District 03
Mobility Performance Report

2025 Quarter 2

DEPARTMENT OF TRANSPORTATION

Definitions

- **Vehicle Miles of Travel (VMT)**: Total miles driven by all the vehicles over a freeway segment during a specified time period. When plotted over a spatial segment, this quantity is simply the sum of VMT from the individual detectors. Users can query VMT reports for any freeway (or segment) available in PeMS. At a freeway segment page in PeMS, users can select the VMT reports by using the Performance pull-down menu and selecting Aggregates. There are three types of Aggregates reports: Time Series, Time of Day, and Day of Week.
- **Vehicle Hours of Delay (VHD)**: Amount of extra time spent by all the vehicles beyond the time it takes to traverse a freeway segment at a threshold speed. In other words, it is the amount of additional time that vehicles spend on the roadway due to congestion. PeMS can compute the amount of delay using different threshold speeds (i.e., 35, 40, 45, 50, 55, 60, and 65 miles per hour)
- **Lost Lane Miles Hours (equivalent lost productivity)**: Number of lane-mile-hours that are lost due to the freeway operating under congested conditions. When the freeway is in congestion - speed is below 35 mph - PeMS find the ratio between the measured flow and the capacity for this location. This drop in capacity is caused by the freeway is operating in congested conditions instead of in free flow)
- **Detection Health**: Detectors can malfunction for many reasons. For some detectors, this is an intermittent problem. For other detectors, the problem is recurrent. PeMS devotes a large amount of its computing resources to identifying bad detectors and calculating health diagnostics to help users evaluate data quality and to help those responsible for detector maintenance.
- **Bottleneck**: Location where the traffic demand exceeds the available capacity of the roadway facility. Characteristics include reduction in speeds, congestion, queuing, and delay. PeMS can identify a bottleneck at a particular detector where there is a persistent drop in speed from the detector immediately upstream.

2025 Quarter 2

EXECUTIVE SUMMARY

Overview

The Quarterly Mobility Performance Report (MPR) evaluates key traffic performance metrics by comparing current conditions with both the previous quarter and the same period from the prior year. This report provides information on the following performance measures:

- Vehicle Miles Traveled (VMT)
- Vehicle Hours of Delay (VHD)
- Lost Lane Mile Hours
- Detection Health

The information in this report is based on daily data collected 24 hours a day by automated vehicle detector stations across the State Highway System.

Vehicular delay is assessed using two speed thresholds:

- Below 60 mph: Indicates both light and heavy congestion
- Below 35 mph: Indicates severe congestion

Through engineering judgment, Caltrans uses these thresholds and performance measures to identify bottleneck locations and assess congestion severity.

FINDINGS

Summary

- In this second quarter (April to June of 2025), Vehicle Miles Travel (VMT) across all District 3 freeways were 2.83 billion miles, an increase of 7.5 percent from previous quarter.
- There was 3.3 million Vehicle Hours of Delay (VHD) at the 60-mph speed threshold, an increase of 10.2 percent over previous quarter and an increase of 2.7 percent from a year ago.
- At 35-mph speed threshold, 1,153 VHD were generated in Butte County, 61 VHD were generated in Colusa County, 53,096 VHD were generated in El Dorado County, 106 VHD were generated in Glenn County, 17,052 VHD were generated in Nevada County, 160,007 VHD were generated in Placer County, 969,047 VHD were generated in Sacramento County, 577 VHD were generated in Sutter County, 71,610 VHD were generated in Yolo County, and 51,380 VHD were generated in Yuba County. There was no recorded delay in Sierra County since it has only 2 miles of freeway I-80 within the county limits and no detectors.
- In this quarter, about 80 percent of the total delay in District 3 at the 35-mph speed threshold were generated from 4 freeways, I-80 (26%), I-5 (21%), SR-51 (20%), and SR-99 (13%).
- In this quarter, the delays were equivalent to 46 Lost Lane Miles Hours (LLM) from the freeway network during the PM Peak Period, compared to 47 LLM from previous quarter.
- The average weekday daily delay in this quarter was approximately 17 VHD at 35-mph speed threshold, and 45 VHD at 60-mph speed thresholds (13.1 percent increase and 9.1 Percent increase respectively over the previous quarter.)
- Thursdays are the most congested days of the week in this quarter. Morning peak hour was at 8:00 AM. Afternoon peak hour was at 4:00 PM. The peak periods extended from 7:00 AM to 9:00 AM and from 3:00 PM to 6:00 PM.
- Weekend's peak hour (Saturday and Sunday) was at 1:00 PM, and peak period extended between 11:00 AM and 3:00 PM.

