

2010 HOV ANNUAL REPORT



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STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION



District 7
Los Angeles and ventura counties

September 2011

This report contains statistics of measurement only. The data herein should not be construed to be a conclusion or judgment on the performance of HOV lanes.

EXECUTIVE SUMMARY

The following is a summary of HOV operations for District 7 in the year 2010.

- ◆ Los Angeles County has **514 lane miles** of HOV facilities, or 36% of the total 1425 HOV lane miles (approximate) in the State of California. Five counties (Los Angeles, Ventura, Orange, San Bernardino, and Riverside) within the Southern California region have a total of 932 lane miles (approximate) of HOV facilities, excluding the Route 91 Toll Road in Orange County, which is 40 HOV lane miles.
- ◆ On average, each HOV facility in Los Angeles County carries **1400 vehicles per hour** or **3400 people per hour**, during peak hours. These volumes well exceed the minimum expected volume of 800 vehicles per hour or 1800 people per hour, as specified in the *HOV Guidelines for Planning, Design, and Operations*.
- ◆ The HOV facilities in Los Angeles County carry approximately **326,000 vehicles** or **763,000 people per day**.
- ◆ On average, the peak hour volume is 12%, and the peak 2-hour volume is 22% of the daily HOV traffic volume, excluding the El Monte Busway data, which has the 3+ occupancy requirement during peak hours.
- ◆ On average, the person-trip volume of an HOV lane is two (2) times greater than that of a mixed-flow lane during peak 1-hour HOV lane volume. (i.e., two (2) regular lanes are needed to carry an equal number of people in the HOV lane.)
- ◆ On average, HOV facilities carry 33% of the entire freeway's people in just 20% of the freeway's space [1 out of 5 lanes (4 mixed-flow lane + 1 HOV lane)], while an adjacent single mixed-flow lane carries 17% of the entire freeway's people in the same 20% space.

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INTRODUCTION

Caltrans, District 7 (Los Angeles and Ventura Counties) has one of the most extensive High Occupancy Vehicle (HOV) lane system in the country. In addition to HOV lanes, the system includes freeway-to-freeway HOV direct connector ramps, direct HOV lane entrance and exit ramps, HOV on-ramp bypass lanes, park and ride lots, and transit stations along certain HOV corridors. The Los Angeles County HOV system is part of a larger regional HOV system that serves the five counties of the Los Angeles metropolitan area (Los Angeles, Ventura, Orange, San Bernardino, and Riverside).

The central concept of the HOV system is to move more people rather than vehicles. When HOV lanes were introduced in Los Angeles County, the HOV system was designed to increase the person movement capacity of the freeway, be cost effective by reducing commute costs, and provide rideshare incentives such as time savings and trip reliability. The result of these goals improve air quality, conserve energy, increase mobility and efficiency of all trips, and reduce congestion. Even if you are unable to rideshare, the addition of HOV lanes will help solo commuters by reducing congestion on all freeway lanes.

Operating along the San Bernardino freeway corridor between downtown Los Angeles and El Monte, the I-10 HOV lane, also known as the El Monte Busway, was the first HOV facility in Los Angeles County. The easterly segment was opened in 1973 and the westerly segment joined the system a year later. Originally designed as a bus only facility, carpools with three persons or more were allowed to use the facility in 1976. In July 2000, Assembly Bill 769 was introduced, which reduced the minimum occupancy requirement on the El Monte Busway to two persons or more during non-peak periods.

With the exception of the El Monte Busway (three persons or more minimum occupancy requirement during peak periods), all Los Angeles and Ventura County freeway HOV lanes require a minimum occupancy of two persons or more. On July 1, 2000, new California state legislation (Assembly Bill 71) was introduced, which allowed certain clean air vehicles with a Department of Motor Vehicles' decal to use HOV facilities, regardless of occupancy.

All HOV facilities in Los Angeles and Ventura Counties are operated on a 24 hour basis except on Route 14. With the passage of Assembly Bill 1871, a demonstration project to evaluate part-time use of the HOV lanes on Route 14 was introduced. During non-peak hours, solo drivers are allowed to use the HOV lanes on Route 14 but need to observe the designated ingress/egress locations for entering and/or exiting the HOV lanes.

In June 1993, there were 58 lane miles of HOV lanes in Los Angeles County. In the next four years of aggressive HOV lane construction, an additional 211 lane miles of HOV lanes were added to the HOV system. During this period, the Century Freeway (Route 105) and the Harbor Freeway (Route 110) HOV lanes were completed. As of December 2010, Los Angeles County had 514 lane miles of HOV facilities, representing approximately 36% of the total HOV lane miles in the State of California.

INTRODUCTION

The HOV system in Los Angeles County has been able to sustain growth in the number of two persons or more carpools on freeways with HOV lanes, with the number of carpools remaining relatively constant or decreasing for those freeways without HOV lanes. An average HOV lane in Los Angeles County accommodates 1400 vehicles or 3400 people per hour during peak periods. Some HOV facilities carry approximately 1600 vehicles per hour in the peak direction. Los Angeles County HOV system serves approximately 326,000 vehicles or 763,000 people per day. When complete, Los Angeles and Ventura Counties will have approximately 700 lane miles of HOV facilities.

CHANGES IN 2009 - 2010

The following is a list of new HOV facilities which opened in the year 2009-2010:

- Completion and opening of 1.2 lane-miles of HOV lane on the San Diego Freeway (Route 405) from Santa Monica Boulevard to Santa Monica Freeway (Route 10). Southbound direction only. (Opening date: 11/07/09).
- Completion and opening of 6.2 lane-miles of HOV lane on the San Diego Freeway (Route 405) from Santa Monica Freeway (Route 10) to Marina Freeway (Route 90). (Opening date: 11/07/09 SB; 11/14/09 NB).
- Completion and opening of 21.8 lane-miles of HOV lane on the Pomona Freeway (Route 60) from San Gabriel River Freeway (Route 605) to Brea Canyon Road. (Opening date: 09/27/10 EB; 10/14/10 WB).

The following is a list of HOV facilities under construction:

- Golden State Freeway (Route 5), 2.0 lane-miles of HOV lane direct connector at the Golden State Freeway (Route 5) and Antelope Valley Freeway (Route 14) interchange. Expected to open in 2013.
- San Diego Freeway (Route 405), 9.1 lane-miles of carpool lanes between Santa Monica Freeway (Route 10) and Ventura Freeway (Route 101). Northbound direction only. Expected to open in 2013.
- Golden State Freeway (Route 5), 6.8 lane-miles of carpool lanes between Hollywood Freeway (Route 170) and Ronald Reagan Freeway. Expected to open in 2013.
- Golden State Freeway (Route 5), 2.0 lane-miles of HOV lane direct connector at the Golden State Freeway (Route 5) and Hollywood Freeway (Route 170) interchange. Expected to open in 2013.
- San Bernardino Freeway (Route 10), 4.4 lane-miles of carpool lanes between San Gabriel River Freeway (Route 605) and Puente Avenue. Expected to open in 2013.
- Golden State Freeway (Route 5), 8.8 lane-miles of carpool lanes between Buena Vista Street and Hollywood Freeway (Route 170). Expected to open in 2014.
- Golden State Freeway (Route 5), 5.4 lane-miles of carpool lanes between Ventura Freeway (Route 134) and Magnolia Boulevard. Expected to open in 2014.

Legislative Bill:

- **Assembly Bill 1500 (AB 1500)** was approved by the Governor on July 6, 2010. Extends the sunset date on a program granting high occupancy vehicle (HOV) lane driving privileges to certain electric and natural gas vehicles. This bill extends the sunset date to January 1, 2015 for all vehicles with white clean air vehicle decals issued by the California Department of Motor Vehicles.
- **Senate Bill 535 (SB 535)** was approved by the Governor on August 30, 2010. Extends the sunset date on a program allowing certain hybrid vehicles to use the high occupancy vehicle (HOV) lane. This bill allows those vehicles with existing yellow clean air vehicle decals issued by the California Department of Motor Vehicles (DMV) to continue single occupant HOV lane access until July 1, 2011. Starting January 1, 2012, this bill would allow certain vehicles meeting California's enhanced advanced technology partial zero-emission vehicle (enhanced AT PZEV) requirements such as a plug-in hybrid electric vehicle the use of an HOV lane. The DMV will issue up to 40,000 decals to applicants with qualifying vehicles.

**California Department of Transportation (Caltrans) - District 7
High Occupancy Vehicle (HOV) System
STATUS OF HOV PROJECTS**

ROUTE	E.A.	COST \$ (MIL)	FREEWAY CENTERLINE MILES				OPENING DATE MM/DD/YY (MM/YY)
			EXISTING	CONSTRUCTION	DESIGN	PLANNING	
LA-10 17.0/28.0 Alameda to Baldwin Ave		58.00	11.00				1973
LA-91 6.4/16.7 Rte 110 to Rte 605 E/B			---				06/10/85
LA-91 6.4/16.9 Rte 110 to Rte 605 W/B	115864	0.70	10.50				03/11/93
LA-405 13.0/20.7 Rte 110 to 120th St.	106734	8.30	7.70				04/08/93
LA-405 0.0/2.2 Bellflower Bl to Rte 605 (SB Only)	005854	4.80	---				10/2/93(6/97)
LA-105 2.2/18.2 Rte 405 to Rte 605		230.00	16.00				10/14/93
LA-210 25.0/43.8 Rte 134 to Sunflower Ave	129104	8.90	18.80				12/16/93
LA-405 20.7/22.2 120th St. to Century Bl	105 CC0	---	1.50				01/1994
LA-91 16.7/20.7 Rte 605 to Ora. Co Line	115834	0.90	4.00				11/1994
LA-134 0.0/5.1 Rte 101/170 to Rte 5	120284	6.60	5.10				10/02/95
LA-170 14.5/20.6 Rte 101/134 to Rte 5	120274	7.30	6.10				02/11/96
LA-134 5.1/9.7 Rte 5 to Rte 2	107734	5.00	4.60				03/12/96
LA-210 HOV Drop Ramp at Fair Oaks Ave	019594	4.00	0.50				05/30/96
LA-110 9.8/20.5 Rte 91 to Adams Bl		344.00	10.70				6/26/96(7/97)
LA-110 Rte 110/105 HOV Direct Connector		---	1.00				6/26/96(7/97)
LA-134 9.7/13.3 Rte 2 to Rte 210	118504	7.80	3.60				08/30/96
LA-405 38.6/48.6 Rte 101 to Rte 5	120334	15.10	10.00				10/22/96
LA-10 28.0/31.1 Baldwin Ave to Rte 605	008061	6.6	---				Median Barrier
LA-10 31.1/33.5 Rte 605 to Puente Ave	005881	---	---				Median Barrier
LA-118 0.0/11.4 Ven Co Line to Rte 5	115054	23.20	11.40				03/07/97
LA-605 3.9/10.8 South St to Telegraph Rd	119394	14.10	6.90				04/02/97
LA-57 0.0/4.5 Orange Co Line to Rte 60	115034	18.20	4.50				08/22/97
LA-30 0.0/2.5 Sunflower Ave to Foothill Bl	119981	7.00	2.50				09/08/97
LA-405 0.2/7.9 Orange Co Line to Rte 710	116874	29.70	7.70				02/12/98
LA-605 10.8/20.7 Telegraph Rd to Rte 10	119944	17.30	9.90				04/03/98
LA-14 27.0/33.7 SF Rd. to Sand Cyn Rd	116204	23.80	6.70				05/05/98
LA-405 7.9/13.0 Rte 710 to Rte 110	115174	28.20	5.10				10/08/98
LA-60 22.7/25.4 Brea Cyn Rd to Rte 57 N	119234	5.50	2.70				02/02/99
LA-60 25.4/30.5 Rte 57 N to SBD Co Line	115044	20.80	5.10				02/02/99
LA-14 33.7/44.0 Sand Cyn Rd to Escondido	125604	32.40	10.30				09/23/99
LA-605 0.0/3.9 Ora. Co Line to South St.	1347U4	14.60	3.90				03/2001
LA-405 31.9/38.6 Waterford to Rte 101 (SB Only)	1667U4	17.70	6.70				01/08/02
LA-14 44.0/54.5 Escondido to Pearl Blossom	117104	27.50	10.50				07/29/02
LA-14 24.8/27.0 Rte 5 to S.F. Road	119844	5.40	2.20				08/03/02
LA-210 2.5/8.3 Foothill Bl to SBD Co Line	105014	120.00	5.80				11/24/02
LA-10 42.4/48.3 Rte 57 to SBD Co Line	122404	77.30	5.90				11/13/03
LA-10 28.0/31.2 Baldwin Ave to Rte 605	1069U4	50.40	3.20				02/04/05
LA-405 22.2/26.4 Century Bl to Rte 90	1198U4	46.00	4.20				05/23/06
LA-14 54.5R/60.7R Pearl Blossom to Ave P-8	125204	32.30	6.20				08/18/06
LA-405 38.6/40.2 Burbank Bl to Ventura Bl (NB Only)	199624	4.70	---				10/11/06
LA-60 Rte 57/60 HOV Direct Connector	1257U4	67.10	1.00				02/23/07
LA-405 30.7/31.9 Waterford to Santa Monica Bl (SB Only)	195904	38.1	1.20				08/30/07
LA-5 39.4/45.6 Rte 118 to Rte 14	122004	41.60	6.20				04/04/08
LA-405 29.5/30.7 Santa Monica Bl to Rte 10 (SB Only)	195904	36.9	1.20				11/07/09
LA-405 26.4/29.5 Rte 90 to Rte 10	1178U4	147.00	3.10				11/07/09 SB; 11/14/09 NB
LA-60 11.8/22.7 Rte 605 to Brea Cyn Rd	1294V4	126.80	10.90				09/27/10 EB; 10/14/10 WB
LA-5 Rte 5/14 HOV Direct Connector	168003	132.00		1.00			03/13
LA-405 29.5/38.6 Rte 10 to Rte 101 (NB Only)	120303	916.00		9.10			04/13
LA-10 31.2/33.4 Rte 605 to Puente Ave	117073	166.00		2.20			10/13
LA-5 36.0/39.4 Rte 170 to Rte 118	1219U3	270.80		3.40			12/13
LA-5 Rte 5/170 HOV Direct Connector	1219U3	---		1.00			12/13
LA-5 26.7/29.4 Rte 134 to Magnolia Blvd	121843	161.00		2.70			02/14
LA-5 31.6/36.0 Buena Vista St to Rte 170	1218V3	99.00		4.40			05/14
LA-5 1.4/2.1 Coyote Creek to Marquardt Ave	215911	29.00			0.70		04/15
LA-5 29.4/31.6 Magnolia Blvd to Buena Vista St	1218W1	348.30			2.20		12/15
LA-5 2.7/4.0 Shoemaker Ave to Silverbow Ave	215931	55.00			1.30		04/16
LA-5 4.0/5.8 Silverbow Ave to Day Rd	215941	80.00			1.80		04/16
VEN-101 39.8/43.6 Mobile Pier Rd to Santa Barbara Co Line	260701	116.30			3.80		08/16
LA-5 5.8/6.8 Day Rd to Rte 605	215951	50.00			1.00		12/16
LA-5 0.0/1.4 Artesia Bl to Coyote Creek	215921	110.00			1.40		12/16
LA-10 33.4/37.5 Puente Ave to Citrus St	1170U1	146.50			4.10		12/16
LA-10 37.5/42.4 Citrus St to Rte 57	119341	161.00			4.90		04/17
LA-5 45.6/59.0 Rte 14 to Parker Rd	2332E1	150.00			13.40		12/17
LA-71 0.5/4.5 Rte 60 to Rte 10 (Express-Freeway Conversion)	210601	146.40			4.00		08/18
LA-60 Rte 60/605 HOV Direct Connector	23560K	244.10				1.00	01/15
LA-10 Rte 10/605 HOV Direct Connector	23570K	196.70				1.00	01/15
LA-5 13.4/14.6 Eastern Ave to Rte 710	2159E0	---				1.20	12/22
LA-5 6.4/13.4 Florence Ave to Eastern Ave	2159F0	---				7.00	12/23
LA-5 Rte 5/405 HOV Direct Connector	176100	150.00				1.00	09/26
LA-5 22.4/26.7 Rte 2 to Rte 134	12120K	136.00				4.30	03/09 (RTL) Non-programmed
LA-5 18.4/22.4 Rte 10 to Rte 2	12160K	158.00				4.00	03/09 (RTL) Non-programmed
LA-10 5.5/14.8 Rte 405 to Rte 110	12340K	155.00				9.30	06/16 (RTL)
LA-710 26.5/32.7R Rte 10 to Rte 210	020090	---				6.20	
COLOR MAP SUBTOTAL - INTEGRATED PLAN		5877.10	256.10	23.80	38.60	35.00	353.50

RTL = Ready To List

Rev Date: August 2011

CURRENT HOV VOLUMES

HOV LANE CAPACITY IS 1650 VPH

Route	Location	Post Mile (CA)	Direction	Date (Tues. - Thurs.)	Peak 1-Hour Volume ** (vehicles)	Peak 2-Hour Volume ** (vehicles)	Time (Corresponding to peak 1-hr volume)	Occupancy Requirement	HOV ADT ** (vehicles)	Corridor HOV ADT (vehicles)
5	Truck Stop*****	41.45	S/B	Nov 5, 2008	923	1693	6:30-7:30 A.M.	2+	6018	14281
	Truck Stop	R44.32	N/B	Oct 5-7, 2010	1413	2645	5:00-6:00 P.M.	2+	8263	
10	Santa Anita Ave****	29.349	W/B	Feb 2-18, 2010	1133	2047	7:00-8:00 A.M.	3+ (2+ off peak)	8410	18169
	Baldwin Ave****	27.671	E/B	Feb 2-18, 2010	1142	2230	6:00-7:00 P.M.	3+ (2+ off peak)	9759	
14	Golden Valley	R30.72	S/B	Oct 12-28, 2010	1429	2724	5:00-6:00 A.M.	2+ (1+ off peak)	11231	20845
	Golden Valley	R29.98	N/B	Oct 19-28, 2010	1143	2258	5:00-6:00 P.M.	2+ (1+ off peak)	9614	
57	Pathfinder	R3	S/B	Oct 5-14, 2010	1385	2685	6:00-7:00 A.M.	2+	12785	24207
	Pathfinder	R3.046	N/B	Oct 5-21, 2010	1236	2466	3:00-4:00 P.M.	2+	11422	
60	Phillips Ranch	R29.15	W/B	Oct 5-14, 2010	1336	2572	5:00-6:00 A.M.	2+	11757	23544
	Phillips Ranch	R29.73	E/B	Oct 5-21, 2010	1299	2596	4:00-5:00 P.M.	2+	11787	
91	Bloomfield	R19.06	W/B	Oct 5-21, 2010	1399	2791	7:00-8:00 A.M.	2+	14080	27692
	Artesia	R19.41	E/B	Oct 5-21, 2010	1446	2885	4:00-5:00 P.M.	2+	13612	
105	Long Beach Bl.	R11.6	W/B	Oct 5-21, 2010	1399	2758	6:00-7:00 A.M.	2+	15915	29003
	Long Beach Bl.	R11.7	E/B	Oct 5-21, 2010	1243	2484	6:00-7:00 P.M.	2+	13088	
110*	Slauson	R17.97	N/B	Oct 5-21, 2010	3210	6000	7:00-8:00 A.M.	2+	30013	55851
	Slauson	17.88	S/B	Oct 5-21, 2010	2809	5464	5:00-6:00 P.M.	2+	25838	
118	Reseda Ave.	R6.9	W/B	Oct 5-21, 2010	1346	2100	7:00-8:00 A.M.	2+	8445	14056
	Reseda Ave.	R6.9	E/B	Oct 5-21, 2010	1041	1945	5:00-6:00 P.M.	2+	5611	
134	Jackson Ave.	R7.69	W/B	Oct 5-21, 2010	904	1802	8:00-9:00 A.M.	2+	8132	15335
	Jackson Ave.	R7.84	E/B	Oct 5-21, 2010	901	1729	5:00-6:00 P.M.	2+	7203	
170	Sherman Way	R18.19	S/B	Oct 5-21, 2010	1189	2086	7:00-8:00 A.M.	2+	5906	10602
	Sherman Way	R18.19	N/B	Oct 5-21, 2010	689	1326	5:00-6:00 P.M.	2+	4696	
210	Wilson Ave	R26.14	W/B	Oct 5-21, 2010	790	1545	7:00-8:00 A.M.	2+	7737	19148
	Wilson Ave	R28.7	E/B	Oct 5-21, 2010	1259	2516	4:00-5:00 P.M.	2+	11411	
	Second St.	R39.52	W/B	Oct 5-21, 2010	1535	3009	6:00-7:00 A.M.	2+	13097	---
	Second St.	R39.05	E/B	Oct 5-21, 2010	1583	2135	4:00-5:00 P.M.	2+	12749	
405	Temple	4.57	N/B	Oct 5-21, 2010	1528	2923	7:00-8:00 A.M.	2+	14127	---
	Temple	4.47	S/B	Oct 5-21, 2010	1404	2758	4:00-5:00 P.M.	2+	10296	
	Normandie	14.34	N/B	Oct 5-21, 2010	1361	2702	8:00-9:00 A.M.	2+	13238	25897
	Normandie	14.52	S/B	Oct 5-21, 2010	1393	2750	4:00-5:00 P.M.	2+	12659	
	Burbank Blvd.	R40.08	S/B	Oct 5-21, 2010	1168	2053	6:00-7:00 A.M.	2+	8594	---
	Burbank Blvd.	R40.33	N/B	Oct 5-21, 2010	1271	2469	5:00-6:00 P.M.	2+	7912	
605	Beverly Blvd.	R14.44	S/B	Oct 5-21, 2010	1421	2668	7:00-8:00 A.M.	2+	13964	26980
	Beverly Blvd.	R14.51	N/B	Oct 5-21, 2010	1320	2616	5:00-6:00 P.M.	2+	13016	

Note: ADT data is not necessarily taken at the same count locations.

Total Vehicles / Day	325610
Total People / Day***	763438

* 2 lane HOV facility.

** Source: Performance Measurement System (PeMS).

*** Average vehicle occupancy during peak 1-hour volume: 2+ facility is 2.3; 3+ facility is 3.1 (excluding buses and violators). Source: 2008 HOV Annual Report (Caltrans, District 7)

**** 2010 data not available at Jackson Ave. ***** 2010 data not available

Clean Air Stickers - High Occupancy Vehicle Lane Usage

A vehicle that meets specified emissions standards may be issued Clean Air Vehicle Stickers that allow the vehicle to be operated by a single occupant in the High Occupancy Vehicle (carpool or diamond) lanes of California's freeways. See Vehicle Code (VC) §§[5205.5](#) and [21655.9](#).

White or yellow Clean Air Stickers are issued according to the following criteria:



White Clean Air Sticker

A vehicle that meets California's super ultra-low emission vehicle (SULEV) standard for exhaust emissions **and** the federal inherently low-emission vehicle (ILEV) evaporative emission standard.

A 2004 model-year or older vehicle that meets the California ultra-low emission vehicle (ULEV) standard for exhaust emissions **and** the federal ILEV standard..



Yellow Clean Air Sticker

A **hybrid** or alternative fuel vehicle that meets California's advanced technology partial zero-emission vehicle (AT PZEV) standard for criteria pollutant emissions **and** has a 45 miles per gallon or greater fuel economy highway rating.

A 2004 model-year or older **hybrid** vehicle that has a 45 mile per gallon or greater fuel economy highway rating **and** meets California's ultra-low emission vehicle (ULEV), super ultra-low emission vehicle (SULEV), or partial zero-emission vehicle (PZEV) standards.

Effective July 1, 2011, owners of hybrid clean air vehicles displaying yellow Clean Air Vehicle (CAV) decals will no longer be able to operate their vehicle in a high occupancy vehicle (HOV) lane unless the minimum passenger requirements are met. After July 1, 2011, use of an HOV lane, without the minimum required passengers, may subject the driver to a citation.

To find out if your vehicle qualifies, check the [California Air Resources Board \(ARB\) website](#).

PLEASE NOTE:

All Clean Air Vehicle stickers must also be reauthorized for use by the Federal Highway Administration. If reauthorization is not granted, the Clean Air Vehicle sticker program may end sooner than state law currently allows.

Recent state law (SB535/2010) extends the use of Clean Air Stickers for SULEV, ILEV, and certain ULEV vehicles (white) through January 1, 2015.

- All Clean Air Stickers remain with the vehicle they were originally issued to and *cannot be transferred to any other vehicle*. If you purchase a vehicle that has a Clean Air Sticker you may transfer the sticker to your name.
- Carpool lane use may be restricted at any time by state and federal law for all Clean Air Vehicles carrying fewer occupants than the posted minimum requirement, if their presence is determined by the California Department of Transportation to contribute to increased traffic congestion, increased travel times, decreased sustained travel speeds, or other factors affecting any carpool lane or segment of that lane.
- Clean air vehicles that meet the posted minimum occupancy requirements for carpool lanes are not subject to the above restrictions.

Clean Air Stickers - High Occupancy Vehicle Lane Usage

How To Apply for Clean Air Vehicle Stickers

1. Complete an [Application for Clean Air Vehicle Stickers \(REG 1000\)](#). The vehicle must have a permanent license plate assigned before a sticker can be issued.
2. Submit the completed application and Clean Air Sticker fee to the address on the REG 1000 form.

Your Clean Air Vehicle Stickers will be mailed to you. Do not drive as a sole occupant in the HOV (carpool or diamond) lanes until you receive the stickers and affix them to your vehicle.

Transferring Clean Air Vehicle Stickers to Your Name

1. Complete an [Application for Clean Air Vehicle Stickers \(REG 1000\)](#).
2. Check the “Replacement ID card only” box.
3. Submit the completed REG 1000 to the address on the REG 1000 form.

Replacement Clean Air Vehicle Stickers

1. Complete an [Application for Clean Air Vehicle Stickers \(REG 1000\)](#).
2. Check the “Replacement sticker” box and the appropriate box giving the reason a replacement sticker is needed.
 - Checking the “Stolen” box will require a police report with the application.
 - Checking the “Lost, Not Received, Damaged, Destroyed” box will require a completed and signed [Statement of Facts \(REG 256\)](#), giving the details in Section G, of the application.
 - Check the “Other” box for reasons other than those listed above and provide an explanation.
3. Submit the completed REG 1000 and the [Clean Air Sticker substitute fee](#) to the address on the REG 1000 form.
4. Any damaged or remaining sticker(s) **must** be surrendered to DMV with the application.

