

| | | | | | |
|---|--|-----------------------------|--|---------------------------------|--------------|
| RTIP ID# <i>(required)</i> LA0B408 | | | | | |
| Project Description <i>(clearly describe project)</i> Add a High Occupancy Vehicle (HOV) lane to northbound Interstate 405 (I-405) from approximately National Boulevard to Ventura Boulevard in Los Angeles. The 10.1 mile HOV lane will fill in a gap in the HOV network and will provide a continuous northbound HOV lane along the I-405 in LA County | | | | | |
| Type of Project <i>(use Table 1 on instruction sheet)</i> Change to existing state highway – HOV lane addition | | | | | |
| County Los Angeles | Narrative Location/Route & Postmiles I-405 between National Boulevard (just south of I-10) to Ventura Boulevard (just south of I-101). Between approximate post miles 29.5 and 39.4. Caltrans Projects – EA# 120300 | | | | |
| Lead Agency: California Department of Transportation (Caltrans) | | | | | |
| Contact Person Andrew Yoon | Phone# (213) 897-6117 | Fax# 213-897-0685 | Email Andrew.yoon@dot.ca.gov | | |
| Hot Spot Pollutant of Concern <i>(check one or both)</i> PM2.5 X PM10 X | | | | | |
| Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i> | | | | | |
| Categorical Exclusion (NEPA) | x | EA or Draft EIS | FONSI or Final EIS | PS&E or Construction | Other |
| Scheduled Date of Federal Action: 1/15/07 | | | | | |
| Current Programming Dates <i>as appropriate</i> | | | | | |
| | PE/Environmental | ENG | ROW | CON | |
| Start | 1/06 | 1/08 | 1/09 | 5/12 | |
| End | 7/07 | 8/11 | 8/11 | 9/15 | |
| Project Purpose and Need (Summary): <i>(attach additional sheets as necessary)</i> The proposed 10.1 mile HOV lane will fill in an existing gap in the HOV network and will provide a continuous northbound HOV lane along the entire I-405 corridor in Los Angeles County. As part of the Transportation Congestion Relief Program (TCRP), this project is expected to enhance traffic operations by adding freeway capacity in an area that experiences heavy congestion. Alternatives under consideration would add features to northbound HOV lane addition and include installation of HOV direct access ramps at Santa Monica Boulevard and standardize the southbound HOV lanes. | | | | | |

Surrounding Land Use/Traffic Generators (*especially effect on diesel traffic*) The project passes through the area known as the Sepulveda Pass. Roughly 70% of the project is in the relatively undeveloped pass area. The remainder of the project area is residential which is located at the far north and south ends of the project. There is a small area of industrial development near the south end of the project just north of the I-10. This portion of the I-405 serves as the primary connector between the San Fernando Valley and downtown Los Angeles.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

2015 Projected Traffic Volumes (Northbound Only)

| Segment | No Project | | | | With Project | | | |
|--------------------------------------|------------|---------|---------|------------|--------------|---------|---------|------------|
| | LOS (A.M.) | AA DT | %Trucks | Truck AADT | LOS (A.M.) | AA DT | %Trucks | Truck AADT |
| Venice Blvd. And Jct. RTE. 10 | F | 169,791 | 4.52 | 7,675 | F | 169,791 | 4.52 | 7,675 |
| Rte. 10 and Olympic Blvd. | F | 176,747 | 4.52 | 7,989 | D | 176,747 | 4.52 | 7,989 |
| Olympic and Santa Monica Blvd. | D | 176,747 | 4.52 | 7,989 | D | 176,747 | 4.52 | 7,989 |
| Rte. 2 and Wilshire Blvd. | F | 175,544 | 4.52 | 7,935 | D | 175,544 | 4.52 | 7,935 |
| Wilshire Blvd. And Montana Ave. | F | 190,432 | 4.52 | 8,608 | D | 190,432 | 4.52 | 8,608 |
| Montana Ave. and Sunset Blvd. | F | 190,432 | 4.52 | 8,608 | D | 190,432 | 4.52 | 8,608 |
| Sunset Blvd. And Moraga Drive | D | 200,805 | 4.52 | 9,076 | D | 200,805 | 4.52 | 9,076 |
| Moraga and Sepulveda Blvd. | F | 188,002 | 4.52 | 8,498 | D | 188,002 | 4.52 | 8,498 |
| Sepulveda Blvd. And Mulholland Drive | F | 188,002 | 4.52 | 8,498 | D | 188,002 | 4.52 | 8,498 |
| Mulholland Drive and Green Leaf St. | D | 188,002 | 4.52 | 8,498 | D | 188,002 | 4.52 | 8,498 |

Note: The project improves LOS and does not increase truck traffic. Traffic data is only provided for northbound traffic. Morning (a.m.) southbound traffic volumes are provided in the addendum to this form along with additional data and complete documentation.