- By the end of the 2nd quarter, loop detectors in good service condition account for 80.2 percent of the total loops, while 19.8 percent of total loop detectors are nonoperational.

Bottleneck Locations

Table 1: Top 20 Bottlenecks for the 2024 Calendar Year:

Location	County	Route	Name	Peak Period (AM/PM)	Abs Postmile (Miles)	CA Postmile (Miles)	Days Observed (Days)	Avg Extent (Miles)	Total Delay (vehicle-hours)	Total Duration (Minutes)
1	YUB	SR70-E	70EB Yuba River Br	PM	20.15	13.524	238	2.65	230,968	43,635
2	SAC	SR51-S	EB Exposition Bl	PM	3.33	3.326	251	1.83	215,598	54,620
3	SAC	SR51-N	51NB Elvas Underpass	PM	2.09	2.089	240	1.47	100,689	32,235
4	YOL	I80-E	80EB at Mace Blvd	PM	74.90	2.714	237	2.48	94,343	24,355
5	ED	US50-E	Midway Rd	PM	107.96	79.801	250	4.15	91,706	74,370
6	SAC	SR99-S	99SB at Cosumnes	PM	290.68	16.23	247	1.71	91,123	40,035
7	PLA	SR65-N	Galleria Blvd-NB RMS	PM	65.79	R6.062	224	1.74	81,014	29,105
8	YUB	SR70-E	70EB Yuba River Br	AM	20.15	13.524	210	2.42	80,749	20,370
9	PLA	SR65-S	Pleasant Grove Blvd	PM	66.91	R7.189	251	1.45	75,968	38,170
10	PLA	I80-W	EB Douglas Blvd	PM	103.38	1.876	207	1.99	74,564	24,780
11	SAC	SR51-N	NB Fulton Ave	PM	6.87	6.869	220	2.08	73,671	22,580
12	SAC	SR51-S	EB Exposition Bl	AM	3.33	3.326	218	1.19	71,324	21,410
13	YOL	I80-E	E. of Mace Blvd	PM	75.70	3.508	186	3.13	70,078	14,620
14	SAC	US50-W	15th St	PM	4.50	L1.345	249	0.80	62,133	34,275
15	SAC	I5-S	5SB at Garden Hwy	PM	520.66	25.364	192	1.54	59,309	22,555
16	PLA	SR65-S	Pleasant Grove Blvd	AM	66.91	R7.189	247	1.56	58,160	29,660
17	SAC	US50-E	16th St	PM	4.72	L1.566	247	0.86	52,716	27,190
18	SAC	I80-W	Myrtle Ave	AM	95.36	11.864	133	0.56	46,797	34,405
19	YOL	I80-E	W of CR 105d	PM	76.17	3.985	97	3.43	42,918	7,585
20	SAC	SR51-S	51SB at Auburn Blvd	AM	7.57	7.583	149	1.68	38,730	13,515

Table 2: Top 10 Bottlenecks for the 2025 2nd Quarter:

