EXECUTIVE SUMMARY

Overview

Caltrans District 3 contains eleven counties that located in northern California. Most of its congestion and delay take place at urbanized counties of Sacramento, Yolo, and Placer.

The Mobility Performance quarterly analysis compares information with over a year ago and over last quarter in the following performance measures:

- Vehicle Miles of Travel (VMT)
- Vehicle Hours of Delay (VHD), Bottleneck Locations
- Lost Lane Miles (equivalent lost productivity)
- Detector Health

This information is based on data collected every day of the quarter, twenty-four hours a day, by automated vehicle detector stations deployed on urban-area freeways where congestion is regularly experienced. The MPR presents congestion information at two speed thresholds: delay from vehicles traveling below 35 miles per hour (mph), and delay from vehicles traveling below 60 mph. The delay at the 35 mph threshold represents severe congestion while delay at 60 mph represents all congestion, both light and heavy. These thresholds are set by Caltrans and are based upon engineering experience and District input.
FINDINGS

In the fourth quarter, total delay equaled 1.15 million vehicle hours of delay (VHD) at the 35 mph speed threshold, and 2.93 million VHD at the 60 mph threshold. The average weekday delay experienced in this quarter was approximately 16 thousand VHD at 35 mph, and 40 thousand VHD at 60 mph. SR51 is the worst performing freeway in District 3 since it has the highest Total Delay per route.

Top Ten Bottlenecks for this Quarter

<table>
<thead>
<tr>
<th>Fwy</th>
<th>Location</th>
<th>Shift</th>
<th>Abs PM</th>
<th>CA PM</th>
<th># Days Active</th>
<th>Average Extent (Miles)</th>
<th>Total Delay (veh-hrs)</th>
<th>Total Duration (minutes)</th>
</tr>
</thead>
<tbody>
<tr>
<td>US50-W</td>
<td>15th St</td>
<td>PM</td>
<td>4.51</td>
<td>L1.351</td>
<td>47</td>
<td>3.0</td>
<td>54,544</td>
<td>6,790</td>
</tr>
<tr>
<td>SR51-N</td>
<td>Elvas UP</td>
<td>PM</td>
<td>2.40</td>
<td>2.40</td>
<td>51</td>
<td>2.2</td>
<td>35,581</td>
<td>4,745</td>
</tr>
<tr>
<td>US50-E</td>
<td>Stockton Blvd.</td>
<td>PM</td>
<td>6.35</td>
<td>R.711</td>
<td>51</td>
<td>2.8</td>
<td>34,924</td>
<td>5,320</td>
</tr>
<tr>
<td>SR51-N</td>
<td>SB Watt Ave.</td>
<td>PM</td>
<td>7.85</td>
<td>7.85</td>
<td>52</td>
<td>3.6</td>
<td>32,710</td>
<td>5,665</td>
</tr>
<tr>
<td>SR51-S</td>
<td>EB Exposition Bl.</td>
<td>PM</td>
<td>3.32</td>
<td>3.32</td>
<td>61</td>
<td>1.5</td>
<td>32,493</td>
<td>11,530</td>
</tr>
<tr>
<td>I80-W</td>
<td>EB Madison to WB 80</td>
<td>AM</td>
<td>95.85</td>
<td>12.35</td>
<td>46</td>
<td>2.1</td>
<td>21,635</td>
<td>4,735</td>
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<tr>
<td>SR51-N</td>
<td>NB Fulton Ave.</td>
<td>PM</td>
<td>6.87</td>
<td>6.87</td>
<td>59</td>
<td>2.1</td>
<td>20,779</td>
<td>5,990</td>
</tr>
<tr>
<td>SR99-S</td>
<td>EB Consumnes River</td>
<td>PM</td>
<td>290.64</td>
<td>16.20</td>
<td>44</td>
<td>1.8</td>
<td>20,283</td>
<td>7,380</td>
</tr>
<tr>
<td>SR51-S</td>
<td>Auburn Blvd</td>
<td>AM</td>
<td>7.55</td>
<td>7.57</td>
<td>54</td>
<td>1.7</td>
<td>19,740</td>
<td>6,895</td>
</tr>
<tr>
<td>SR160-S</td>
<td>51/160 IC</td>
<td>PM</td>
<td>49.35</td>
<td>46.75</td>
<td>62</td>
<td>0.7</td>
<td>19,486</td>
<td>13,340</td>
</tr>
</tbody>
</table>

