOV	4	101	NB	SF	6.811	SF	8.067	435.980	437.235	Franklin St to Lyon St	1.255
HOV	4	101	NB	MRN	3.902	MRN	R22.573	444.929	463.6	Richardson Bay Bridge to N/O Atherton Ave	18.671
HOV	4	101	NB	MRN	R27.125	SON	28.579	465.904	497.028	from 0.4 miles S/O the Marin/Sonoma Co line to Windsor River Rd	31.124
HOV	4	101	SB	SON	29.29	SON	R0.305	497.739	466.652	Windsor River Rd to 0.3 miles N/O Marin Co Line	31.087
HOV	4	101	SB	MRN	R20.88	MRN	4.704	461.907	445.731	De Long Ave to Richardson Bay Bridge	16.167
HOV	4	101	SB	SF	7.984	SF	6.89	437.153	436.059	Francisco St to Gough St	1.094
HOV	4	101	SB	SF	6.706	SF	T4.724	435.825	433.923	Lombard St to Mission St	1.902
HOV	4	101	SB	SCL	45.900	SCL	R18.734	395.502	367.970	N/O SR-237 to Cochrane Rd	27.532
HOV	4	160	NB	CC	0.640	CC	0.728	1.979	2.067	Antioch Bridge Toll Plaza	0.088

Facility Type	District	Route	Direction	Begin Co	Begin Postmile	End Co	End Postmile	Begin Statewide Postmile	End Statewide Postmile	Limits	Facility length (Lane-Miles)
HOT	4	237	EB	SCL	R3.343	SCL	9.164	3.400	9.216	Mathilda Ave to I-880	7.316
HOT	4	237	WB	SCL	9.192	SCL	R4.023	9.244	4.08	I-880 to Lawrence Expwy	6.094
HOV	4	280	NB	SCL	L4.716	SCL	14.019	4.716	15.401	Leland Ave to Magdalena Ave	10.685
HOV	4	280	SB	SCL	14.4	SCL	L4.75	15.782	4.75	N/O Magdalena Ave to Leland Ave	11.032
HOT	4	580	EB	ALA	18.913	ALA	R8.762	35.097	24.917	Hacienda Rd to Greenville Rd	17.050
HOT	4	580	WB	ALA	R8.654	ALA	20.572	24.809	36.756	Greenville Rd to I-680	11.947
HOV	4	580	WB	CC	6.072	CC	6.147	69.928	70.003	Richmond San Rafael Bridge Toll Plaza	0.075
HOT	4	680	NB	ALA	M3.4	ALA	R10.92	13.335	20.98	S Grimmer Blvd to SR-84	7.645
HOT	4	680	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	12.015
HOV	4	680	NB	CC	R18.819	CC	23.144	50.32	54.844	SR-242 to S of Marina Vista	4.524
HOV	4	680	NB	CC	24.262	CC	24.788	55.962	56.488	Benicia-Martinez Toll Plaza	0.644
HOT	4	680	SB	CC	23.678	CC	R0.463	55.378	31.88	Marina Vista to Alcosta Blvd onramp	23.5
HOT	4	680	SB	ALA	R11.022	SCL	M7.387	21.082	7.387	SR-84 to SR-237	13.7
HOV	4	880	NB	SCL	4.664	SCL	10.502	4.664	10.502	Old Bayshore Hwy to Dixon Landing Rd	5.838
HOT	4	880	NB	ALA	R0.969	ALA	19.135	11.471	29.362	S/O SR-262 to S/O SR-238	17.9
HOV	4	880	NB	ALA	R34.527R	ALA	R35.797R	44.754	46.024	W Grand Ave to I-80	1.270
HOV	4	880	NB	ALA	R0	ALA	R0.969	10.502	11.471	ALA/SCL Co Line to S/O SR-262	0.969
HOT	4	880	SB	ALA	25.325	SCL	8.471	35.552	8.471	Hegenberger Rd to SR-237	27.081
HOV	4	880	SB	SCL	8.471	SCL	4.17	8.471	4.170	SR 237 to US-101	4.301
HOV	4	880S	NB	ALA	0.000R	ALA	1.223R	0.000	1.223	16th St to SFOBB Toll Plaza	1.607
HOV	5	101	NB	SB	R0.000	SB	4.28	83.063	87.203	Ventura Co Line to 0.51 miles N/O Santa Monica Creek	4.140
HOV	5	101	SB	SB	4.33	SB	R0.000	87.253	83.063	Bailard Ave to 0.56 miles N/O Santa Monica Creek	4.190
HOV	7	5	NB	LA	0	LA	5.81	117.408	122.228	Orange Co Line to S of Florence Ave	5.810
HOV	7	5	NB	LA	26.750	LA	R45.22	143.168	161.415	Rte 134 to Rte 14	20.047