Location	County	Route	Name	Peak Period (AM/PM)	Abs Postmile (Miles)	CA Postmile (Miles)	Days Observed (Days)	Avg Extent (Miles)	Total Delay (vehicle-hours)	Total Duration (Minutes)
1	SAC	SR51-S	EB Exposition Bl	PM	3.33	3.326	63	1.93	55,112	13,050
2	YOL	I80-E	80EB at Mace Blvd	PM	74.90	2.714	62	2.43	34,042	8,845
3	YUB	SR70-E	70EB Yuba River Br	PM	20.15	13.524	59	2.25	30,575	7,155
4	SAC	I5-S	5SB at Garden Hwy	PM	520.66	25.364	62	1.93	29,154	7,270
5	SAC	I5-N	5NB at I St	PM	519.19	23.895	60	2.38	28,195	7,285
6	SAC	SR51-N	51NB Elvas Underpass	PM	2.09	2.089	63	1.60	27,594	7,635
7	SAC	SR51-S	EB Exposition Bl	AM	3.33	3.326	61	1.60	26,661	7,425
8	Pla	SR65-N	Galleria Blvd-NB RMS	PM	65.79	R6.062	62	1.66	23,915	8,595
9	ED	US50-E	Midway Rd	PM	107.96	79.801	63	4.10	21,689	18,875
10	SAC	SR51-N	NB Fulton Ave	PM	6.87	6.869	60	2.00	21,605	6,560

Bottleneck Mitigation Projects:

Location 1: Southbound SAC-51/EB Exposition Blvd

Project EA 03-2J210, Contract Acceptance (M600) date:12/31/2031

From Postmile 0.0 to 3.5. Determine the possibility of providing Managed Lanes in both directions of SAC-51 within the project limits to mitigate HOV lane degradation.

Location 2: Eastbound YOL-80/Mace Blvd

Project EA 03-3H900, only has Funding to PA&ED (M200): 4/30/2024

From Postmile 0.0 to 11.7. Construct improvements consisting of tolled managed lanes in each direction with direct I-80 connectors at the I-80/US 50 separation pedestrian/bicycle facilities park-n-ride and Intelligent Transportation System (ITS) elements.

Project EA 03-3H901, Contract Acceptance (M600) date: 11/03/2026

From Postmile 0.0 to R9.6 (Phase 1). Construct improvements consisting of tolled managed lanes from Solano/Yolo County line to the I-80/US 50 separation in West Sacramento pedestrian/bicycle structure with enhanced termini and Intelligent Transportation System (ITS) elements.

Location 3: Eastbound Yub-70/Yuba River Bridge

No feasible project has been programmed.

Location 4: Southbound SAC-5/Garden Hwy

Project EA 03-4H580, Contract Acceptance (M600) date: 06/24/2032

From Postmile 22.4 to 34.4. Construct improvements consisting of managed lanes in each direction with auxiliary lanes and Intelligent Transportation Systems (ITS) elements.

Location 5: Northbound SAC-5/I Street

Project EA 03-4H580, Contract Acceptance (M600) date: 06/24/2032

From Postmile 22.4 to 34.4. Construct improvements consisting of managed lanes in each direction with auxiliary lanes and Intelligent Transportation Systems (ITS) elements.

Location 6: Northbound SAC-51/Elvas Underpass

Project EA 03-2J210, Contract Acceptance (M600) date: 12/31/2031

From Postmile 0.0 to 3.5. Re-evaluate the current HOV2+ managed lane strategy on SR 99/51 to determine which managed lane strategy will operate most efficiently while also maintaining speeds above the 45mph managed lane requirement set by FHWA.

Location 7: Southbound SAC-51/Eastbound Exposition Blvd

Project EA 03-2J210, Contract Acceptance (M600) date: 12/31/2031

From Postmile 0.0 to 3.5. Re-evaluate the current HOV2+ managed lane strategy on SR 99/51 to determine which managed lane strategy will operate most efficiently while also maintaining speeds above the 45mph managed lane requirement set by FHWA.

Location 8: Northbound PLA-65/Galleria Blvd

Project EA 03-1F170, Contract Acceptance (M600) date: N/A

From Postmile 6.0 to 12.8. In four phases, constructing NB and SB Manage Lanes from Industrial Blvd to I-80/SR-65 interchange.

