

RTIP ID# <i>(required)</i> LA0G1301				
TCWG Consideration Date October 22, 2019				
Project Description <i>(clearly describe project)</i>				
<p>The East San Fernando Valley Transit Corridor Project consists of a 9.2-mile median-running, at-grade light rail transit (LRT) service with 14 stations. Under the Locally Preferred Alternative (LPA), the LRT would be powered by electrified overhead lines and would travel 2.5 miles along the Metro-owned right-of-way used by the Antelope Valley Metrolink line and Union Pacific Railroad from the Sylmar/San Fernando Metrolink Station south to Van Nuys Boulevard. As the LPA approaches Van Nuys Boulevard it would transition to and operate in a dedicated median guideway along Van Nuys Boulevard for approximately 6.7 miles south to the Van Nuys Metro Orange Line Station. The 9.2-mile route of the LPA is illustrated in Figure 1 (attached).</p> <p>The LPA would include construction of a new Maintenance and Storage Facility (MSF), which would provide secure storage of the LRT vehicles when they are not in operation, and regular light maintenance to keep them clean and in good operating condition as well as heavy maintenance. MSF Option B, has been identified as the locally preferred site by the Metro Board. The MSF site would be approximately 25 acres in size. MSF B is located on the west side of Van Nuys Boulevard. The site is bounded by Keswick Street on the south, Raymer Street on the east and north, and the Pacoima Wash on the west. Access to the facility would be via two turnout tracks on the west side of the alignment. A northbound turnout would be located in the vicinity of Saticoy Street. A southbound turnout would be located in the vicinity of Keswick Street.</p> <p>An Initial Operating Segment is also under consideration, which would terminate at the Van Nuys/San Fernando Station on the north, rather than continuing 2.5 miles within the existing railroad right-of-way to the Sylmar/San Fernando Metrolink station. The proposed project is an electric-powered transit service with no diesel-powered component and will travel within its own right-of-way. The MSF is presumed to be exempt from transportation conformity emissions analyses per 40 CFR 93.126 and 23 CFR 771, but is being presented for interagency consultation purposes.</p>				
Type of Project <i>(use Table 1 on instruction sheet)</i>				
Bus, rail, or inter-modal facility/terminal/transfer point				
County Los Angeles	Narrative Location/Route & Postmiles Within railroad right-of-way between Sylmar Metrolink Station and Van Nuys Boulevard; median of Van Nuys Boulevard between railroad right-of-way and Metro Orange Line (see Figure 1)			
Lead Agency: Los Angeles County Metropolitan Transportation Authority				
Contact Person Keith Cooper	Phone# 213-312-1800	Fax# n/a	Email keith.cooper@icf.com	
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)	EA or Draft EIS	X FONSI or Final EIS	PS&E or Construction	Other
Scheduled Date of Federal Action: December 2019				
NEPA Assignment – Project Type <i>(check appropriate box)</i>				
Exempt	Section 326 – Categorical Exemption	X	Section 327 – Non-Categorical Exemption	
Current Programming Dates <i>(as appropriate)</i>				
	PE/Environmental	ENG	ROW	CON
Start	March 2013	January 2020	January 2022	January 2022
End	December 2019	December 2021	December 2023	December 2027

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*

Purpose

The eastern San Fernando Valley Transit corridor project would provide new service and/or infrastructure that improves passenger mobility and connectivity to regional activity centers, increases transit service efficiency (speeds and passenger throughput), and makes transit service more environmentally beneficial via reductions in greenhouse gas emissions.

The purposes of the proposed project can be summarized as follows:

- Improve mobility in the eastern San Fernando Valley by introducing an improved north-south transit connection between key transit hubs/routes by improving transit trip times and speeds along the project corridor;
- Enhance transit accessibility/connectivity for residents within the project study area to local and regional destinations by improving the carrying capacity and person throughput through the corridor to address projected population growth and increased roadway congestion in the corridor that will directly affect transit service;
- Provide more reliable transit service within the eastern San Fernando Valley;
- Provide additional transit options in an area with a large transit dependent population, including the disabled, and high transit ridership; and
- Encourage modal shift to transit in the eastern San Fernando Valley, thereby improving air quality.

Need

Forecasted Increases in Congestion

Based on the Metro travel forecast model, the number of congested roadway segments (a portion of the roadway located between two intersections) in the project study area is expected to increase from 126 to 162, a 29 percent increase in the AM peak hour and from 103 to 159, a 54 percent increase in the PM peak hour. Average speeds on these segments are expected to decrease by up to 12 miles per hour (mph) during the AM and PM peak hours. The increase in congested segments will result in lower vehicle speeds and increased travel delay in the project study area, reducing mobility.

The forecasts also indicate that by the year 2040, peak-hour average vehicle travel speeds will:

- Decline in the Van Nuys Boulevard corridor by about 4.6 mph (a 15.6 percent decrease), from 30.1 mph to 25.4 mph in the AM peak period and by about 4.3 mph (a 14.8 percent decrease) from 28.9 to 24.6 mph in the PM peak period.
- For the project study area as a whole, speeds are forecasted to decrease by about 4.1 miles per hour (a 13.4 percent decrease) from 30.5 mph to 26.4 mph in the AM peak period and by about 3.7 mph (a 14.8 percent decrease) from 29.8 to 26.1 mph in the PM peak period.

Based on travel projections from the Metro model, the number of study intersections currently operating at LOS E or F along the Van Nuys Boulevard corridor will more than double by the year 2040.

Centralized Trip Patterns and Transit Dependency

According to the Metro model, the person-trip distribution for the project project study area indicates that a high number of travel trips tend to be localized to the communities within the area. Because of the centralized trip patterns, transit accessibility and connectivity are integral to project study area resident travel needs, especially to those who are transit dependent (35 percent).

A total of 10 percent of households do not own a car and the average adult poverty ratio is 2.26 persons per acre compared to 1.08 per acre for Los Angeles County. These residents rely on Metro and City of Los Angeles Department of Transportation bus services for work and non-work trips within the project study area and the greater Los Angeles County area.