Facility Type	District	Route	Direction	Begin Co	Begin Postmile	End Co	End Postmile	Begin Statewide Postmile	End Statewide Postmile	Limits	Facility length (Lane-Miles)
HOV	7	5	SB	LA	R45.43	LA	27.510	161.625	143.928	Rte 14 to Rte 134	19.497
HOV	7	5	SB	LA	6.310	LA	0.000	122.728	116.418	Florence Ave (just S/O I-605) to Orange Co Line	6.310
HOT	7	10S	EB	LA	16.968	LA	27.96	0.000	10.992	Alameda St to Baldwin Ave	17.022
HOT	7	10	EB	LA	27.963	LA	30.995	26.463	29.495	Baldwin Ave to I-605	5.273
HOV	7	10	EB	LA	30.995	LA	48.265	29.495	46.765	I-605 to San Bernardino Co Line	17.3
HOV	7	10	WB	LA	48.265	LA	31.296	46.765	29.796	San Bernardino Co Line I-605	16.969
HOT	7	10	WB	LA	31.293	LA	27.784	29.793	26.284	Garvey Ave to Temple City Blvd	5.315
HOT	7	10S	WB	LA	27.778	LA	16.968	10.810	0.000	Temple City Blvd to Alameda St	17.310
HOV	7	14	NB	LA	R24.998	LA	R60.076	0.210	35.239	I-5 to 0.3 miles N/O Palmdale Blvd	35.8
HOV	7	14	SB	LA	R60.685	LA	R24.998	35.848	0.210	Ave P-8 to I-5	36.446
HOV	7	57	NB	LA	R0.000	LA	R4.406R	11.817	16.223	Orange Co Line to SR-60	5.506
HOV	7	57	SB	LA	R4.363L	LA	R0.000	16.265	11.817	SR-60 to Orange Co Line	5.548
HOV	7	60	EB	LA	11.797	LA	R30.456	11.931	30.597	I-605 to San Bernardino Co Line	18.7
HOV	7	60	WB	LA	R30.456	LA	13.820	30.597	13.961	San Bernardino Co Line to 0.4 miles W/O 7th Ave	16.6
HOV	7	91	EB	LA	R6.559	LA	R20.741	0.557	14.739	I-110 to Orange Co Line	14.2
HOV	7	91	WB	LA	R20.741	LA	R8.532	14.739	2.53	Orange Co Line to Central Ave	12.2
HOV	7	101	NB	VEN	R39.892	VEN	R43.622	79.440	83.063	0.1 mile N/O Mobil Pier Rd to Santa Barbara Co Line	3.6
HOV	7	101	SB	VEN	R43.622	VEN	R40.197	83.063	79.745	Santa Barbara Co Line to 0.4 mile N/O Mobil Pier Rd	3.3
HOV	7	105	EB	LA	R1.817	LA	R18.144	1.817	18.144	I-405 to Studebaker Rd	16.3
HOV	7	105	WB	LA	R18.144	LA	R2.414	18.144	2.414	Studebaker Rd to I-405	15.7
HOT	7	110	NB	LA	10.57	LA	20.235	9.756	19.421	Harbor GateWy Transit Center to Adams Blvd	19.665
HOT	7	110	SB	LA	20.249	LA	10.57	19.435	9.756	Flower St/28th St to Harbor GateWy Transit Center	18.979

Facility Type	District	Route	Direction	Begin Co	Begin Postmile	End Co	End Postmile	Begin Statewide Postmile	End Statewide Postmile	Limits	Facility length (Lane-Miles)
HOV	7	118	EB	LA	R0.116	LA	R10.513	31.842	42.239	0.1 mile E/O Ventura Co Line to I-5	10.4
HOV	7	118	WB	LA	R10.817	VEN	R32.105	42.543	31.231	I-5 to 0.3 miles W/O Rocky Peak Rd	11.3
HOV	7	134	EB	LA	0.226	LA	R5.255R	0.226	5.255	US-101/SR-170 to I-5	5.035
HOV	7	134	EB	LA	R5.667	LA	R13.341	5.667	13.341	I-5 to I-210	7.641
HOV	7	134	WB	LA	R13.341	LA	R6.15	13.341	6.150	I-210 to I-5	7.2
HOV	7	134	WB	LA	4.891	LA	0.721	4.891	0.721	I-5 to 0.1 mile W/O Cahuenga Blvd	4.2
HOV	7	170	NB	LA	R14.500	LA	R20.192	0.000	5.780	US-101/SR-134 to I-5	6.880
HOV	7	170	SB	LA	R20.22	LA	R14.500	5.720	0.000	I-5 to US-101/SR-134	6.820
HOV	7	210	EB	LA	R25.238	LA	R52.150	25.218	52.439	SR-134 to San Bernardino Co Line	27.421
HOV	7	210	WB	LA	R52.150	LA	R25.238	52.439	25.218	San Bernardino Co Line to SR-134	27.221
HOV	7	405	NB	LA	0.000	LA	48.585	23.948	72.357	Orange Co Line to I-5	48.4
HOV	7	405	SB	LA	47.855	LA	0.000	71.627	23.948	I-5 to Orange Co Line	47.7
HOV	7	605	NB	LA	R0.000	LA	R19.838	2.052	21.890	Orange Co Line to I-10	19.8
HOV	7	605	SB	LA	20.712	LA	R0.000	22.764	2.052	I-10 to Orange Co Line	20.7
HOV	8	10	EB	SBD	0.000	SBD	8.267	46.765	55.032	LA Co Line to Haven Ave	8.267
HOV	8	10	WB	SBD	8.518	SBD	0.000	55.283	46.765	Haven Ave to Los Angeles Co Line	8.518
HOT	8	15	NB	RIV	36.8	RIV	51.4	91.293	105.893	Cajalco Rd to Route 60	29.200
HOT	8	15	SB	RIV	51.38	RIV	36.8	105.893	91.293	Route 60 to Cajalco Rd	29.200
HOV	8	60	EB	SBD	R0.000	RIV	12.684	30.597	52.964	LA Co Line to W Jct I-215	22.367
HOV	8	60	EB	RIV	R12.064	RIV	19.634	53.278	60.541	E Jct I-215 to Redlands Blvd	7.263
HOV	8	60	WB	RIV	20.134	RIV	R11.750	61.041	52.964	Redlands Blvd to E Jct I-215	8.1
HOV	8	60	WB	RIV	12.426	SBD	R0.000	52.706	30.597	W Jct I-215 To Los Angeles Co Line	22.2
HOV	8	71	NB	SBD	R8.447	SBD	R1.138	13.397	6.088	Riverside Co Line to LA Co Line	7.309
HOV	8	71	SB	SBD	R0.337	SBD	R7.416	5.303	12.366	Los Angeles Co Line to N/O Butterfield Ranch Rd	7.1
HOT	8	91	EB	RIV	R0.000	RIV	7.514	37.232	44.858	Orange Co Line to I-15	16.524
HOV	8	91	EB	RIV	8.370	RIV	21.789	45.714	59.133	1 mile E/O I-15 to I-215	13.4