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

2031 Projected Traffic Volumes (Northbound Only)

| Segment | No Project | | | | With Project | | | |
|--------------------------------------|------------|---------|---------|------------|--------------|---------|---------|------------|
| | LOS (A.M.) | AA DT | %Trucks | Truck AADT | LOS (A.M.) | AA DT | %Trucks | Truck AADT |
| Venice Blvd. And Jct. RTE. 10 | F | 214,404 | 4.52 | 9,691 | F | 214,404 | 4.52 | 9,691 |
| Rte. 10 and Olympic Blvd. | F | 223,187 | 4.52 | 10,088 | F | 223,187 | 4.52 | 10,088 |
| Olympic and Santa Monica Blvd. | F | 223,187 | 4.52 | 10,088 | D | 223,187 | 4.52 | 10,088 |
| Rte. 2 and Wilshire Blvd. | F | 221,668 | 4.52 | 10,019 | F | 221,668 | 4.52 | 10,019 |
| Wilshire Blvd. And Montana Ave. | F | 240,467 | 4.52 | 10,869 | F | 240,467 | 4.52 | 10,869 |
| Montana Ave. and Sunset Blvd. | F | 240,467 | 4.52 | 10,869 | F | 240,467 | 4.52 | 10,869 |
| Sunset Blvd. And Moraga Drive | F | 253,567 | 4.52 | 11,461 | F | 253,567 | 4.52 | 11,461 |
| Moraga and Sepulveda Blvd. | F | 237,399 | 4.52 | 10,730 | F | 237,399 | 4.52 | 10,730 |
| Sepulveda Blvd. And Mulholland Drive | F | 237,399 | 4.52 | 10,730 | F | 237,399 | 4.52 | 10,730 |
| Mulholland Drive and Green Leaf St. | F | 237,399 | 4.52 | 10,730 | F | 237,399 | 4.52 | 10,730 |

Note: The project improves LOS slightly and does not increase truck traffic. Traffic data is only provided for northbound traffic. Morning (a.m.) Southbound traffic volumes are provided in the addendum to this form along with additional data and complete documentation.

| |
|---|
| <p>Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT Not Applicable</p> |
| <p>RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT Not Applicable</p> |
| <p>Describe potential traffic redistribution effects of congestion relief (<i>impact on other facilities</i>) According to the traffic study (IBI Group, May 31, 2006) the overall safety and operations are improved with the build alternatives. Some intersection locations are impacted by trip redistribution due to ramp closures. The increase in delay at select intersections is balanced by decrease in delay at other intersections and decreased delays on the freeway. Additionally, the redistribution occurs primarily in residential area (i.e., near the interchange with Sunset Boulevard) and will have little effect on truck movements.</p> |
| <p>Comments/Explanation/Details (<i>attach additional sheets as necessary</i>) The project does <u>not</u> qualify as a project of air quality concern because the project would not result in any increase in the number of diesel trucks that would utilize the facility. The project would provide an increase in capacity by the addition of a northbound HOV lane. The redistribution of traffic is minor and would occur primarily near residential areas which have very little truck traffic with little effect on truck movements.</p> <p>The “Transportation Conformity Guidance for Qualitative Hot-Spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas,” (U.S. EPA & FHWA, March 2006) in Appendix A provides examples of projects that are not an air quality concern. The first example is consistent with this proposed project, and the example is described as “Any new or expanded highway project that primarily services gasoline vehicle traffic (i.e., does not involve a significant number or increase in the number of diesel vehicles), including such projects involving congested intersections operating at Level-of-Service D, E, or F...” Therefore, according to the Transportation Conformity Guidance this project should <u>not</u> be considered a project of air quality concern.</p> <p>(Additional documentation is provided in the Addendum to this form.)</p> |

Background Information

Interstate 405 (I-405) is the primary transportation facility connecting the downtown Los Angeles area with the San Fernando Valley. It is heavily used for commuter traffic. Within the project limits, which are roughly bounded by I-10 to the south and US-101 to the north, the I-405 has five lanes in each direction. In the northbound direction all five lanes are general-purpose. The southbound lanes consist of five general-purpose lanes plus 1 high occupancy vehicle lane (HOV) between US-101 and Mulholland Drive. The southbound travel narrows through the Sepulveda Pass to 4 general-purpose lanes plus 1 HOV lane. Near the southern terminus of the project the southbound travel south of Wilshire Boulevard varies from 5 general-purpose lanes to 5 general-purpose lanes plus one auxiliary lane. The I-405 operates at full capacity during peak hours in the proposed project area.

Project Description

The attached Exhibit 1 shows the location of the project on a regional basis. Exhibit 2 shows the project limits on an aerial photograph. This project proposes widening of the existing facility to add one standard northbound HOV lane. It will install standard freeway cross-sections for the northbound Interstate 405 within the project limits except through the Interstate 405/10 interchange. It provides a 12-foot half median, one 12-foot HOV lane, a 4-foot HOV buffer, five 12-foot mixed flow lanes, and a 10-foot outside shoulder. Most of the freeway widening required for this project will occur along the east side of I-405. Some widening will also occur along the west side of the freeway within the following segments: between Ohio Avenue and Waterford Street; between Bel Air Crest and Mulholland Drive; and between the southbound on-ramp from Sepulveda/Valley Vista to the north end of the project (just south of Ventura Boulevard).