Existing and Projected Service Reliability

The existing bus service along the project study area corridors does not meet the Metro on-time performance goal of 80 percent. This is directly correlated to levels of congestion and related vehicular speeds, which together reduce the mobility of area bus riders. As congestion continues to increase, the reliability of bus service for riders will also worsen. Providing transit services that are less affected by increasing traffic congestion will provide increased reliability.

The traffic analysis indicates that the increase in average vehicle delay at key intersections in the project study area are expected to increase by at least 30 seconds to possibly over two minutes at several locations during the AM and PM peak hours. Driver delay within the project study area commute corridors could increase by 40 percent or more without major mobility improvements. For example, a driver approaching an intersection in the Civic Center that is currently experiencing 25 seconds in delay will now experience 35 seconds in delays by the year 2040.

Existing and Projected Transit Ridership

The Van Nuys Boulevard corridor has the seventh highest total transit boardings on the Metro Bus system. This corridor is served by Metro Rapid Line 761 and Local Line 233, which have combined passenger boardings that are the second-highest in the San Fernando Valley (24,000), with the Metro Orange Line boardings (30,000) at a slightly higher number.

The overall population density and the transit dependent population density are both more than twice as high in the project study area as in the urbanized area of the County as a whole:

- The project study area average of 0.53 zero-vehicle households per acre is 77 percent higher than the 0.30 County average.
- The project study area average transit dependent population of 7.04 persons per acre is approximately 120 percent higher than the 3.21 County average.
- The project study area average of 2.26 adult persons below the poverty line per acre is over two times the 1.08 County average.

Although population density and transit dependent population characteristics are expected to stay the same or improve slightly, project study area population is expected to increase by almost 12 percent by the year 2040, and area employment will increase by approximately 15 percent. With the increase in population and employment growth, it is likely that there will be an increase in bus crowding.

Transportation Mode and Air Quality

Standards for many of the criteria pollutants monitored within the east San Fernando Valley have been exceeded multiple times during each of the previous three years of collected data (2009 – 2011). The traffic analysis indicates that travel speeds, vehicular delay and congestion will worsen by 2040. This will result in increased gas consumption and vehicle emissions in the project study area. The increase in delay at the study intersections is expected to increase vehicle emissions and fuel consumption.

To address climate change and greenhouse gas (GHG) emissions, thus air quality in California, two major initiatives were passed. Assembly Bill 32 (AB 32) was passed in 2006 with the aim of reducing GHG to 1990 levels by 2020. In 2008, Senate Bill 375 (SB 375) was passed to enhance the State's ability to reach the goals set forth in AB 32 via the promotion of planning more sustainable communities through integrated land use and transportation strategies. As a result of these policies, it is imperative that state and local agencies work toward a solution.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*

Land use varies along the project corridor, and includes residential, commercial, industrial, recreation (parks), schools, community centers, and other urban uses. Land uses to the east and west of the project corridor, but within the project study area, are primarily designated as residential and parklands. At the southern end of the project corridor to just south of Calvert Street, land uses include car dealerships on Auto Row and other commercial uses. Moving further north until Vanowen Street, commercial, retail, banks, restaurants, medical offices, and other businesses occupy the corridor. A portion of this segment also includes local, state, and federal government buildings, including the Van Nuys Civic Center. South of Titus Street, a mixture of retail, restaurant, and other businesses interspersed with parking lots occupies the land adjacent to Van Nuys Boulevard.

Diesel traffic generators in the project vicinity include the car dealerships near the southern portion of the LPA alignment as well as the commercial uses along Van Nuys Boulevard. The project is not expected to increase diesel traffic in the project vicinity.

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

Due to the availability of funding, the opening year was not known at the time the traffic analysis for the project was prepared and an existing baseline (2012) and horizon year (2040) analysis was conducted. Subsequent to the completion of the traffic study, Los Angeles County voters passed Measure M and the Metro Board of Directors decided to accelerate the project timeline. As such, the project is scheduled to be completed by the end of 2027. Although an opening year analysis would provide a meaningful snapshot of traffic operations immediately after the project is implemented, the 2040 horizon year represents a worst-case scenario with respect to roadway operations and air quality in that it accounts for anticipated ambient growth in traffic volumes. The 2040 analysis also assumes that increased volumes would operate within the same roadway geometry as would be in place at the opening year. Thus, greater levels of congestion are projected at the 2040 horizon year.

Table 1 (attached) shows the baseline (2012) LOS, AADT, and truck AADT volumes and percentages. As shown therein, a total of 11 intersections operate at LOS D, E, or F during one or both peak hours. Maximum AADT at any of the study area intersections is 66,512 from all approaches, and estimated maximum truck AADT is 1,946, with up to 3.4% of traffic volumes represented by trucks.

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

As discussed above, roadway operations at the 2040 horizon year are anticipated to be more congested than at the opening year, and the 2040 scenarios represent a worst-case.

Table 2 (attached) shows the 2040 horizon year LOS, AADT, and truck AADT volumes and percentages for the No-Build Alternative and the Locally Preferred Alternative. As shown therein, under the No-Build Alternative, a total of 29 intersections are projected to operate at LOS D, E, or F during one or both peak hours. Maximum AADT at any of the study area intersections is projected to be 86,242 from all approaches, and estimated maximum truck AADT is projected to be 2,529, with up to 3.4% of traffic volumes represented by trucks. Under the Locally Preferred Alternative, a total of 30 intersections are projected to operate at LOS D, E, or F during one or both peak hours. Maximum AADT at any of the study area intersections is projected to be 86,748 from all approaches, and estimated maximum truck AADT is projected to be 2,535, with up to 3.4% of traffic volumes represented by trucks.

Table 3 (attached) shows the 2040 horizon year LOS, AADT, and truck AADT volumes and percentages for the No-Build Alternative and the Initial Operating Segment. As shown therein, under the Initial Operating Segment, a total of 29 intersections are projected to operate at LOS D, E, or F during one or both peak hours. Maximum AADT at any of the study area intersections is projected to be 89,159 from all approaches, and estimated maximum truck AADT is projected to be 2,545, with up to 3.4% of traffic volumes represented by trucks. It should be noted there are a number of locations where the signalized intersections are proposed to be removed under the Locally Preferred Alternative and the Initial Operating Segment.