Facility Type	District	Route	Direction	Begin Co	Begin Postmile	End Co	End Postmile	Begin Statewide Postmile	End Statewide Postmile	Limits	Facility length (Lane-Miles)
HOV	8	91	WB	RIV	22.068	RIV	8.096	59.412	45.44	I-215 to 0.7 mi E/O I-15	13.972
HOT	8	91	WB	RIV	7.230	RIV	R0.00	44.574	37.232	I-15 to Orange Co Line	16.430
HOV	8	210	EB	SBD	0.000	SBD	21.289	52.439	73.728	Los Angeles Co Line to I-215	21.289
HOV	8	210	WB	SBD	21.479	SBD	0.000	73.918	52.439	I-215 to Los Angeles Co Line	21.479
HOV	8	215	NB	RIV	38.782	RIV	R42.797R	30.449	34.771	S Jct SR-60 to N Jct SR-60/91	4.322
HOV	8	215	NB	RIV	R43.30R	SBD	10.033	35.274	47.275	N Jct SR-60/SR-91 to SR-210	12.0
HOV	8	215	SB	SBD	9.948	RIV	43.679	47.190	35.588	SR-210 to N Jct SR-60/SR-91	11.6
HOV	8	215	SB	RIV	42.797	RIV	R38.404	34.771	30.071	N Jct SR-60/91 to S Jct SR-60	4.7
HOV	10	5	NB	SJ	25.284	SJ	31.936	470.561	477.213	Charter Wy to S/O Hammer Ln	6.7
HOV	10	5	SB	SJ	32.471	SJ	25.319	477.748	470.596	Hammer Ln to Charter Wy	7.2
HOV	11	5	NB	SD	R0.09	SD	R0.12	n/a	n/a	San Ysidro Port of Entry Lanes # 9 -12	0.12
HOV	11	5	NB	SD	R0.09	SD	R0.12			San Ysidro Port of Entry Lane #1	0.030
HOV	11	5	NB	SD	R31.188	SD	R51.2	30.864	50.876	I-805 to Rte 78	20.012
HOV	11	5	SB	SD	R51.2	SD	R30.345	50.876	30.021	Rte 78 to 0.8 mi N/O I-805	20.855
HOV	11	15	NB	SD	M4.073	SD	R5.887	3.675	6.068	I-805 to I-8	2.393
HOV	11	15	SB	SD	R5.941	SD	M4.068	6.122	3.670	I-8 to I-805	2.452
HOV	11	163	NB		0.637		1.057	0.086	0.506	Ash St to I-5	0.420
HOT	11	15S	NB	SD	11.890	SD	30.856	0.000	18.966	SR-163 to SR-78	39.682
HOT	11	15S	SB	SD	30.856	SD	11.89	18.966	0.00	SR-78 to SR-163	39.032
HOV	11	805	NB	SD	5.958	SD	12.95	5.809	12.801	Telegraph Canyon Rd to Market St	7.9
HOV	11	805	NB	SD	23.755	SD	28.874	23.606	28.725	SR-52 to I-5	5.1
HOV	11	805	SB	SD	28.654	SD	24.325	28.505	24.176	I-5 to SR-52	4.3
HOV	11	805	SB	SD	13.329	SD	5.354	13.18	5.205	SR-94 to Telegraph Canyon Rd	8.3
HOV	11	905	WB	SD	11.737	SD	11.737			Otay Mesa Port of Entry Lane #14	0.060
HOV	12	5	NB	ORA	3.150	ORA	43.335	75.193	115.371	Ave Pico to Beach Blvd	42.1
HOV	12	5	SB	ORA	44.302	ORA	3.254	116.338	75.297	Artesia Blvd to Ave Pico	43.3
HOV	12	22	EB	ORA	R0.878	ORA	R11.723	2.335	13.284	I-405 to Grand Ave	11.6

Facility Type	District	Route	Direction	Begin County	Begin Postmile	End County	End Postmile	Begin Statewide Postmile	End Statewide Postmile	Limits	Facility length (Lane-Miles)
HOV	12	22	WB	ORA	R12.384	ORA	R1.202	13.945	2.659	0.8 mi W/O SR-55 to I-405	12.4
HOV	12	55	NB	ORA	R5.592	ORA	16.275	5.422	16.087	I-405 to 0.7 mi S/O Lincoln Ave	10.7
HOV	12	55	SB	ORA	16.559	ORA	R6.254	16.371	6.084	0.4 mi S/O Lincoln Ave to I-405	10.3
HOV	12	57	NB	ORA	10.984L	ORA	R22.551	0.335	11.817	I-5 to Los Angeles Co Line	11.8
HOV	12	57	SB	ORA	R22.551	ORA	10.917L	11.817	0.268	Los Angeles Co Line to I-5	11.8
HOT	12	73	NB	ORA	23.8	ORA	R27.8R	13.8	17.753	MacArthur Blvd to Rte 405	4
HOT	12	73	SB	ORA	R27.8L	ORA	23.8	13.8	17.753	Rte 405 to MacArthur Blvd	4
HOV	12	91	EB	ORA	R0.000	ORA	8.15	14.739	26.523	Los Angeles Co Line to Tustin Ave	11.8
HOT	12	91	EB	ORA	8.657	ORA	R18.905	27.030	37.232	Santa Ana River to Riverside Co Line	20.446
HOT	12	91	WB	ORA	R18.905	ORA	8.551	37.232	26.924	Riverside Co Line to Santa Ana River	20.726
HOV	12	91	WB	ORA	8.123	ORA	R0.000	26.496	14.739	Tustin Ave to Los Angeles Co Line	11.8
HOV	12	405	NB	ORA	0.609	ORA	24.178	0.379	23.948	I-5 to Los Angeles Co Line	26.5
HOV	12	405	SB	ORA	24.178	ORA	0.609	23.948	0.379	Los Angeles Co Line to I-5	26.3
HOT	12	405	NB	ORA	10.2	ORA	24	9.97	23.77	Rte 73 to I-605	27.6
HOT	12	405	SB	ORA	24	ORA	10.2	23.77	9.97	I-605 to Rte 73	27.6
HOV	12	605	NB	ORA	R0.187	ORA	R1.643	0.596	2.052	I-405 to Los Angeles Co Line	2.4
HOV	12	605	SB	ORA	R1.643	ORA	R0.209	2.052	0.618	Los Angeles Co Line to I-405	2.5