Your Clean Air Vehicle Stickers will be mailed to you. **Do not** drive as a sole occupant in the high-occupancy vehicle (carpool or diamond) lanes until you receive the stickers and affix them to your vehicle.

HOV LANE LEGISLATION

- Senate Bill 63 (SB 63) was approved by the Governor on July 23, 1999. Effective January 1, 2000, lowered the minimum vehicle occupancy requirement on the El Monte Busway (Route 10 HOV lane) from three (3+) or more persons per vehicle to two (2+) or more persons per vehicle on a 24-hour basis. California Department of Transportation (Caltrans) was directed to monitor and evaluate the effects of the two (2+) requirement on the operation of the El Monte Busway and the general purpose lanes. Signs were changed and the facility was monitored through electronic counts, tachometer runs, and manual counts for six months. An operational report was submitted to the Legislature and it stated that the El Monte Busway became congested for a couple of hours during the morning and afternoon peak periods, buffer violations increased from vehicles exiting the congested HOV lane, and observed a significant reduction of 3-person carpools. Public inquiries increased to various agencies and officials regarding the facility.
- Assembly Bill 71 (AB 71) was approved by the Governor on September 7, 1999. Effective July 1, 2000, allowed certain clean air vehicles to use the State's HOV system, regardless of the number of people in the vehicle. The Department of Motor Vehicles' decal must be displayed on the vehicle to qualify for the exemption. Signs were installed on all HOV facilities in California.
- Assembly Bill 769 (AB 769) was approved by the Governor on July 3, 2000. Effective July 24, 2000, overrode Senate Bill 63, and restored the minimum vehicle occupancy requirement on the El Monte Busway (Route 10 HOV lane) from two (2+) or more persons per vehicle to three (3+) or more persons per vehicle during peak hours. Senate Bill 63 had attracted too many users to the El Monte Busway and caused considerable congestion to peak hour traffic. The (3+) or more persons per vehicle requirement is currently in effect Monday through Friday from 5-9a.m. and 4-7p.m. The two (2+) or more persons per vehicle are allowed to use the El Monte Busway at all other times. Signs were changed and the facility was monitored for five months. The Department submitted an operational report to the Legislature and it stated that the facility is no longer congested. However, the occupancy violation rate in the peak period had reaches 50%. As a result, more regulatory signs displaying the hours and occupancy requirement were added to the facility and implemented increased presence and enforcement by the California Highway Patrol (CHP). The 3+/2+ variable occupancy HOV lane is still in effect with FHWA approval.
- Assembly Bill 1871 (AB 1871) was approved by the Governor on September 6, 2000. Effective January 1, 2001, an 18-month demonstration project to evaluate part-time use of the HOV lanes on Route 14 between Santa Clarita and Palmdale. This project requires two (2+) or more persons per vehicle in the HOV lanes during peak periods (southbound direction, 5-9a.m.; northbound direction, 3-7p.m., Monday - Friday). Solo drivers are allowed to use the HOV lanes at all other times. The double-yellow buffer lines will remain throughout the demonstration, and users still need to observe the designated openings for entering and exiting the HOV lanes. Some of the openings (ingress/egress locations) were lengthened in April 2001 to provide more access on the steep uphill grades of the facility. FHWA has agreed with the recommendation of Caltrans to continue with the part-time operation of HOV lanes on Route 14 until such time as needed to convert to full-time.
- Assembly Bill 2628 (AB 2628) was approved by the Governor on September 23, 2004 and became law on January 1, 2005, with a sunset date of January 1, 2008. This bill allows hybrid vehicles meeting specified criteria to use the High Occupancy Vehicle (HOV) lanes regardless of the number of occupants. The Department of Motor Vehicles' decal must be displayed on the vehicle to qualify for the exemption. The bill prohibits the Department of Motor Vehicles (DMV) from issuing more than 75,000 decals for specified hybrid vehicles. See AB 2628 for details.
- Assembly Bill 2600 (AB 2600) was approved by the Governor on September 29, 2006. Extends the HOV lane provisions of AB 2628. AB 2600 increases the number of carpool decals available for qualified hybrid vehicles by 10,000 to 85,000 decals. It also extends the sunset date of the program by three years to January 1, 2011.

HOV LANE LEGISLATION

- Senate Bill 1422 (SB 1422) was approved by the Governor on September 28, 2008. Authorized a value-pricing and transit development demonstration program involving High Occupancy Toll (HOT) lanes to be conducted, administered, developed, and operated on Route 10 from Alameda Street (Union Station) to Route 605 and on Route 110 from Adams Boulevard to 182nd Street (Artesia Transit Center) by the Los Angeles County Metropolitan Transportation Authority (LACMTA). The United States Department of Transportation has entered into a memorandum of understanding with the LACMTA and the Department of Transportation to award \$210.6 million in federal transit funding for the purpose of enabling LACTMA to carry out a demonstration program where High Occupancy Vehicle (HOV) lanes on selected freeways in Los Angeles County would be converted into HOT lanes during the demonstration period. The target date for implementation of this demonstration program is December 31, 2010. The bill requires the LACMTA and the Department of Transportation to report to the Legislature by December 31, 2012, on the demonstration program.
[Update: September 2011 (Source: www.metro.net): I-10 anticipated project completion is early 2013; I-110 anticipated project completion is Fall 2012.]
- Assembly Bill 1500 (AB 1500) was approved by the Governor on July 6, 2010. Extends the sunset date on a program granting high occupancy vehicle (HOV) lane driving privileges to certain electric and natural gas vehicles. This bill extends the sunset date to January 1, 2015 for all vehicles with white clean air vehicle decals issued by the California Department of Motor Vehicles.
- Senate Bill 535 (SB 535) was approved by the Governor on August 30, 2010. Extends the sunset date on a program allowing certain hybrid vehicles to use the high occupancy vehicle (HOV) lane. This bill allows those vehicles with existing yellow clean air vehicle decals issued by the California Department of Motor Vehicles (DMV) to continue single occupant HOV lane access until July 1, 2011. Starting January 1, 2012, this bill would allow certain vehicles meeting California's enhanced advanced technology partial zero-emission vehicle (enhanced AT PZEV) requirements such as a plug-in hybrid electric vehicle the use of an HOV lane. The DMV will issue up to 40,000 decals to applicants with qualifying vehicles.

RAMP METERING AND HOV BYPASS LANES

There are approximately 1000 on-ramps and 23 freeway-to-freeway connectors that are metered in Los Angeles and Ventura Counties, of which 356 have separate HOV bypass lanes. Vehicles traveling in the HOV on-ramp bypass lane with minimum occupancy requirement are not required to stop at the ramp meter signal unless indicated. 33 (located along Route 210) of the 356 HOV on-ramp bypass lanes are metered in Los Angeles and Ventura Counties. The activation of HOV meters is part of a congestion relief project to convert HOV bypass lanes or meter them at the same rate as mixed-flow lanes at all on-ramp locations along Route 210. This marks the beginning of HOV bypass lane metering at on-ramps, in District 7. Ramp metering is one of the traffic management tools to regulate the flow of traffic entering the freeways during the peak traffic hours. Ramp metering will:

- a. Smooth the overall flow of freeway traffic
- b. Accommodate more vehicles per hour on the freeway
- c. Decrease commuting travel times
- d. Increase safety on the freeway

Ramp metering is an integral part of the *Traffic Operations Program Strategic Plan* which outlines the program's commitment to focus first on implementing operational strategies to reduce congestion and increase safety on California's state highway system. Ramp metering increases the capacity of the mixed flow lane and enables traffic to flow at greater speeds. Freeway congestion is most often caused by a bottleneck, where the freeway demand exceeds the freeway capacity. This condition usually occurs during the weekday peak hours, but some freeways experience congestion during the mid-day and some on weekends. When the demand exceeds the capacity, congestion creates queues of stop-and-go traffic, and ramp metering limits the amount of traffic entering the freeway so that the demand at the bottleneck does not exceed the capacity. A free-flowing traffic lane can carry 33% more cars than a congested lane.

On weekdays, most ramp meters operate 4 to 10 hours during peak traffic periods. Some ramps are metered all day, including weekends. The rate at which vehicles are allowed onto the freeway is determined by the traffic demand at the on-ramp, as well as the freeway volume. The mainline responsive controllers react to the volumes on the freeway, such that if the volumes decrease significantly, then the meter will adjust and allow more vehicles onto the freeway. If the freeway volumes are very light, the meter may go to continuous green.

Projects within freeway segments identified in the *Ramp Meter Development Plan* should include provisions for ramp metering. However, there are ramp locations that are not metered, due to the heavy volume of traffic and/or insufficient storage area for the metered vehicles.

HOV VIOLATION

The Judicial Council of California sets the fines and maintains the Uniform Bail and Penalty Schedules (UBPS) for traffic violations. In that schedule, the minimum fine is \$380 (or \$381 with night court assessment) for an occupancy violation per Section 21655.5(b) or a buffer violation per Section 21655.8(a) of the California Vehicle Code.

The minimum fine is comprised of:

- (A) **Exclusive or Preferential Use Lanes per Section 42001.11 of the California Vehicle Code.** Every person convicted of an infraction for a violation of Section 21655.5 or 21655.8 shall be punished as follows:
- (1) For a first conviction, a fine of not less than one hundred dollars (\$100), nor more than one hundred fifty dollars (\$150).
 - (2) For a second conviction within a period of one year, a fine of not less than one hundred fifty dollars (\$150), nor more than two hundred dollars (\$200).
 - (3) For a third or any subsequent conviction within a period of two years, a fine of not less than two hundred fifty dollars (\$250), nor more than five hundred dollars (\$500).
- (B) **Additional Penalties and Surcharge.**
\$100 State; \$70 County; \$20 DNA; \$50 Court; \$20 Surcharge; \$20 EMS
- (C) **Night Court Assessment per Section 42006 of the California Vehicle Code.**
- (a) Except as provided in subdivision (c), there may be levied a special assessment in an amount equal to one dollar (\$1) for every fine and forfeiture, imposed and collected by any court which conducts a night session of the court, on all offenses involving a violation of a section of this code or any local ordinance adopted pursuant to this code, except offenses relating to parking.
 - (b) When a person makes a deposit of bail for an offense to which this section applies, in a case in which the person is required to appear in a court which conducts a night session, the person making the deposit shall also deposit a sufficient amount to include the assessment prescribed in this section for forfeited bail. If bail is forfeited, the amount of the assessment shall be transmitted by the clerk of the court to the county treasury for disposition as prescribed by subdivision (d).
 - (c) If a court conducts sessions at two or more locations, the court may do either of the following:
 - (1) Levy assessments only on those persons who are required to appear at the location where night sessions are held.
 - (2) Levy assessments on persons who have the option to appear at a location where night court sessions are held and that location is within 25 miles of the location of the court where the person is otherwise required to appear, if the court prepares and submits a report to the Legislative Analyst on or before February 1, 1986, which itemizes the additional costs of the night court session or sessions for the calendar years of 1983, 1984, and 1985, and the revenues received from the assessment levied under subdivision (a) in those calendar years.
 - (d) After a determination by the court of the amount of the assessment due, the clerk of the court shall collect the amount and transmit it to the county treasury to be deposited in the night court session fund, and the money in the fund shall be expended by the county for maintaining courts in the county which have night sessions for traffic offenses.
 - (e) In any case where a person convicted of any offense to which this section applies is imprisoned until the fine is satisfied, the judge shall waive the penalty assessment.

Park and Ride Lots

Lot Name	Route No.	Post Mile	Lot Address	City
Verdugo	2	17.0	Verdugo Blvd. at Hilldale Dr.	La Canada
Lakewood-West Lot	5	8.3	Route 5 @ 9004 Lakewood Blvd.	Downey
Washington & Fairfax*	10	9.3	Washington Blvd & Genesee Ave	Los Angeles
United Meth Church*	10	36.5	718 S. Azusa Ave.	W. Covina
United Meth Church*	10	37.0	437 W. San Bernardino Rd.	Covina
Newhall-East Lot	14	27.1	20100 W San Fernando Rd(126)/E of Rte 14	Santa Clarita
Newhall-West Lot	14	27.1	20516 W. San Fernando Rd.	Santa Clarita
Oak Creek	14	27.1	23610 San Fernando 1/2 mi. W. of Route 14	Santa Clarita
Golden Valley (3 Sections)	14	29.5	Rte 14 @ Golden Valley Road (3 Lots)	Santa Clarita
Pearblossom	14	54.2	Rte 14 @ Sierra Highway	LA County, Acton
Ave S & Geiger Ave.	14	58.2	Ave. S & Geiger Ave.	Palmdale
Ave K @ Route 14	14	66.7	1601 W. Ave K @ Route 14	Lancaster
Pathfinder Rd.	57	3.4	Pathfinder Rd. @ Rte. 57	Diamond Bar
Via Verde	57		105 Via Verde	San Dimas
Lanterman*	57	5.6	3530 W. Pomona Blvd.	Pomona
United Meth Church*	60	22.8	20601 La Puente	Walnut
Diamond Bar-East	60	25.6	100 N. Diamond Bar Blvd.	Diamond Bar
Diamond Bar-West	60	25.6	101 N. Diamond Bar Blvd.	Diamond Bar
Kanan Rd. (Southeast Lot)	101	35.1	Rte 101/Kanan & 29165 Roadside(SE)	Agoura Hills
Borchard Rd.	101	7.0	Rte 101 @ Borchard Rd/475 Rancho Conejo	Thousand Oaks
Pleasant Valley	101	12.3	Rte 101 @ Pleasant Valley Rd./Santa Rosa Rd.	Camarillo
Las Posas Rd.	101	15.7	Rte 101 @ Las Posas Rd/690 Ventura Blvd	Camarillo
Aviation	105	2.2	Rte 105 @ Aviation	El Segundo
Hawthorne (3 Sections)	105	3.7	Rte 105 @ Hawthorne Boulevard	Hawthorne
Crenshaw	105	5.0	Rte 105 @ Crenshaw on 120th Street	Hawthorne
Vermont Ave. (2 Sections)	105	7.4	Rte 105 @ Vermont Avenue	Athens
Century/Harbor (2 Sections)	105	7.7	Rte 105 @ Rte 110 - 117th St. & Figueroa St.	Los Angeles
Avalon (2 Sections)	105	8.9	Rte. 105 @ Avalon (Central st)	Los Angeles
Willowbrook/Imperial (3 Sections)	105	10.4	Rte 105 @ Wilmington (Blue Line)	Willowbrook
Long Beach Blvd. (2 Sections)	105	11.6	Rte 105 @ Long Beach Boulevard	Lynwood
Lakewood Blvd.(2 Sections)	105	17.4	121747 Lakewood Boulevard	Downey
I-105 Termination	105	18.8	12730 Hoxie Ave.	Norwalk
San Pedro II	110	1.2	515 N. Beacon @ Harbor Blvd.	San Pedro
San Pedro	110	1.3	Battery St./Gaffey St./610 Channel St.	San Pedro
Harbor Park	110	3.9	Route 110/ PCH & Figueroa, 1345 W. PCH	Wilmington
Carson	110	6.8	Rte 110 @ Carson Street	Los Angeles
Artesia	110	9.8	Rte 110 @ Rte 91, 182nd St	Los Angeles
Rosecrans	110	11.9	Rte 110 @ Rosecrans Avenue	Los Angeles
Manchester (2 Sections)	110	15.8	Rte 110 @ Manchester Avenue	Los Angeles
Slauson (2 Sections)	110	18.0	Rte 110 @ Slauson Avenue	Los Angeles
Lutheran Church*	118	10.5	15950 Chatsworth St.	Granada Hills
Porter Ranch	118	11.4	Rte. 118 @ Porter Ranch.	Chatsworth
Moorpark College	118	17.5	Route 118@Collins Avenue	Moorpark
Erringer	118	24.8	Erringer Rd. @ Rte. 118	Simi Valley
Sycamore Dr.	118	25.7	2599 Sycamore Dr. @ Rte. 118	Simi Valley
Stearns	118	28.8	2501 Stearns St @ Rte 118	Simi Valley
Tapo Canyon	118	27.3	Tapo Canyon Dr. @ Rte. 118	Simi Valley
Chatsworth	118	31.9	15550 Chatsworth St	Granada Hills
Glendale	134	8.8	Route 134 & Route 2	Glendale
Rte 170/Oxnard	170	16.6	Route 170 @ 12000 Oxnard St.	North Hollywood
Paxton	210	6.0	12501 Foothill Blvd @ I-210 & Paxton St	Pacoima
Lowell	210	16.1	Route 210 @ 3930 Lowell Ave.	Glendale
Sierra Madre Blvd.	210	29.4	Sierra Madre Blvd. @ Rte. 210	Pasadena
Citrus College*	210	40.6	1000 Foothill Blvd.	Glendora
Grand Ave	210	41.5	Route 210 @ 628 W. Baseline Rd. @Grand Av.	Glendora
Lone Hill	210	44.2	Route 210 @ Lone Hill Ave	Glendora
St John's Church*	405	5.8	11000 National Blvd.	Los Angeles
Skirball & Mulholland	405	36.7	Route 405 @ 2350 Skirball Center Drive	Los Angeles

* Privately owned lot

Metro ExpressLanes

Metro ExpressLanes is a pilot, one-year demonstration program overseen by Metro, Caltrans and several other mobility partners that have joined forces to develop a package of solutions to improve traffic flow and provide enhanced travel options on the I-10 and I-110 Freeways in Los Angeles County.

The solution package includes the introduction of congestion pricing by converting High Occupancy Vehicle (HOV) lanes to High Occupancy Toll (HOT) lanes; the improvement of transit service and other alternatives to driving; the updating of transit facilities; and the implementation of a more effective parking management system in downtown Los Angeles.

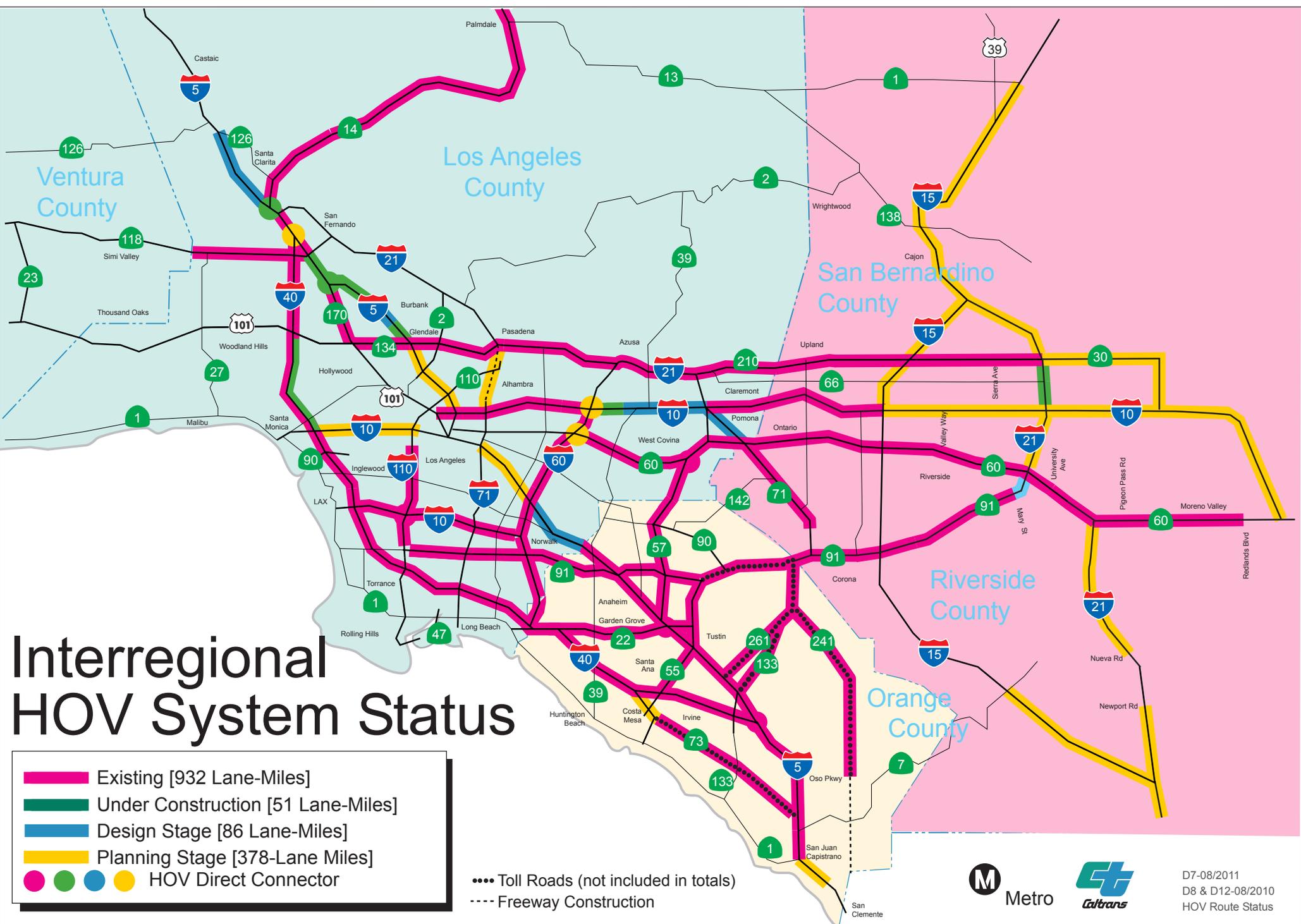
HOT Lanes Demonstration	Business Rule
I-110 Harbor Transitway Lanes Only	SOV (Single Occupant Vehicles) Pay HOV 2+ Free
I-10 El Monte Busway Lanes Only	SOV Pay – All Hours HOV 2 Pay – Peak Hours (5 a.m. – 9 a.m.; 4 p.m. – 7 p.m.) HOV 2 Free – Off-Peak Hours

Metro ExpressLanes features include:

- Conversion of the I-10 El Monte Busway HOV lanes (I-605 to Alameda St.) to HOT lanes. Anticipated project completion is early 2013.
- Conversion of the I-110 Harbor Transitway HOV lanes (Artesia Transit Center to Adams Blvd.) to HOT lanes. Anticipated project completion is Fall 2012.
- 59 new alternative fuel expansion buses and operating subsidy for the demo period
- El Monte Station Expansion
- New Transit Station at Patsaouras Plaza
- Harbor Transitway Park & Ride Upgrades
- Metrolink Pomona Station Expansion
- Transit Signal Priority Expanded in Downtown LA
- 100 New Metro Vanpools
- New expansion bicycle lockers at the Artesia Transit Center & bicycle station at El Monte Station
- Express Park
- New Bus Maintenance Facility in Downtown LA
- Budget - \$290 million
- Construction begins: 2011

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Interregional HOV System Status

- Existing [932 Lane-Miles]
- Under Construction [51 Lane-Miles]
- Design Stage [86 Lane-Miles]
- Planning Stage [378-Lane Miles]
- HOV Direct Connector

Toll Roads (not included in totals)
 Freeway Construction



D7-08/2011
 D8 & D12-08/2010
 HOV Route Status



FACT SHEET

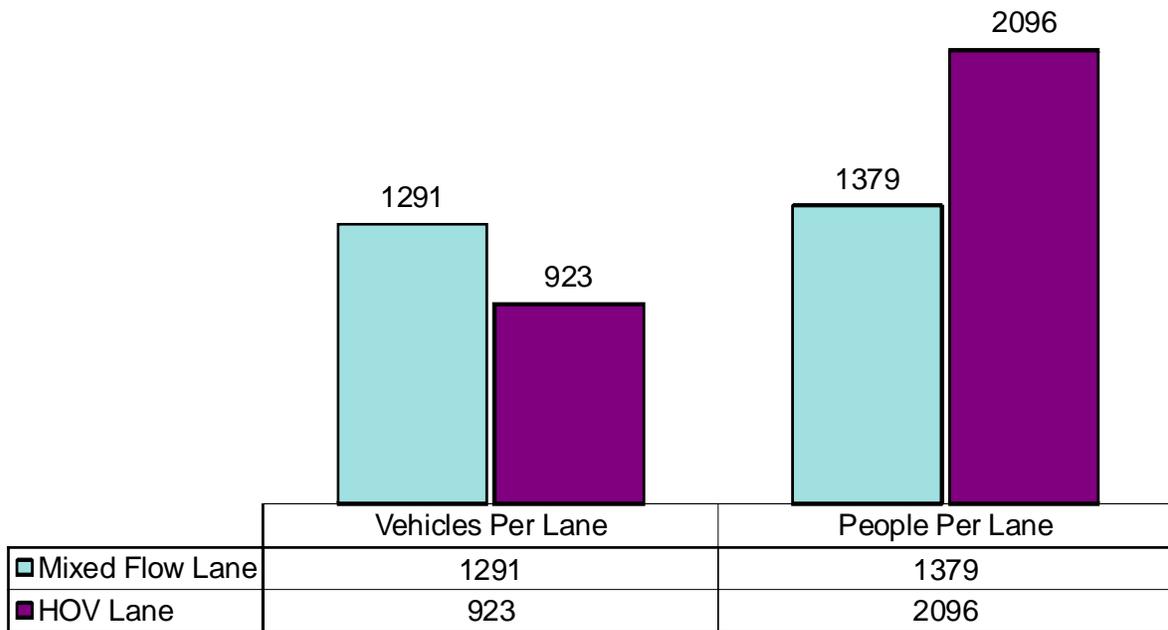
ROUTE 5 GOLDEN STATE FREEWAY

Project Limits & Length:	FROM ROUTE 118 TO ROUTE 14; 6.2 CENTERLINE MILES
Date of Opening:	APRIL 4, 2008
Cost:	\$41.6 MILLION
Current Peak 1-Hr Volume:	1413 VEHICLES NEAR TRUCK STOP
Park & Ride Facilities: (lot name/city)	LAKEWOOD-WEST LOT/DOWNEY
Number of Ingress/Egress: (excludes begin/end HOV lane)	3 NORTHBOUND; 2 SOUTHBOUND

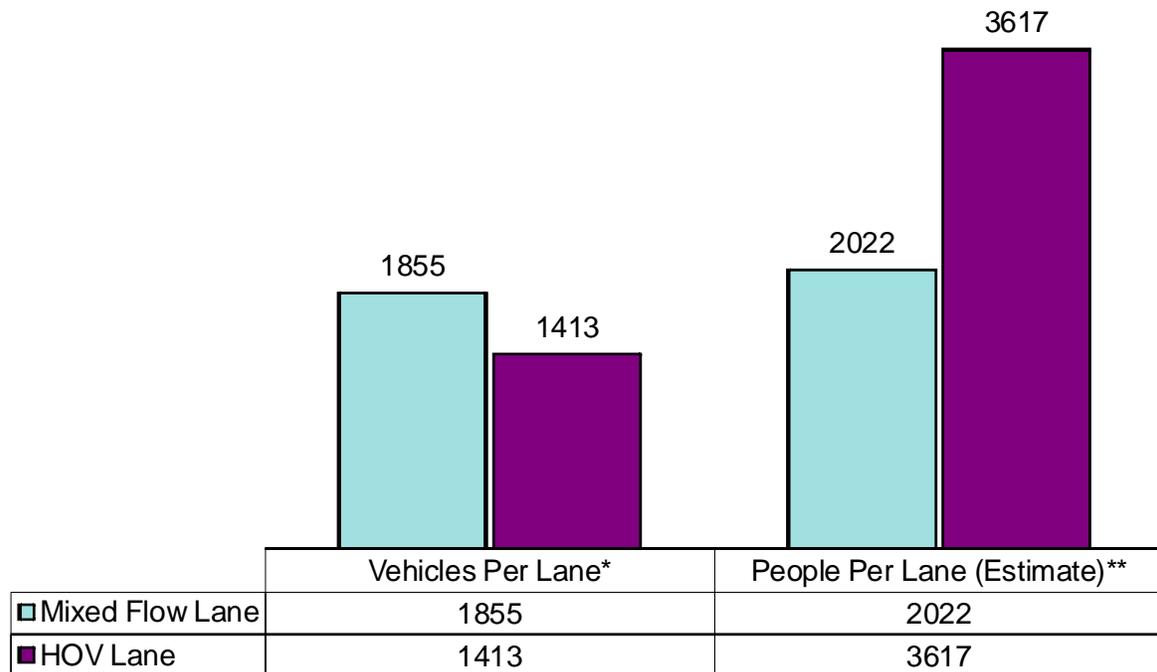
Additional Information:

- High Occupancy Vehicle (HOV) Lane Direct Connector under construction at Route 5/14 interchange. Scheduled opening date: March 2013.