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

The project is neither an interchange nor an intersection, although implementation of the Locally Preferred Alternative or Initial Operating Segment would affect intersections. **Table 1** (attached) shows baseline (2012) estimates of total volumes of passenger vehicles and trucks at intersections from all approaches, and therefore includes volumes from cross-streets in the study area.

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

The project is neither an interchange nor an intersection, although implementation of the Locally Preferred Alternative or Initial Operating Segment would affect intersections. **Table 2** (attached) shows 2040 No-Build Alternative and Locally Preferred Alternative estimates of total volumes of passenger vehicles and trucks at intersections from all approaches, and therefore includes volumes from cross-streets in the study area. **Table 3** (attached) shows 2040 No-Build Alternative and Initial Operating Segment estimates of total volumes of passenger vehicles and trucks at intersections from all approaches, and therefore includes volumes from cross-streets in the study area.

Describe potential traffic redistribution effects of congestion relief (impact on other facilities)

Implementation of the Locally Preferred Alternative or Initial Operating Segment would involve operation of a light rail transit service within the median of Van Nuys Boulevard. The project would reduce the number of travel lanes along Van Nuys Boulevard from three in each direction to two in each direction from the Metro Orange Line to Vose Street, a distance of 1.2 miles. Such reductions in roadway capacity would involve redistribution of traffic to other roadways in the project vicinity. However, given that the reduction in travel lanes would be limited to a 1.2-mile segment, Van Nuys Boulevard would continue to serve high volumes of vehicles, particularly for those trips originating from, or destined for, land uses along Van Nuys Boulevard.

Comments/Explanation/Details (attach additional sheets as necessary)

The proposed project is not a project of air quality concern because the project does not meet the following criteria (underlined text indicates answers to 40 CFR 93.123(b)(1) criteria for Projects of Air Quality Concern:

(i) New or expanded highway projects that have a significant number of or significant increase in diesel vehicles;

The project is not a new or expanded highway project (it is a light rail transit service). As shown in **Table 2** (attached), under the Locally Preferred Alternative, maximum AADT at study area intersections at the horizon year (2040) would be 86,748 from all approaches at the Van Nuys Boulevard/Sherman Way intersection, with maximum truck AADT estimated at 2,535, corresponding to a truck percentage of 3.4%. As shown in **Table 3** (attached), under the Initial Operating Segment, maximum AADT at study area intersections at the horizon year (2040) would be 89,159 from all approaches at the Laurel Canyon Boulevard/Van Nuys Boulevard intersection, with maximum truck AADT estimated at 2,545, corresponding to a truck percentage of 3.4%. The project would not increase the number of diesel vehicles operating in the project area, as it would not change land use such that a significant new origin or destination point for truck traffic would result. Maximum truck AADT for the horizon year would be well below the EPA's POAQC guidance criteria of 125,000 and 8% trucks (10,000 truck AADT) along all roadway segments in the project vicinity.

(ii) Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project

Table 2 and **Table 3** (attached) indicate that the project affects intersections that are projected to operate at Level-of-Service D, E, and F during one or more peak hours at the

2040 horizon year. Roadway operations could deteriorate for passenger vehicles in the study area resulting from the reduction in roadway capacity and delays associated with light rail train operation within the median. However, the project would introduce a new high-capacity transit service in the area that would provide individuals with alternatives to driving passenger vehicles. The project would not increase the number of diesel vehicles operating in the project area, as it would not change land use such that a significant new origin or destination point for truck traffic would result. As discussed above, estimated maximum truck AADT at intersections in the project area is 2,535 under the Locally Preferred Alternative and 2,545 under the Initial Operating Segment at the 2040 horizon year, which is below the EPA's POAQC guidance criteria of 10,000 truck AADT.

(iii) New bus and rail terminals and transfer points than have a significant number of diesel vehicles congregating at a single location;

The proposed project involves new light rail transit facilities as well as transfer points to Metro Orange Line and Metrolink services. The proposed service would be powered with electricity through an Overhead Contact System, and would not involve diesel vehicles except for occasional maintenance needs. The project is not expected to change operations for the Metro Orange Line, which is powered with compressed natural gas, or Metrolink services, which rely on diesel-powered locomotives for propulsion. Thus, no significant increase in the number of vehicles congregating at a single location would occur.

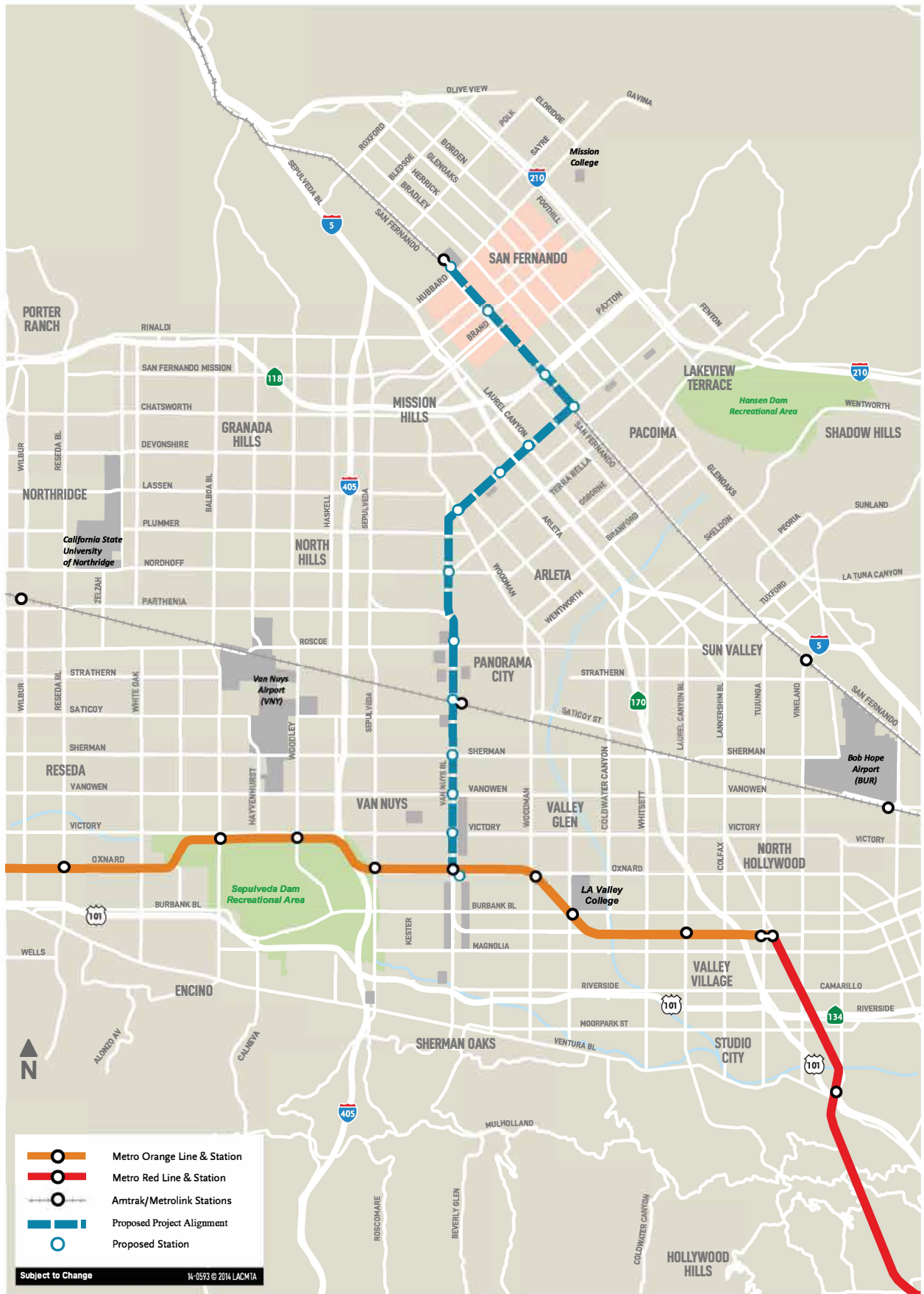
(iv) Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location