ATTACHMENT B:

SUMMARY OF 2023 DEGRADATION ON HOV FACILITIES

SUMMARY OF 2023 DEGRADATION ON HOV FACILITIES

District	Route	Facility Type	Direction	Limits	Facility Length	Time Period	Lane Miles Monitored	Not Degraded	Slightly Degraded	Very Degraded	Extremely Degraded
03	5	HOV	NB	S of Elk Grove Blvd to the I-5/US 50 interchange	12.69	AM	11.55	11.55	0.00	0.00	0.00
03	5	HOV	NB	S of Elk Grove Blvd to the I-5/US 50 interchange	12.69	PM	11.55	11.55	0.00	0.00	0.00
03	5	HOV	SB	The I-5/US 50 interchange to S of Elk Grove Blvd	12.95	AM	8.54	8.54	0.00	0.00	0.00
03	5	HOV	SB	The I-5/US 50 interchange to S of Elk Grove Blvd	12.95	PM	8.54	8.54	0.00	0.00	0.00
03	50	HOV	EB	Watt Ave to Cameron Park Dr	23.63	AM	23.07	23.07	0.00	0.00	0.00
03	50	HOV	EB	Watt Ave to Cameron Park Dr	23.63	PM	23.07	23.07	0.00	0.00	0.00
03	50	HOV	WB	Cameron Park Dr to Watt Ave	23.35	AM	23.07	23.07	0.00	0.00	0.00
03	50	HOV	WB	Cameron Park Dr to Watt Ave	23.35	PM	23.07	23.07	0.00	0.00	0.00
03	80	HOV	EB	W El Camino Ave to SR-65	21.55	AM	18.31	18.31	0.00	0.00	0.00
03	80	HOV	EB	W El Camino Ave to SR-65	21.55	PM	17.50	11.69	4.95	0.86	0.00
03	80	HOV	WB	SR-65 to W El Camino Ave	21.46	AM	20.75	18.72	1.39	0.00	0.65
03	80	HOV	WB	SR-65 to W El Camino Ave	21.46	PM	16.38	14.29	0.76	0.00	1.34
03	99/51	HOV	NB	Elk Grove Blvd to to N St	13.10	AM	10.43	8.68	1.02	0.73	0.00
03	99/51	HOV	NB	Elk Grove Blvd to to N St	13.10	PM	10.43	10.43	0.00	0.00	0.00
03	99/51	HOV	SB	B St to Elk Grove Blvd	13.63	AM	12.58	12.12	0.46	0.00	0.00
03	99/51	HOV	SB	B St to Elk Grove Blvd	13.63	PM	12.58	4.79	5.14	0.70	1.95
4	4	HOV	EB	Port Chicago Hwy to Hillcrest Ave	15.34	PM	8.99	7.40	1.19	0.00	0.40
4	4	HOV	WB	Hillcrest Ave to Port Chicago Hwy	11.87	AM	8.45	2.13	0.96	2.33	3.04
04	80	HOV	EB	I-880 to Cummings SkyWy	18.62	AM	14.31	13.53	0.40	0.39	0.00
04	80	HOV	EB	I-880 to Cummings SkyWy	18.62	PM	14.31	4.43	2.48	1.22	6.18
04	80	HOV	WB	SR-29 to Powell St	19.00	AM	14.81	7.12	3.47	2.53	1.69
04	80	HOV	WB	SR-29 to Powell St	19.00	PM	14.81	12.76	1.10	0.00	0.95
04	80	HOV	EB	Red Top Rd to Air Base Pkwy	8.12	AM	6.31	6.31	0.00	0.00	0.00

District	Route	Facility Type	Direction	Limits	Facility Length	Time Period	Lane Miles Monitored	Not Degraded	Slightly Degraded	Very Degraded	Extremely Degraded
04	80	HOV	EB	Red Top Rd to Air Base Pkwy	8.12	PM	6.31	2.41	2.50	0.80	0.61
04	80	HOV	WB	E/O Air Base Pkwy to WB SR 12 Interchange	7.60	AM	6.15	6.15	0.00	0.00	0.00
04	80	HOV	WB	E/O Air Base Pkwy to WB SR 12 Interchange	7.60	PM	6.15	5.77	0.00	0.00	0.38
04	85	HOT	NB	S/O Moffett Blvd to US-101	1.20	AM	0.81	0.81	0.00	0.00	0.00
04	85	HOT	NB	S/O Moffett Blvd to US-101	1.20	PM	0.81	0.81	0.00	0.00	0.00
04	85	HOT	SB	US-101 to Central Expwy	1.85	AM	1.18	1.18	0.00	0.00	0.00
04	85	HOT	SB	US-101 to Central Expwy	1.85	PM	1.18	0.69	0.50	0.00	0.00
04	85	HOV	NB	US-101 (S San Jose) to S/O Moffett Blvd	24.56	AM	14.65	5.25	7.31	2.10	0.00
04	85	HOV	NB	US-101 (S San Jose) to S/O Moffett Blvd	24.56	PM	14.65	14.65	0.00	0.00	0.00
04	85	HOV	SB	Central Expwy to US-101 (S San Jose)	23.92	AM	17.33	16.74	0.60	0.00	0.00
04	85	HOV	SB	Central Expwy to US-101 (S San Jose)	23.92	PM	17.33	6.24	3.02	4.64	3.44
04	87	HOV	NB	SR-85 to US-101	9.70	AM	4.94	3.22	0.82	0.91	0.00
04	87	HOV	NB	SR-85 to US-101	9.70	PM	4.94	4.94	0.00	0.00	0.00
04	87	HOV	SB	US-101 to SR-85	9.12	AM	4.42	4.42	0.00	0.00	0.00
04	87	HOV	SB	US-101 to SR-85	9.12	PM	4.42	0.93	1.05	2.45	0.00
04	92	HOV	WB	Hesperian Blvd to San Mateo Bridge Toll Plaza	3.28	AM	1.11	0.33	0.79	0.00	0.00
04	92	HOV	WB	Hesperian Blvd to San Mateo Bridge Toll Plaza	3.28	PM	1.11	1.11	0.00	0.00	0.00
04	101	HOT	NB	S/O Ellis St to Route 380	29.10	AM	11.78	11.37	0.41	0.00	0.00
04	101	HOT	NB	S/O Ellis St to Route 380	29.10	PM	12.48	10.50	1.09	0.90	0.00
04	101	HOT	SB	Route 380 to N/O SR 237	30.25	AM	11.14	8.64	2.50	0.00	0.00
04	101	HOT	SB	Route 380 to N/O SR 237	30.25	PM	11.18	7.28	2.22	1.68	0.00
04	101	HOV	NB	Cochrane Rd to S/O Ellis St	29.39	AM	19.78	11.77	6.24	1.39	0.38
04	101	HOV	NB	Cochrane Rd to S/O Ellis St	29.39	PM	19.78	19.49	0.00	0.00	0.29
04	101	HOV	SB	N/O SR 237 to Cochrane Rd	27.53	AM	17.86	17.49	0.38	0.00	0.00
04	101	HOV	SB	N/O SR 237 to Cochrane Rd	27.53	PM	17.86	8.92	2.02	1.22	5.71
4	101	HOV	NB	Richardson Bay Bridge to N/O Atherton Ave	18.67	PM	9.92	5.44	2.20	0.47	1.82