The project described in the above paragraph is identified as Alternative 2A. (Alternative 1 is the No Build option.) Additional alternatives include the northbound HOV lane addition plus other features. Alternative 2B will add the northbound HOV lane and additionally add a HOV busway off-ramp to Santa Monica Boulevard. Alternative 3A consists of the northbound HOV lane addition (i.e., all of the features of Alternative 2A) plus bringing the southbound HOV lane up to standard design. The lanes/medians on the southbound side are currently undersized in some areas, and this alternative would include widening the freeway to accommodate a 12-foot half median, 12-foot HOV lane, 4-foot HOV buffer, five 12-foot mixed flow lanes, and a 10-foot outside shoulder. Alternative 3B combines the features of Alternatives 2B and 3A so that in addition to the northbound HOV lane addition, the southbound geometrics will be brought up to standards, and the busway off-ramp to San Monica Boulevard will be added.

Purpose and Need

The purpose of this project is to fill in an existing “gap” in the HOV network and to provide a continuous northbound HOV lane along the entire I-405 corridor in Los Angeles County. As part of the Transportation Congestion Relief Program (TCRP), this project is expected to enhance traffic operations by adding freeway capacity in an area that experiences heavy congestion. According to the traffic study (“I-405 HOV Lane Over Sepulveda Pass (I-10 to US-101) Project – Traffic Analysis Report,” IBI Group, May 31, 2006) the project will not generate

additional trips. All project alternatives will provide reduced congestion, smoother operations, a decrease in weaving, and improved safety over the no-build alternative.

Monitored PM2.5 Levels

The SCAQMD has divided the SCAB into 38 Source Receptor Areas (SRA) with a designated ambient air monitoring station representative of each area. The project site is located near the convergence of three SRAs, 1-Central Los Angeles, 6-Reseda and 7-Burbank.

The Los Angeles station is located approximately 12.5 miles east of the site on North Main Street. The Burbank station is located approximately 9 miles northeast of the I-405/SR-101 interchange, while the Reseda station is located approximately 5 miles to the northwest.

Tables 1, 2 and 3 present the monitored 24-hour average PM2.5 concentrations at the Los Angeles, Burbank and Reseda monitoring stations. The four highest 24-hour concentrations are presented. Concentrations exceeding the 65 $\mu\text{g}/\text{m}^3$ standard are shown in bold. However, the national PM2.5 standard is in terms of the average of the 98th percentile level from the preceding three years. These values are presented at the bottom of the tables. The tables show that the 24-hour PM2.5 standard is not exceeded at these three stations.

**Table 1
Los Angeles Four Highest 24-Hour Average PM2.5 Measurements ($\mu\text{g}/\text{m}^3$)**

| | 2002 | | 2003 | | 2004 | | 2005 | |
|-----------------------------------|--------|-------------|--------|-------------|--------|-------------|--------|-------------|
| | Date | Level | Date | Date | Level | Level | Date | Level |
| First High: | Oct 15 | 66.3 | Oct 28 | 83.7 | Mar 15 | 75.0 | Oct 10 | 73.7 |
| Second High: | Apr 1 | 62.1 | Oct 7 | 73.2 | Mar 18 | 66.3 | Mar 11 | 67.5 |
| Third High: | Oct 9 | 59.6 | Jul 4 | 69.6 | Mar 19 | 62.7 | Oct 21 | 58.2 |
| Fourth High: | Nov 5 | 58.8 | Jul 5 | 68.9 | Oct 6 | 54.6 | Nov 6 | 54.7 |
| 98th Percentile | | | | | | | | |
| 1-Year | | -- | | 61.3 | | 66.3 | | 54.4 |
| 3-Year Avg. | | -- | | -- | | -- | | -- |

-- Data Not Reported

Source: CARB Air Quality Data Statistics web site www.arb.ca.gov/adam/ accessed 7/6/06

Table 2
Burbank Four Highest 24-Hour Average PM2.5 Measurements ($\mu\text{g}/\text{m}^3$)

| | 2002 | | 2003 | | 2004 | | 2005 | |
|-----------------------------------|--------|-----------|--------|--------------|--------|-------|--------|-------|
| | Date | Level | Date | Date | Level | Level | Date | Level |
| First High: | Jan 2 | 63.0 | Jul 5 | 120.6 | Jan 1 | 60.1 | Mar 11 | 63.1 |
| Second High: | Feb 7 | 56.3 | Oct 9 | 60.1 | Jan 19 | 53.2 | Nov 6 | 53.4 |
| Third High: | Apr 2 | 55.2 | Oct 6 | 54.5 | Sep 27 | 49.3 | Jan 22 | 50.5 |
| Fourth High: | Apr 14 | 55.2 | Mar 13 | 52.4 | Oct 9 | 42.5 | Oct 22 | 50.2 |
| 98th Percentile | | | | | | | | |
| 1-Year | | 55.2 | | -- | | 49.3 | | -- |
| 3-Year Avg. | | 69 | | -- | | -- | | -- |

-- Data Not Reported

Source: CARB Air Quality Data Statistics web site www.arb.ca.gov/adam/ accessed 7/06/06