See discussion above. The proposed project involves new light rail transit facilities as well as transfer points to Metro Orange Line and Metrolink services. Because the Locally Preferred Alternative and Initial Operating Segment and the existing Metro Orange Line are not diesel-powered and the project would not change Metrolink or other heavy rail operations, no significant increase in the number of vehicles congregating at a single location would occur.

(v) Projects in or affecting locations, areas, or categories of sites which are identified in the PM10 or PM2.5 applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation

The proposed project is not in or affecting locations, areas, or categories of sites that are identified in the PM2.5 and PM10 applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

Figure 1. East San Fernando Valley Transit Corridor



EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
Roadway Operations and Daily Volumes

Table 1. Existing (2012)

#	Intersection	Percent Trucks	2012 Existing Conditions		
			Peak Hour LOS (AM/PM)	AADT	Truck AADT
1	San Fernando Rd & Astoria St	3.4%	A/A	14,424	491
2	San Fernando Rd & Hubbard St	3.4%	B/B	26,606	905
3	Truman St & Hubbard St	3.4%	B/B	29,595	1,007
4	San Fernando Rd & Workman St	3.4%	B/B	10,936	372
5	Truman St & Workman St	3.4%	A/A	13,136	447
6	San Fernando Rd & San Fernando Mission Blvd	3.4%	A/A	13,900	473
7	Truman St & San Fernando Mission Blvd	3.4%	B/A	19,012	647
8	San Fernando Rd & Maclay Ave	3.4%	B/B	10,230	348
9	Truman St & MaClay Ave	3.4%	C/B	27,065	921
10	San Fernando Rd & Brand Blvd	0.3%	B/B	18,671	48
11	Truman St & Brand Blvd	3.4%	C/B	30,059	1,023
12	San Fernando Rd & Wolfskill St	3.4%	A/A	10,512	358
13	Truman St & Wolfskill St	3.4%	B/A	21,965	747
14	San Fernando Rd & Truman St	3.4%	A/A	23,136	787
15	San Fernando Rd & Desmond St	3.4%	A/A	27,348	930
16	San Fernando Rd & SR-118 WB on-off Ramps	2.6%	B/D	35,553	942
17	San Fernando Rd & Paxton St	3.4%	C/E	50,106	1,704
18	San Fernando Rd & SR-118 EB on-off Ramps	2.6%	A/B	32,053	830
19	San Fernando Rd & Van Nuys Blvd	2.2%	C/D	46,124	1,012
20	Telfair Ave & Van Nuys Blvd	3.4%	A/A	27,495	935
21	Kewen Ave & Van Nuys Blvd	3.4%	A/A	26,889	915
22	Haddon Ave & Van Nuys Blvd	3.4%	A/A	29,148	992
23	Laurel Canyon Blvd & Van Nuys Blvd	2.3%	D/D	55,989	1,300
24	Bartee Ave & Van Nuys Blvd	3.4%	C/B	31,965	1,087
25	Arlata Ave & Van Nuys Blvd	3.4%	D/D	52,071	1,771
26	Beachy Ave & Van Nuys Blvd	3.4%	B/B	33,012	1,123
27	Woodman Ave & Van Nuys Blvd	0.4%	C/C	45,648	165
28	Van Nuys Blvd & Plummer St	3.4%	C/C	41,624	1,416
29	Van Nuys Blvd & Tupper St	3.4%	A/A	24,959	849
30	Van Nuys Blvd & Nordhoff St	1.0%	D/D	53,883	512
31	Van Nuys Blvd & Rayen St	3.4%	A/B	27,842	947
32	Van Nuys Blvd & Parthenia St	3.4%	A/B	27,389	932
33	Van Nuys Blvd & Parthenia St/Vesper Ave	3.4%	C/F	38,606	1,313
34	Van Nuys Blvd & Chase St	3.4%	C/C	42,565	1,448
35	Van Nuys Blvd between Chase St & Roscoe Blvd	3.4%	A/A	29,036	988
36	Van Nuys Blvd & Roscoe Blvd	1.3%	D/D	62,112	806
37	Van Nuys Blvd & Titus St	3.4%	A/A	37,012	1,259
38	Van Nuys Blvd & Lanark St	3.4%	C/C	41,648	1,417
39	Van Nuys Blvd & Blythe St	3.4%	B/A	39,306	1,337
40	Van Nuys Blvd & Arminta St	3.4%	B/C	43,865	1,492
41	Van Nuys Blvd & Keswick St	3.4%	A/A	42,689	1,452
42	Van Nuys Blvd & Saticoy St	3.4%	D/C	45,689	1,554
43	Van Nuys Blvd & Valerio St	3.4%	B/B	37,059	1,261
44	Van Nuys Blvd & Sherman Way	1.7%	D/E	66,512	1,130
45	Van Nuys Blvd & Vose St	3.4%	B/B	31,977	1,088
46	Van Nuys Blvd & Hartland St	3.4%	A/A	30,689	1,044
47	Van Nuys Blvd & Vanowen St	3.4%	C/C	57,206	1,946
48	Van Nuys Blvd & Kitttridge St	3.4%	A/A	35,459	1,206
49	Van Nuys Blvd & Haynes St	3.4%	A/A	34,218	1,164
50	Van Nuys Blvd & Hamlin St	3.4%	A/A	33,859	1,152
51	Van Nuys Blvd & Gilmore St	3.4%	A/A	33,289	1,132
52	Van Nuys Blvd & Victory Blvd	1.0%	B/B	62,230	630
53	Van Nuys Blvd & Friar St	3.4%	A/A	33,536	1,141
54	Van Nuys Blvd & Sylvan St	3.4%	A/A	35,965	1,223
55	Van Nuys Blvd & Erwin St	3.4%	A/A	33,242	1,131
56	Van Nuys Blvd & Delano St	3.4%	A/A	35,553	1,209
57	Van Nuys Blvd & Calvert St	3.4%	A/A	35,336	1,202
58	Van Nuys Blvd & Orange Line Busway	3.4%	A/A	33,230	1,130
59	Van Nuys Blvd & Aetna St	3.4%	A/A	30,795	1,048
60	Van Nuys Blvd & Oxnard St	3.4%	C/C	56,365	1,917
61	Van Nuys Blvd & Hatteras St	3.4%	A/A	36,153	1,230
62	Van Nuys Blvd & Burbank Blvd	0.5%	D/D	65,736	353
63	Van Nuys Blvd & Clark St	3.4%	A/A	30,930	1,052
64	Van Nuys Blvd & Magnolia Blvd	3.4%	C/C	57,077	1,941
65	Van Nuys Blvd & Addison St	3.4%	A/A	33,359	1,135
66	Van Nuys Blvd & Huston St	3.4%	A/A	33,624	1,144
67	Van Nuys Blvd & Riverside Dr	3.4%	A/A	45,224	1,538
68	Van Nuys Blvd & WB 101 On-Off Ramps	3.4%	C/C	45,989	1,564
69	Van Nuys Blvd & EB 101 On-Off Ramps	3.4%	B/C	42,383	1,442
70	Van Nuys Blvd & Hortense St	3.4%	A/A	31,318	1,065
71	Van Nuys Blvd & Millbank St	3.4%	A/A	28,506	970
72	Van Nuys Blvd & Moorpark St	3.4%	C/C	33,353	1,135
73	Van Nuys Blvd & Ventura Blvd	3.4%	C/C	50,824	1,729