Location 9: Eastbound ED-50/Midway Rd

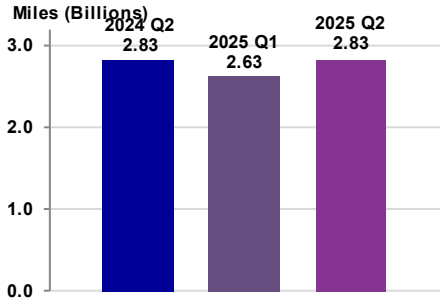
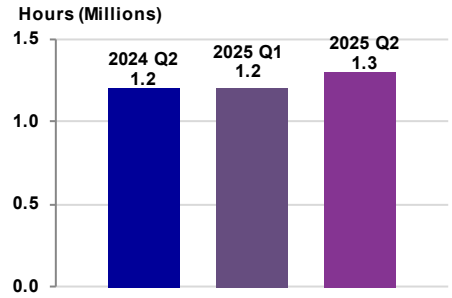
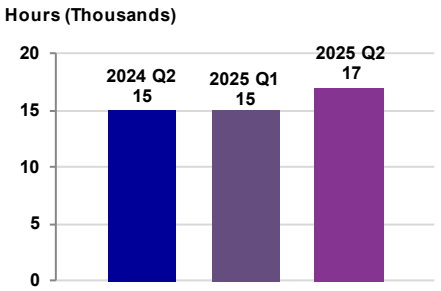
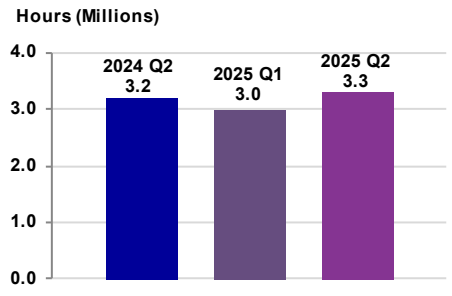
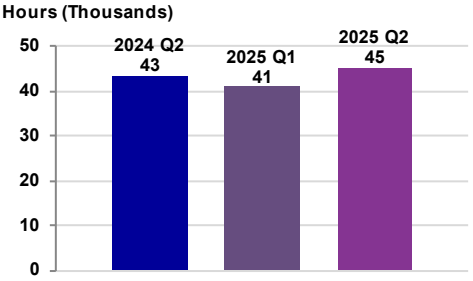
No feasible project has been programmed.

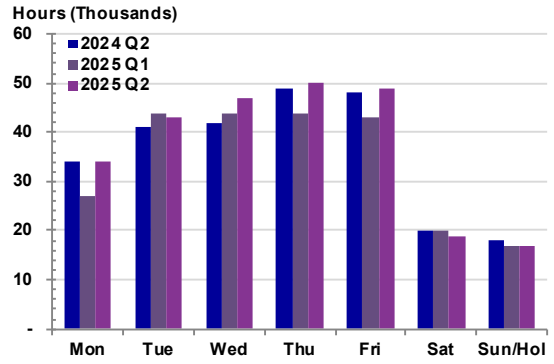
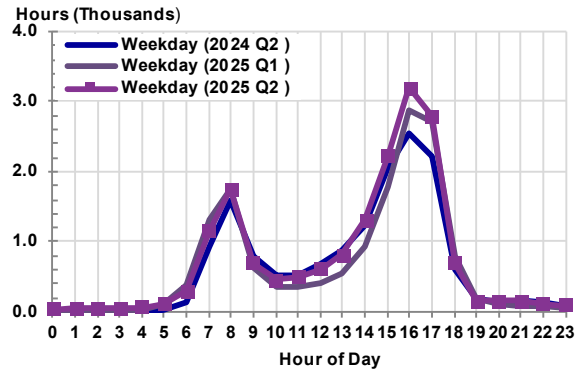
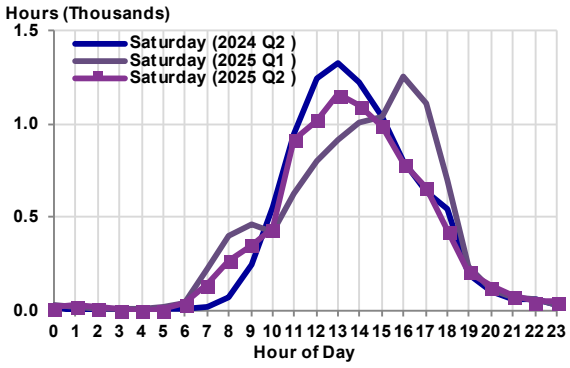
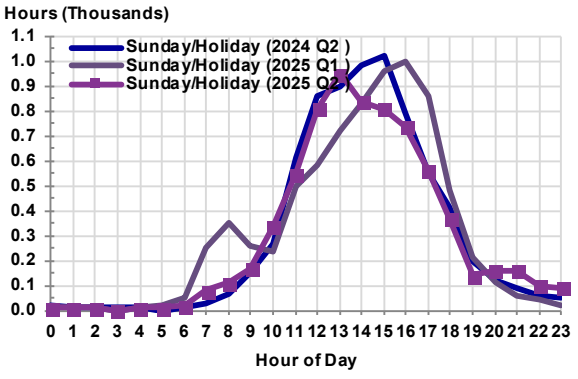
Location 10: Northbound SAC-51/Fulton Ave