District	Route	Facility Type	Direction	Limits	Facility Length	Time Period	Lane Miles Monitored	Not Degraded	Slightly Degraded	Very Degraded	Extremely Degraded
4	101	HOV	SB	De Long Ave to Richardson Bay Bridge	16.18	AM	7.85	4.48	1.84	1.54	0.00
04	101	HOV	NB	0.4 miles S/O the Marin/Sonoma Co line to Windsor River Rd	31.12	PM	16.53	15.93	0.28	0.00	0.33
04	101	HOV	NB	0.4 miles S/O the Marin/Sonoma Co line to Windsor River Rd	31.12	AM	16.53	12.79	2.25	1.22	0.28
04	101	HOV	SB	Windsor River Rd to 0.3 miles N/O Marin Co Line	31.09	PM	18.88	18.88	0.00	0.00	0.00
04	101	HOV	SB	Windsor River Rd to 0.3 miles N/O Marin Co Line	31.09	AM	18.88	13.75	2.46	1.07	1.61
04	237	HOT	EB	Mathilda Ave to I-880	7.32	AM	4.28	3.34	0.00	0.95	0.00
04	237	HOT	EB	Mathilda Ave to I-880	7.32	PM	4.28	1.51	2.11	0.00	0.67
04	237	HOT	WB	Route 880 to E Java Dr	6.09	AM	3.97	2.96	1.01	0.00	0.00
04	237	HOT	WB	Route 880 to E Java Dr	6.09	PM	3.97	3.97	0.00	0.00	0.00
04	280	HOV	NB	Leland Ave to Magdalena Ave	10.69	AM	4.84	3.73	0.00	0.70	0.41
04	280	HOV	NB	Leland Ave to Magdalena Ave	10.69	PM	4.84	4.84	0.00	0.00	0.00
04	280	HOV	SB	N/O Magdalena Ave to Leland Ave	11.03	AM	6.10	6.10	0.00	0.00	0.00
04	280	HOV	SB	N/O Magdalena Ave to Leland Ave	11.03	PM	6.10	2.00	0.00	2.96	1.14
04	101	HOT	NB	S/O Ellis St to to Route 380	29.10	AM	11.78	11.37	0.41	0.00	0.00
04	101	HOT	NB	S/O Ellis St to to Route 380	29.10	PM	12.48	10.50	1.09	0.90	0.00
04	101	HOT	SB	Route 380 to N/O SR 237	30.25	AM	11.14	8.64	2.50	0.00	0.00
04	580	HOT	EB	Hacienda Rd to Greenville Rd	17.05	AM	9.74	9.74	0.00	0.00	0.00
04	580	HOT	EB	Hacienda Rd to Greenville Rd	17.05	PM	9.21	9.21	0.00	0.00	0.00
04	580	HOT	WB	Greenville Rd to I-680	11.95	AM	6.70	6.35	0.36	0.00	0.00
04	580	HOT	WB	Greenville Rd to I-680	11.95	PM	7.62	7.62	0.00	0.00	0.00
04	680	HOT	NB	S Grimmer to Livorna Rd On-ramp	19.66	AM	10.96	10.96	0.00	0.00	0.00
04	680	HOT	NB	S Grimmer to Livorna Rd On-ramp	19.66	PM	10.96	6.27	2.82	0.32	1.56
04	680	HOT	SB	SR-84 to Alcosta Blvd, onramp	37.19	AM	20.95	20.50	0.22	0.24	0.00
04	680	HOT	SB	SR-84 to Alcosta Blvd, onramp	37.19	PM	20.95	20.00	0.47	0.48	0.00
04	680	HOV	NB	SR-242 to S of Marina Vista	4.52	AM	1.30	1.30	0.00	0.00	0.00
04	680	HOV	NB	SR-242 to S of Marina Vista	4.52	PM	1.30	1.30	0.00	0.00	0.00