SOURCE: KDM

Notes:

1. Percent Trucks based on actual traffic counts. If no truck counts were taken at the intersection, the Truck 1 (medium-duty and light-duty trucks) percent for Los Angeles County from CT-EMFAC2017 was used to estimate truck counts.
2. AADT represents the total volumes at intersection from all approaches, with combined AM and PM peak hour counts assumed to represent 17% of daily volumes.

Table 2. Horizon Year (2040) Locally Preferred Alternative

#	Intersection	Percent Trucks	2040 No Build Conditions			2040 Build Conditions (LPA)			Change in AADT (Build - No Build)	Change in Truck AADT (Build - No Build)
			Peak Hour LOS (AM/PM)	AADT	Truck AADT	Peak Hour LOS (AM/PM)	AADT	Truck AADT		
1	San Fernando Rd & Astoria St	3.4%	A/A	26,571	904	A/A	26,395	898	(176)	(6)
2	San Fernando Rd & Hubbard St	3.4%	C/D	46,083	1,567	C/D	46,448	1,580	365	13
3	Truman St & Hubbard St	3.4%	D/E	50,789	1,727	D/F	51,900	1,765	1,111	38
4	San Fernando Rd & Workman St	3.4%	A/B	19,930	678	A/B	20,430	695	500	17
5	Truman St & Workman St	3.4%	A/A	24,506	834	A/A	24,818	844	312	10
6	San Fernando Rd & San Fernando Mission Blvd	3.4%	A/D	24,512	834	A/E	24,983	850	471	16
7	Truman St & San Fernando Mission Blvd	3.4%	B/C	34,853	1,186	B/C	35,124	1,195	271	9
8	San Fernando Rd & Maclay Ave	3.4%	B/B	18,053	614	B/C	17,959	611	(94)	(3)
9	Truman St & MaClay Ave	3.4%	F/F	49,206	1,674	F/F	48,889	1,663	(317)	(11)
10	San Fernando Rd & Brand Blvd	0.3%	B/C	32,512	100	B/C	32,318	100	(194)	-
11	Truman St & Brand Blvd	3.4%	F/E	54,218	1,844	F/E	53,895	1,833	(323)	(11)
12	San Fernando Rd & Wolfskill St	3.4%	A/A	18,877	642	A/A	18,777	639	(100)	(3)
13	Truman St & Wolfskill St	3.4%	D/C	40,771	1,387	D/C	40,524	1,378	(247)	(9)
14	San Fernando Rd & Truman St	3.4%	A/A	41,783	1,421	A/A	41,542	1,413	(241)	(8)
15	San Fernando Rd & Desmond St	3.4%	C/F	52,871	1,798	C/F	52,518	1,786	(353)	(12)
16	San Fernando Rd & SR-118 WB on-off Ramps	2.7%	D/D	47,118	1,259	C/D	46,248	1,259	(870)	-
17	San Fernando Rd & Paxton St	3.4%	F/E	66,295	2,255	F/E	67,771	2,305	1,476	50
18	San Fernando Rd & SR-118 EB on-off Ramps	2.6%	D/C	41,489	1,059	D/C	40,453	1,059	(1,036)	-
19	San Fernando Rd & Van Nuys Blvd	2.2%	F/F	68,271	1,524	F/F	69,083	1,524	812	-
20	Telfair Ave & Van Nuys Blvd	3.4%	B/B	41,118	1,399	-/-	-	-	(41,118)	(1,399)
21	Kewen Ave & Van Nuys Blvd	3.4%	A/A	40,148	1,366	A/A	40,124	1,365	(24)	(1)
22	Haddon Ave & Van Nuys Blvd	3.4%	A/B	43,612	1,483	-/-	-	-	(43,612)	(1,483)
23	Laurel Canyon Blvd & Van Nuys Blvd	2.4%	F/F	83,336	2,006	F/F	86,065	2,006	2,729	-
24	Bartee Ave & Van Nuys Blvd	3.4%	B/B	38,030	1,294	A/A	38,800	1,320	770	26
25	Arieta Ave & Van Nuys Blvd	3.4%	E/E	62,648	2,131	E/F	60,889	2,071	(1,759)	(60)
26	Beachy Ave & Van Nuys Blvd	3.4%	B/B	39,342	1,338	D/B	40,259	1,369	917	31
27	Woodman Ave & Van Nuys Blvd	0.4%	D/D	55,253	230	E/E	55,171	230	(82)	-
28	Van Nuys Blvd & Plummer St	3.4%	C/D	49,406	1,680	D/E	51,189	1,741	1,783	61
29	Van Nuys Blvd & Tupper St	3.4%	A/A	30,548	1,039	B/A	30,783	1,047	235	8
30	Van Nuys Blvd & Nordhoff St	1.1%	E/E	63,195	677	F/F	64,483	677	1,288	-
31	Van Nuys Blvd & Rayen St	3.4%	A/B	34,089	1,160	-/-	-	-	(34,089)	(1,160)
32	Van Nuys Blvd & Parthenia St	3.4%	B/B	33,459	1,138	A/B	32,683	1,112	(776)	(26)