PEAK 1-HOUR VOLUME COMPARISON



Location: LA-5-S/B near Truck Stop (Postmile 41.45)
 Date/Time: 11-05-08 / 6:30-7:30 AM



Location: LA-5-N/B near Truck Stop (Postmile R44.32)
 Date/Time: October 2010 / 5:00-6:00 PM

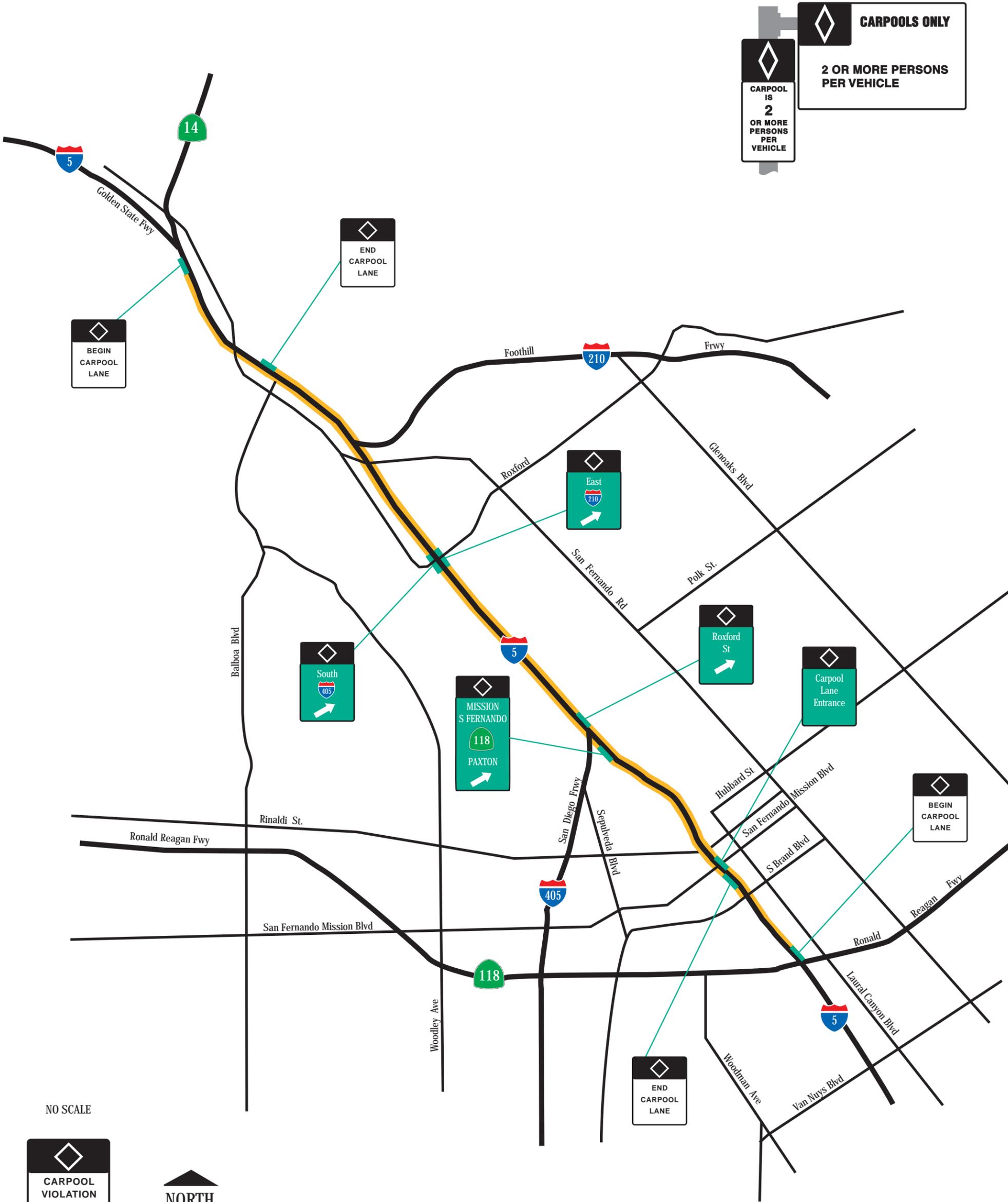
* Source: Performance Measurement System (PeMS)

**Source: 2008 HOV Annual Report (Caltrans, District 7); Vehicle occupancy used for estimating values.



GOLDEN STATE FREEWAY HOV LANE

Ronald Reagan Freeway (Rte 118) to Antelope Valley Freeway (Rte 14)



NO SCALE

CARPOOL VIOLATION
\$341
 MINIMUM FINE





FACT SHEET

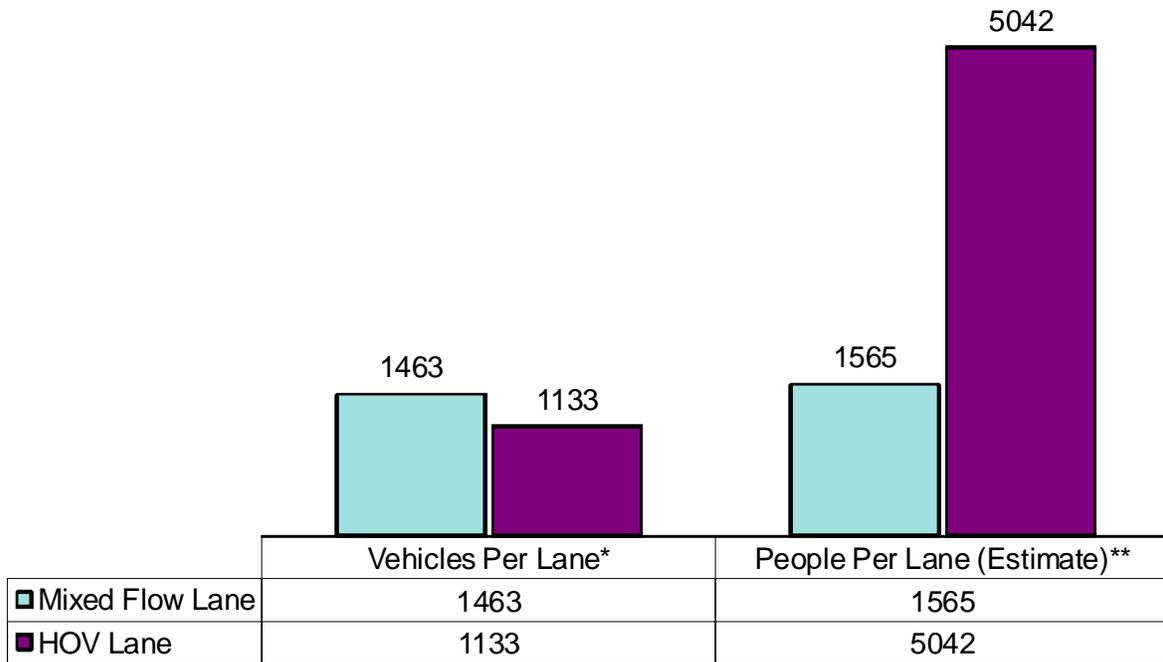
ROUTE 10 SAN BERNARDINO FREEWAY EL MONTE BUSWAY

Project Limits & Length: (centerline miles)	FROM ALAMEDA ST TO BALDWIN AVE FROM ROUTE 57 TO SAN BERNARDINO CO. FROM BALDWIN AVE TO ROUTE 605	11 MILES 5.9 MILES 3.2 MILES
Date of Opening:	FROM ALAMEDA ST TO BALDWIN AVE FROM ROUTE 57 TO SAN BERNARDINO CO. LINE FROM BALDWIN AVE TO ROUTE 605	JAN 1973 NOV 13, 2003 FEB 4, 2005
Cost:	FROM ALAMEDA ST TO BALDWIN AVE FROM ROUTE 57 TO SAN BERNARDINO CO. LINE FROM BALDWIN AVE TO ROUTE 605	\$58.0 MILLION \$77.3 MILLION \$50.4 MILLION
Current Peak 1-Hr Volume:	1142 VEHICLES NEAR BALDWIN AVE (HOV 3+)	
Park & Ride Facilities: (lot name/city)	UNITED METH CHURCH/W.COVINA; UNITED METH CHURCH/COVINA; WASHINGTON & FAIRFAX/LOS ANGELES	
Number of Ingress/Egress: (excludes begin/end HOV lane)	FROM ALAMEDA ST TO ROUTE 605 FROM ROUTE 57 TO SAN BERNARDINO CO. LINE	4 E/B, 6 W/B 2 E/B, 3 W/B

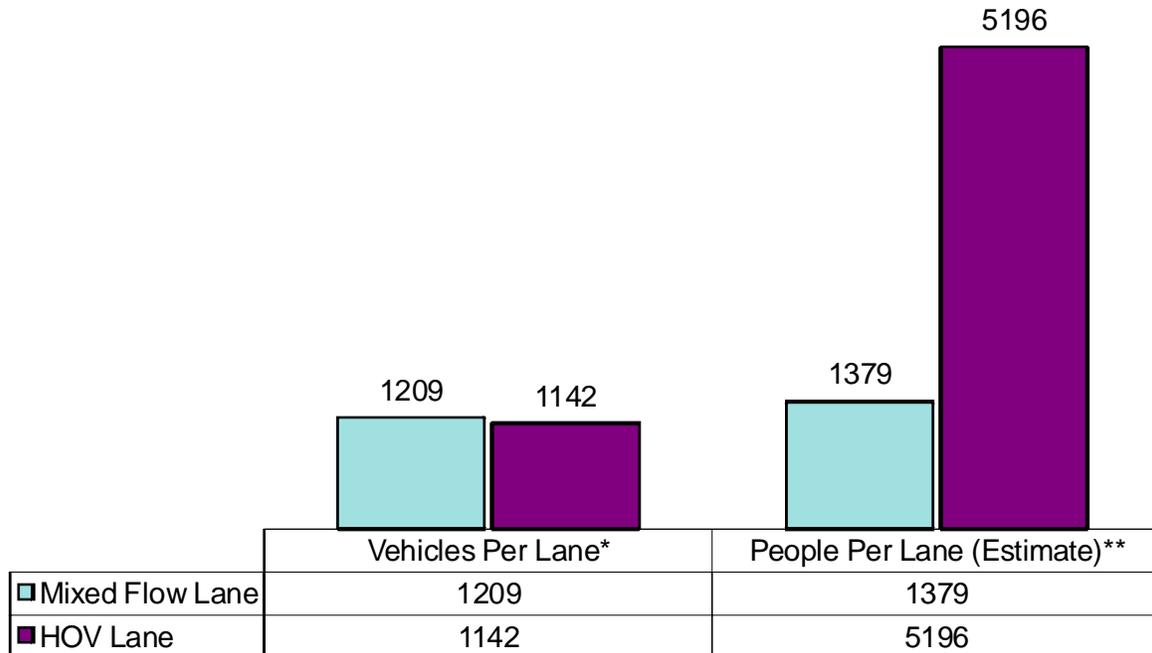
Additional Information:

- Direct HOV lane access at Del Mar Avenue (Entrance from Del Mar Avenue to westbound Route 10 HOV lane; Exit from eastbound Route 10 HOV lane to Del Mar Avenue).
- Bus only connectors: From southbound Route 710 to westbound Route 10; and from eastbound Route 10 HOV lane to northbound Route 710.
- Senate Bill 63 (SB 63). Effective January 1, 2000, lowered the minimum vehicle occupancy requirement on the El Monte Busway (Route 10 HOV lane) from three (3+) or more persons per vehicle to two (2+) or more persons per vehicle on a 24-hour basis. California Department of Transportation (Caltrans) was directed to monitor and evaluate the effects of the two (2+) requirement on the operation of the El Monte Busway and the general purpose lanes. Lowering the vehicle occupancy requirement from 3+ to 2+ full time had a detrimental effect on the El Monte Busway.
- Assembly Bill 769 (AB 769). Effective July 24, 2000, overrode Senate Bill 63, and restored the minimum vehicle occupancy requirement on the El Monte Busway (Route 10 HOV lane) from two (2+) or more persons per vehicle to three (3+) or more persons per vehicle during peak hours. Senate Bill 63 had attracted too many users to the El Monte Busway and caused considerable congestion to peak hour traffic. The (3+) or more persons per vehicle requirement is currently in effect Monday through Friday from 5-9a.m. and 4-7p.m. The two (2+) or more persons per vehicle are allowed to use the El Monte Busway at all other times.
- Senate Bill 1422 (SB 1422) was signed by the Governor on September 28, 2008, which authorized a value-pricing and transit development demonstration program involving High Occupancy Toll (HOT) lanes to be conducted, administered, developed, and operated on Route 10 from Alameda Street (Union Station) to Route 605 and on Route 110 from Adams Boulevard to 182nd Street (Artesia Transit Center) by the Los Angeles County Metropolitan Transportation Authority (LACMTA). The United States Department of Transportation has entered into a memorandum of understanding with the LACMTA and the Department of Transportation to award \$210.6 million in federal transit funding for the purpose of enabling LACTMA to carry out a demonstration program where High Occupancy Vehicle (HOV) lanes on selected freeways in Los Angeles County would be converted into HOT lanes during the demonstration period. The target date for implementation of this demonstration program is December 31, 2010. The bill requires the LACMTA and the Department of Transportation to report to the Legislature by December 31, 2012, on the demonstration program.
[Update: September 2011 (Source: www.metro.net): I-10 anticipated project completion is early 2013; I-110 anticipated project completion is Fall 2012.]

PEAK 1-HOUR VOLUME COMPARISON



Location: LA-10-W/B near Santa Anita (Postmile 29.349)
 Date/Time: February 2010 / 7:00-8:00 AM



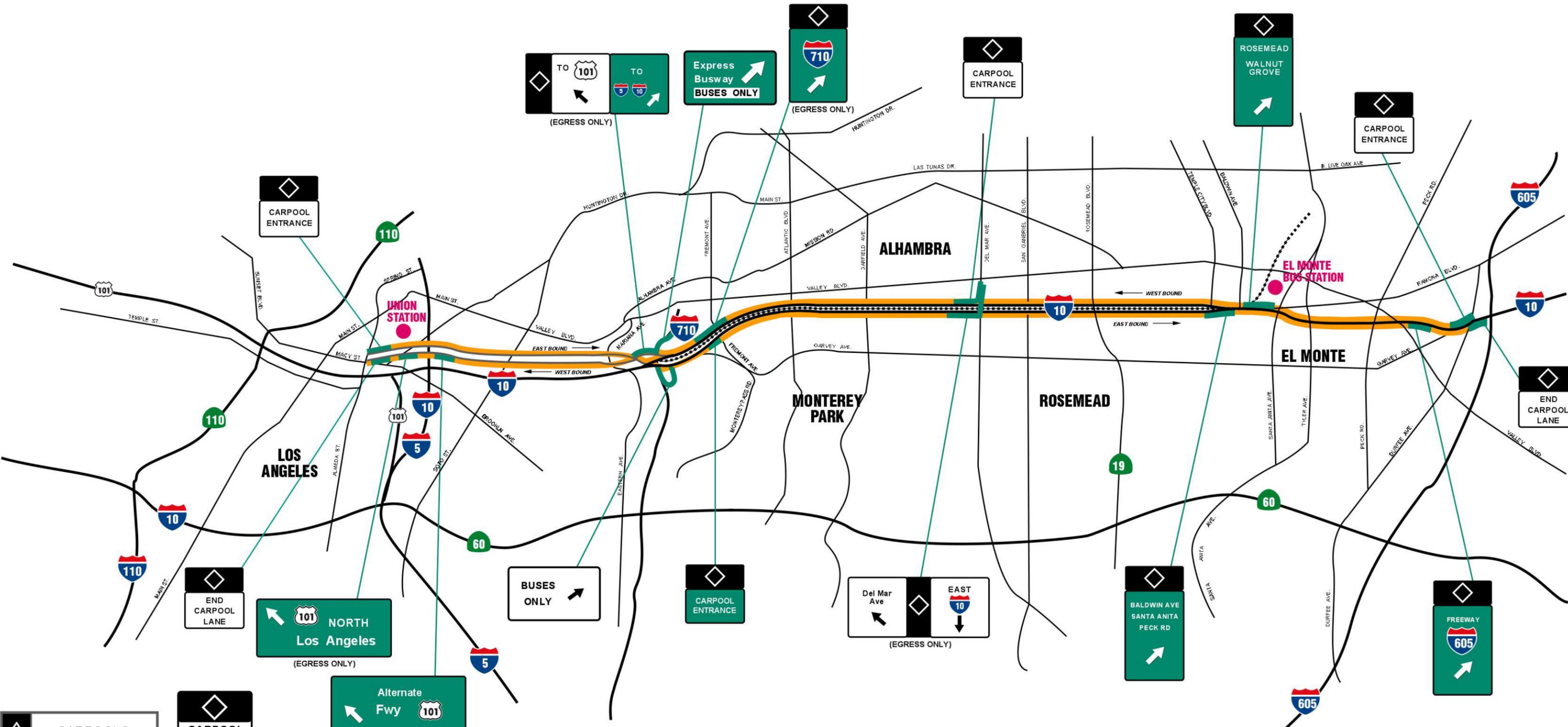
Location: LA-10-E/B near Baldwin Ave (Postmile 27.671)
 Date/Time: February 2010 / 6:00-7:00 PM

* Source: Performance Measurement System (PeMS)

**Source: 2008 HOV Annual Report (Caltrans, District 7); Vehicle occupancy used for estimating values.



SAN BERNARDINO FREEWAY HOV LANE Alameda St. to San Gabriel River Freeway (Rte 605)



◆ CARPOOLS 3 OR MORE PERSONS PER VEHICLE
MON-FRI 5 - 9 AM
4 - 7 PM
2 OR MORE ALL OTHER TIMES

◆ CARPOOL VIOLATION
\$341
MINIMUM FINE

◆ Alternate Fwy 101
(EGRESS ONLY)

BUSES ONLY

◆ CARPOOL ENTRANCE

◆ Del Mar Ave
◆ EAST I-10
(EGRESS ONLY)

◆ BALDWIN AVE SANTA ANITA PECK RD

◆ FREEWAY I-605

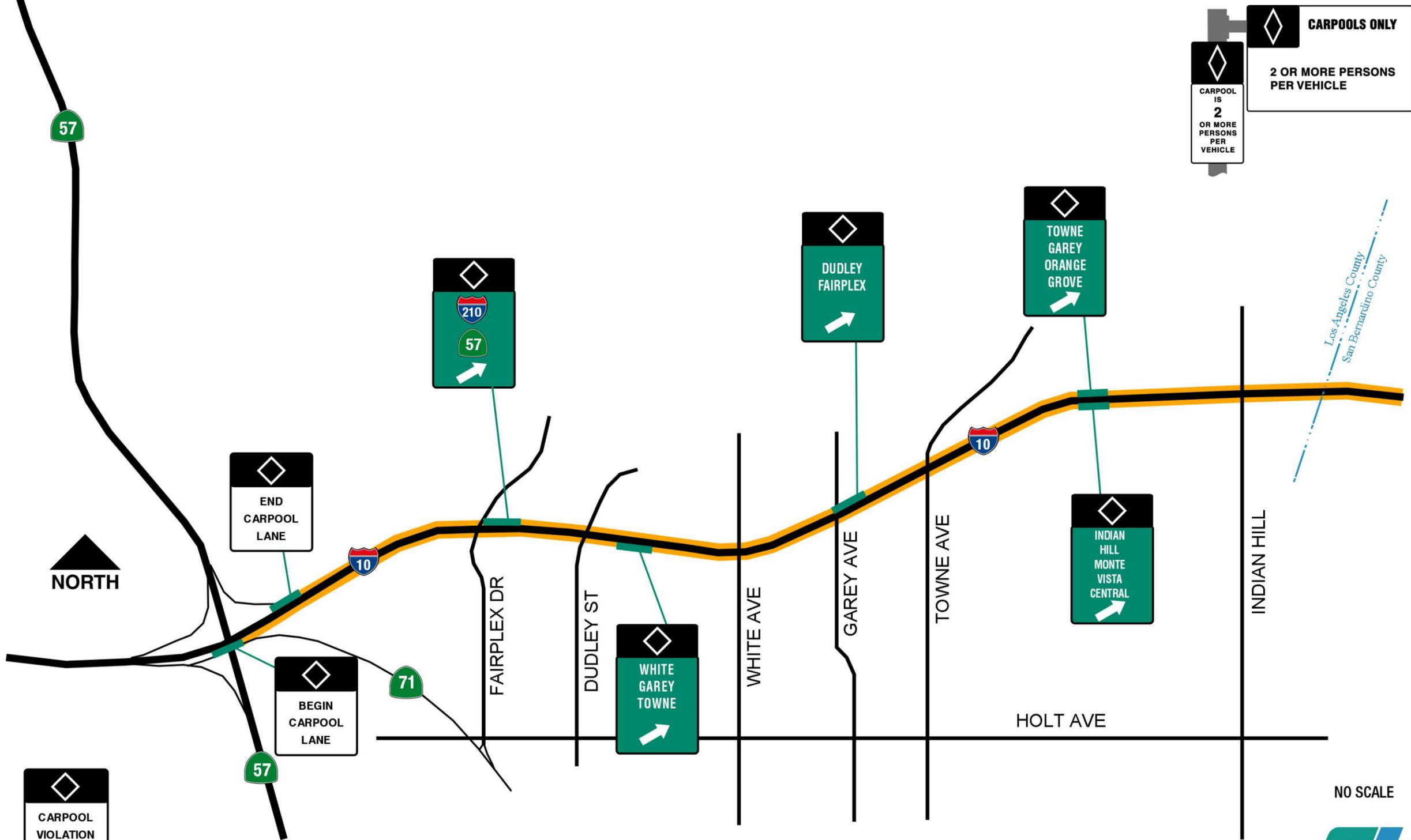
NO SCALE





SAN BERNARDINO FREEWAY HOV LANE

Orange Freeway (Rte 57) to San Bernardino County Line



CARPOOL VIOLATION
\$341
MINIMUM
FINE

California Department of Transportation · District 7, Los Angeles and Ventura Counties · 100 S. Main St., Los Angeles, CA 90012
Rideshare Information (800) COMMUTE · Bike Lockers (213) 897-0235