Note: For the table above, the quarterly delay calculation was based on 60 mph threshold, AM or PM weekday peak period.
### Quarterly Mobility Statistics

<table>
<thead>
<tr>
<th>Measure</th>
<th>Graph</th>
<th>Percentage Change</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Vehicle Miles of Travel (VMT)</strong></td>
<td><img src="image" alt="Graph" /></td>
<td><strong>Over one year ago</strong></td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Over last quarter</strong></td>
</tr>
<tr>
<td></td>
<td><strong>2014 Q4 2.30</strong></td>
<td><strong>5.1%</strong></td>
</tr>
<tr>
<td></td>
<td><strong>2015 Q3 2.50</strong></td>
<td><strong>-3.4%</strong></td>
</tr>
<tr>
<td></td>
<td><strong>2015 Q4 2.42</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Total Vehicle Hours of Delay (VHD) at 35 mph</strong></td>
<td><img src="image" alt="Graph" /></td>
<td><strong>Over one year ago</strong></td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Over last quarter</strong></td>
</tr>
<tr>
<td></td>
<td><strong>2014 Q4 0.83</strong></td>
<td><strong>38%</strong></td>
</tr>
<tr>
<td></td>
<td><strong>2015 Q3 0.94</strong></td>
<td><strong>22.4%</strong></td>
</tr>
<tr>
<td></td>
<td><strong>2015 Q4 1.15</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Average Non-Holiday Weekday Vehicle Hours of Delay (VHD) at 35 mph</strong></td>
<td><img src="image" alt="Graph" /></td>
<td><strong>Over one year ago</strong></td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Over last quarter</strong></td>
</tr>
<tr>
<td></td>
<td><strong>2014 Q4 11,634</strong></td>
<td><strong>34.7%</strong></td>
</tr>
<tr>
<td></td>
<td><strong>2015 Q3 12,230</strong></td>
<td><strong>28.2%</strong></td>
</tr>
<tr>
<td></td>
<td><strong>2015 Q4 15,677</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Total Vehicle Hours of Delay (VHD) at 60 mph</strong></td>
<td><img src="image" alt="Graph" /></td>
<td><strong>Over one year ago</strong></td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Over last quarter</strong></td>
</tr>
<tr>
<td></td>
<td><strong>2014 Q4 2.28</strong></td>
<td><strong>28.8%</strong></td>
</tr>
<tr>
<td></td>
<td><strong>2015 Q3 2.59</strong></td>
<td><strong>13.3%</strong></td>
</tr>
<tr>
<td></td>
<td><strong>2015 Q4 2.93</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Average Non-Holiday Weekday Vehicle Hours of Delay (VHD) at 60 mph</strong></td>
<td><img src="image" alt="Graph" /></td>
<td><strong>Over one year ago</strong></td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Over last quarter</strong></td>
</tr>
<tr>
<td></td>
<td><strong>2014 Q4 32</strong></td>
<td><strong>26.3%</strong></td>
</tr>
<tr>
<td></td>
<td><strong>2015 Q3 35</strong></td>
<td><strong>16.1%</strong></td>
</tr>
<tr>
<td></td>
<td><strong>2015 Q4 40</strong></td>
<td></td>
</tr>
</tbody>
</table>
**Measure**

<table>
<thead>
<tr>
<th>Average Vehicle Hours of Delay by Day of Week at 60 mph</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Graph</strong></td>
</tr>
</tbody>
</table>
| **Percentage Change**