33	Van Nuys Blvd & Parthenia St/Vesper Ave	3.4%	C/D	44,224	1,504	B/B	44,224	1,504	-	-
34	Van Nuys Blvd & Chase St	3.4%	C/E	50,959	1,733	C/F	51,442	1,750	483	17
35	Van Nuys Blvd between Chase St & Roscoe Blvd	3.4%	A/B	35,677	1,214	-/-	-	-	(35,677)	(1,214)
36	Van Nuys Blvd & Roscoe Blvd	1.4%	D/D	72,859	1,012	F/F	73,753	1,012	894	-
37	Van Nuys Blvd & Titus St	3.4%	B/B	45,277	1,540	-/-	43,024	1,463	(2,253)	(77)
38	Van Nuys Blvd & Lanark St	3.4%	C/C	50,695	1,724	F/E	51,395	1,748	700	24
39	Van Nuys Blvd & Blythe St	3.4%	B/C	48,083	1,635	-/-	-	-	(48,083)	(1,635)
40	Van Nuys Blvd & Arminta St	3.4%	B/C	53,400	1,816	D/C	52,789	1,795	(611)	(21)
41	Van Nuys Blvd & Keswick St	3.4%	C/C	57,453	1,954	E/F	55,553	1,889	(1,900)	(65)
42	Van Nuys Blvd & Saticoy St	3.4%	F/F	60,959	2,073	F/F	60,230	2,048	(729)	(25)
43	Van Nuys Blvd & Valerio St	3.4%	B/C	49,230	1,674	C/E	50,048	1,702	818	28
44	Van Nuys Blvd & Sherman Way	1.8%	E/F	86,242	1,524	F/F	86,748	1,524	506	-
45	Van Nuys Blvd & Vose St	3.4%	B/B	43,183	1,469	B/C	43,395	1,476	212	7
46	Van Nuys Blvd & Hartland St	3.4%	A/A	41,542	1,413	-/-	-	-	(41,542)	(1,413)
47	Van Nuys Blvd & Vanowen St	3.4%	E/F	74,365	2,529	D/F	74,530	2,535	165	6
48	Van Nuys Blvd & Kittridge St	3.4%	A/A	43,477	1,479	C/B	38,148	1,298	(5,329)	(181)
49	Van Nuys Blvd & Haynes St	3.4%	A/A	42,242	1,437	-/-	-	-	(42,242)	(1,437)
50	Van Nuys Blvd & Hamlin St	3.4%	A/A	41,865	1,424	-/-	-	-	(41,865)	(1,424)
51	Van Nuys Blvd & Gilmore St	3.4%	A/A	41,200	1,401	-/-	-	-	(41,200)	(1,401)
52	Van Nuys Blvd & Victory Blvd	1.1%	D/C	73,330	812	C/C	66,524	812	(6,806)	-
53	Van Nuys Blvd & Friar St	3.4%	A/A	41,500	1,411	-/-	-	-	(41,500)	(1,411)
54	Van Nuys Blvd & Sylvan St	3.4%	A/A	44,306	1,507	A/B	35,383	1,204	(8,923)	(303)
55	Van Nuys Blvd & Erwin St	3.4%	A/A	41,265	1,404	-/-	-	-	(41,265)	(1,404)
56	Van Nuys Blvd & Delano St	3.4%	A/A	43,853	1,492	-/-	-	-	(43,853)	(1,492)
57	Van Nuys Blvd & Calvert St	3.4%	A/A	43,518	1,480	-/-	-	-	(43,518)	(1,480)
58	Van Nuys Blvd & Orange Line Busway	3.4%	A/A	41,377	1,407	-/-	-	-	(41,377)	(1,407)
59	Van Nuys Blvd & Aetna St	3.4%	A/A	38,042	1,294	A/A	30,948	1,053	(7,094)	(241)
60	Van Nuys Blvd & Oxnard St	3.4%	D/E	73,671	2,505	F/E	72,777	2,475	(894)	(30)
61	Van Nuys Blvd & Hatteras St	3.4%	A/A	47,553	1,617	A/A	46,877	1,594	(676)	(23)
62	Van Nuys Blvd & Burbank Blvd	0.6%	F/F	85,930	518	F/F	84,136	518	(1,794)	-
63	Van Nuys Blvd & Clark St	3.4%	B/A	40,295	1,371	B/A	39,624	1,348	(671)	(23)
64	Van Nuys Blvd & Magnolia Blvd	3.4%	E/F	74,071	2,519	D/E	72,542	2,467	(1,529)	(52)
65	Van Nuys Blvd & Addison St	3.4%	A/B	42,895	1,459	A/B	42,153	1,434	(742)	(25)
66	Van Nuys Blvd & Huston St	3.4%	B/A	43,365	1,475	B/A	42,612	1,449	(753)	(26)
67	Van Nuys Blvd & Riverside Dr	3.4%	B/D	58,518	1,990	B/C	57,600	1,959	(918)	(31)
68	Van Nuys Blvd & WB 101 On-Off Ramps	3.4%	C/C	49,495	1,683	C/C	49,465	1,682	(30)	(1)
69	Van Nuys Blvd & EB 101 On-Off Ramps	3.4%	C/C	45,648	1,553	B/C	45,753	1,556	105	3
70	Van Nuys Blvd & Hortense St	3.4%	A/A	33,648	1,145	A/A	33,530	1,141	(118)	(4)
71	Van Nuys Blvd & Millbank St	3.4%	A/A	30,548	1,039	A/A	30,442	1,036	(106)	(3)
72	Van Nuys Blvd & Moorpark St	3.4%	C/D	35,765	1,217	C/D	35,695	1,214	(70)	(3)
73	Van Nuys Blvd & Ventura Blvd	3.4%	C/D	55,077	1,873	C/D	54,959	1,869	(118)	(4)