District	Route	Facility Type	Direction	Limits	Facility Length	Time Period	Lane Miles Monitored	Not Degraded	Slightly Degraded	Very Degraded	Extremely Degraded
04	880	HOT	NB	S/O SR 262 to S/O SR-238	17.89	AM	11.60	11.60	0.00	0.00	0.00
04	880	HOT	NB	S/O SR 262 to S/O SR-238	17.89	PM	11.60	6.36	2.08	1.00	2.17
04	880	HOT	SB	Hegenberger Rd to Rte 237	27.08	AM	16.07	9.44	5.27	1.36	0.00
04	880	HOT	SB	Hegenberger Rd to Rte 237	27.08	PM	16.07	15.86	0.21	0.00	0.00
04	880	HOV	NB	Old Bayshore Hwy to Dixon Landing Rd	5.84	AM	2.38	2.38	0.00	0.00	0.00
04	880	HOV	NB	Old Bayshore Hwy to Dixon Landing Rd	5.84	PM	2.38	1.84	0.00	0.54	0.00
04	880	HOV	SB	SR 237 to US-101	4.30	AM	2.91	2.37	0.55	0.00	0.00
04	880	HOV	SB	SR 237 to US-101	4.30	PM	2.91	1.44	0.38	0.55	0.56
05	101	HOV	NB	Ventura Co Line to 0.51 miles N/O Santa Monica Creek	4.14	AM	4.09	3.46	0.13	0.50	0.00
05	101	HOV	NB	Ventura Co Line to 0.51 miles N/O Santa Monica Creek	4.14	PM	4.09	4.09	0.00	0.00	0.00
05	101	HOV	SB	Bailard Ave to 0.56 miles N/O Santa Monica Creek	4.19	AM	4.06	3.64	0.42	0.00	0.00
05	101	HOV	SB	Bailard Ave to 0.56 miles N/O Santa Monica Creek	4.19	PM	4.06	4.06	0.00	0.00	0.00
07	10	HOT	EB	Baldwin Ave to I-605	22.30	AM	16.48	16.11	0.37	0.00	0.00
07	10	HOT	EB	Baldwin Ave to I-605	22.30	PM	16.48	11.07	2.79	0.00	2.62
07	10	HOT	WB	Garvey Ave to Temple City Blvd	22.63	AM	13.33	8.75	3.71	0.87	0.00
07	10	HOT	WB	Garvey Ave to Temple City Blvd	22.63	PM	13.33	13.33	0.00	0.00	0.00
07	10	HOV	EB	I-605 to San Bernardino Co Line	17.27	AM	7.10	6.51	0.60	0.00	0.00
07	10	HOV	EB	I-605 to San Bernardino Co Line	17.27	PM	7.10	0.00	0.00	0.69	6.42
07	10	HOV	WB	San Bernardino Co Line to I-605	16.97	AM	8.63	7.72	0.91	0.00	0.00
07	10	HOV	WB	San Bernardino Co Line to I-605	16.97	PM	8.63	8.46	0.17	0.00	0.00
07	14	HOV	NB	I-5 to 0.3 miles N/O Palmdale Blvd	35.04	AM	11.72	11.72	0.00	0.00	0.00
07	14	HOV	NB	I-5 to 0.3 miles N/O Palmdale Blvd	35.04	PM	11.72	2.50	5.70	0.00	3.52
07	14	HOV	SB	Ave P-8 to I-5	36.45	AM	14.77	4.37	6.90	0.00	3.50
07	14	HOV	SB	Ave P-8 to I-5	36.45	PM	14.77	14.77	0.00	0.00	0.00
07	60	HOV	EB	I-605 to San Bernardino Co Line	18.67	AM	10.33	8.82	0.85	0.66	0.00

District	Route	Facility Type	Direction	Limits	Facility Length	Time Period	Lane Miles Monitored	Not Degraded	Slightly Degraded	Very Degraded	Extremely Degraded
07	60	HOV	EB	I-605 to San Bernardino Co Line	18.67	PM	10.33	3.55	4.04	0.69	2.05
07	60	HOV	WB	San Bernardino Co Line to 0.4 miles W/O 7th Ave	16.63	AM	8.86	3.10	0.90	2.27	2.60
07	60	HOV	WB	San Bernardino Co Line to 0.4 miles W/O 7th Ave	16.63	PM	8.86	5.55	2.57	0.75	0.00
07	91	HOV	EB	I-110 to Orange Co Line	14.18	AM	4.86	4.41	0.00	0.00	0.45
07	91	HOV	EB	I-110 to Orange Co Line	14.18	PM	4.86	1.95	1.20	0.64	1.07
07	91	HOV	WB	Orange Co Line to Central Ave	12.21	AM	5.81	0.67	1.88	2.21	1.06
07	91	HOV	WB	Orange Co Line to Central Ave	12.21	PM	5.81	1.80	0.87	0.90	2.25
07	118	HOV	EB	0.1 mile E/O Ventura Co Line to I-5	10.40	AM	2.49	2.09	0.40	0.00	0.00
07	118	HOV	EB	0.1 mile E/O Ventura Co Line to I-5	10.40	PM	2.49	1.16	0.40	0.94	0.00
07	118	HOV	WB	I-5 to 0.3 miles W/O Rocky Peak Rd	11.32	AM	3.98	3.98	0.00	0.00	0.00
07	118	HOV	WB	I-5 to 0.3 miles W/O Rocky Peak Rd	11.32	PM	3.98	3.98	0.00	0.00	0.00
07	134	HOV	WB	I-5 to 0.1 mile W/O Cahuenga Blvd	4.17	AM	3.78	3.78	0.00	0.00	0.00
07	134	HOV	WB	I-5 to 0.1 mile W/O Cahuenga Blvd	4.17	PM	3.78	0.65	2.39	0.74	0.00
07	210	HOV	EB	SR-134 to San Bernardino Co Line	27.42	AM	19.47	17.99	1.49	0.00	0.00
07	210	HOV	EB	SR-134 to San Bernardino Co Line	27.42	PM	19.47	2.46	2.36	2.67	11.99
07	210	HOV	WB	San Bernardino Co Line to SR-134	27.22	AM	20.91	5.26	4.20	2.67	8.79
07	210	HOV	WB	San Bernardino Co Line to SR-134	27.22	PM	20.91	12.54	6.11	0.57	1.69
07	405	HOV	NB	Orange Co Line to I-5	48.41	AM	17.29	4.86	7.28	2.87	2.28
07	405	HOV	NB	Orange Co Line to I-5	48.41	PM	17.29	5.39	6.99	0.30	4.61
07	405	HOV	SB	I-5 to Orange Co Line	47.68	AM	20.56	13.60	3.69	0.81	2.46
07	405	HOV	SB	I-5 to Orange Co Line	47.68	PM	20.56	4.37	1.77	4.83	9.59
07	605	HOV	NB	Orange Co Line to I-10	19.84	AM	12.37	9.58	2.79	0.00	0.00
07	605	HOV	NB	Orange Co Line to I-10	19.84	PM	12.37	5.45	2.89	0.41	3.62
07	605	HOV	SB	I-10 to Orange Co Line	20.71	AM	13.77	8.03	2.90	1.45	1.38
07	605	HOV	SB	I-10 to Orange Co Line	20.71	PM	13.77	8.03	0.00	0.00	5.73