Table 3
Reseda Four Highest 24-Hour Average PM2.5 Measurements ($\mu\text{g}/\text{m}^3$)

| | 2002 | | 2003 | | 2004 | | 2005 | |
|-----------------------------------|--------|-------|--------|------|--------|-------|--------|-------|
| | Date | Level | Date | Date | Level | Level | Date | Level |
| First High: | Apr 14 | 48.8 | Jan 1 | 56.2 | Jan 1 | 56.2 | Oct 22 | 39.5 |
| Second High: | Dec 25 | 45.8 | Mar 19 | 55.6 | Mar 19 | 55.6 | Mar 8 | 36.4 |
| Third High: | Apr 2 | 45.4 | Jan 19 | 53.2 | Jan 19 | 53.2 | Nov 6 | 35.7 |
| Fourth High: | Feb 16 | 45.1 | Nov 26 | 50.1 | Nov 26 | 50.1 | Mar 11 | 35.5 |
| 98th Percentile | | | | | | | | |
| 1-Year | | 45.4 | | -- | | -- | | -- |
| 3-Year Avg. | | 51 | | -- | | -- | | -- |

-- Data Not Reported

Source: CARB Air Quality Data Statistics web site www.arb.ca.gov/adam/ accessed 7/06/06

Tables 4, 5, and 6 present the annual average monitored PM2.5 levels at the Los Angeles, Burbank and Reseda monitoring stations. The federal ambient air quality standard is based on the average of the three previous years. The tables show that the Los Angeles and Burbank stations' average from the three past years is $21 \mu\text{g}/\text{m}^3$, and Reseda station's average is $17 \mu\text{g}/\text{m}^3$. Levels at all three stations exceed the $15 \mu\text{g}/\text{m}^3$ standard. However, the monitoring data shows a slight downward trend in the annual average PM2.5 concentrations at all three stations.

Table 4
Los Angeles Annual Average PM2.5 Measurements ($\mu\text{g}/\text{m}^3$)

| | 2002 | 2003 | 2004 | 2005 |
|--------------------------|------|------|------|------|
| National Annual Average: | 22 | 21.3 | 19.7 | 17.8 |
| National 3-Year Average: | 22 | 22 | 21 | 19 |

-- Data Not Reported

Source: CARB Air Quality Data Statistics web site www.arb.ca.gov/adam/ accessed 7/06/06

Table 5
Burbank Annual Average PM2.5 Measurements ($\mu\text{g}/\text{m}^3$)

| | 2002 | 2003 | 2004 | 2005 |
|--------------------------|------|------|------|------|
| National Annual Average: | 24 | 22.1 | 19.1 | 17.9 |
| National 3-Year Average: | -- | 23 | 21 | 19 |

-- Data Not Reported

Source: CARB Air Quality Data Statistics web site www.arb.ca.gov/adam/ accessed 7/06/06

Table 6
Reseda Annual Average PM2.5 Measurements ($\mu\text{g}/\text{m}^3$)

| | 2002 | 2003 | 2004 | 2005 |
|--------------------------|------|------|------|------|
| National Annual Average: | 18.9 | 16.5 | 15.7 | -- |
| National 3-Year Average: | 18 | 17 | 17 | -- |

-- Data Not Reported

Source: CARB Air Quality Data Statistics web site www.arb.ca.gov/adam/ accessed 7/06/06

Based on the surrounding conditions one would expect the PM2.5 concentrations in the vicinity of the project to be about the average of the three stations. Therefore, the area around the project site likely complies with the 24-hour standard while there may be a few periods exceeding $65 \mu\text{g}/\text{m}^3$ each year. The annual average PM2.5 concentrations in the project area most likely exceed the $15 \mu\text{g}/\text{m}^3$ standard.

Background on Traffic Data

This discussion provides additional information on the approach and future traffic volumes used for the Interstate 405 (I-405) HOV Lane Over Sepulveda Pass (I-10 to US-101) traffic analysis. For the analysis, a single set of future forecasts were developed by Caltrans Traffic Operations for the opening year (2015) and horizon year (2031) of the project. The forecasts represent total future travel demand in the corridor throughout the day in 2015 and 2031.

It is important to note the approach focuses on the following three premises. Each premise is further elaborated in the following discussions.

1. The proposed freeway improvements are capacity enhancements that do not by themselves generate trips.
2. Latent demand, or trips that would develop simply because traffic flow is better, is not assumed.
3. The forecasts represent total demand that want to use the corridor throughout the day, regardless of the congestion level.

The I-405 HOV Lane Over Sepulveda Pass is a project to add a northbound High Occupancy Vehicle (HOV) lane within the study area to fill an existing gap in the HOV network. The HOV lane will increase the capacity of the northbound I-405 facility and is expected to relieve congestion, increase average speed, and reduce travel time and delay compared to the future without project condition. But the additional HOV lane is neither a trip generator nor a trip end.

In other words, building the HOV lane is different than building a house or a shopping center, which would generate new trips on the roadway network. The HOV lane would simply allow the trips, which exists, to get to their destination faster and more efficiently.

Latent demand is the term used to describe the spontaneous generation of trips because it is now easier to make that trip. In some areas of study, latent demand is factored into an analysis to try to estimate the demand generated by completely new facilities or infrastructure that changes travel patterns (origins and destinations). Latent demand is highly speculative and very difficult to accurately predict. In the case of this project, it is reasonable to assume that although the project would be an improvement to the freeway system, it would not stimulate a new trip to be made simply because traffic conditions are better than in the no-project condition.