FACT SHEET

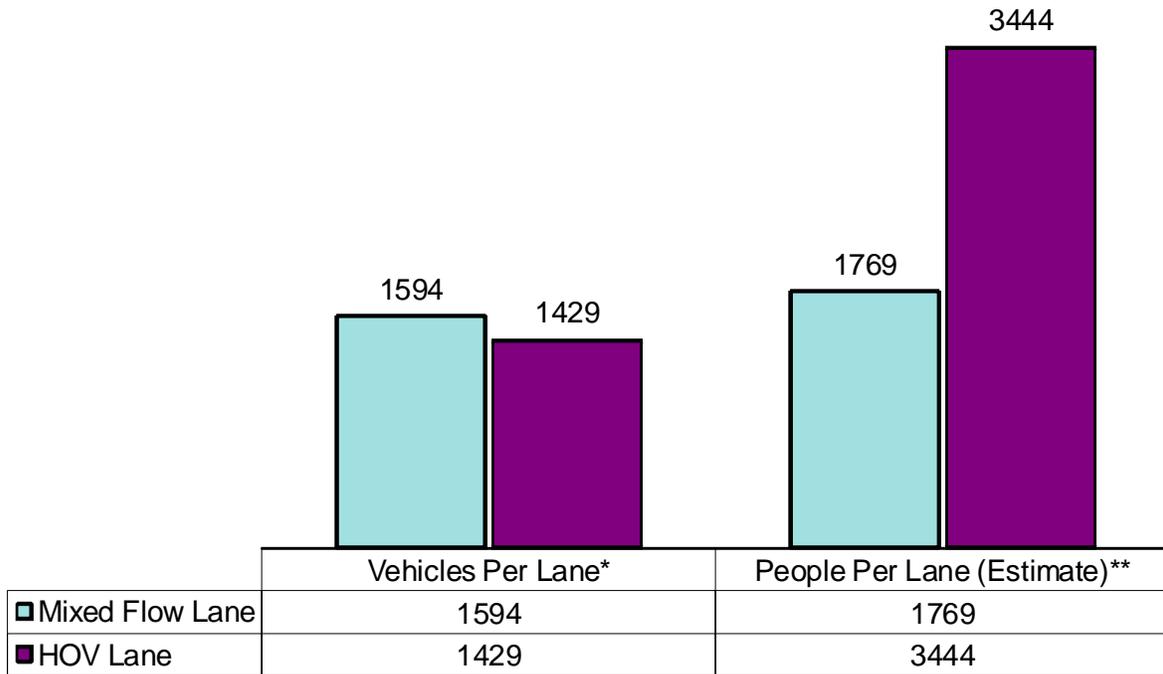
ROUTE 14 ANTELOPE VALLEY FREEWAY

Project Limits & Length: (centerline miles)	FROM SAN FERNANDO RD TO SAND CANYON FROM SAND CANYON TO ESCONDIDO FROM ESCONDIDO TO PEARBLOSSOM FROM ROUTE 5 TO SAN FERNANDO RD FROM PEARBLOSSOM TO AVE P-8	6.7 MILES 10.6 MILES 10.5 MILES 2.2 MILES 6.2 MILES
Date of Opening:	FROM SAN FERNANDO RD TO SAND CANYON FROM SAND CANYON TO ESCONDIDO FROM ESCONDIDO TO PEARBLOSSOM FROM ROUTE 5 TO SAN FERNANDO RD FROM PEARBLOSSOM TO AVE P-8	MAY 5, 1998 SEP. 23, 1999 JUL. 29, 2002 AUG. 3, 2002 AUG. 18, 2006
Cost:	FROM SAN FERNANDO RD TO SAND CANYON FROM SAND CANYON TO ESCONDIDO FROM ESCONDIDO TO PEARBLOSSOM FROM ROUTE 5 TO SAN FERNANDO RD FROM PEARBLOSSOM TO AVE P-8	\$23.8 MILLION \$31.8 MILLION \$60.5 MILLION \$5.4 MILLION \$32.3 MILLION
Current Peak 1-Hr Volume:	1429 VEHICLES NEAR GOLDEN VALLEY RD	
Park & Ride Facilities: (lot name/city)	NEWHALL-EAST & WEST LOT/SANTA CLARITA; OAK CREEK/SANTA CLARITA; GOLDEN VALLEY/SANTA CLARITA; PEARBLOSSOM/ACTON; AVE S & GEIGER AVE/PALMDALE; AVE K @ ROUTE 14/LANCASTER	
Number of Ingress/Egress: (excludes begin/end HOV lane)	FROM AVENUE P-8 TO ROUTE 5	14 N/B, 15 S/B

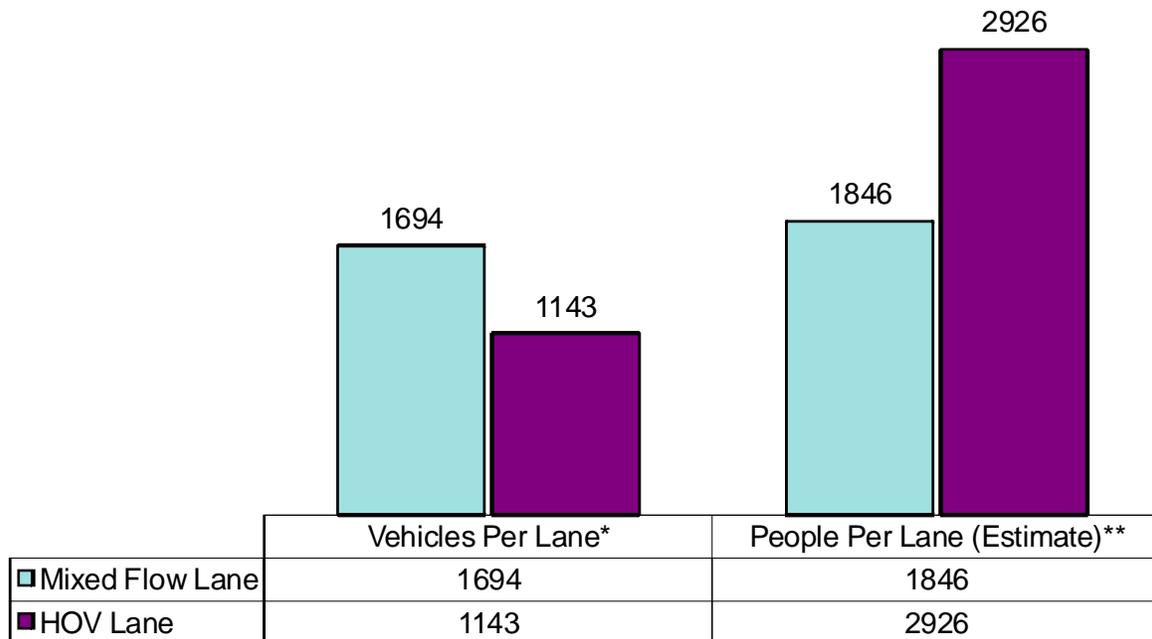
Additional Information:

- Assembly Bill 1871 (AB 1871). Effective January 1, 2001, an 18-month demonstration project to evaluate part-time use of the HOV lanes on Route 14 between Santa Clarita and Palmdale. This project requires two (2+) or more persons per vehicle in the HOV lanes during peak periods (southbound direction, 5-9a.m.; northbound direction, 3-7p.m., Monday - Friday). Solo drivers are allowed to use the HOV lanes at all other times. The double-yellow buffer lines will remain throughout the demonstration, and users still need to observe the designated openings for entering and exiting the HOV lanes. Some of the openings (ingress/egress locations) were lengthened in April 2001 to provide more access on the steep uphill grades of the facility. FHWA has agreed with the recommendation of Caltrans to continue with the part-time operation of HOV lanes on Route 14 until such time as needed to convert to full-time.

PEAK 1-HOUR VOLUME COMPARISON



Location: LA-14-S/B near Golden Valley Rd (Postmile R30.72)
 Date/Time: October 2010 / 5:00-6:00 AM



Location: LA-14-N/B near Golden Valley Rd (Postmile R29.98)
 Date/Time: October 2010 / 5:00-6:00 PM

* Source: Performance Measurement System (PeMS)

**Source: 2008 HOV Annual Report (Caltrans, District 7); Vehicle occupancy used for estimating values.

14

ANTELOPE VALLEY FREEWAY HOV LANE

Golden State Freeway (Rte 5) to Avenue P-8

CARPOOLS ONLY

LEFT LANE

CARPOOLS ONLY

5AM - 9AM
MON - FRI

2 OR MORE PERSONS PER VEHICLE

5-9AM ↓ MON-FRI

Southbound

CARPOOLS ONLY

LEFT LANE

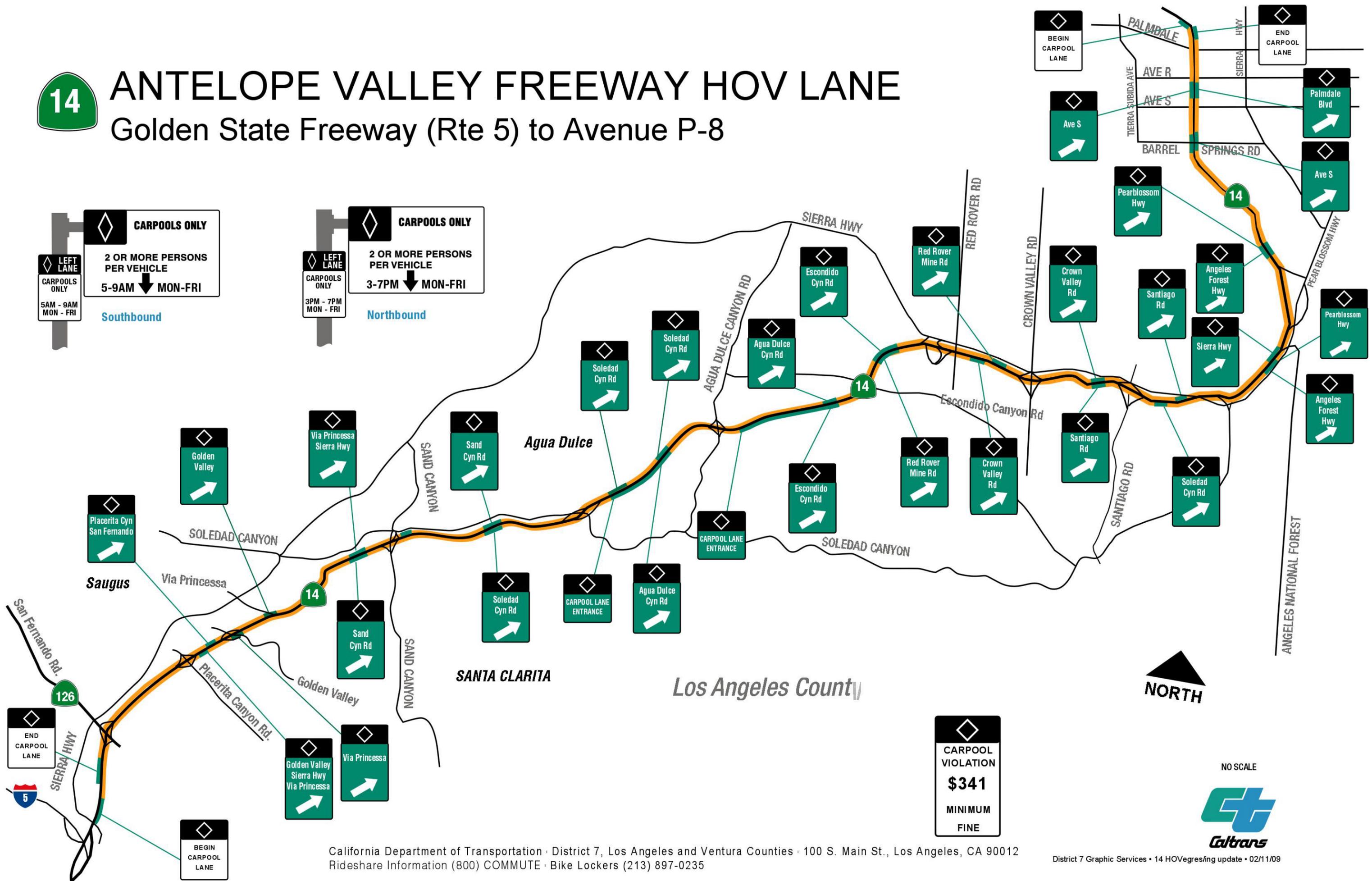
CARPOOLS ONLY

3PM - 7PM
MON - FRI

2 OR MORE PERSONS PER VEHICLE

3-7PM ↓ MON-FRI

Northbound



CARPOOL VIOLATION

\$341

MINIMUM FINE





FACT SHEET

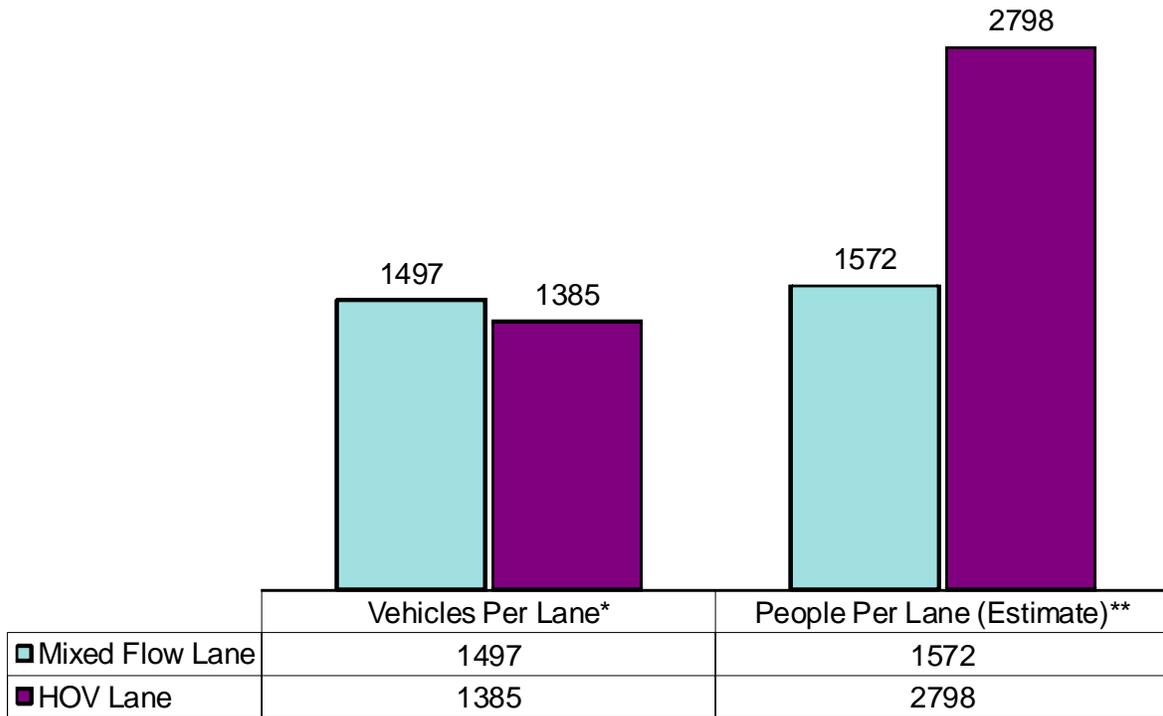
ROUTE 57 ORANGE FREEWAY

Project Limits & Length:	FROM ROUTE 60 TO ORANGE CO. LINE; 4.5 CENTERLINE MILES
Date of Opening:	AUGUST 22, 1997
Cost:	\$18.2 MILLION
Current Peak 1-Hr Volume:	1385 VEHICLES NEAR PATHFINDER RD
Park & Ride Facilities: (Lot Name/City)	PATHFINDER RD/DIAMOND BAR; VIA VERDE/SAN DIMAS; LANTERMAN/POMONA
Number of Ingress/Egress:	3 NORTHBOUND; 4 SOUTHBOUND

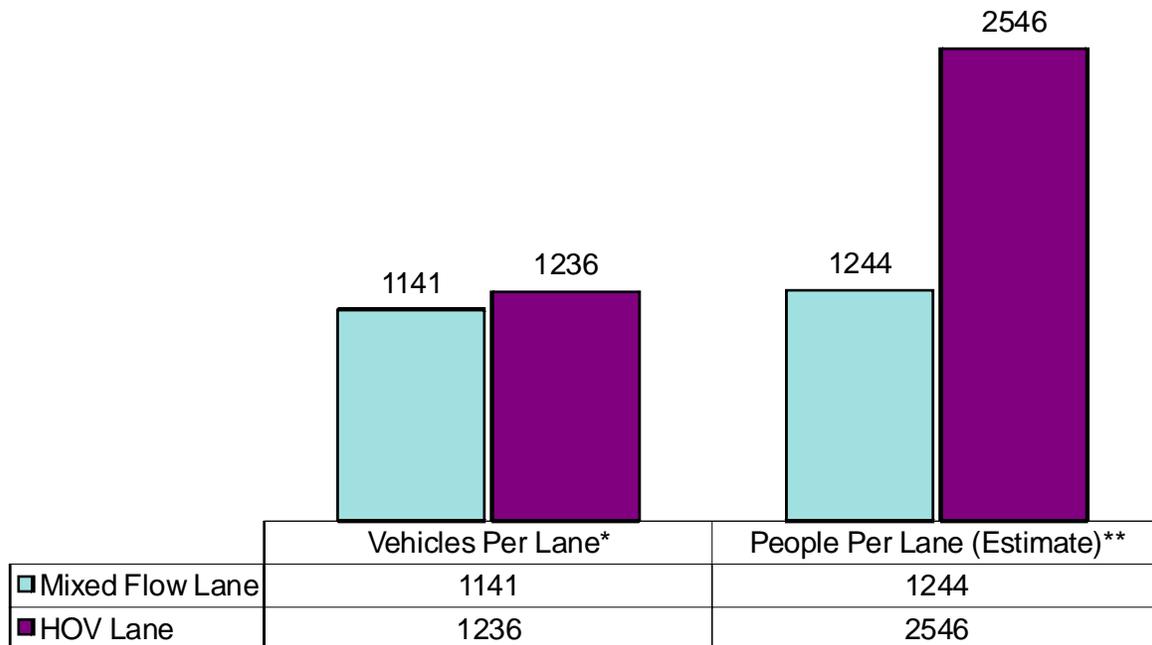
Additional Information:

- Freeway has High Occupancy Vehicle (HOV) Lane Direct Connectors at Route 57/60 interchange. Opening date: February 23, 2007.

PEAK 1-HOUR VOLUME COMPARISON



Location: LA-57-S/B near Pathfinder Rd (Postmile R3)
 Date/Time: October 2010 / 6:00-7:00 AM



Location: LA-57-N/B near Pathfinder Rd (Postmile R3.046)
 Date/Time: October 2010 / 3:00-4:00 PM

* Source: Performance Measurement System (PeMS)

**Source: 2008 HOV Annual Report (Caltrans, District 7); Vehicle occupancy used for estimating values.

57

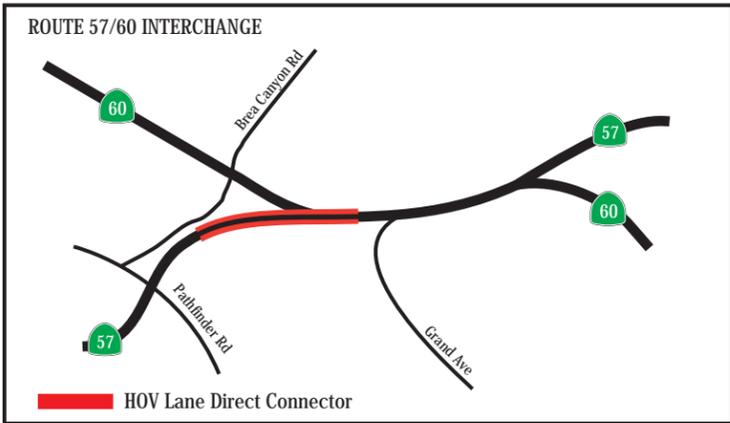
ORANGE FREEWAY HOV LANE

Pomona Freeway (Rte 60) to Orange County Line

CARPOOLS ONLY

2 OR MORE PERSONS PER VEHICLE

CARPOOL IS **2** OR MORE PERSONS PER VEHICLE



CARPOOL VIOLATION

\$341

MINIMUM FINE

Pathfinder Rd

57 Grand Ave Diamond Bar

Diamond Bar Blvd Brea Canyon Rd

Pathfinder WEST 60

Diamond Bar Blvd

Los Angeles County

Orange County

NO SCALE





FACT SHEET

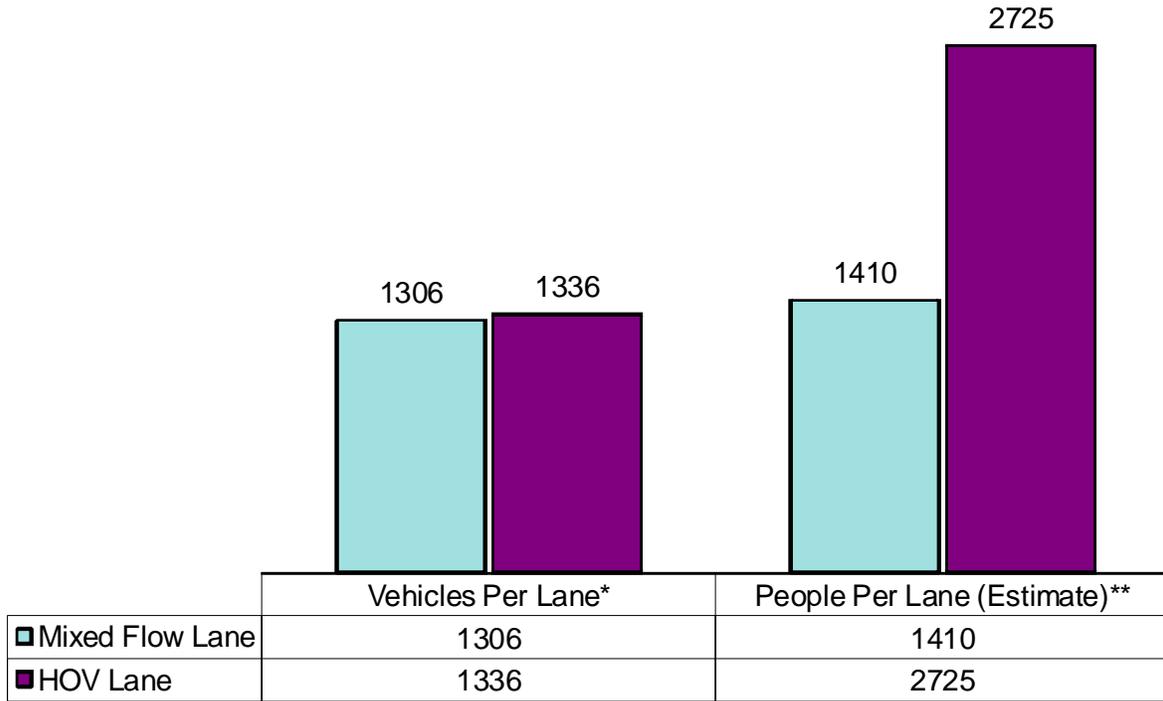
ROUTE 60 POMONA FREEWAY

Project Limits & Length: (centerline miles)	FROM BREA CANYON TO RTE 57 N FROM RTE 57 N TO SBD CO. LINE FROM RTE 605 TO BREA CANYON RD	2.7 MILES 5.1 MILES 10.9 MILES
Date of Opening:	FROM BREA CANYON TO RTE 57 N FROM RTE 57 N TO SBD CO. LINE FROM RTE 605 TO BREA CANYON RD (E/B) FROM RTE 605 TO BREA CANYON RD (W/B)	FEB. 2, 1999 FEB. 2, 1999 SEPT 27, 2010 OCT 14, 2010
Cost:	FROM BREA CANYON TO RTE 57 N FROM RTE 57 N TO SBD CO. LINE FROM RTE 605 TO BREA CANYON RD	\$5.5 MILLION \$20.8 MILLION \$126.8 MILLION
Current Peak 1-Hr Volume:	1336 VEHICLES NEAR PHILLIPS RANCH RD	
Park & Ride Facilities: (lot name/city)	UNITED METH CHURCH/WALNUT; DIAMOND BAR-EAST & WEST/DIAMOND BAR	
Number of Ingress/Egress: (excludes begin/end HOV lane)	FROM SBD CO. LINE TO RTE 605	8 E/B, 8 W/B

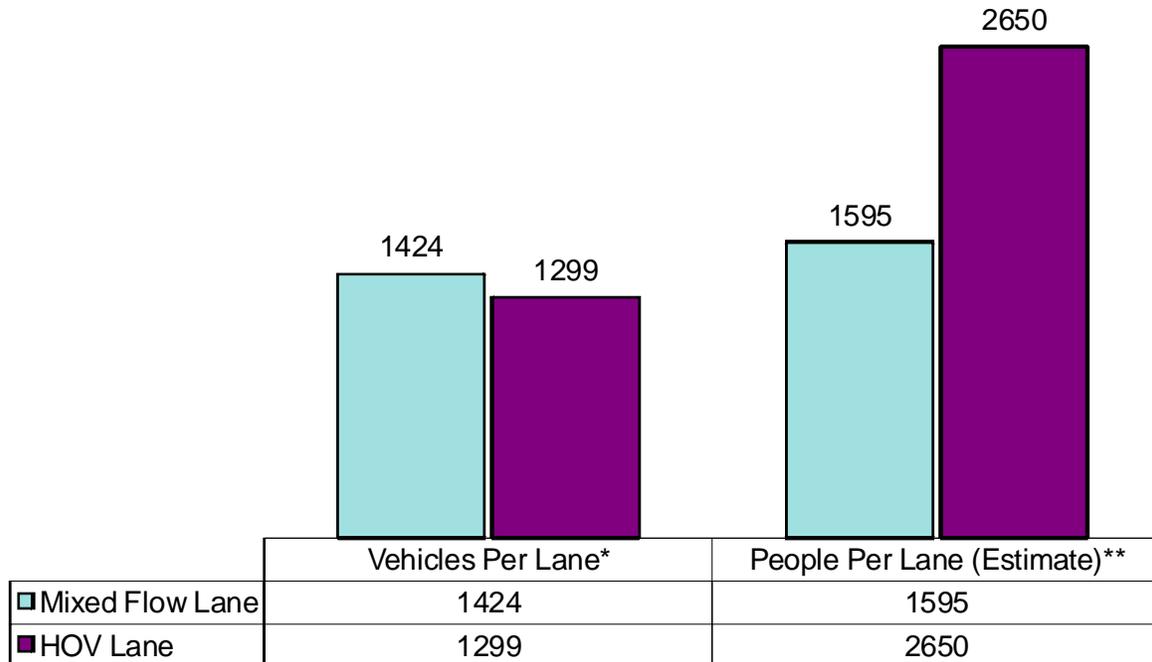
Additional Information:

- Freeway has High Occupancy Vehicle (HOV) Lane Direct Connectors at Route 60/57 interchange. Opening date: February 23, 2007.