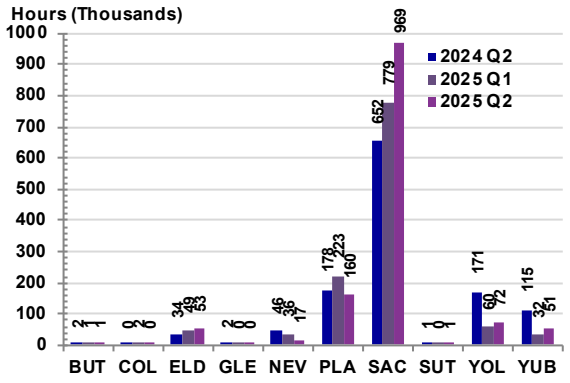
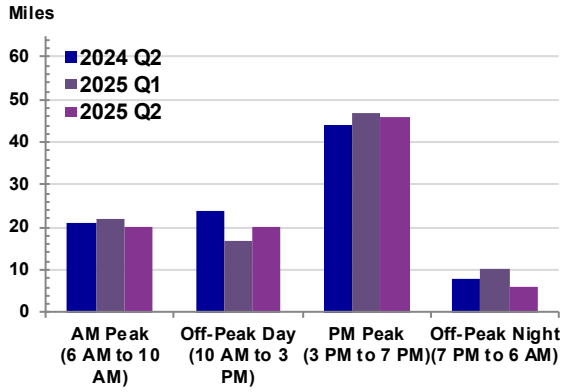
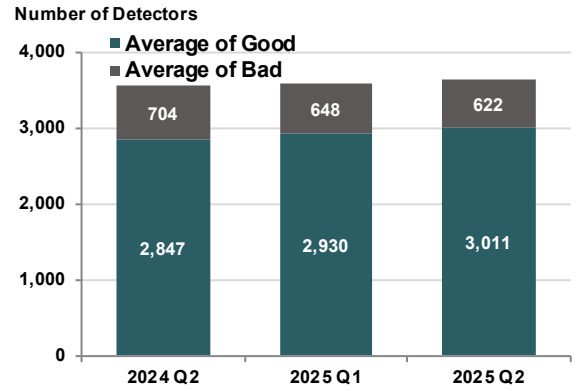
No feasible project has been programmed.

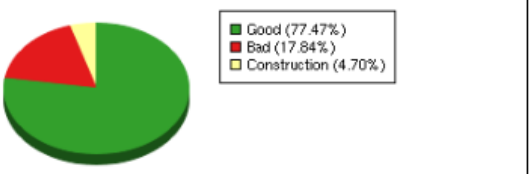
Quarterly Mobility Statistics

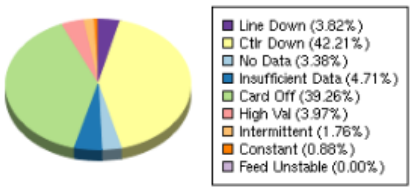
The following figures show a summary of the performance across all state routes in the districts.