The forecasts generated for the future years 2015 and 2031 are assumed to represent the total travel demand in the corridor throughout the day. It is assumed that the future no-project traffic demand volumes capture all trips that want to use the northbound I-405, regardless of the condition of the facility. The assumption is that the forecast demand is the number of trips that need to get from point A to point B using the northbound I-405, at any level of service. And although peak hour conditions may spread beyond the peak hour with bad traffic conditions, on a daily basis we would expect to move the same number of trips whether the project is built or not.

The logic of using future travel demand versus different forecasts generated for each scenario was tested and validated against information from the Southern California Association of Governments (SCAG) travel demand model. Summary data from SCAG showed only a 1.5% difference in daily traffic volumes in the corridor between a with-regional improvements and no-improvement conditions, indicating the reasonableness to assume that travel demand is relatively static for this type of improvement. In fact, daily fluctuations in traffic are often much greater than 1.5%. It should also be noted that the regional improvements assumed in the SCAG forecast include the I-405 northbound HOV addition as well as other projects planned for this area.

In summary, we believe it is reasonable to develop a consistent travel demand forecast across scenarios for each of the horizon years. The basic logic is that future travel demand on the I-405 will remain constant whether the HOV improvements are made or not. This is consistent with the overall need to evaluate this project fairly and the understanding that the project will result in an improved traffic condition, not worsen traffic condition because of the notion that additional capacity generates more traffic.

Traffic Data

Table 7 presents existing average daily traffic volumes, truck percentages and average daily truck volume for I-405 in the project area from Caltrans data. The truck percentage is low for this freeway. The total truck percentage is 4.52%. Additionally, the 5-axle trucks, which are generally associated with diesel emissions, only comprise 1.4% of the traffic flow. In summary, this portion of the I-405 freeway is not a major truck route, and therefore, is not a major source of diesel emissions.

**Table 7
2004 Traffic Volumes and Truck Percentages**

| Highway Segment | AADT | % Of Trucks | | | Truck AADT |
|------------------|---------|-------------|--------|-------|------------|
| | | 3-4 Axle | 5 Axle | Total | |
| I-405 | | | | | |
| South of US-101 | 282,000 | 3.22% | 1.40% | 4.52% | 12,746 |
| North of Route 2 | 288,000 | 3.22% | 1.40% | 4.52% | 13,018 |
| North of I-10 | 283,000 | 3.22% | 1.40% | 4.52% | 12,792 |

Source: 2004 Annual Average Daily Truck Traffic on the California State Highway System Compiled by Traffic and Vehicle Data Systems State of California Business, Transportation and Housing Agency Department of Transportation AUGUST 2005 (<http://www.dot.ca.gov/hq/traffops/saferesr/trafdata/>)

Average daily traffic volumes (ADT) have already been presented in the submittal form for the I-405. It is important to note that the project has no effect on the ADTs. That is, the ADT values are the same for the no build alternatives as they are for the build alternatives.

Tables 8 and 9 present the peak hour traffic volumes, number of lanes, and level-of-service (LOS) prepared by the traffic engineer for the project. Table 8 shows the traffic data for the northbound side of I-405, and Table 9 shows the traffic data for the southbound traffic. It is easy to see from the tables, that the traffic volumes do not change with the build alternatives. LOS improves slightly for the build alternatives since they increase the roadway capacity.

Table 8
I-405 Peak Hour Traffic Volumes and LOS – Northbound Traffic Only

| Freeway Segment | | Year 2005 | | | | Year 2015 | | | | Year 2031 | | | | |
|--|---|-----------|--------------|--------|--------------|-----------|--------------|--------|--------------|-----------|--------------|--------|--------------|-----|
| | | Lanes | AM Peak Hour | | PM Peak Hour | | AM Peak Hour | | PM Peak Hour | | AM Peak Hour | | PM Peak Hour | |
| | | | Volume | LOS | Volume | LOS | Volume | LOS | Volume | LOS | Volume | LOS | Volume | LOS |
| Between Venice Blvd. And Jct. RTE. 10 | 4 | 10,088 | F | 6,588 | C | 11,672 | F | 7,623 | D | 14,739 | F | 9,625 | F | |
| Between Rte. 10 and Olympic Blvd. | 5 | 10,809 | D | 9,059 | D | 12,506 | F | 10,481 | D | 15,792 | F | 13,235 | F | |
| Between Olympic and Santa Monica Blvd. | 6 | 10,706 | D | 8,956 | C | 12,387 | D | 10,362 | C | 15,641 | F | 13,084 | D | |
| Between Rte. 2 and Wilshire Blvd. | 5 | 10,294 | D | 10,088 | D | 11,910 | F | 11,672 | D | 15,040 | F | 14,739 | F | |
| Between Wilshire Blvd. And Montana Ave. | 5 | 11,015 | D | 10,912 | D | 12,744 | F | 12,625 | F | 16,092 | F | 15,942 | F | |
| Between Montana Ave. and Sunset Blvd. | 5 | 10,912 | D | 10,088 | D | 12,625 | F | 11,672 | D | 15,942 | F | 14,739 | F | |
| Between Sunset Blvd. And Moraga Drive | 5 | 10,088 | D | 10,397 | D | 11,672 | D | 12,029 | F | 14,739 | F | 15,190 | F | |
| Between Moraga and Sepulveda Blvd. | 5 | 11,118 | D | 10,706 | D | 12,863 | F | 12,387 | F | 16,243 | F | 15,641 | F | |
| Between Sepulveda Blvd. And Mulholland Drive | 5 | 10,603 | D | 10,500 | D | 12,267 | F | 12,148 | F | 15,491 | F | 15,340 | F | |
| Between Mulholland Drive and Green Leaf St. | 5 | 9,882 | D | 10,088 | D | 11,434 | D | 11,672 | D | 14,438 | F | 14,739 | F | |