PEAK 1-HOUR VOLUME COMPARISON



Location: LA-60-W/B near Phillips Ranch Rd (Postmile R29.15)
 Date/Time: October 2010 / 5:00-6:00 AM



Location: LA-60-E/B near Phillips Ranch Rd (Postmile R29.73)
 Date/Time: October 2010 / 4:00-5:00 PM

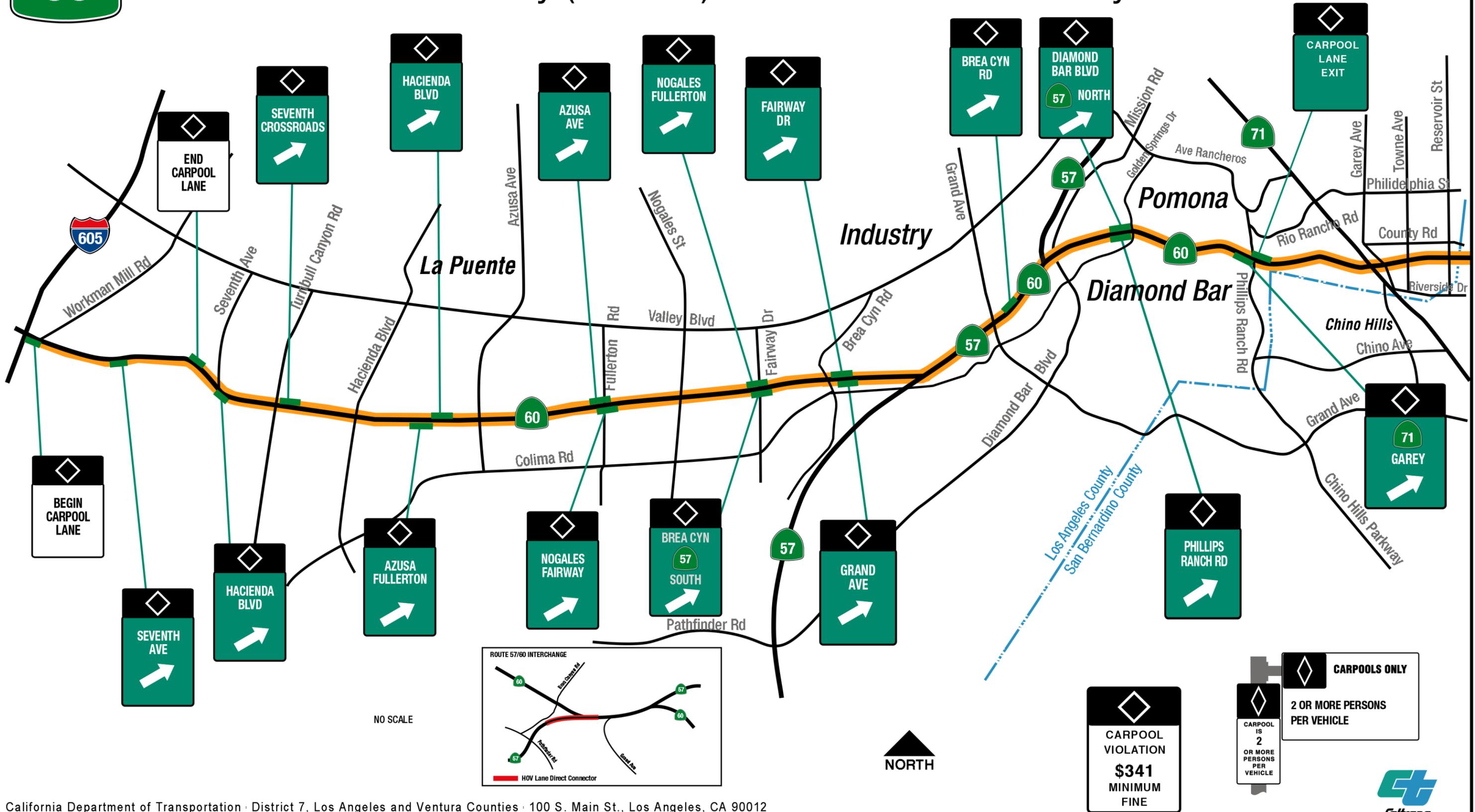
* Source: Performance Measurement System (PeMS)

**Source: 2008 HOV Annual Report (Caltrans, District 7); Vehicle occupancy used for estimating values.



POMONA FREEWAY HOV LANE

San Gabriel River Freeway (Rte 605) to San Bernardino County Line





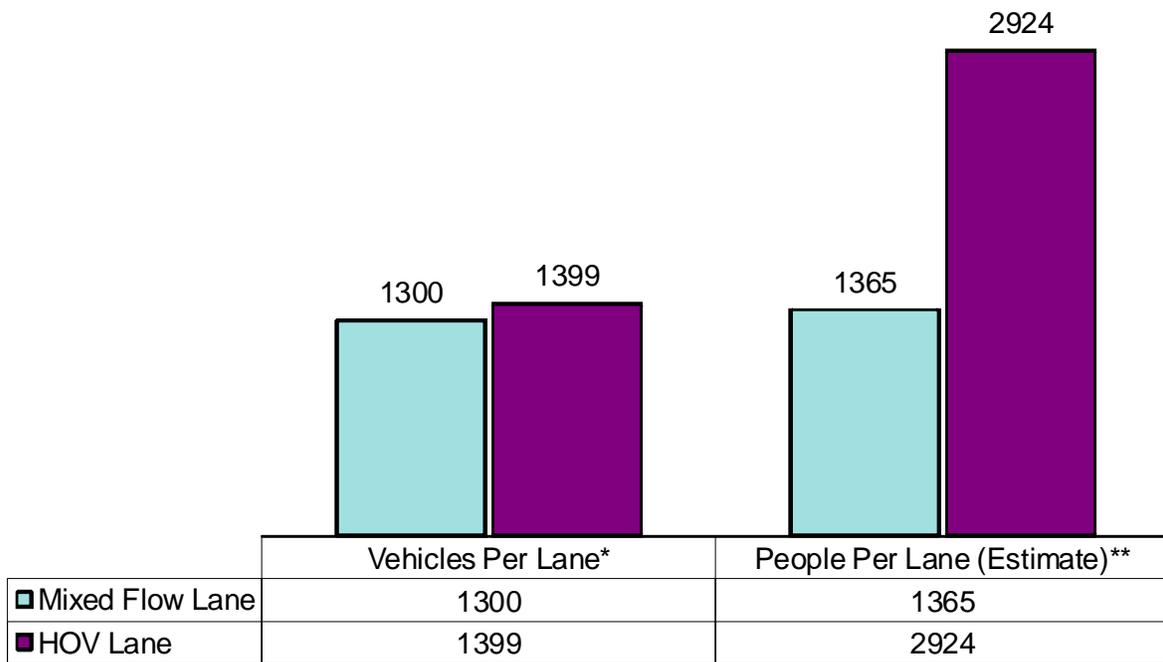
FACT SHEET

ROUTE 91 ARTESIA FREEWAY

Project Limits & Length: (centerline miles)	FROM ROUTE 110 TO ROUTE 605 FROM ROUTE 605 TO ORANGE CO. LINE	10.5 MILES 4.9 MILES
Date of Opening:	FROM ROUTE 110 TO ROUTE 605 FROM ROUTE 110 TO ROUTE 605 FROM ROUTE 605 TO ORANGE CO. LINE	JUNE 10, 1985 (E/B) MARCH 11, 1993 (W/B) NOVEMBER 1994
Cost:	FROM ROUTE 110 TO ROUTE 605 FROM ROUTE 605 TO ORANGE CO. LINE	\$ 0.7 MILLION \$ 0.9 MILLION
Current Peak 1-Hr Volume:	1446 VEHICLES NEAR ARTESIA BLVD	
Park & Ride Facilities: (lot name/city)	-----	
Number of Ingress/Egress: (excludes begin/end HOV lane)	FROM ORA. CO. LINE TO ROUTE 110	5 E/B, 6 W/B

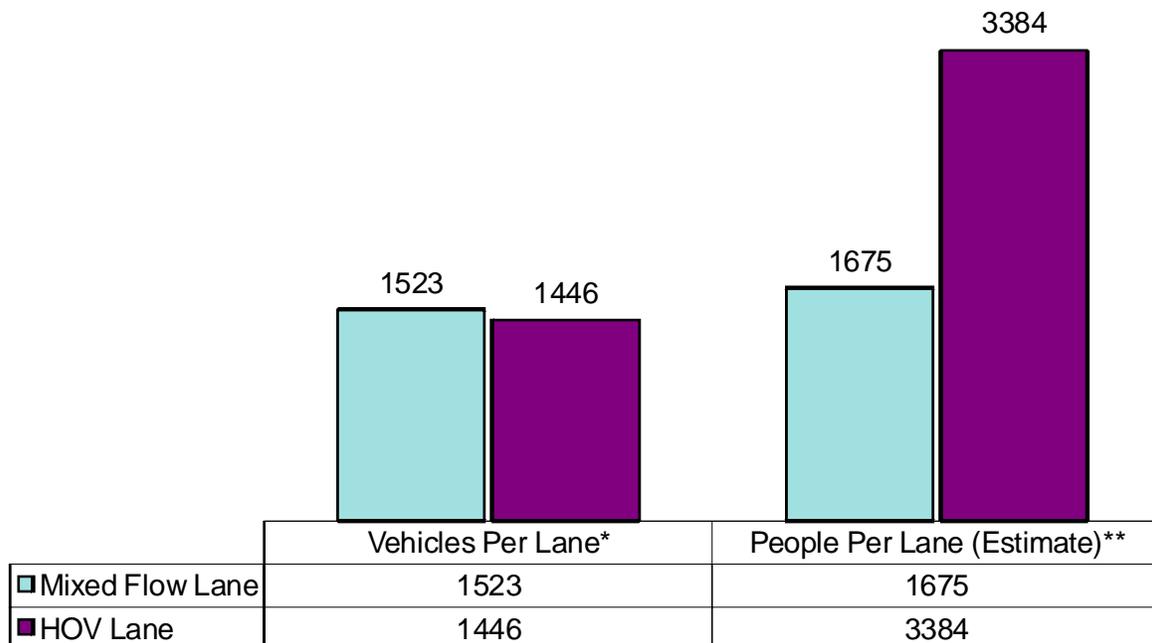
Additional Information:

PEAK 1-HOUR VOLUME COMPARISON



Location: LA-91-W/B near Bloomfield Ave(Postmile R19.06)

Date/Time: October 2010 / 7:00-8:00 AM



Location: LA-91-E/B near Artesia Blvd (Postmile R19.41)

Date/Time: October 2010 / 4:00-5:00 PM

* Source: Performance Measurement System (PeMS)

**Source: 2008 HOV Annual Report (Caltrans, District 7); Vehicle occupancy used for estimating values.



ARTESIA FREEWAY HOV LANE

Harbor Freeway (Rte110) to Orange County Line

CARPOOLS ONLY

2 OR MORE PERSONS PER VEHICLE

CARPOOL IS 2 OR MORE PERSONS PER VEHICLE

NORTH



CARPOOL VIOLATION

\$341

MINIMUM FINE

California Department of Transportation · District 7, Los Angeles and Ventura Counties · 100 S. Main St., Los Angeles, CA 90012
 Rideshare Information (800) COMMUTE · Bike Lockers (213) 897-0235

NO SCALE





FACT SHEET

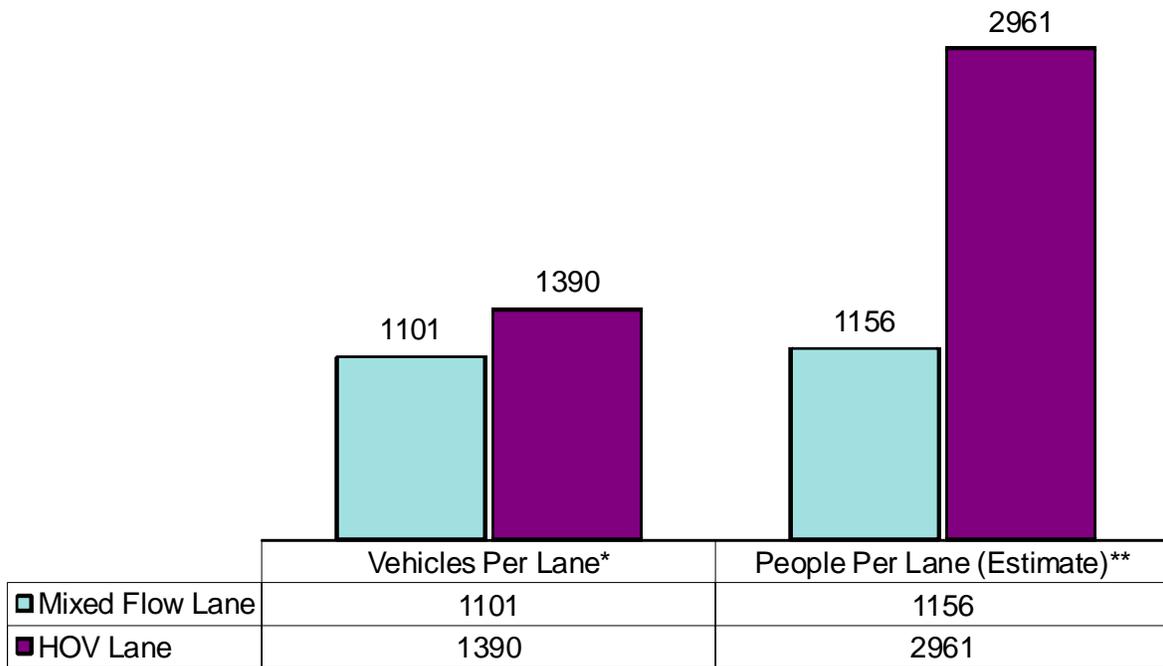
ROUTE 105 GLENN ANDERSON/ CENTURY FREEWAY

Project Limits & Length:	FROM ROUTE 405 TO ROUTE 605; 16.0 CENTERLINE MILES
Date of Opening:	OCTOBER 14, 1993
Cost:	\$ 230.0 MILLIION
Current Peak 1-Hr Volume:	1390 VEHICLES NEAR LONG BEACH BLVD
Park & Ride Facilities: (lot name/city)	AVIATION/EL SEGUNDO; HAWTHORNE (3 SECTIONS)/HAWTHORNE; CRENSHAW/HAWTHORNE; VERMONT AVE (2 SECTIONS)/ATHENS; CENTURY/HARBOR/LOS ANGELES; AVALON (2 SECTIONS)/LOS ANGELES; WILLOWBROOK/IMPERIAL (3 SECTIONS)/WILLOWBROOK; LONG BEACH BLVD (2 SECTIONS)/LYNWOOD; LAKEWOOD BLVD (2 SECTIONS)/DOWNEY; I-105 TERMINATION/NORWALK
Number of Ingress/Egress: (excludes begin/end HOV lane)	5 WESTBOUND; 6 EASTBOUND

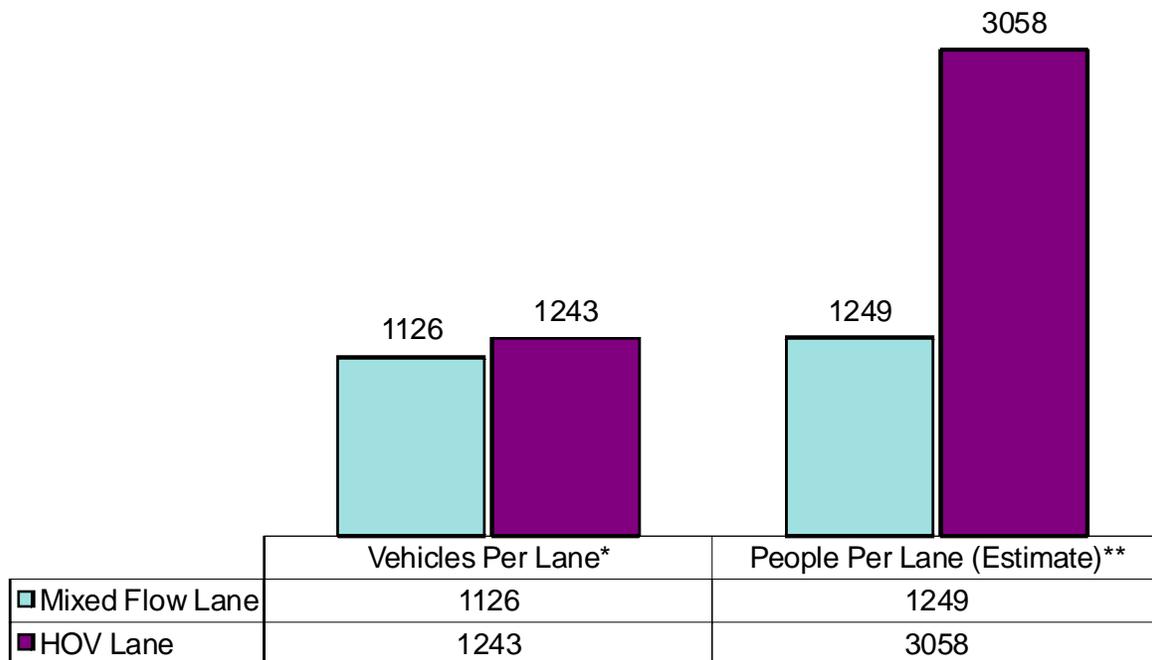
Additional Information:

- Freeway has High Occupancy Vehicle (HOV) Lane Direct Connectors at Route 105/110 interchange.

PEAK 1-HOUR VOLUME COMPARISON



Location: LA-105-W/B near Long Beach Blvd (Postmile R11.6)
 Date/Time: October 2010 / 6:00-7:00 AM



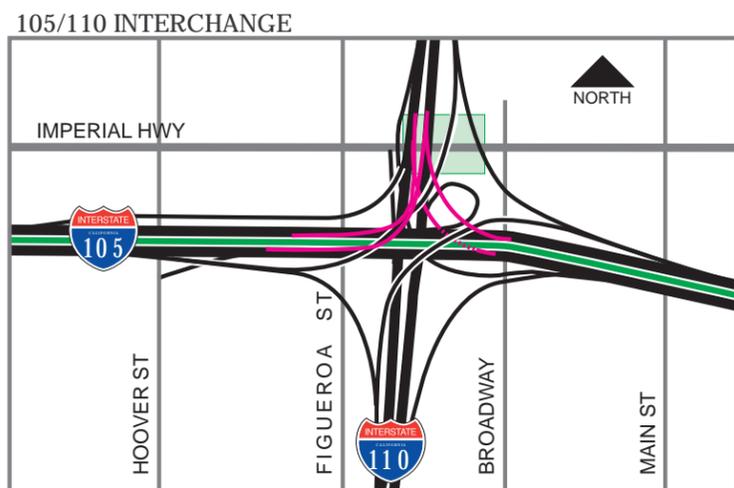
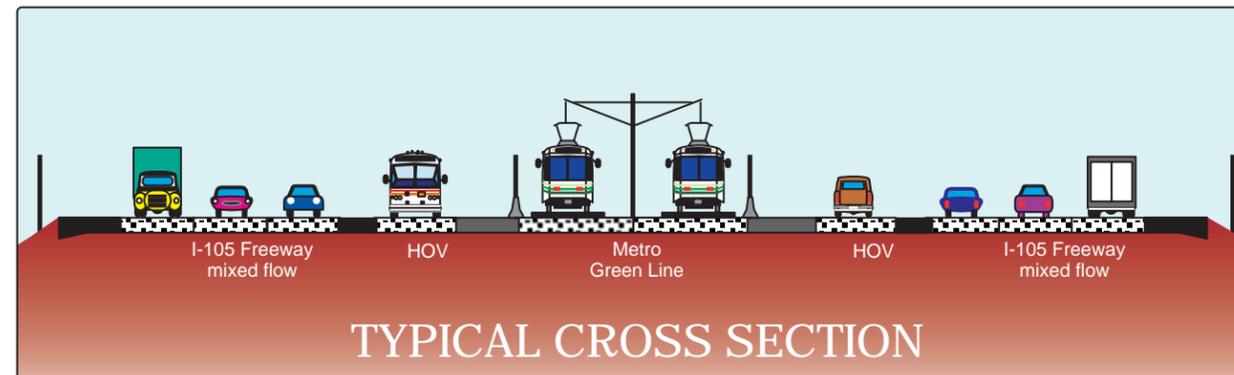
Location: LA-105-E/B near Long Beach Blvd (Postmile R11.7)
 Date/Time: October 2010 / 6:00-7:00 PM

* Source: Performance Measurement System (PeMS)

**Source: 2008 HOV Annual Report (Caltrans, District 7); Vehicle occupancy used for estimating values.



GLENN ANDERSON (CENTURY) FREEWAY HOV LANE San Diego Freeway (Rte 405) to San Gabriel River Freeway (Rte 605)



- Freeway to Freeway HOV Connectors
- Metro Green Line (Open by June '95)
- Transit Station (Open by June '95)

CARPOOL VIOLATION
\$341
MINIMUM FINE

NO SCALE





FACT SHEET

ROUTE 110 HARBOR FREEWAY

Project Limits & Length: FROM ADAMS BLVD TO ROUTE 91; 10.7 CENTERLINE MILES

Date of Opening: JUNE 26, 1996

Cost: \$ 344.0 MILLION

Current Peak 1-Hr Volume: 3210 VEHICLES ON 2 HOV LANES NEAR SLAUSON AVE

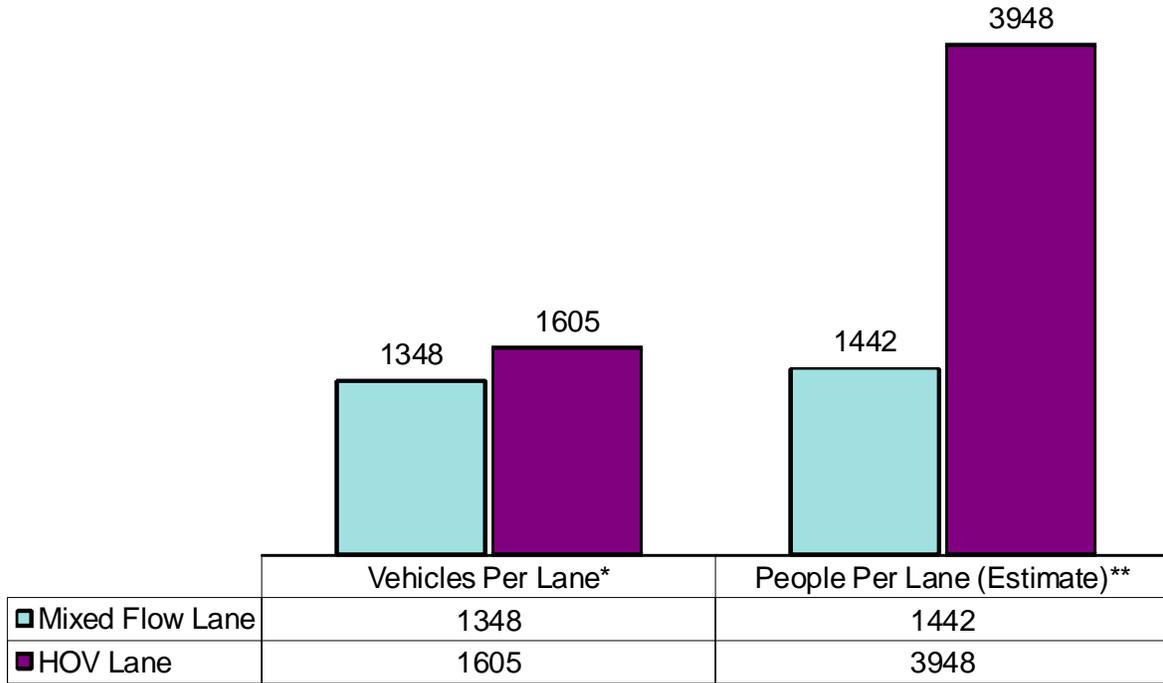
Park & Ride Facilities:
(lot name/city) SAN PEDRO II/SAN PEDRO; SAN PEDRO/SAN PEDRO;
HARBOR PARK/WILMINGTON; CARSON/LOS ANGELES;
ARTESIA/LOS ANGELES; ROSECRANS/LOS ANGELES;
MANCHESTER/LOS ANGELES; SLAUSON/LOS ANGELES

Number of Ingress/Egress: 3 IN EACH DIRECTION
(excludes begin/end HOV lane)

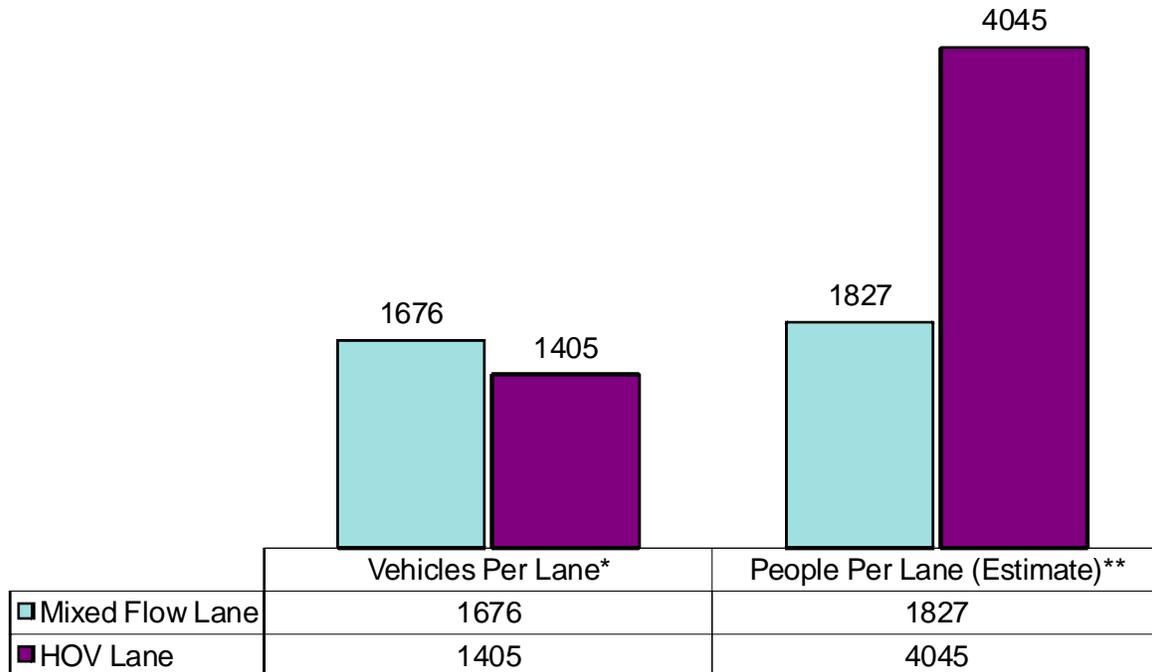
Additional Information:

- 10.3 miles of exclusive transitway with 2.6 miles of elevated structures that are 67-ft wide.
- North of Route 105, the 110 Transitway has two HOV lanes in each direction.
- Direct HOV drop ramps at Adams Boulevard and 39th Street.
- Senate Bill 1422 (SB 1422) was signed by the Governor on September 28, 2008, which authorized a value-pricing and transit development demonstration program involving High Occupancy Toll (HOT) lanes to be conducted, administered, developed, and operated on Route 10 from Alameda Street (Union Station) to Route 605 and on Route 110 from Adams Boulevard to 182nd Street (Artesia Transit Center) by the Los Angeles County Metropolitan Transportation Authority (LACMTA). The United States Department of Transportation has entered into a memorandum of understanding with the LACMTA and the Department of Transportation to award \$210.6 million in federal transit funding for the purpose of enabling LACTMA to carry out a demonstration program where High Occupancy Vehicle (HOV) lanes on selected freeways in Los Angeles County would be converted into HOT lanes during the demonstration period. The target date for implementation of this demonstration program is December 31, 2010. The bill requires the LACMTA and the Department of Transportation to report to the Legislature by December 31, 2012, on the demonstration program.
[Update: September 2011 (Source: www.metro.net): I-10 anticipated project completion is early 2013; I-110 anticipated project completion is Fall 2012.]