Source: KOA 2019

Notes:

1. Percent Trucks based on actual traffic counts. If no truck counts were taken at the intersection, the Truck 1 (medium-duty and light-duty trucks) percent for Los Angeles County from CT-EMFAC2017 was used to estimate truck counts.

2. AADT represents the total volumes at intersection from all approaches, with combined AM and PM peak hour counts assumed to represent 17% of daily volumes.

3. Missing LOS and volumes are locations where the signalized intersections is proposed to be removed, and the intersection was not analyzed under the build conditions.

Table 3. Horizon Year (2040) Initial Operating Segment

#	Intersection	Percent Trucks	2040 No Build Conditions			2040 Build Conditions (IOS)			Change in AADT (Build - No Build)	Change in Truck AADT (Build - No Build)
			Peak Hour LOS (AM/PM)	AADT	Truck AADT	Peak Hour LOS (AM/PM)	AADT	Truck AADT		
1	San Fernando Rd & Astoria St	3.4%	A/A	26,571	904	A/A	26,395	898	(176)	(6)
2	San Fernando Rd & Hubbard St	3.4%	C/D	46,083	1,567	C/D	46,448	1,580	365	13
3	Truman St & Hubbard St	3.4%	D/E	50,789	1,727	D/F	51,900	1,765	1,111	38
4	San Fernando Rd & Workman St	3.4%	A/B	19,930	678	A/B	20,430	695	500	17
5	Truman St & Workman St	3.4%	A/A	24,506	834	A/A	24,818	844	312	10
6	San Fernando Rd & San Fernando Mission Blvd	3.4%	A/D	24,512	834	A/E	24,983	850	471	16
7	Truman St & San Fernando Mission Blvd	3.4%	B/C	34,853	1,186	B/C	35,124	1,195	271	9
8	San Fernando Rd & Maclay Ave	3.4%	B/B	18,053	614	B/C	17,959	611	(94)	(3)
9	Truman St & MaClay Ave	3.4%	F/F	49,206	1,674	F/F	48,889	1,663	(317)	(11)
10	San Fernando Rd & Brand Blvd	0.3%	B/C	32,512	100	B/C	32,318	100	(194)	-
11	Truman St & Brand Blvd	3.4%	F/E	54,218	1,844	F/E	53,895	1,833	(323)	(11)
12	San Fernando Rd & Wolfskill St	3.4%	A/A	18,877	642	A/A	18,777	639	(100)	(3)
13	Truman St & Wolfskill St	3.4%	D/C	40,771	1,387	D/C	40,524	1,378	(247)	(9)
14	San Fernando Rd & Desmond St	3.4%	A/A	41,783	1,421	A/A	41,542	1,413	(241)	(8)
15	San Fernando Rd & Desmond St	3.4%	C/F	52,871	1,798	C/F	52,518	1,786	(353)	(12)
16	San Fernando Rd & SR-118 WB on-off Ramps	2.7%	D/D	47,118	1,259	C/D	46,248	1,259	(870)	-
17	San Fernando Rd & Paxton St	3.4%	F/E	66,295	2,255	F/E	67,771	2,305	1,476	50
18	San Fernando Rd & SR-118 EB on-off Ramps	2.6%	D/C	41,489	1,059	D/C	40,453	1,059	(1,036)	-
19	San Fernando Rd & Van Nuys Blvd	2.2%	F/F	68,271	1,524	F/F	70,177	1,524	1,906	-
20	Telfair Ave & Van Nuys Blvd	3.4%	B/B	41,118	1,399	-/-	37,836	1,287	(3,282)	(112)
21	Kewen Ave & Van Nuys Blvd	3.4%	A/A	40,148	1,366	A/A	40,124	1,365	(24)	(1)
22	Haddon Ave & Van Nuys Blvd	3.4%	A/B	43,612	1,483	-/-	40,071	1,363	(3,541)	(120)
23	Laurel Canyon Blvd & Van Nuys Blvd	2.2%	F/F	83,336	2,006	F/F	89,159	2,006	5,823	-
24	Bartee Ave & Van Nuys Blvd	3.4%	B/B	38,030	1,294	A/A	38,800	1,320	770	26
25	Arieta Ave & Van Nuys Blvd	3.4%	E/E	62,648	2,131	E/E	61,583	2,094	(1,065)	(37)
26	Beachy Ave & Van Nuys Blvd	3.4%	B/B	39,342	1,338	D/B	40,259	1,369	917	31
27	Woodman Ave & Van Nuys Blvd	0.4%	D/D	55,253	230	E/E	55,383	230	130	-
28	Van Nuys Blvd & Plummer St	3.4%	C/D	49,406	1,680	D/D	51,189	1,741	1,783	61
29	Van Nuys Blvd & Tupper St	3.4%	A/A	30,548	1,039	B/A	30,783	1,047	235	8
30	Van Nuys Blvd & Nordhoff St	1.0%	E/E	63,195	677	F/F	64,483	677	1,288	-
31	Van Nuys Blvd & Rayen St	3.4%	A/B	34,089	1,160	-/-	29,518	1,004	(4,571)	(156)
32	Van Nuys Blvd & Parthenia St	3.4%	B/B	33,459	1,138	A/B	32,683	1,112	(776)	(26)