District	Route	Facility Type	Direction	Limits	Facility Length	Time Period	Lane Miles Monitored	Not Degraded	Slightly Degraded	Very Degraded	Extremely Degraded
08	10	HOV	EB	Los Angeles Co Line to Haven Ave	8.27	AM	4.57	3.21	0.00	0.51	0.85
08	10	HOV	EB	Los Angeles Co Line to Haven Ave	8.27	PM	4.57	0.00	1.66	1.61	1.29
08	10	HOV	WB	Haven Ave to Los Angeles Co Line	8.52	AM	5.34	0.00	2.17	2.06	1.12
08	10	HOV	WB	Haven Ave to Los Angeles Co Line	8.52	PM	5.34	0.00	4.78	0.56	0.00
08	15	HOT	NB	Cajalco Rd to Route 60	29.20	AM	17.66	17.14	0.52	0.00	0.00
08	15	HOT	NB	Cajalco Rd to Route 60	29.20	PM	17.66	16.83	0.82	0.00	0.00
08	15	HOT	SB	Route 60 to Cajalco Rd	29.20	AM	18.19	16.19	0.92	0.00	1.08
08	15	HOT	SB	Route 60 to Cajalco Rd	29.20	PM	18.19	12.28	2.90	1.93	1.08
08	60	HOV	EB	Los Angeles Co Line to Redlands Blvd	29.60	AM	17.14	15.54	1.60	0.00	0.00
08	60	HOV	EB	Los Angeles Co Line to Redlands Blvd	29.60	PM	71.14	6.34	3.92	0.30	6.58
08	60	HOV	WB	E Jct I-215 to Los Angeles Co Line	30.19	AM	17.77	13.08	0.51	3.66	0.51
08	60	HOV	WB	E Jct I-215 to Los Angeles Co Line	30.19	PM	20.27	14.48	1.01	3.54	1.24
08	71	HOV	NB	Riverside Co Line to Los Angeles Co Line	7.31	AM	7.11	7.11	0.00	0.00	0.00
08	71	HOV	NB	Riverside Co Line to Los Angeles Co Line	7.31	PM	7.11	7.11	0.00	0.00	0.00
08	71	HOV	SB	Los Angeles Co Line to N/O Butterfield Ranch Rd	7.06	AM	6.52	5.71	0.81	0.00	0.00
08	71	HOV	SB	Los Angeles Co Line to N/O Butterfield Ranch Rd	7.06	PM	6.52	4.84	0.86	0.81	0.00
08	91	HOT	EB	Orange Co Line to I-15	16.52	AM	7.56	7.41	0.15	0.00	0.00
08	91	HOT	EB	Orange Co Line to I-15	16.52	PM	7.56	6.05	1.51	0.00	0.00
08	91	HOT	WB	I-15 to Orange Co Line	16.43	AM	8059	2.33	3.99	2.27	0.00
08	91	HOT	WB	I-15 to Orange Co Line	16.43	PM	8.59	6.90	1.70	0.00	0.00
08	91	HOV	EB	1 mile E/O I-15 to I-215	13.42	AM	10.41	5.10	4.30	1.01	0.00
08	91	HOV	EB	1 mile E/O I-15 to I-215	13.42	PM	10.41	4.72	0.79	1.14	3.76
08	91	HOV	WB	I-215 to 0.7 mi E/O I-15	13.97	AM	9.99	6.97	1.32	0.47	1.23
08	91	HOV	WB	I-215 to 0.7 mi E/O I-15	13.97	PM	9.99	0.69	3.21	2.74	3.36
08	210	HOV	EB	Los Angeles Co Line to I-215	21.29	AM	17.74	17.44	0.00	0.30	0.00
08	210	HOV	EB	Los Angeles Co Line to I-215	21.29	PM	17.74	3.50	5.18	1.04	8.03

District	Route	Facility Type	Direction	Limits	Facility Length	Time Period	Lane Miles Monitored	Not Degraded	Slightly Degraded	Very Degraded	Extremely Degraded
08	210	HOV	WB	I-215 to Los Angeles Co Line	21.48	AM	19.37	10.19	2.93	5.46	0.80
08	210	HOV	WB	I-215 to Los Angeles Co Line	21.48	PM	19.37	9.71	9.67	0.00	0.00
08	215	HOV	NB	S Jct SR-60 to SR-210	16.32	AM	10.00	8.35	0.00	0.87	0.79
08	215	HOV	NB	S Jct SR-60 to SR-210	16.32	PM	10.26	3.77	0.58	2.34	3.57
08	215	HOV	SB	N Jct SR-60/SR-91 to SR-210	16.30	AM	12.05	7.89	0.00	2.86	1.30
08	215	HOV	SB	N Jct SR-60/SR-91 to SR-210	16.30	PM	12.31	4.38	2.08	0.47	5.39
10	5	HOV	NB	Charter Wy to S/O Hammer Ln	6.65	AM	3.93	3.93	0.00	0.00	0.00
10	5	HOV	NB	Charter Wy to S/O Hammer Ln	6.65	PM	4.55	4.55	0.00	0.00	0.00
10	5	HOV	SB	Hammer Ln to Charter Wy	7.15	AM	4.55	4.55	0.00	0.00	0.00
10	5	HOV	SB	Hammer Ln to Charter Wy	7.15	PM	4.55	4.55	0.00	0.00	0.00
11	5	HOV	NB	I-805 to Rte 78	20.01	AM	17.63	16.36	1.28	0.00	0.00
11	5	HOV	NB	I-805 to Rte 78	20.01	PM	17.63	8.66	0.00	3.61	5.37
11	5	HOV	SB	Rte 78 to 0.8 mi N/O I-805	20.86	AM	18.78	18.78	0.00	0.00	0.00
11	5	HOV	SB	Rte 78 to 0.8 mi N/O I-805	20.86	PM	18.78	18.78	0.00	0.00	0.00
11	15s	HOT	NB	SR-163 to SR-78	39.68	AM	39.10	39.10	0.00	0.00	0.00
11	15s	HOT	NB	SR-163 to SR-78	39.68	PM	39.10	31.80	7.30	0.00	0.00
11	15s	HOT	SB	SR-78 to SR-163	39.03	AM	39.00	39.00	0.00	0.00	0.00
11	15s	HOT	SB	SR-78 to SR-163	39.03	PM	39.00	39.00	0.00	0.00	0.00
11	805	HOV	NB	Telegraph Canyon Rd to Market St	7.89	AM	7.26	4.04	2.24	0.98	0.00
11	805	HOV	NB	Telegraph Canyon Rd to Market St	7.89	PM	7.26	7.26	0.00	0.00	0.00
11	805	HOV	SB	SR-94 to Telegraph Canyon Rd	8.28	AM	6.21	6.21	0.00	0.00	0.00
11	805	HOV	SB	SR-94 to Telegraph Canyon Rd	8.28	PM	6.21	6.21	0.00	0.00	0.00
11	805	HOV	NB	SR-52 to I-5	5.12	AM	4.41	4.41	0.00	0.00	0.00
11	805	HOV	NB	SR-52 to I-5	5.12	PM	4.41	4.41	0.00	0.00	0.00
11	805	HOV	SB	I-5 to SR-52	4.33	AM	4.29	4.29	0.00	0.00	0.00