PEAK 1-HOUR VOLUME COMPARISON



Location: LA-110-S/B near Slauson Ave (Postmile 17.97 & 18.64)
 Date/Time: October 2010 / 7:00-8:00 AM



Location: LA-110-N/B near Slauson Ave (Postmile 17.88)
 Date/Time: October 2010 / 5:00-6:00 PM

* Source: Performance Measurement System (PeMS)

**Source: 2008 HOV Annual Report (Caltrans, District 7); Vehicle occupancy used for estimating values.

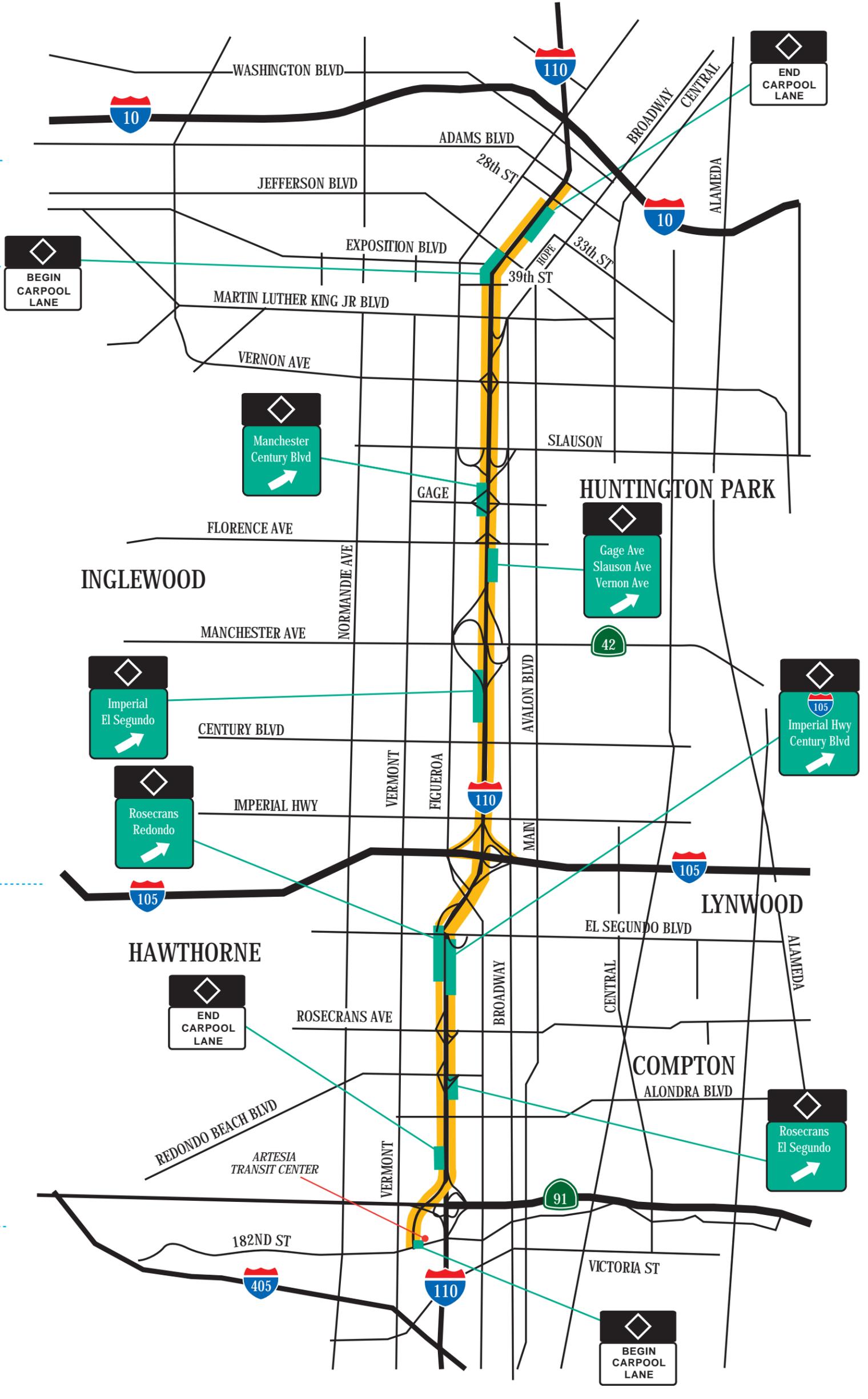
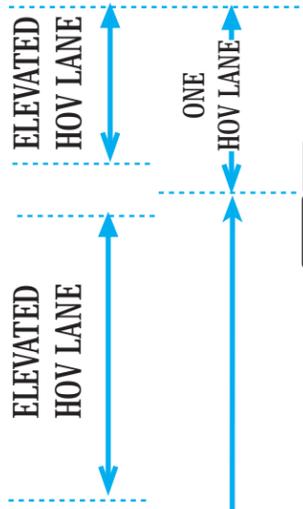


Harbor Freeway HOV Lane Adams Blvd to Artesia Freeway (Rte 91)



CARPOOLS ONLY
2 OR MORE PERSONS PER VEHICLE

CARPOOL IS 2 OR MORE PERSONS PER VEHICLE



CARPOOL VIOLATION
\$341
MINIMUM
FINE





FACT SHEET

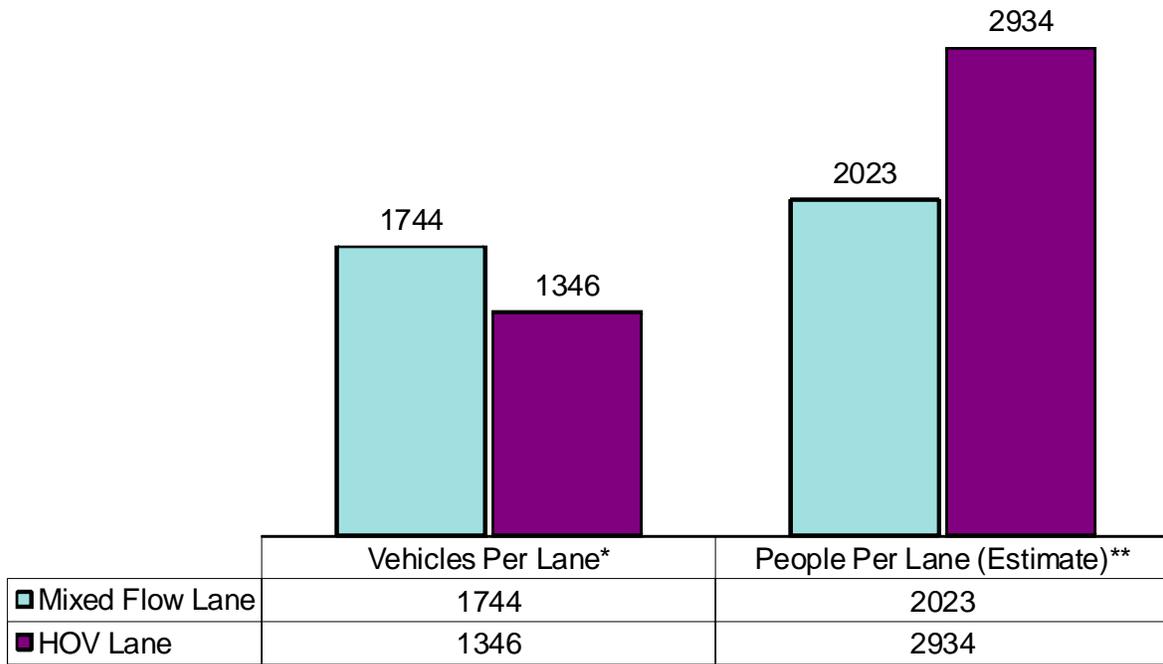
ROUTE 118 RONALD REAGAN FREEWAY

Project Limits & Length:	FROM VENTURA CO. LINE TO RTE 5; 11.4 CENTERLINE MILES
Date of Opening:	MARCH 7, 1997
Cost:	\$23.2 MILLION
Current Peak 1-Hr Volume:	1346 VEHICLES NEAR RESEDA BLVD
Park & Ride Facilities: (lot name/city)	LUTHERAN CHURCH/GRANADA HILLS; PORTER RANCH/CHATSWORTH; MOORPARK COLLEGE/MOORPARK; ERRINGER/SIMI VALLEY; SYCAMORE DR/SIMI VALLEY; STEARNS/SIMI VALLEY; TAPO CANYON/SIMI VALLEY; CHATSWORTH/GRANADA HILLS
Number of Ingress/Egress: (excludes begin/end HOV lane)	4 EASTBOUND; 5 WESTBOUND

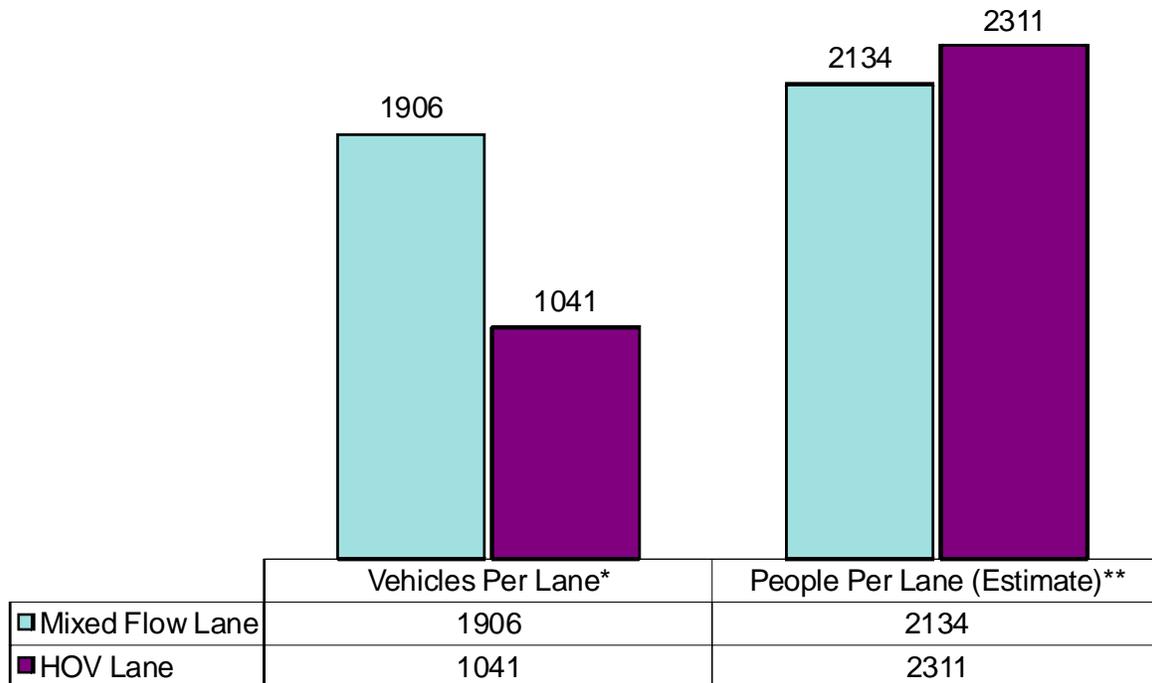
Additional Information:

- The construction of this HOV facility included the addition of a general purpose lane.

PEAK 1-HOUR VOLUME COMPARISON



Location: LA-118-W/B near Reseda Blvd (Postmile R6.9)
 Date/Time: October 2010 / 7:00-8:00 AM



Location: LA-118-E/B near Reseda Blvd (Postmile R6.9)
 Date/Time: October 2010 / 5:00-6:00 PM

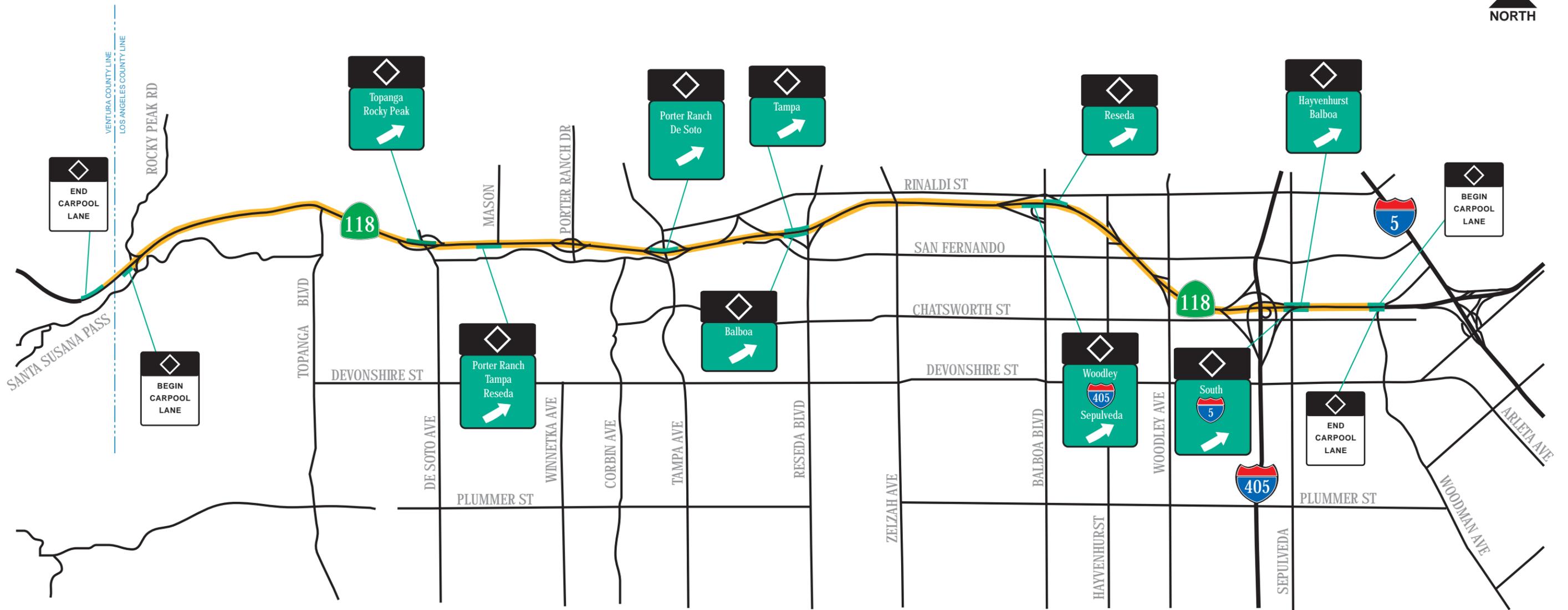
* Source: Performance Measurement System (PeMS)

**Source: 2008 HOV Annual Report (Caltrans, District 7); Vehicle occupancy used for estimating values.

118

RONALD REAGAN FREEWAY HOV LANE

Ventura County Line to Golden State Freeway (Rte 5)



CARPOOLS ONLY

CARPOOL IS 2 OR MORE PERSONS PER VEHICLE

CARPOOL VIOLATION

\$341 MINIMUM FINE





FACT SHEET

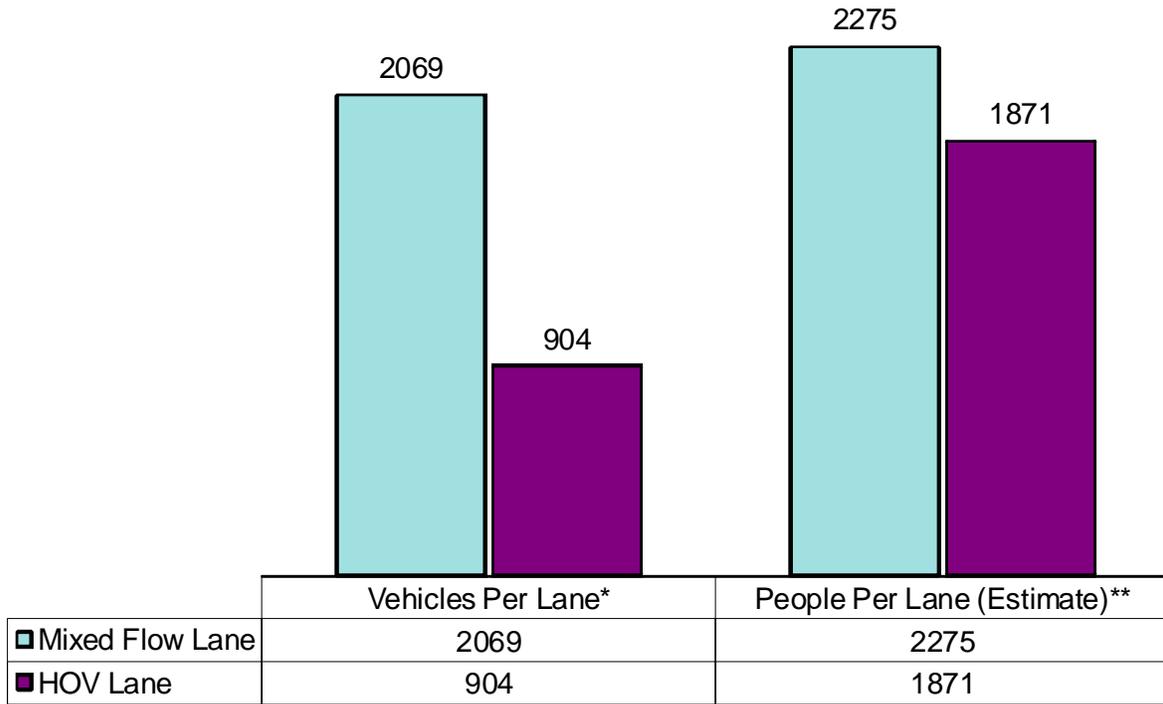
ROUTE 134 VENTURA FREEWAY

Project Limits & Length: (centerline miles)	FROM ROUTE 101/170 TO ROUTE 5 FROM ROUTE 5 TO ROUTE 2 FROM ROUTE 2 TO ROUTE 210	5.1 MILES 4.1 MILES 3.6 MILES
Date of Opening:	ROUTE 101/170 TO ROUTE 5 ROUTE 5 TO ROUTE 2 ROUTE 2 TO ROUTE 210	OCTOBER 2, 1995 MARCH 12, 1996 AUGUST 30, 1996
Cost:	ROUTE 101/170 TO ROUTE 5 ROUTE 5 TO ROUTE 2 ROUTE 2 TO ROUTE 210	\$6.6 MILLION \$5.0 MILLION \$7.8 MILLION
Current Peak 1-Hr Volume:	904 VEHICLES NEAR JACKSON ST	
Park & Ride Facilities: (lot name/city)	GLENDALE/GLENDALE	
Number of Ingress/Egress: (excludes begin/end HOV lane)	ROUTE 101/170 TO ROUTE 5 ROUTE 5 TO ROUTE 210	2 IN EACH DIRECTION 4 IN EACH DIRECTION

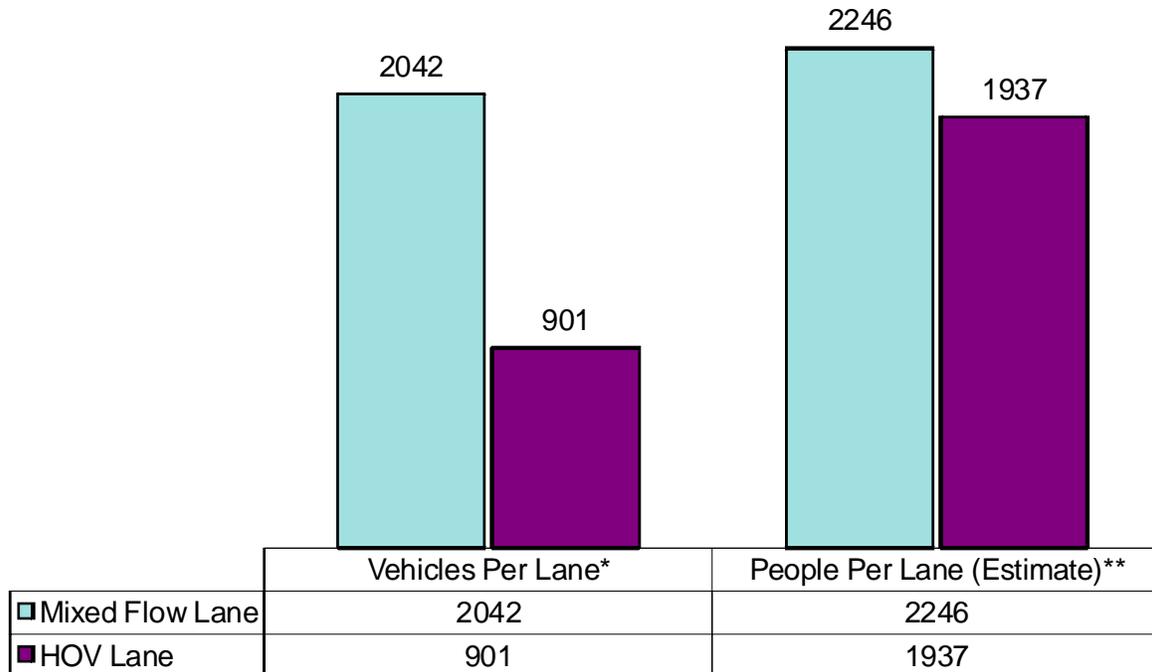
Additional Information:

- High Occupancy Vehicle (HOV) lane discontinuity at Route 5 due to Route 134/Route 5 connectors.