33	Van Nuys Blvd & Parthenia St/Vesper Ave	3.4%	C/D	44,224	1,504	B/B	44,224	1,504	-	-
34	Van Nuys Blvd & Chase St	3.4%	C/E	50,959	1,733	C/E	51,442	1,750	483	17
35	Van Nuys Blvd between Chase St & Roscoe Blvd	3.4%	A/B	35,677	1,214	-/-	34,848	1,185	(829)	(29)
36	Van Nuys Blvd & Roscoe Blvd	1.4%	D/D	72,859	1,012	F/F	73,659	1,012	800	-
37	Van Nuys Blvd & Titus St	3.4%	B/B	45,277	1,540	-/-	42,836	1,457	(2,441)	(83)
38	Van Nuys Blvd & Lanark St	3.4%	C/C	50,695	1,724	F/D	51,206	1,742	511	18
39	Van Nuys Blvd & Blythe St	3.4%	B/C	48,083	1,635	-/-	44,424	1,511	(3,659)	(124)
40	Van Nuys Blvd & Arminta St	3.4%	B/C	53,400	1,816	D/C	52,600	1,789	(800)	(27)
41	Van Nuys Blvd & Keswick St	3.4%	C/C	57,453	1,954	E/F	55,177	1,877	(2,276)	(77)
42	Van Nuys Blvd & Saticoy St	3.4%	F/F	60,959	2,073	F/F	61,689	2,098	730	25
43	Van Nuys Blvd & Valerio St	3.4%	B/C	49,230	1,674	C/E	49,859	1,696	629	22
44	Van Nuys Blvd & Sherman Way	1.8%	E/F	86,242	1,524	F/F	86,559	1,524	317	-
45	Van Nuys Blvd & Vose St	3.4%	B/B	43,183	1,469	B/C	43,395	1,476	212	7
46	Van Nuys Blvd & Hartland St	3.4%	A/A	41,542	1,413	-/-	38,777	1,319	(2,765)	(94)
47	Van Nuys Blvd & Vanowen St	3.4%	E/F	74,365	2,529	D/F	74,845	2,545	480	16
48	Van Nuys Blvd & Kittridge St	3.4%	A/A	43,477	1,479	B/A	37,406	1,272	(6,071)	(207)
49	Van Nuys Blvd & Haynes St	3.4%	A/A	42,242	1,437	-/-	32,230	1,096	(10,012)	(341)
50	Van Nuys Blvd & Hamlin St	3.4%	A/A	41,865	1,424	-/-	31,600	1,075	(10,265)	(349)
51	Van Nuys Blvd & Gilmore St	3.4%	A/A	41,200	1,401	-/-	31,153	1,060	(10,047)	(341)
52	Van Nuys Blvd & Victory Blvd	1.2%	D/C	73,330	812	C/C	66,630	812	(6,700)	-
53	Van Nuys Blvd & Friar St	3.4%	A/A	41,500	1,411	-/-	32,071	1,091	(9,429)	(320)
54	Van Nuys Blvd & Sylvan St	3.4%	A/A	44,306	1,507	A/B	35,383	1,204	(8,923)	(303)
55	Van Nuys Blvd & Erwin St	3.4%	A/A	41,265	1,404	-/-	32,189	1,095	(9,076)	(309)
56	Van Nuys Blvd & Delano St	3.4%	A/A	43,853	1,492	-/-	33,395	1,136	(10,458)	(356)
57	Van Nuys Blvd & Calvert St	3.4%	A/A	43,518	1,480	-/-	33,695	1,146	(9,823)	(334)
58	Van Nuys Blvd & Orange Line Busway	3.4%	A/A	41,377	1,407	-/-	32,683	1,112	(8,694)	(295)
59	Van Nuys Blvd & Aetna St	3.4%	A/A	38,042	1,294	A/A	30,948	1,053	(7,094)	(241)
60	Van Nuys Blvd & Oxnard St	3.4%	D/E	73,671	2,505	F/E	72,777	2,475	(894)	(30)
61	Van Nuys Blvd & Hatteras St	3.4%	A/A	47,553	1,617	A/A	46,877	1,594	(676)	(23)
62	Van Nuys Blvd & Burbank Blvd	0.6%	F/F	85,930	518	F/F	84,136	518	(1,794)	-
63	Van Nuys Blvd & Clark St	3.4%	B/A	40,295	1,371	B/A	39,624	1,348	(671)	(23)
64	Van Nuys Blvd & Magnolia Blvd	3.4%	E/F	74,071	2,519	D/E	72,542	2,467	(1,529)	(52)
65	Van Nuys Blvd & Addison St	3.4%	A/B	42,895	1,459	A/B	42,153	1,434	(742)	(25)
66	Van Nuys Blvd & Huston St	3.4%	B/A	43,365	1,475	B/A	42,612	1,449	(753)	(26)
67	Van Nuys Blvd & Riverside Dr	3.4%	B/D	58,518	1,990	B/C	57,600	1,959	(918)	(31)
68	Van Nuys Blvd & WB 101 On-Off Ramps	3.4%	C/C	49,495	1,683	C/C	49,465	1,682	(30)	(1)
69	Van Nuys Blvd & EB 101 On-Off Ramps	3.4%	C/C	45,648	1,553	B/C	45,753	1,556	105	3
70	Van Nuys Blvd & Hortense St	3.4%	A/A	33,648	1,145	A/A	33,530	1,141	(118)	(4)
71	Van Nuys Blvd & Millbank St	3.4%	A/A	30,548	1,039	A/A	30,442	1,036	(106)	(3)
72	Van Nuys Blvd & Moorpark St	3.4%	C/D	35,765	1,217	C/D	35,695	1,214	(70)	(3)
73	Van Nuys Blvd & Ventura Blvd	3.4%	C/D	55,077	1,873	C/D	54,959	1,869	(118)	(4)

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