| Freeway Segment | | Year 2005 | | | | Year 2015 | | | | Year 2031 | | | | |
|--|---|-----------|--------------|-----|--------------|-----------|--------------|--------|--------------|-----------|--------------|--------|--------------|-----|
| | | Lanes | AM Peak Hour | | PM Peak Hour | | AM Peak Hour | | PM Peak Hour | | AM Peak Hour | | PM Peak Hour | |
| | | | Volume | LOS | Volume | LOS | Volume | LOS | Volume | LOS | Volume | LOS | Volume | LOS |
| Between Venice Blvd. And Jct. RTE. 10 | 5 | N/A | N/A | N/A | N/A | 11,672 | F | 7,623 | C | 14,739 | F | 9,625 | D | |
| Between Rte. 10 and Olympic Blvd. | 6 | N/A | N/A | N/A | N/A | 12,506 | D | 10,481 | C | 15,792 | F | 13,235 | D | |
| Between Olympic and Santa Monica Blvd. | 7 | N/A | N/A | N/A | N/A | 12,387 | D | 10,362 | C | 15,641 | D | 13,084 | D | |
| Between Rte. 2 and Wilshire Blvd. | 6 | N/A | N/A | N/A | N/A | 11,910 | D | 11,672 | D | 15,040 | F | 14,739 | F | |
| Between Wilshire Blvd. And Montana Ave. | 6 | N/A | N/A | N/A | N/A | 12,744 | D | 12,625 | D | 16,092 | F | 15,942 | F | |
| Between Montana Ave. and Sunset Blvd. | 6 | N/A | N/A | N/A | N/A | 12,625 | D | 11,672 | D | 15,942 | F | 14,739 | F | |
| Between Sunset Blvd. And Moraga Drive | 6 | N/A | N/A | N/A | N/A | 11,672 | D | 12,029 | D | 14,739 | F | 15,190 | F | |
| Between Moraga and Sepulveda Blvd. | 6 | N/A | N/A | N/A | N/A | 12,863 | D | 12,387 | D | 16,243 | F | 15,641 | F | |
| Between Sepulveda Blvd. And Mulholland Drive | 6 | N/A | N/A | N/A | N/A | 12,267 | D | 12,148 | D | 15,491 | F | 15,340 | F | |
| Between Mulholland Drive and Green Leaf St. | 6 | N/A | N/A | N/A | N/A | 11,434 | D | 11,672 | D | 14,438 | F | 14,739 | F | |

| Freeway Segment | | Year 2005 | | | | Year 2015 | | | | Year 2031 | | | | |
|--|---|-----------|--------------|-----|--------------|-----------|--------------|--------|--------------|-----------|--------------|--------|--------------|-----|
| | | Lanes | AM Peak Hour | | PM Peak Hour | | AM Peak Hour | | PM Peak Hour | | AM Peak Hour | | PM Peak Hour | |
| | | | Volume | LOS | Volume | LOS | Volume | LOS | Volume | LOS | Volume | LOS | Volume | LOS |
| Between Venice Blvd. And Jct. RTE. 10 | 5 | N/A | N/A | N/A | N/A | 11,672 | F | 7,623 | C | 14,739 | F | 9,625 | D | |
| Between Rte. 10 and Olympic Blvd. | 6 | N/A | N/A | N/A | N/A | 12,506 | D | 10,481 | C | 15,792 | F | 13,235 | D | |
| Between Olympic and Santa Monica Blvd. | 7 | N/A | N/A | N/A | N/A | 12,387 | D | 10,362 | C | 15,641 | D | 13,084 | D | |
| Between Rte. 2 and Wilshire Blvd. | 6 | N/A | N/A | N/A | N/A | 11,910 | D | 11,672 | D | 15,040 | F | 14,739 | F | |
| Between Wilshire Blvd. And Montana Ave. | 6 | N/A | N/A | N/A | N/A | 12,744 | D | 12,625 | D | 16,092 | F | 15,942 | F | |
| Between Montana Ave. and Sunset Blvd. | 6 | N/A | N/A | N/A | N/A | 12,625 | D | 11,672 | D | 15,942 | F | 14,739 | F | |
| Between Sunset Blvd. And Moraga Drive | 6 | N/A | N/A | N/A | N/A | 11,672 | D | 12,029 | D | 14,739 | F | 15,190 | F | |
| Between Moraga and Sepulveda Blvd. | 6 | N/A | N/A | N/A | N/A | 12,863 | D | 12,387 | D | 16,243 | F | 15,641 | F | |
| Between Sepulveda Blvd. And Mulholland Drive | 6 | N/A | N/A | N/A | N/A | 12,267 | D | 12,148 | D | 15,491 | F | 15,340 | F | |
| Between Mulholland Drive and Green Leaf St. | 6 | N/A | N/A | N/A | N/A | 11,434 | D | 11,672 | D | 14,438 | F | 14,739 | F | |