PEAK 1-HOUR VOLUME COMPARISON



Location: LA-134-W/B near Jackson St (Postmile R7.69)
 Date/Time: October 2010 / 8:00-9:00 AM



Location: LA-134-E/B near Jackson St (Postmile R7.84)
 Date/Time: October 2010 / 5:00-6:00 PM

* Source: Performance Measurement System (PeMS)

**Source: 2008 HOV Annual Report (Caltrans, District 7); Vehicle occupancy used for estimating values.

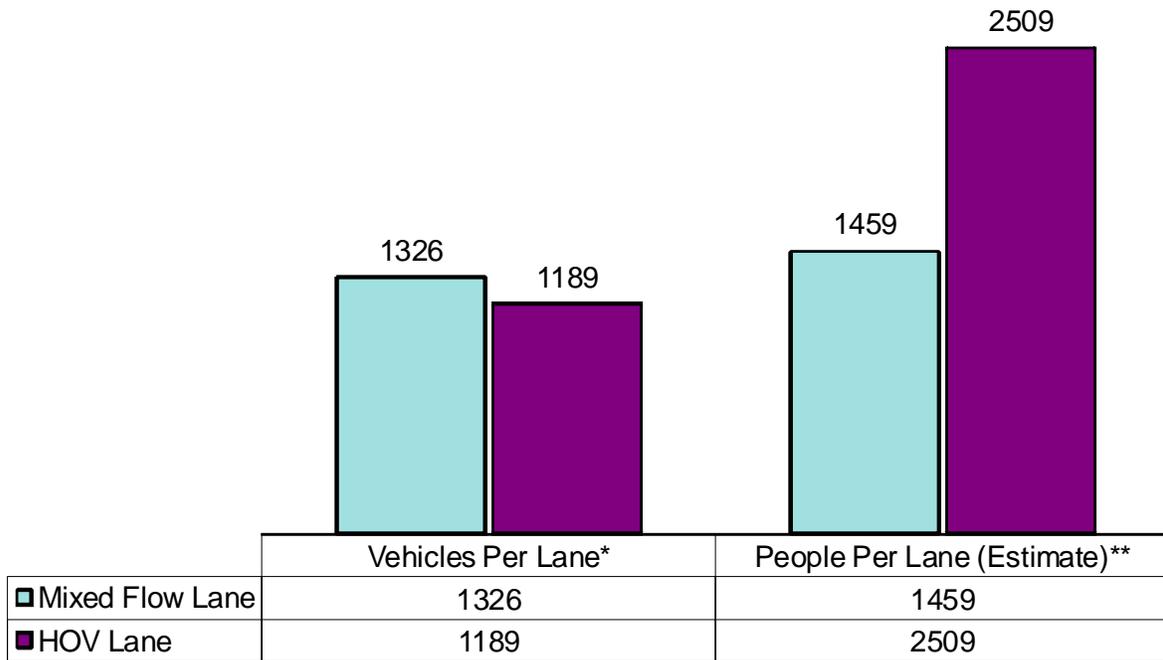


FACT SHEET

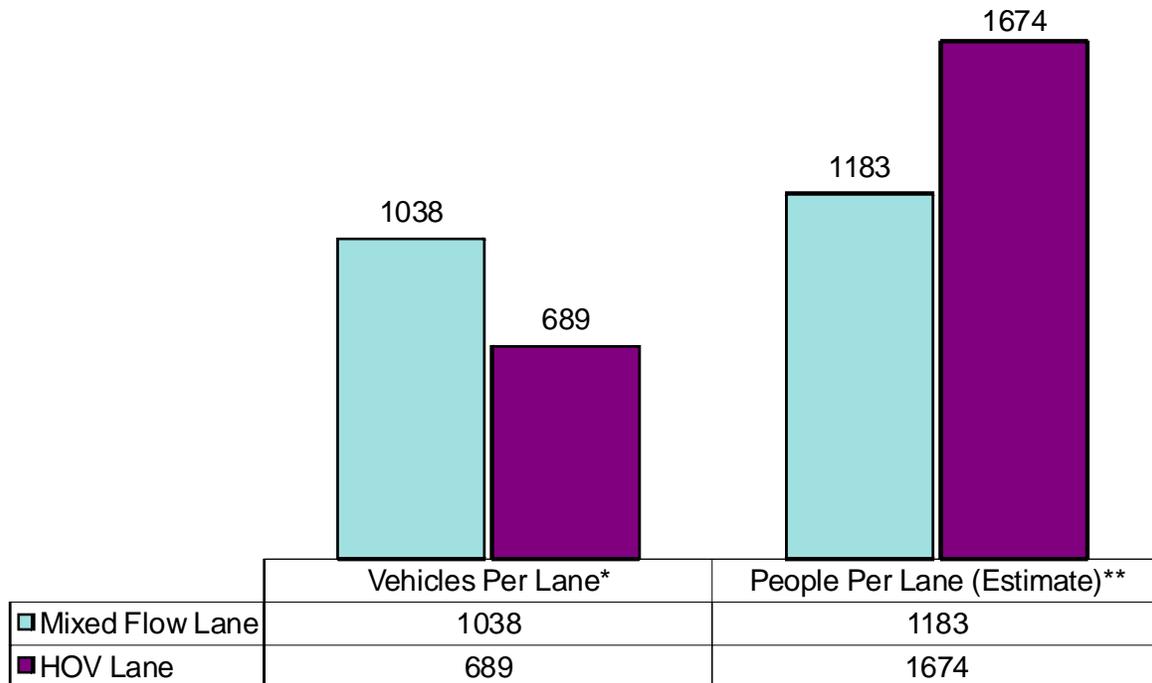
ROUTE 170 HOLLYWOOD FREEWAY EXTENSION

Project Limits & Length:	FROM ROUTE 101/134 TO ROUTE 5; 6.1 CENTERLINE MILES
Date of Opening:	FEBUARY 11, 1996
Cost:	\$7.3 MILLION
Current Peak 1-Hr Volume:	1189 VEHICLES NEAR SHERMAN WAY
Park & Ride Facilities: (lot name/city)	RTE 170 @ OXNARD/NORTH HOLLYWOOD
Number of Ingress/Egress: (excludes begin/end HOV lane)	2 IN EACH DIRECTION

PEAK 1-HOUR VOLUME COMPARISON



Location: LA-170-S/B near Sherman Way (Postmile R18.19)
 Date/Time: October 2010 / 7:00-8:00 AM



Location: LA-170-N/B near Sherman Way (Postmile R18.19)
 Date/Time: October 2010 / 5:00-6:00 PM

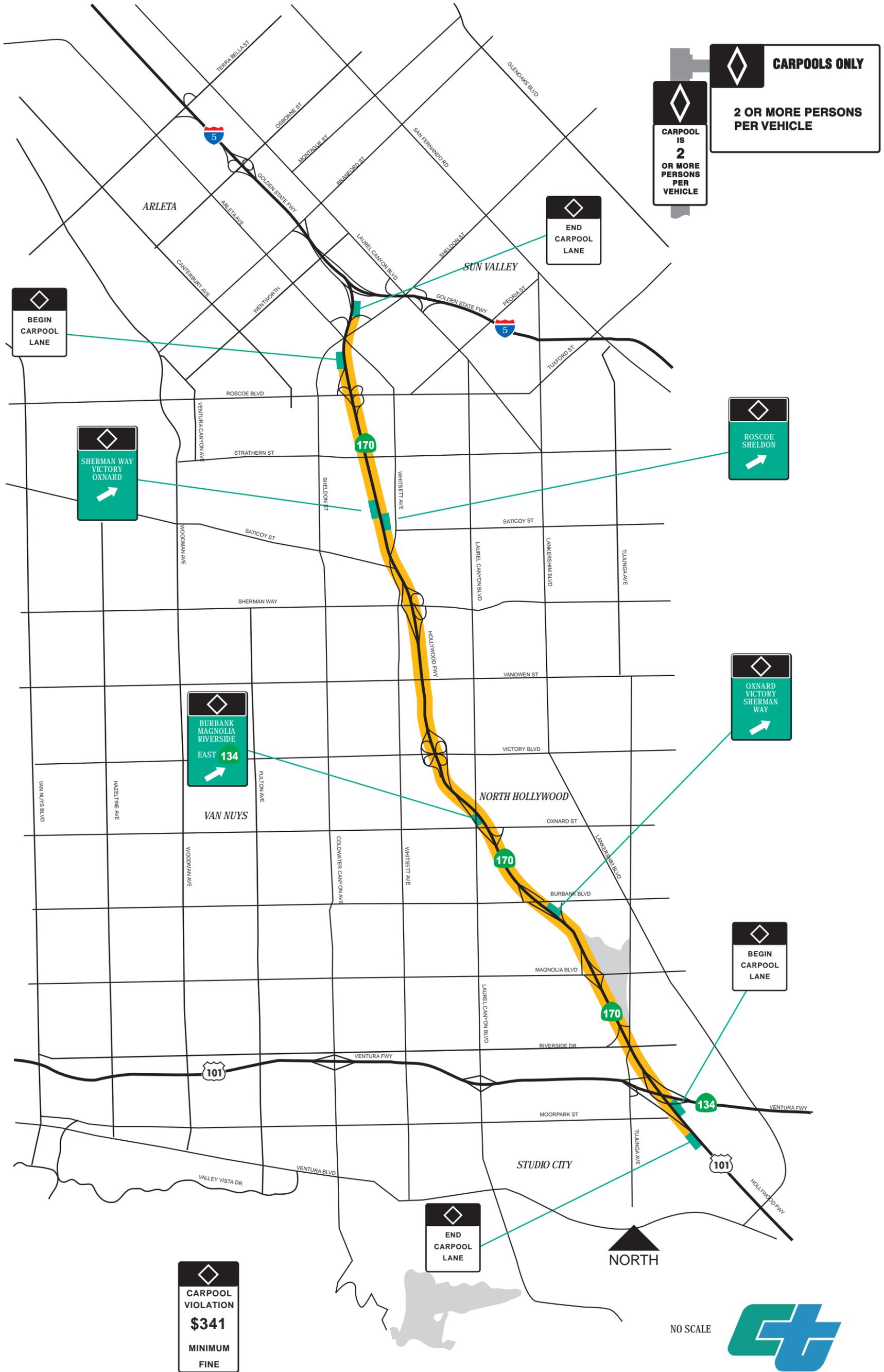
* Source: Performance Measurement System (PeMS)

**Source: 2008 HOV Annual Report (Caltrans, District 7); Vehicle occupancy used for estimating values.

170

HOLLYWOOD FREEWAY HOV LANE

Golden State Freeway (Rte 5) to Ventura Freeway (Rte 134)





FACT SHEET

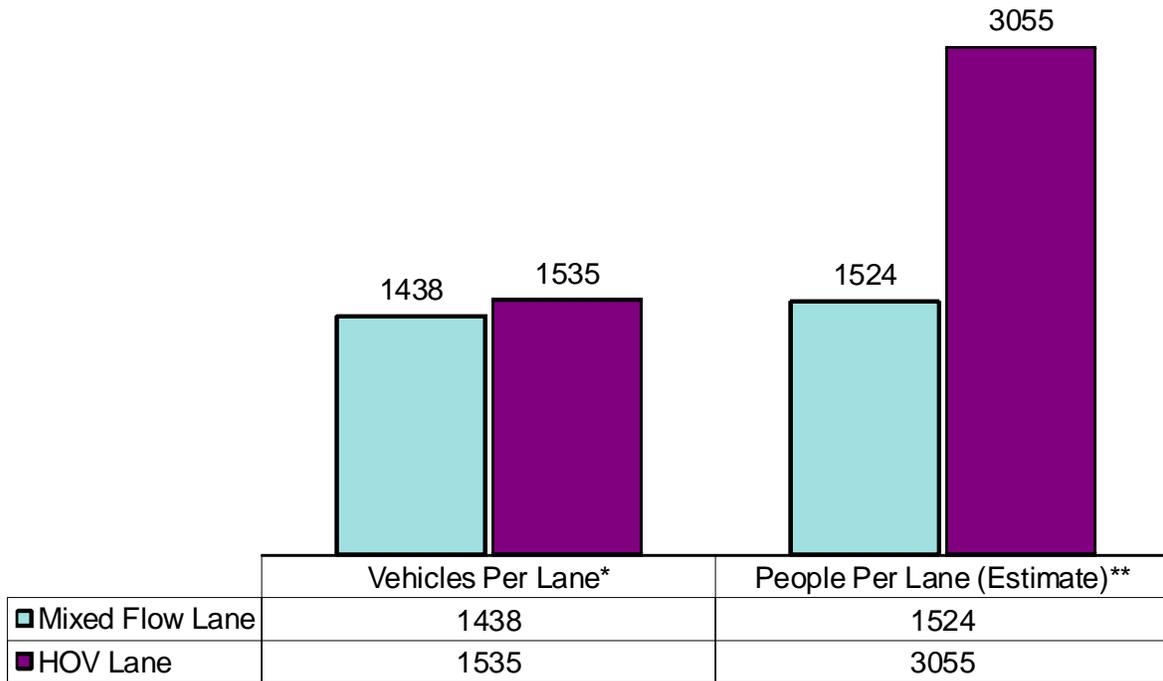
ROUTE 210 FOOTHILL FREEWAY

PROJECT LIMITS & LENGTH: (centerline miles)	FROM ROUTE 134 TO SUNFLOWER AVE	18.8 MILES
	FROM SUNFLOWER AVE TO FOOTHILL BLVD	2.7 MILES
	FROM FOOTHILL BLVD TO SBD COUNTY LINE	5.8 MILES
Date of Opening:	FROM ROUTE 134 TO SUNFLOWER AVE	DEC 16, 1993
	FROM SUNFLOWER AVE TO FOOTHILL BLVD	SEP 08, 1997
	FROM FOOTHILL BLVD TO SBD COUNTY LINE	NOV 24, 2002
Cost:	FROM ROUTE 134 TO SUNFLOWER AVE	\$8.9 MILLION
	FROM SUNFLOWER AVE TO FOOTHILL BLVD	\$7.0 MILLION
	FROM FOOTHILL BLVD TO SBD COUNTY LINE	\$91.0 MILLION
Current Peak 1-Hr Volume:	1583 VEHICLES NEAR SECOND ST	
Park & Ride Facilities: (lot name/city)	PAXTON/PACOIMA; LOWELL/GLENDALE; SIERRA MADRE BLVD/PASADENA; CITRUS COLLEGE/GLENDORA; GRAND AVE/GLENDORA; LONE HILL/GLENDORA	
Number of Ingress/Egress: (excludes begin/end HOV lane)	FROM SBD CO. LINE TO ROUTE 134	15 E/B, 13 W/B

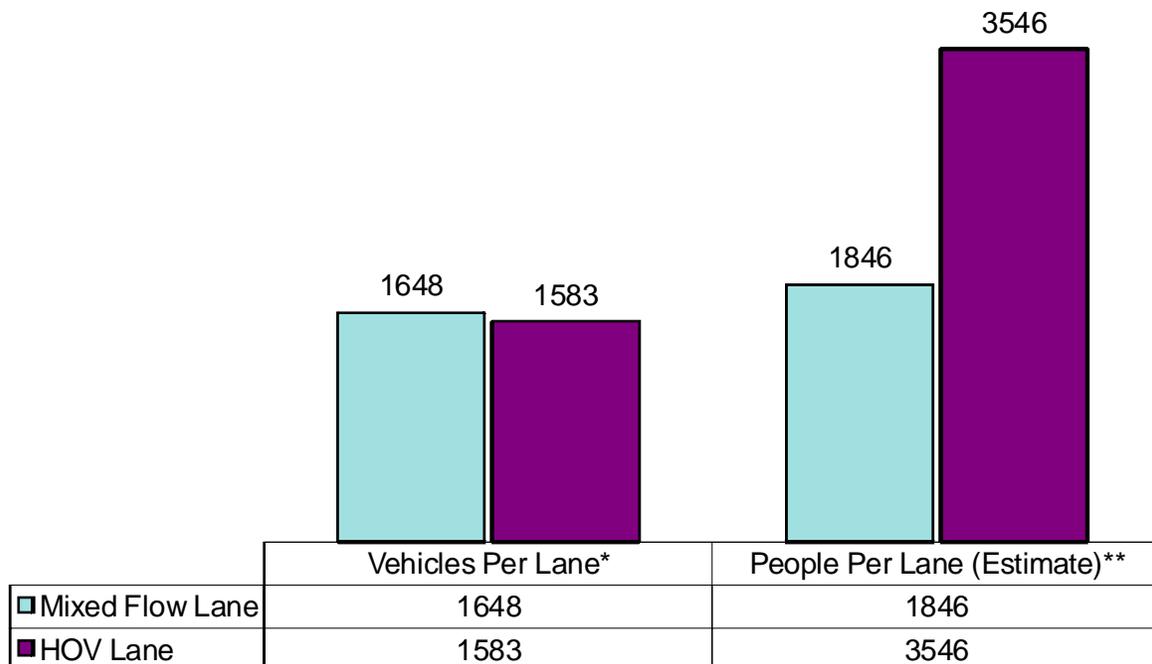
Additional Information:

- The HOV drop ramp at Fair Oaks Avenue was opened on May 30, 1996.
- Completion and opening of 14 miles of the new Foothill Freeway (SR-210) between Foothill Boulevard (County of Los Angeles) and Day Creek Boulevard (County of San Bernardino) to connect with six-mile section of the freeway that opened in August 2001 from Day Creek Boulevard to Sierra Avenue. The new freeway segment provides additional freeway capacity and an alternate east/west route for commuters. The project constructed eight lanes of freeway (three mixed-flow lanes and one High Occupancy Vehicle (HOV) lane in each direction) with space for future widening in the median. This new freeway segment connects with I-15, the direct route to Las Vegas.

PEAK 1-HOUR VOLUME COMPARISON



Location: LA-210-W/B near Second St (Postmile R39.52)
 Date/Time: October 2010 / 6:00-7:00 AM



Location: LA-210-E/B near Second St (Postmile R39.05)
 Date/Time: October 2010 / 4:00-5:00 PM

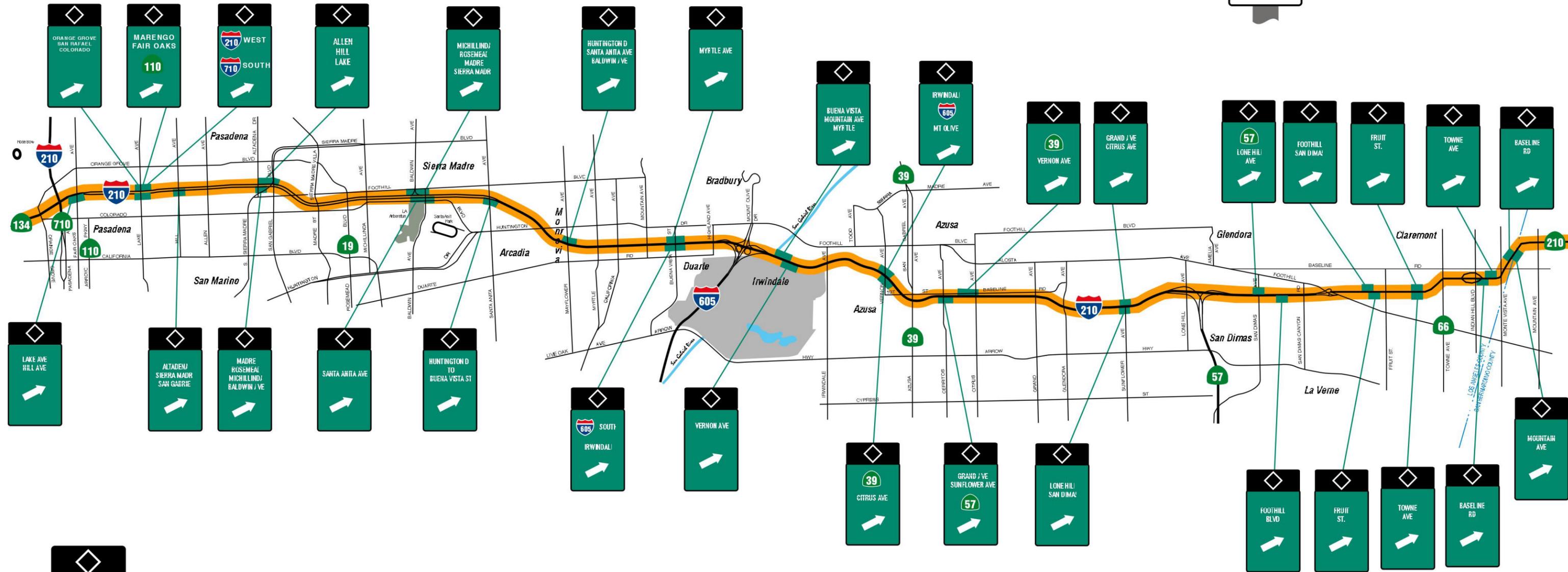
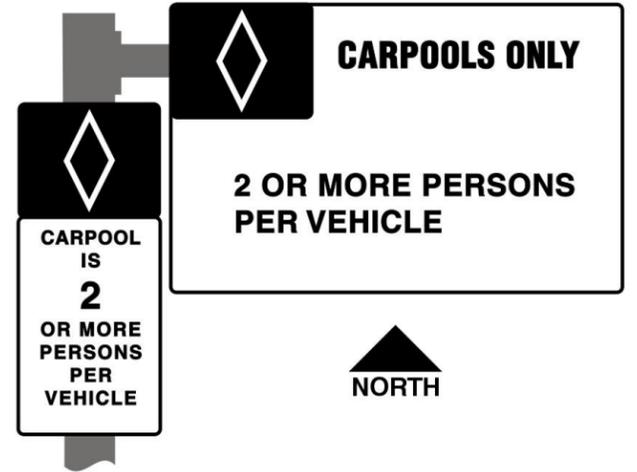
* Source: Performance Measurement System (PeMS)

**Source: 2008 HOV Annual Report (Caltrans, District 7); Vehicle occupancy used for estimating values.



FOOTHILL FREEWAY HOV LANE

Ventura Freeway (Rte 134) to San Bernardino County Line



CARPOOL VIOLATION
\$341
 MINIMUM FINE

NO SCALE

California Department of Transportation · District 7, Los Angeles and Ventura Counties · 100 S. Main St., Los Angeles, CA 90012
 Rideshare Information (800) COMMUTE · Bike Lockers (213) 897-0235



210 HOVregsing(NEW) 9/17/08

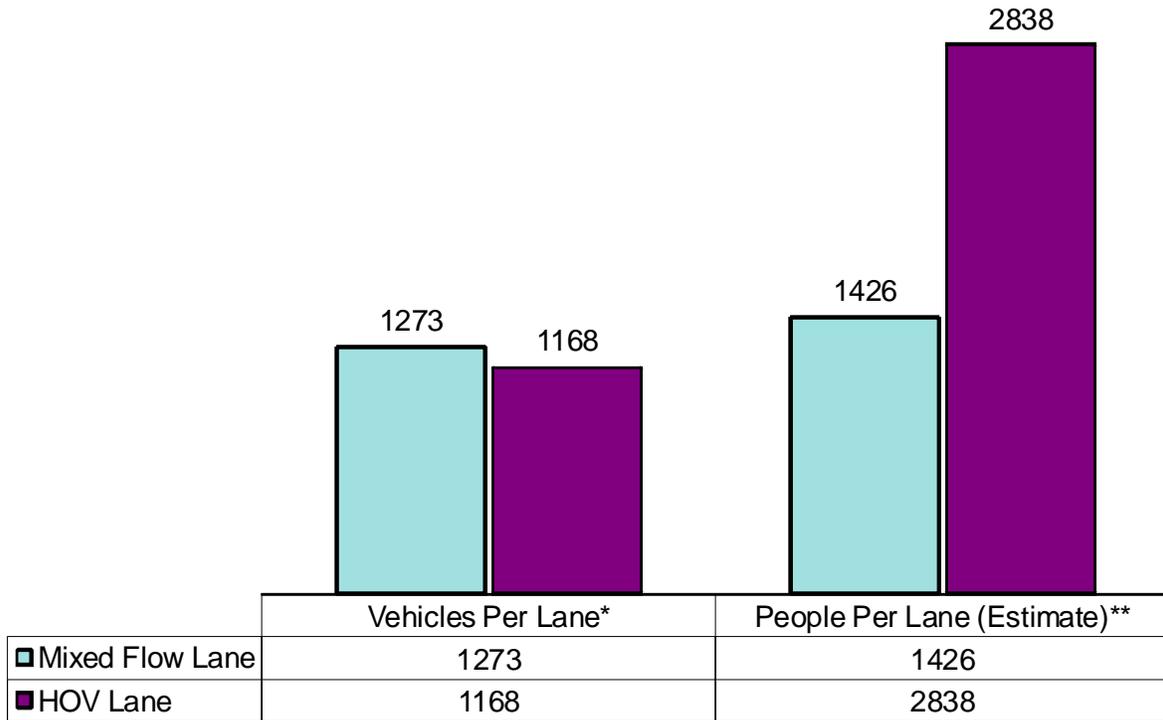


FACT SHEET

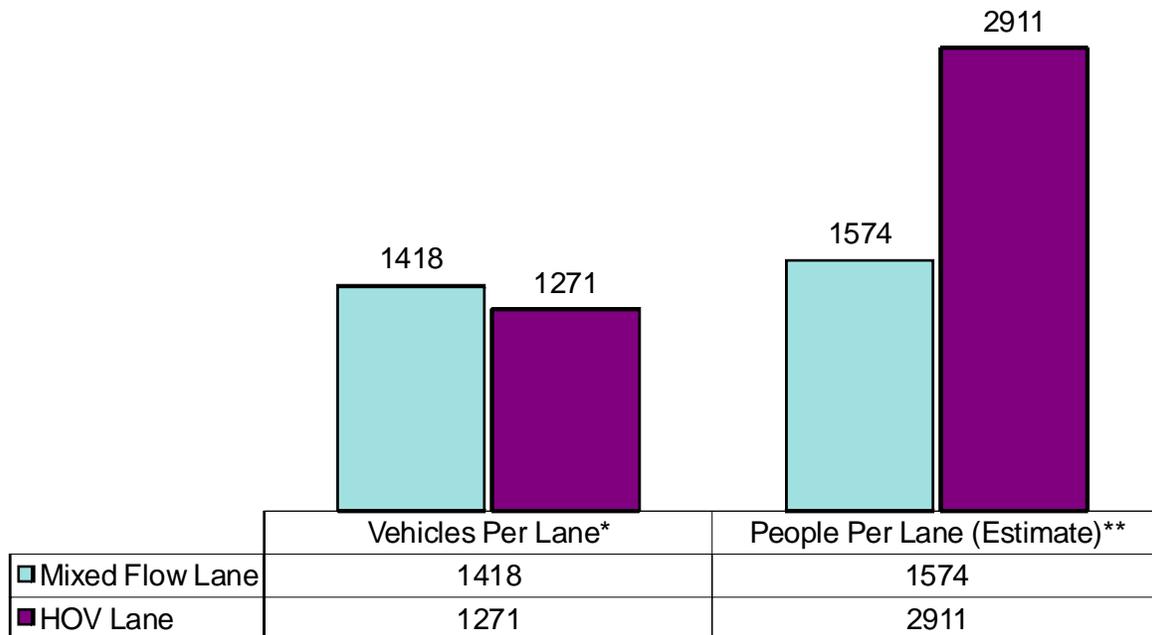
ROUTE 405 SAN DIEGO FREEWAY

Project Limits & Length: (centerline miles)	FROM ROUTE 110 TO 120 TH STREET	7.7 MILES
	FROM BELLFLOWER BLVD TO ROUTE 605	2.2 MILES
	FROM 120 TH STREET TO CENTURY BLVD	2.0 MILES
	FROM ROUTE 101 TO ROUTE 5	10.0 MILES
	FROM ORA CO LINE TO ROUTE 710	7.7 MILES
	FROM ROUTE 710 TO ROUTE 110	6.1 MILES
	FROM WATERFORD TO RTE 101 (S/B ONLY)	7.8 MILES
	FROM CENTURY BLVD TO ROUTE 90	5.1 MILES
	FROM BURBANK BL TO VENTURA BL (N/B ONLY)	5.1 MILES
	FROM WATERFORD TO SANTA MONICA (S/B ONLY)	1.2 MILES
	FROM SANTA MONICA TO ROUTE 10 (S/B ONLY)	1.2 MILES
	FROM ROUTE 90 TO ROUTE 10	3.1 MILES
Date of Opening:	<i>FROM ROUTE 110 TO 120TH STREET</i>	<i>APR 08, 1993</i>
	<i>FROM BELLFLOWER BLVD TO ROUTE 605</i>	<i>OCT 02, 1993</i>
	<i>FROM 120TH STREET TO CENTURY BLVD</i>	<i>JAN 1994</i>
	<i>FROM ROUTE 101 TO ROUTE 5</i>	<i>OCT 22, 1996</i>
	<i>FROM ORA CO LINE TO ROUTE 710</i>	<i>FEB 12, 1998</i>
	<i>FROM ROUTE 710 TO ROUTE 110</i>	<i>OCT 08, 1998</i>
	<i>FROM WATERFORD TO RTE 101 (S/B ONLY)</i>	<i>JAN 08, 2002</i>
	<i>FROM CENTURY BLVD TO ROUTE 90</i>	<i>MAY 23, 2006</i>
	<i>FROM BURBANK BL TO VENTURA BL (N/B ONLY)</i>	<i>OCT 11, 2006</i>
	<i>FROM WATERFORD TO SANTA MONICA (S/B ONLY)</i>	<i>AUG 30, 2007</i>
	<i>FROM SANTA MONICA TO ROUTE 10 (S/B ONLY)</i>	<i>NOV 07, 2009</i>
	<i>FROM ROUTE 90 TO ROUTE 10 (S/B DIRECTION)</i>	<i>NOV 07, 2009</i>
	<i>FROM ROUTE 90 TO ROUTE 10 (N/B DIRECTION)</i>	<i>NOV 14, 2009</i>
Cost:	FROM ROUTE 110 TO 120 TH STREET	\$ 8.3 MILLION
	FROM BELLFLOWER BLVD TO ROUTE 605	\$ 4.8 MILLION
	FROM ROUTE 101 TO ROUTE 5	\$15.1 MILLION
	FROM ORA CO LINE TO ROUTE 710	\$29.7 MILLION
	FROM ROUTE 710 TO ROUTE 110	\$28.2 MILLION
	FROM WATERFORD TO RTE 101 (S/B ONLY)	\$17.7 MILLION
	FROM CENTURY BLVD TO ROUTE 90	\$34.3 MILLION
	FROM BURBANK BL TO VENTURA BL (N/B ONLY)	\$ 4.7 MILLION
	FROM WATERFORD TO SANTA MONICA (S/B ONLY)	-----
	FROM SANTA MONICA TO ROUTE 10 (S/B ONLY)	\$36.9 MILLION
	FROM ROUTE 90 TO ROUTE 10	\$147 MILLION
Current Peak 1-Hr Volume:	1528 VEHICLES NEAR TEMPLE AVE	
Park & Ride Facilities: (lot name/city)	ST JOHN'S CHURCH/LOS ANGELES; SKIRBALL & MULHOLLAND/LOS ANGELES	
Number of Ingress/Egress: (excludes begin/end HOV lane)	FROM ROUTE 5 TO ORA CO LINE	-----, 26 S/B
	FROM ORA CO LINE TO ROUTE 10	16 N/B, ---- S/B
	FROM ROUTE 101 TO ROUTE 5	3 N/B, ----- S/B