District	Route	Facility Type	Direction	Limits	Facility Length	Time Period	Lane Miles Monitored	Not Degraded	Slightly Degraded	Very Degraded	Extremely Degraded
11	805	HOV	SB	I-5 to SR-52	4.33	PM	4.29	1.99	0.69	0.75	0.85
12	5	HOV	NB	Ave Pico to Beach Blvd	42.04	AM	33.82	29.43	2.56	1.83	0.00
12	5	HOV	NB	Ave Pico to Beach Blvd	42.04	PM	33.71	16.84	5.17	1.55	10.14
12	5	HOV	SB	Artesia Blvd to Ave Pico	43.33	AM	34.51	18.51	7.34	3.91	4.75
12	5	HOV	SB	Artesia Blvd to Ave Pico	43.33	PM	34.12	29.70	3.96	0.47	0.00
12	22	HOV	EB	I-405 to Grand Ave	11.65	AM	11.10	4.84	3.52	2.75	0.00
12	22	HOV	EB	I-405 to Grand Ave	11.65	PM	11.10	5.08	2.16	1.84	2.03
12	22	HOV	WB	0.8 mi W/O SR-55 to I-405	12.39	AM	11.86	11.23	0.32	0.32	0.00
12	22	HOV	WB	0.8 mi W/O SR-55 to I-405	12.39	PM	11.86	8.33	1.81	0.28	1.44
12	55	HOV	NB	I-405 to 0.7 mi S/O Lincoln Ave	10.67	AM	9.85	9.56	0.29	0.00	0.00
12	55	HOV	NB	I-405 to 0.7 mi S/O Lincoln Ave	10.67	PM	9.85	1.77	2.33	1.47	4.29
12	55	HOV	SB	0.4 mi S/O Lincoln Ave to I-405	10.29	AM	6.43	2.84	0.96	0.72	1.92
12	55	HOV	SB	0.4 mi S/O Lincoln Ave to I-405	10.29	PM	8.58	7.02	1.56	0.00	0.00
12	57	HOV	NB	I-5 to Los Angeles Co Line	11.78	AM	10.20	10.20	0.00	0.00	0.00
12	57	HOV	NB	I-5 to Los Angeles Co Line	11.78	PM	10.20	1.93	3.17	2.09	3.00
12	57	HOV	SB	Los Angeles Co Line to I-5	11.85	AM	9.76	3.99	1.41	2.08	2.29
12	57	HOV	SB	Los Angeles Co Line to I-5	11.85	PM	10.59	4.35	2.83	1.53	1.89
12	91	HOV	EB	Los Angeles Co Line to Tustin Ave	11.78	AM	10.63	4.58	3.84	2.21	0.00
12	91	HOV	EB	Los Angeles Co Line to Tustin Ave	11.78	PM	10.63	1.49	2.80	3.27	3.08
12	91	HOV	WB	Tustin Ave to Los Angeles Co Line	11.76	AM	10.57	8.21	2.36	0.00	0.00
12	91	HOV	WB	Tustin Ave to Los Angeles Co Line	11.76	PM	11.00	3.11	2.81	1.95	3.14
12	405	HOV	NB	I-5 to Los Angeles Co Line	26.54	AM	22.15	19.85	0.57	0.80	0.93
12	405	HOV	NB	I-5 to Los Angeles Co Line	26.54	PM	21.55	10.15	4.99	3.93	2.48
12	405	HOV	SB	Los Angeles Co Line to I-5	26.35	AM	20.52	19.17	1.35	0.00	0.00
12	405	HOV	SB	Los Angeles Co Line to I-5	26.35	PM	19.70	14.11	2.47	1.48	1.64
12	605	HOV	NB	I-405 to Los Angeles Co Line	2.36	AM	2.10	2.10	0.00	0.00	0.00

District	Route	Facility Type	Direction	Limits	Facility Length	Time Period	Lane Miles Monitored	Not Degraded	Slightly Degraded	Very Degraded	Extremely Degraded
12	605	HOV	NB	I-405 to Los Angeles Co Line	2.36	PM	2.10	1.81	0.00	0.29	0.00
12	605	HOV	SB	Los Angeles Co Line to I-405	2.53	AM	2.10	1.00	1.10	0.00	0.00
12	605	HOV	SB	Los Angeles Co Line to I-405	2.53	PM	2.10	1.00	1.10	0.00	0.00