**Largest Magnitude Decrease over one year ago**

- **Friday**: 31.6%

**Largest Magnitude Decrease over last quarter**

- **Thursday**: 19.3%

**Largest Magnitude Increase over one year ago**

**Largest Magnitude Increase over last quarter**

- **Friday**: Red Up
- **Thursday**: Red Up

**Average Vehicle Hours of Delay by Hour of Day at 35 mph, Weekdays**

**Graph**

**Percentage Change**

- **8 PM**: -9.3%
- **9 PM**: -15.7%

**Average Vehicle Hours of Delay by Hour of Day at 35 mph, Saturdays**

**Graph**

**Percentage Change**

- **4 AM**: -13.3%
- **11 AM**: -24.8%

**Average Vehicle Hours of Delay by Hour of Day at 35 mph, Sundays/Holidays**

**Graph**

**Percentage Change**

- **1 AM**: -17.9%
- **11 AM**: 162.2%
- **5 PM**: 50.2%
**Measure**

**Graph**

<table>
<thead>
<tr>
<th>Measure</th>
<th>Measure</th>
<th>Percentage Change</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Largest Magnitude</strong></td>
<td><strong>Largest Magnitude</strong></td>
<td><strong>Largest Magnitude</strong></td>
</tr>
<tr>
<td>Decrease over one year ago</td>
<td>Decrease over last quarter</td>
<td>El Dorado -82.4%</td>
</tr>
<tr>
<td>El Dorado -82.4%</td>
<td>El Dorado -82.4%</td>
<td><strong>Sacramento</strong> 29.6%</td>
</tr>
<tr>
<td>Sacramento 29.6%</td>
<td>Sacramento 29.6%</td>
<td><strong>Largest Magnitude Increase over last quarter</strong></td>
</tr>
<tr>
<td><strong>Largest Magnitude Increase over one year ago</strong></td>
<td></td>
<td><strong>Largest Magnitude Increase over last quarter</strong></td>
</tr>
<tr>
<td>Sacramento 26.9%</td>
<td>Sacramento 26.9%</td>
<td><strong>AM Peak</strong> 59%</td>
</tr>
<tr>
<td><strong>AM Peak</strong> 59%</td>
<td>PM Peak 23.6%</td>
<td><strong>Change in Good over one year ago</strong></td>
</tr>
<tr>
<td>Change in Good over last quarter</td>
<td>3%</td>
<td>-2.5%</td>
</tr>
<tr>
<td><strong>Change in Bad over one year ago</strong></td>
<td><strong>Change in Bad over last quarter</strong></td>
<td>-2%</td>
</tr>
<tr>
<td>-2%</td>
<td>10%</td>
<td></td>
</tr>
</tbody>
</table>
### Congestion by Route