PEAK 1-HOUR VOLUME COMPARISON



Location: LA-405-S/B near Burbank Blvd (Postmile 40.08)
 Date/Time: October 2010 / 6:00-7:00 AM



Location: LA-405-N/B near Burbank Blvd (Postmile 40.33)
 Date/Time: October 2010 / 5:00-6:00 PM

* Source: Performance Measurement System (PeMS)

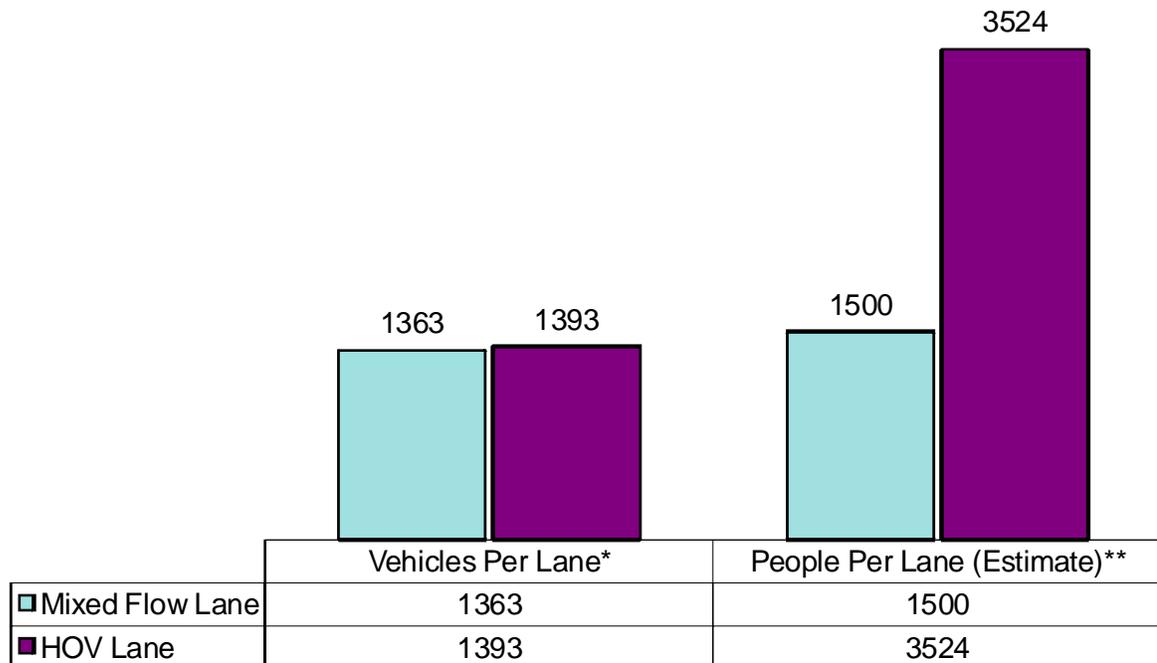
**Source: 2008 HOV Annual Report (Caltrans, District 7); Vehicle occupancy used for estimating values.

PEAK 1-HOUR VOLUME COMPARISON



Location: LA-405-N/B near Normandie Ave (Postmile 14.34)

Date/Time: October 2010 / 8:00-9:00 AM



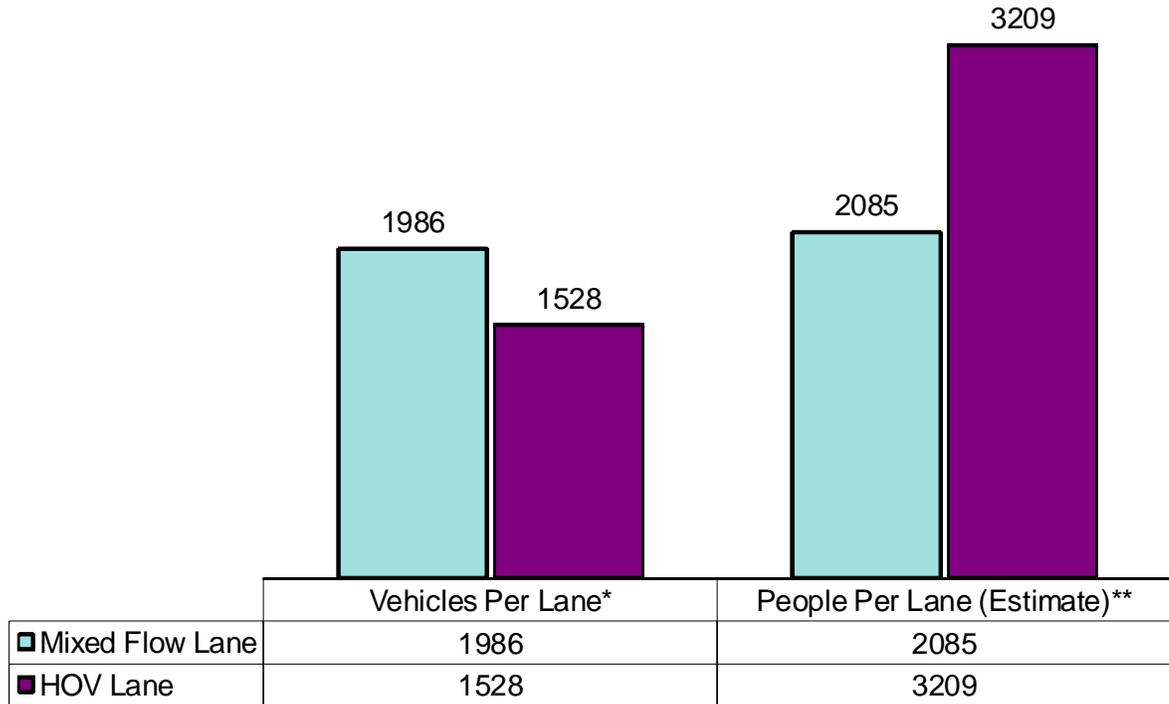
Location: LA-405-S/B near Normandie Ave (Postmile 14.52)

Date/Time: October 2010 / 4:00-5:00 PM

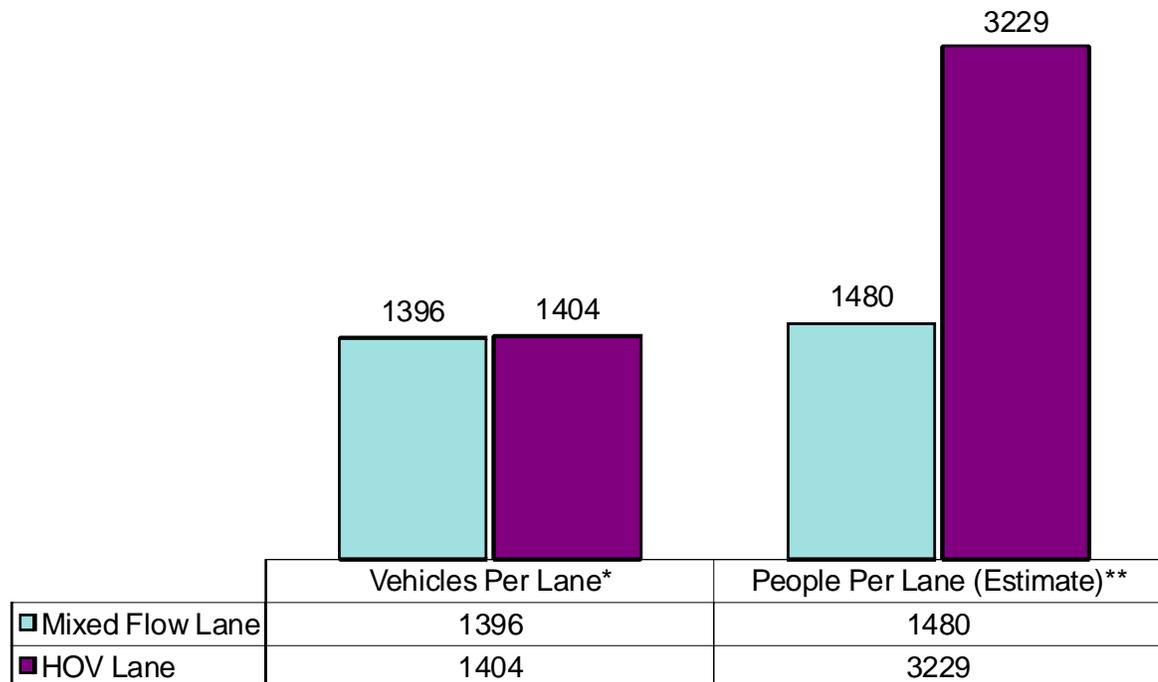
* Source: Performance Measurement System (PeMS)

**Source: 2008 HOV Annual Report (Caltrans, District 7); Vehicle occupancy used for estimating values.

PEAK 1-HOUR VOLUME COMPARISON



Location: LA-405-N/B near Temple Ave (Postmile 4.57)
 Date/Time: October 2010 / 7:00-8:00 AM



Location: LA-405-S/B near Temple Ave (Postmile 4.47)
 Date/Time: October 2010 / 4:00-5:00 PM

* Source: Performance Measurement System (PeMS)

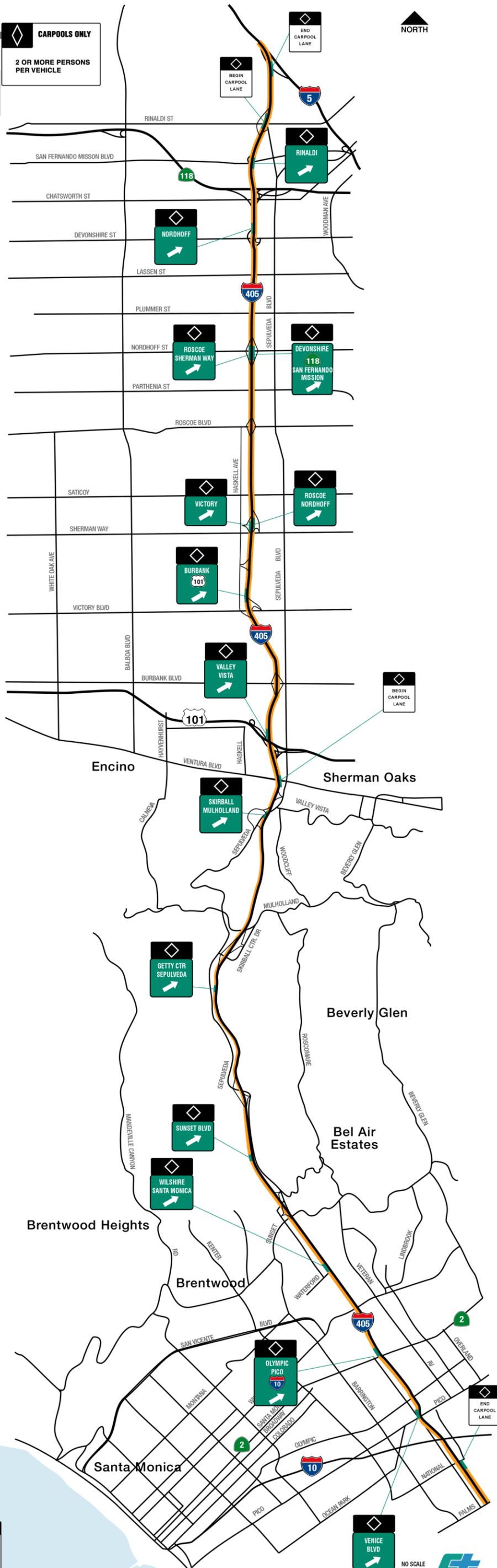
**Source: 2008 HOV Annual Report (Caltrans, District 7); Vehicle occupancy used for estimating values.



SAN DIEGO FREEWAY HOV LANE

Golden State Frwy (Rte 5) to Santa Monica Frwy (Rte 10)

CARPOOLS ONLY
2 OR MORE PERSONS PER VEHICLE



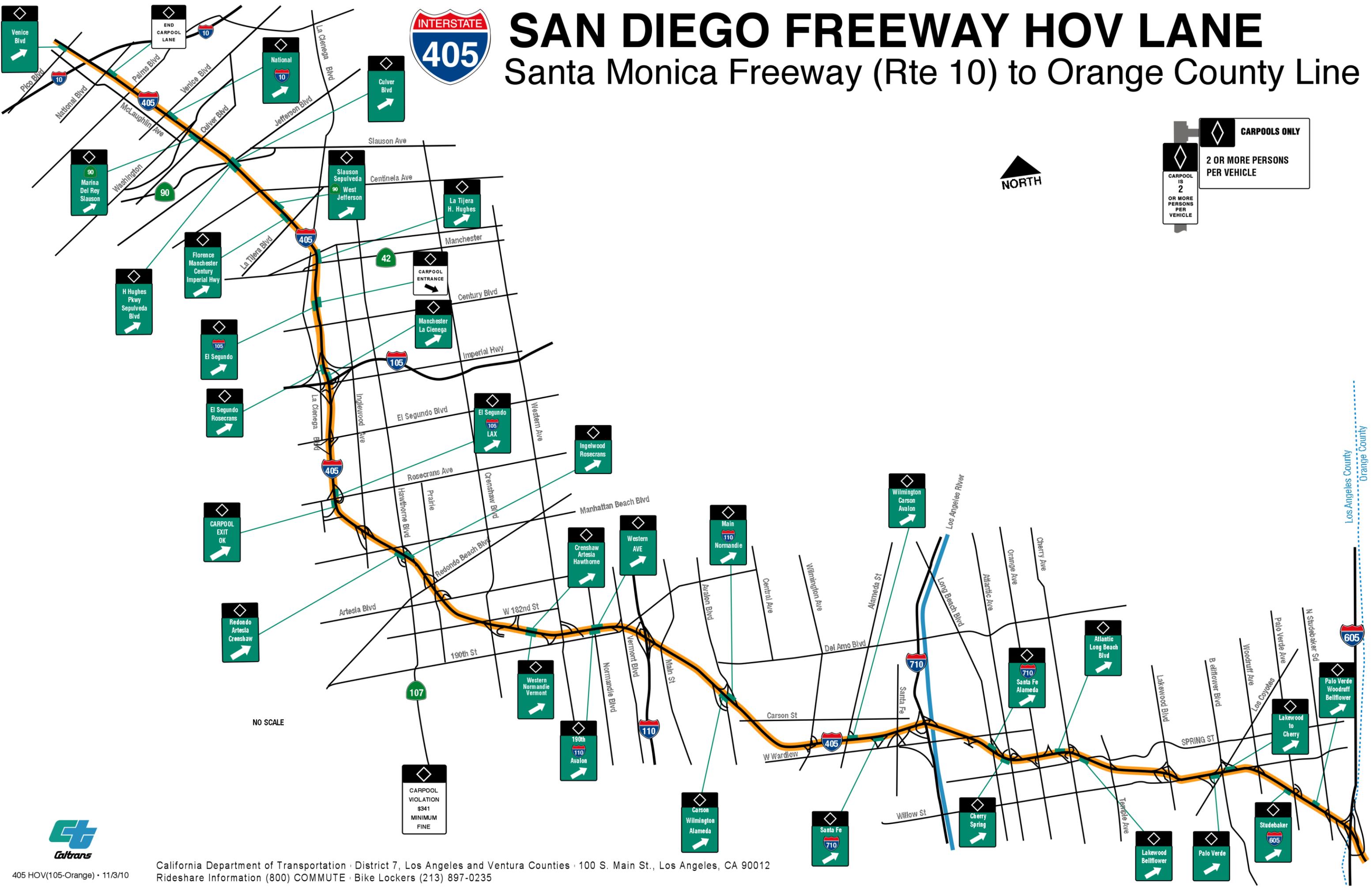
CARPOOL VIOLATION
\$341
MINIMUM
FINE

VENICE BLVD



SAN DIEGO FREEWAY HOV LANE

Santa Monica Freeway (Rte 10) to Orange County Line





FACT SHEET

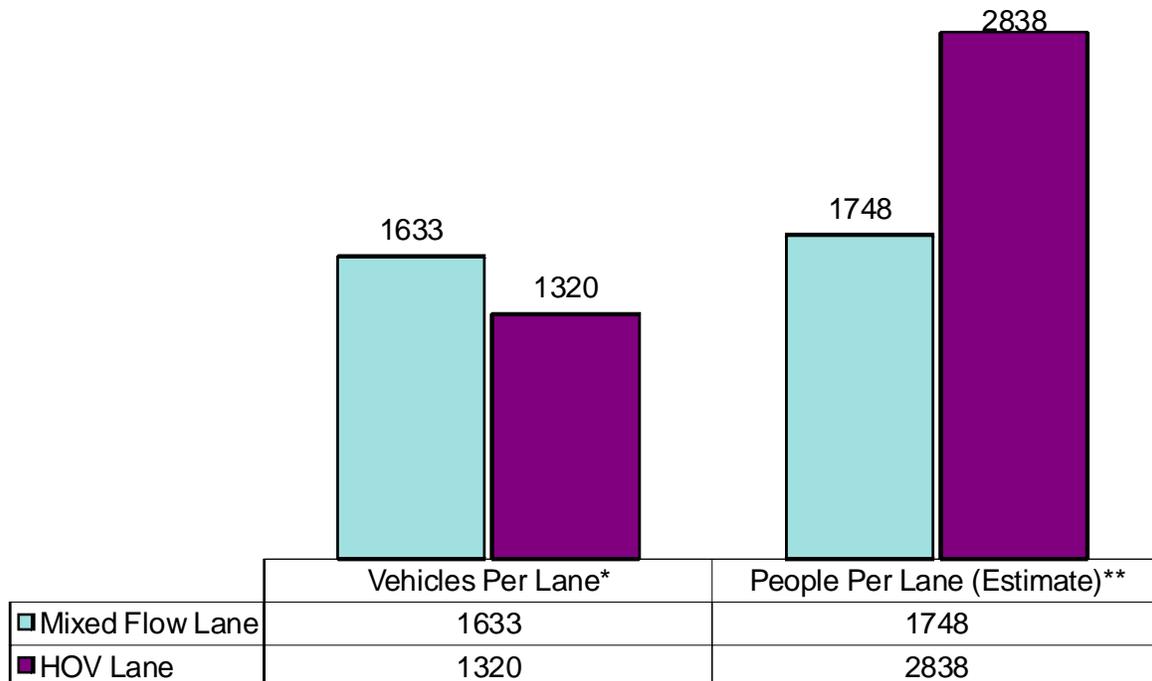
ROUTE 605 SAN GABRIEL RIVER FREEWAY

Project Limits & Length: (centerline miles)	FROM SOUTH ST. TO TELEGRAPH RD FROM TELEGRAPH RD TO ROUTE 10 FROM ORA. CO. LINE TO SOUTH ST.	6.9 MILES 9.9 MILES 3.9 MILES
Date of Opening:	FROM SOUTH ST. TO TELEGRAPH RD FROM TELEGRAPH RD TO ROUTE 10 FROM ORA. CO. LINE TO SOUTH ST.	APR 2, 1997 APR 3, 1998 MARCH 2001
Cost:	FROM SOUTH ST. TO TELEGRAPH RD FROM TELEGRAPH RD TO ROUTE 10 FROM ORA. CO. LINE TO SOUTH ST.	\$14.1 MILLION \$17.3 MILLION \$14.6 MILLION
Current Peak 1-Hr Volume:	1421 VEHICLES NEAR BEVERLY BLVD	
Park & Ride Facilities: (lot name/city)	-----	
Number of Ingress/Egress: (excludes begin/end HOV lane)	FROM ROUTE 10 TO ORA. CO. LINE	9 N/B, 10 S/B

PEAK 1-HOUR VOLUME COMPARISON



Location: LA-605-S/B near Beverly Blvd (Postmile R14.44)
 Date/Time: October 2010 / 7:00-8:00 AM



Location: LA-605-N/B near Beverly Blvd (Postmile R14.51)
 Date/Time: October 2010 / 5:00-6:00 PM

* Source: Performance Measurement System (PeMS)

**Source: 2008 HOV Annual Report (Caltrans, District 7); Vehicle occupancy used for estimating values.



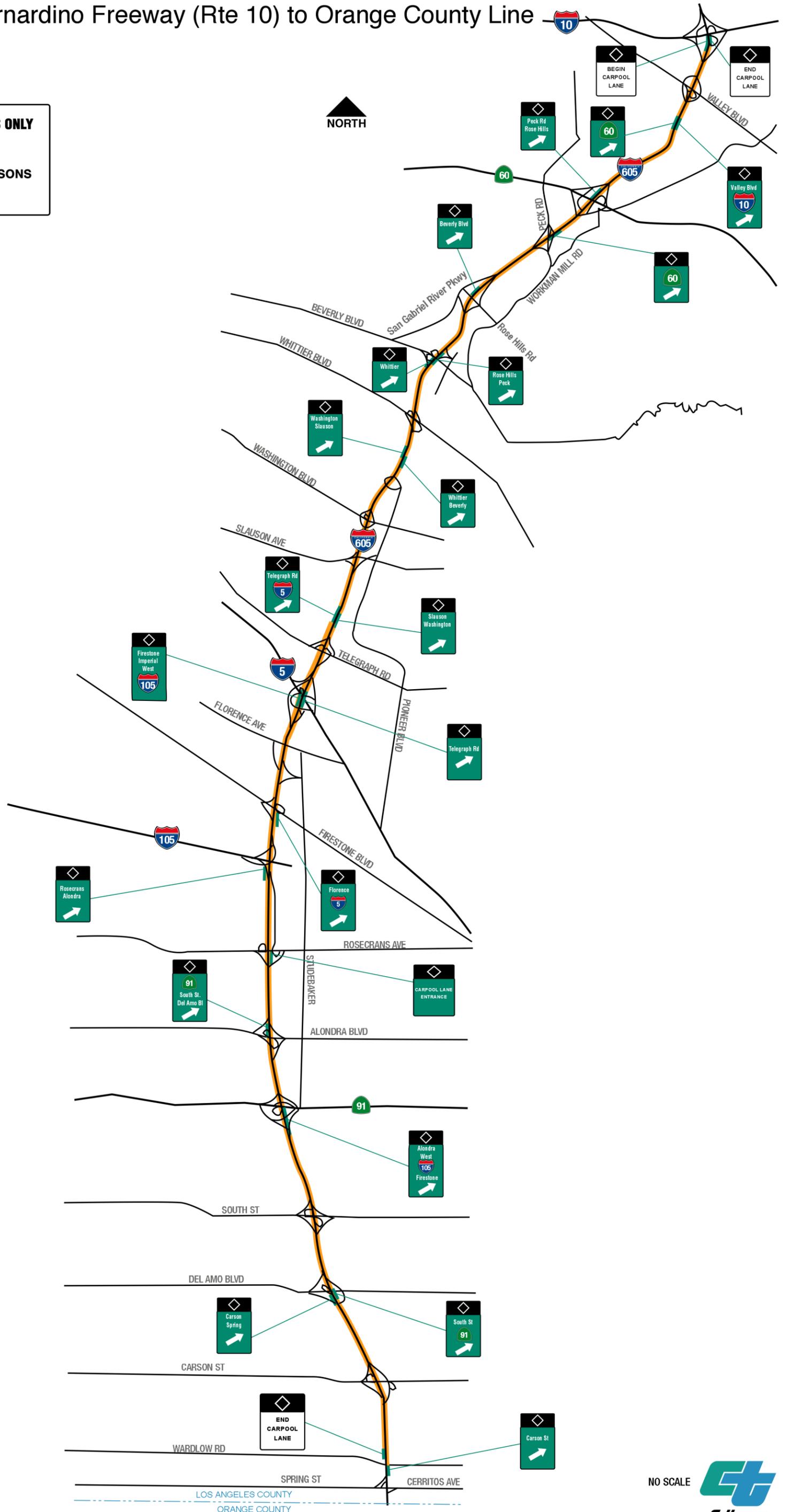
SAN GABRIEL RIVER FREEWAY HOV LANE

San Bernardino Freeway (Rte 10) to Orange County Line

CARPOOLS ONLY

2 OR MORE PERSONS PER VEHICLE

CARPPOOL IS 2 OR MORE PERSONS PER VEHICLE



CARPPOOL VIOLATION
 \$341
 MINIMUM
 FINE

NO SCALE