Measure	Graph	Percentage Change	
		Over one year ago	Over last quarter
Vehicle Miles of Travel (VMT)		0.1%	7.5%
Total Vehicle Hours of Delay (VHD) at 35 mph		10.3%	12%
Average Non-Holiday Weekday Vehicle Hours of Delay (VHD) at 35 mph		13.4%	13.1%
Total Vehicle Hours of Delay (VHD) at 60 mph		2.7%	10.2%
Average Non-Holiday Weekday Vehicle Hours of Delay (VHD) at 60 mph		4.1%	9.1%

Measure	Graph	Percentage Change	
Average Vehicle Hours of Delay by Day of Week at 60 mph		Largest Magnitude Decrease over one year ago Sun/Hol -5.7%	Largest Magnitude Decrease over last quarter Tuesday -2.2%
		Largest Magnitude Increase over one year ago Wednesday 13%	Largest Magnitude Increase over last quarter Monday 28.6%
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Weekdays		Largest Magnitude Weekday Decrease over one year ago 9 AM -12.6%	Largest Magnitude Weekday Decrease over last quarter 7 AM -11%
		Largest Magnitude Weekday Increase over one year ago 4 PM 26.1%	Largest Magnitude Weekday Increase over last quarter 3 PM 24.5%
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Saturdays		Largest Magnitude Saturday Decrease over one year ago 12 PM -17.9%	Largest Magnitude Saturday Decrease over last quarter 4 PM -37.4%
		Largest Magnitude Saturday Increase over one year ago 8 AM 300.4%	Largest Magnitude Saturday Increase over last quarter 11 AM 46.8%
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Sundays/ Holidays		Largest Magnitude Sun./Holiday Decrease over one year ago 3 PM -21.3%	Largest Magnitude Sun./Holiday Decrease over last quarter 5 PM -35.1%
		Largest Magnitude Sun./Holiday Increase over one year ago 9 PM 79.2%	Largest Magnitude Sun./Holiday Increase over last quarter 1 PM 32.9%

Measure	Graph	Percentage Change	
Total Vehicle Hours of Delay (VHD) by County at 35 mph		Largest Magnitude Decrease over one year ago YOL -58.2% Largest Magnitude Increase over one year ago SAC 48.5%	Largest Magnitude Decrease over last quarter PLA -28.4% Largest Magnitude Increase over last quarter SAC 24.4%
Average Non-Holiday Weekday Equivalent Lost Lane Mile Hours at 35 mph		Largest Magnitude Decrease over one year ago Off-Peak Da -17.1% Largest Magnitude Increase over one year ago PM Peak 4.9%	Largest Magnitude Decrease over last quarter Off-Peak Ni -39.3% Largest Magnitude Increase over last quarter Off-Peak Da 18%
Average Number of Good and Bad Detectors		Change in Good over one year ago 6% Change in Bad over one year ago -12%	Change in Good over last quarter 3% Change in Bad over last quarter -4%