Source: Traffic data prepared by IBI Group, July 5, 2006

Table 9
I-405 Peak Hour Traffic Volumes and LOS – Southbound Traffic Only

| Freeway Segment | | Year 2005 | | | | Year 2015 | | | | Year 2031 | | | | |
|---|---|-----------|--------------|--------|--------------|-----------|--------------|--------|--------------|-----------|--------------|--------|--------------|-----|
| | | Lanes | AM Peak Hour | | PM Peak Hour | | AM Peak Hour | | PM Peak Hour | | AM Peak Hour | | PM Peak Hour | |
| | | | Volume | LOS | Volume | LOS | Volume | LOS | Volume | LOS | Volume | LOS | Volume | LOS |
| Between RTE. 10 and Venice Blvd. | 5 | 9,470 | D | 8,235 | C | 10,957 | D | 9,528 | D | 13,836 | F | 12,032 | F | |
| Between Olympic Blvd. And Jct. Rte. 10 | 5 | 9,779 | D | 8,647 | C | 11,315 | D | 10,005 | D | 14,288 | F | 12,633 | F | |
| Between Santa Monica Blvd. and Olympic Blvd. | 5 | 11,529 | D | 10,191 | D | 13,339 | F | 11,791 | D | 16,844 | F | 14,889 | F | |
| Between Wilshire Blvd. and Santa Monica Blvd. | 5 | 11,015 | F | 9,985 | D | 12,744 | F | 11,553 | F | 16,092 | F | 14,588 | F | |
| Between Montana Avenue and Wilshire Blvd. | 5 | 9,573 | D | 8,029 | C | 11,076 | F | 9,290 | D | 13,987 | F | 11,731 | F | |
| Between Sunset Blvd. And Montana Ave. | 5 | 8,956 | D | 8,029 | C | 10,362 | F | 9,290 | D | 13,084 | F | 11,731 | F | |
| Between Moraga Drive and Sunset Blvd. | 5 | 8,235 | D | 7,103 | C | 9,528 | D | 8,218 | D | 12,032 | F | 10,377 | F | |
| Between Sepulveda Blvd. and Moraga Drive | 6 | 7,309 | B | 7,721 | C | 8,456 | C | 8,933 | C | 10,678 | D | 11,280 | D | |
| Between Mulholland Drive and Sepulveda Blvd. | 7 | 8,029 | B | 7,926 | B | 9,290 | C | 9,171 | C | 11,731 | D | 11,580 | D | |
| Between Jct. Rte. 101and Mulholland Drive | 4 | 8,647 | F | 8,441 | F | 10,005 | F | 9,766 | F | 12,633 | F | 12,332 | F | |

| Freeway Segment | | Year 2005 | | | | Year 2015 | | | | Year 2031 | | | | |
|---|---|-----------|--------------|-----|--------------|-----------|--------------|--------|--------------|-----------|--------------|--------|--------------|-----|
| | | Lanes | AM Peak Hour | | PM Peak Hour | | AM Peak Hour | | PM Peak Hour | | AM Peak Hour | | PM Peak Hour | |
| | | | Volume | LOS | Volume | LOS | Volume | LOS | Volume | LOS | Volume | LOS | Volume | LOS |
| Between RTE. 10 and Venice Blvd. | 5 | N/A | N/A | N/A | N/A | 10,957 | D | 9,528 | D | 13,836 | F | 12,032 | F | |
| Between Olympic Blvd. And Jct. Rte. 10 | 5 | N/A | N/A | N/A | N/A | 11,315 | D | 10,005 | D | 14,288 | F | 12,633 | F | |
| Between Santa Monica Blvd. and Olympic Blvd. | 5 | N/A | N/A | N/A | N/A | 13,339 | F | 11,791 | D | 16,844 | F | 14,889 | F | |
| Between Wilshire Blvd. and Santa Monica Blvd. | 5 | N/A | N/A | N/A | N/A | 12,744 | F | 11,553 | F | 16,092 | F | 14,588 | F | |
| Between Montana Avenue and Wilshire Blvd. | 5 | N/A | N/A | N/A | N/A | 11,076 | F | 9,290 | D | 13,987 | F | 11,731 | F | |
| Between Sunset Blvd. And Montana Ave. | 5 | N/A | N/A | N/A | N/A | 10,362 | F | 9,290 | D | 13,084 | F | 11,731 | F | |
| Between Moraga Drive and Sunset Blvd. | 5 | N/A | N/A | N/A | N/A | 9,528 | D | 8,218 | D | 12,032 | F | 10,377 | F | |
| Between Sepulveda Blvd. and Moraga Drive | 6 | N/A | N/A | N/A | N/A | 8,456 | C | 8,933 | C | 10,678 | D | 11,280 | D | |
| Between Mulholland Drive and Sepulveda Blvd. | 7 | N/A | N/A | N/A | N/A | 9,290 | C | 9,171 | C | 11,731 | D | 11,580 | D | |
| Between Jct. Rte. 101and Mulholland Drive | 4 | N/A | N/A | N/A | N/A | 10,005 | F | 9,766 | F | 12,633 | F | 12,332 | F | |