<table>
<thead>
<tr>
<th>Route</th>
<th>County</th>
<th>2014 Q4</th>
<th>2015 Q3</th>
<th>2015 Q4</th>
<th>Difference 2015 Q4-2014 Q4</th>
<th>Difference 2015 Q4-2015 Q3</th>
<th>Rank</th>
<th>Absolute</th>
<th>Percentage</th>
<th>Absolute</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>SR51</td>
<td>Sacramento</td>
<td>219172.6</td>
<td>231693.5</td>
<td>293783.8</td>
<td>74611.2</td>
<td>34%</td>
<td>62090</td>
<td>27%</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>SR89</td>
<td>Sacramento</td>
<td>133072.3</td>
<td>154621.9</td>
<td>209662.6</td>
<td>75590.3</td>
<td>58%</td>
<td>55041</td>
<td>36%</td>
<td>3</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>US50</td>
<td>Sacramento</td>
<td>136242.7</td>
<td>148403.3</td>
<td>181918.1</td>
<td>45693.4</td>
<td>34%</td>
<td>33515</td>
<td>23%</td>
<td>2</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>I5</td>
<td>Sacramento</td>
<td>104626.6</td>
<td>81266.6</td>
<td>103922.2</td>
<td>-1335.8</td>
<td>-1%</td>
<td>22326</td>
<td>27%</td>
<td>4</td>
<td>5</td>
<td>4</td>
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<tr>
<td>I80</td>
<td>Yolo</td>
<td>68222.2</td>
<td>98502.6</td>
<td>76845.2</td>
<td>2623</td>
<td>4%</td>
<td>(27657)</td>
<td>-28%</td>
<td>5</td>
<td>4</td>
<td>5</td>
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<tr>
<td>SR113</td>
<td>Yolo</td>
<td>3916.1</td>
<td>28544.5</td>
<td>60762.6</td>
<td>56786.5</td>
<td>1450%</td>
<td>32158</td>
<td>113%</td>
<td>3</td>
<td>8</td>
<td>6</td>
</tr>
<tr>
<td>I80</td>
<td>Sacramento</td>
<td>59101.1</td>
<td>54743.6</td>
<td>55361.1</td>
<td>-3740</td>
<td>-6%</td>
<td>618</td>
<td>1%</td>
<td>6</td>
<td>6</td>
<td>7</td>
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<tr>
<td>I80</td>
<td>Placer</td>
<td>33735.1</td>
<td>43346.6</td>
<td>40766.6</td>
<td>7061.8</td>
<td>21%</td>
<td>(2550)</td>
<td>-6%</td>
<td>7</td>
<td>7</td>
<td>8</td>
</tr>
<tr>
<td>I5</td>
<td>Yolo</td>
<td>3686.8</td>
<td>16013.7</td>
<td>22278.8</td>
<td>26462</td>
<td>77%</td>
<td>16250</td>
<td>101%</td>
<td>14</td>
<td>11</td>
<td>9</td>
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<tr>
<td>SR160</td>
<td>Sacramento</td>
<td>22891.8</td>
<td>18534.7</td>
<td>30460.4</td>
<td>7548</td>
<td>33%</td>
<td>11906</td>
<td>64%</td>
<td>8</td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td>US50</td>
<td>Yolo</td>
<td>22233.2</td>
<td>21944.4</td>
<td>22033.2</td>
<td>800</td>
<td>4%</td>
<td>1089</td>
<td>5%</td>
<td>9</td>
<td>9</td>
<td>11</td>
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<tr>
<td>SR65</td>
<td>Placer</td>
<td>12093.8</td>
<td>11726.6</td>
<td>16580.6</td>
<td>4464.9</td>
<td>37%</td>
<td>4855</td>
<td>41%</td>
<td>10</td>
<td>13</td>
<td>12</td>
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<tr>
<td>I90</td>
<td>Nevada</td>
<td>6053.4</td>
<td>13661.2</td>
<td>14830.3</td>
<td>8777.9</td>
<td>146%</td>
<td>1169</td>
<td>9%</td>
<td>11</td>
<td>12</td>
<td>13</td>
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<tr>
<td>SR70</td>
<td>Yuba</td>
<td>5949.2</td>
<td>3722.1</td>
<td>11766.6</td>
<td>5917.4</td>
<td>101%</td>
<td>7085</td>
<td>21%</td>
<td>12</td>
<td>16</td>
<td>14</td>
</tr>
<tr>
<td>SR89</td>
<td>Butte</td>
<td>252.2</td>
<td>4142.6</td>
<td>1139.4</td>
<td>887.2</td>
<td>35%</td>
<td>(3003)</td>
<td>-72%</td>
<td>16</td>
<td>15</td>
<td>15</td>
</tr>
<tr>
<td>US50</td>
<td>El Dorado</td>
<td>532.2</td>
<td>6402.5</td>
<td>11228.2</td>
<td>596</td>
<td>11%</td>
<td>(5274)</td>
<td>-82%</td>
<td>15</td>
<td>14</td>
<td>16</td>
</tr>
<tr>
<td>SR90</td>
<td>Sutter</td>
<td>72.8</td>
<td>836.2</td>
<td>220.4</td>
<td>147.6</td>
<td>203%</td>
<td>(516)</td>
<td>-74%</td>
<td>17</td>
<td>17</td>
<td>17</td>
</tr>
<tr>
<td>I90</td>
<td>Sierra</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
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</tr>
<tr>
<td>SR12</td>
<td>Sacramento</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>-</td>
<td>-</td>
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<td>-</td>
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<tr>
<td>SR267</td>
<td>Placer</td>
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<td>0</td>
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<tr>
<td>SR275</td>
<td>Yolo</td>
<td>0.5</td>
<td>0</td>
<td>0</td>
<td>-0.5</td>
<td>-100%</td>
<td>-</td>
<td>-</td>
<td>18</td>
<td>18</td>
<td>18</td>
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<tr>
<td>SR89</td>
<td>Placer</td>
<td>0</td>
<td>0</td>
<td>0</td>
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</tr>
</tbody>
</table>
| **TOTALS** | | **831,735** | **938,172** | **1,148,880** | **316,345** | **38%** | **209,009** | **22%** |}

As identified by the congestion table above, there was a 22% increase in delay when comparing the 4th quarter with the previous quarter; even the VMT was 3% less. The increase in delay could be a seasonal change. In the summer months, the traffic was more spread out for the entire day when comparing with fall months when traffic was more concentrated during the commute hours.

Like the previous quarter, the on-going HOV lane project on Sac-80 (nearby the I-80/I-5 connector) continue to create congestion and delay on I-80 and nearby freeways. It is anticipated that would be not improvement until 2016, when the project is completed.