| Freeway Segment | | Year 2005 | | | | Year 2015 | | | | Year 2031 | | | | |
|---|---|-----------|--------------|-----|--------------|-----------|--------------|--------|--------------|-----------|--------------|--------|--------------|-----|
| | | Lanes | AM Peak Hour | | PM Peak Hour | | AM Peak Hour | | PM Peak Hour | | AM Peak Hour | | PM Peak Hour | |
| | | | Volume | LOS | Volume | LOS | Volume | LOS | Volume | LOS | Volume | LOS | Volume | LOS |
| Between RTE. 10 and Venice Blvd. | 5 | N/A | N/A | N/A | N/A | 10,957 | D | 9,528 | D | 13,836 | F | 12,032 | F | |
| Between Olympic Blvd. And Jct. Rte. 10 | 5 | N/A | N/A | N/A | N/A | 11,315 | D | 10,005 | D | 14,288 | F | 12,633 | F | |
| Between Santa Monica Blvd. and Olympic Blvd. | 5 | N/A | N/A | N/A | N/A | 13,339 | F | 11,791 | D | 16,844 | F | 14,889 | F | |
| Between Wilshire Blvd. and Santa Monica Blvd. | 5 | N/A | N/A | N/A | N/A | 12,744 | F | 11,553 | F | 16,092 | F | 14,588 | F | |
| Between Montana Avenue and Wilshire Blvd. | 5 | N/A | N/A | N/A | N/A | 11,076 | D | 9,290 | D | 13,987 | F | 11,731 | F | |
| Between Sunset Blvd. And Montana Ave. | 5 | N/A | N/A | N/A | N/A | 10,362 | D | 9,290 | D | 13,084 | F | 11,731 | F | |
| Between Moraga Drive and Sunset Blvd. | 5 | N/A | N/A | N/A | N/A | 9,528 | D | 8,218 | C | 12,032 | F | 10,377 | D | |
| Between Sepulveda Blvd. and Moraga Drive | 6 | N/A | N/A | N/A | N/A | 8,456 | C | 8,933 | C | 10,678 | D | 11,280 | D | |
| Between Mulholland Drive and Sepulveda Blvd. | 7 | N/A | N/A | N/A | N/A | 9,290 | B | 9,171 | B | 11,731 | C | 11,580 | C | |
| Between Jct. Rte. 101and Mulholland Drive | 4 | N/A | N/A | N/A | N/A | 10,005 | F | 9,766 | F | 12,633 | F | 12,332 | F | |

Note: Alternative 1 and Alternative 2 LOS values reflect reduced capacity due to non-standard lane widths.

Source: Traffic data prepared by IBI Group, July 5, 2006

Potential Traffic Redistribution Effects of Congestion Relief

The build alternatives have a minimal effect on the redistribution of traffic. The traffic study examined 53 intersections in the study area. For the no-build alternative (Alternative 1), 22 intersections are forecast to operate at LOS F in the year 2015, and 39 will be LOS F in the year 2031. Ramp closures associated with the build alternatives result in three locations where study intersections no longer exist. For all build alternatives, 22 intersections are forecast to operate at LOS F in the year 2015; the same number as the no build alternative. For the year 2031, the build alternatives are forecast to have 38 intersections at LOS F; or 1 less intersection than the no build alternative. The traffic study concludes, “overall, safety and operations are improved” by the build alternatives.

Consistency with the Transportation Conformity Guidance

The “Transportation Conformity Guidance for Qualitative Hot-Spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas,” (U.S. EPA & FHWA, March 2006) provides the most current guidance for determining whether or not a project is of “air quality concern.” EPA specified in 40CFR 93.123(b)(1) of the final rule that projects of air quality concern are certain highway and transit projects that involve significant levels of diesel vehicle traffic, or any other project that is identified in the PM2.5 or PM10 SIP as a localized air quality concern. The Transportation Conformity Guidance identifies “new or expanded highway projects that have a significant number of or significant increase in diesel vehicles” as being a project of significant air quality concern. This project has a low percentage of diesel trucks. If all 5-axle trucks are considered to be diesel trucks, then the percentage of diesel trucks is only 1.4% of the traffic flow. Total trucks, most of which are probably gasoline powered, is only 4.52% of traffic on the I-405. Appendix A of the Transportation Conformity Guidance indicates that projects of air quality concern diesel truck percentages of 8% or more. This project is substantially under that threshold.

Also, Appendix A provides examples of projects that are not an air quality concern. The first example is consistent with this proposed project, and the example is described as “Any new or expanded highway project that primarily services gasoline vehicle traffic (i.e., does not involve a significant number or increase in the number of diesel vehicles), including such projects involving congested intersections operating at Level-of-Service D, E, or F...” Therefore, according to the Transportation Conformity Guidance this project should not be considered a project of air quality concern.