Status by Freeway

Freeway	# Det	% Good	% Bad	% Construction	Suspected Error								
					Line Down	Ctlr Down	No Data	Insufficient Data	Card Off	High Val	Intermittent	Constant	Feed Unstable
I5-N	252	94.4	5.6	0.0	0.0	2.4	0.0	0.0	3.2	0.0	0.0	0.0	0.0
I5-S	262	94.7	5.3	0.0	0.0	0.0	0.0	0.0	5.3	0.0	0.0	0.0	0.0
SR12-E	8	37.5	62.5	0.0	0.0	50.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0
SR12-W	6	33.3	66.7	0.0	0.0	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0
SR16-W	1	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
SR20-E	34	97.1	2.9	0.0	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
SR20-W	31	74.2	25.8	0.0	0.0	3.2	0.0	0.0	16.1	0.0	6.5	0.0	0.0
SR28-E	3	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
SR28-W	3	66.7	33.3	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0
SR45-N	3	33.3	66.7	0.0	0.0	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0
SR45-S	3	33.3	66.7	0.0	0.0	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0
SR49-N	10	50.0	50.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0
SR49-S	9	44.4	55.6	0.0	0.0	0.0	0.0	55.6	0.0	0.0	0.0	0.0	0.0
US50-E	496	72.6	27.4	17.9	2.4	15.5	0.0	0.0	8.1	0.8	0.0	0.6	0.0
US50-W	466	70.0	30.0	13.7	3.0	13.9	0.0	0.0	10.3	1.9	0.2	0.6	0.0
SR51-N	109	80.7	19.3	10.1	0.0	7.3	0.0	5.5	6.4	0.0	0.0	0.0	0.0
SR51-S	93	69.9	30.1	9.7	0.0	16.1	0.0	7.5	5.4	0.0	1.1	0.0	0.0
SR65-N	56	89.3	10.7	0.0	0.0	3.6	3.6	0.0	3.6	0.0	0.0	0.0	0.0
SR65-S	69	85.5	14.5	0.0	0.0	2.9	1.4	7.2	0.0	1.4	1.4	0.0	0.0
SR70-E	21	90.5	9.5	0.0	0.0	0.0	0.0	0.0	9.5	0.0	0.0	0.0	0.0
SR70-W	18	83.3	16.7	0.0	0.0	0.0	0.0	0.0	16.7	0.0	0.0	0.0	0.0
I80-E	506	84.8	15.2	0.0	0.0	4.5	1.0	0.0	8.1	1.4	0.2	0.0	0.0
I80-W	478	82.4	17.6	0.0	0.0	5.9	1.0	0.0	9.4	0.8	0.4	0.0	0.0
SR89-N	12	75.0	25.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0
SR89-S	12	58.3	41.7	0.0	0.0	0.0	0.0	0.0	25.0	0.0	16.7	0.0	0.0
SR99-N	284	88.7	11.3	0.0	0.0	6.0	1.8	0.7	2.1	0.4	0.4	0.0	0.0
SR99-S	304	81.3	18.8	2.0	0.0	8.9	1.6	0.7	6.9	0.3	0.3	0.0	0.0
SR113-N	15	86.7	13.3	0.0	0.0	13.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
SR113-S	17	88.2	11.8	0.0	0.0	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
SR160-N	8	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
SR160-S	7	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
SR162-E	6	50.0	50.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0
SR162-W	4	50.0	50.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0
SR193-E	2	50.0	50.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0
SR193-W	1	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0
SR244-E	6	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
SR244-W	6	83.3	16.7	0.0	0.0	0.0	0.0	0.0	16.7	0.0	0.0	0.0	0.0
SR267-E	2	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
SR267-W	2	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
SR275-W	3	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I505-N	2	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I505-S	3	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Totals	**3,633**	**81.3**	**18.7**	**4.9**	**0.7**	**7.9**	**0.6**	**0.9**	**7.3**	**0.7**	**0.3**	**0.2**	**0.0**

The figure above displays detector health data taken on April 1st, 2025. This figure illustrates the percentage of detector health per route to indicate which detectors are measuring the performance of state highways in District 3. About 20% of detectors are out of service. The number of good detectors has increased for 3% when compared with Q1/2025.

Congestion by Route											
		Vehicle Hours of Delay at 35 mph			Difference 2025 Q2-2024 Q2		Difference 2025 Q2-2025 Q1		Rank		
Route	County	2024 Q2	2025 Q1	2025 Q2	Absolute	Percentage	Absolute	Percentage	2024 Q2	2025 Q1	2025 Q2
SR51	Sacramento	218,208	208,088	270,742	52,535	24.1%	62,654	30.1%	1	2	1
I5	Sacramento	189,725	108,741	270,735	81,010	42.7%	161,994	149.0%	2	3	2
I80	Sacramento	70,434	303,544	209,699	139,265	197.7%	-93,844	-30.9%	8	1	3
SR99	Sacramento	124,024	99,187	156,368	32,344	26.1%	57,181	57.7%	4	4	4
SR65	Placer	80,641	86,216	71,092	-9,549	-11.8%	-15,125	-17.5%	7	5	5
I80	Placer	84,569	82,166	66,812	-17,758	-21.0%	-15,354	-18.7%	6	6	6
US50	El Dorado	32,926	48,554	52,986	20,061	60.9%	4,432	9.1%	11	8	7
I80	Yolo	134,456	44,886	52,546	-81,910	-60.9%	7,660	17.1%	3	9	8
SR70	Yuba	114,677	32,108	51,378	-63,299	-55.2%	19,270	60.0%	5	11	9
US50	Sacramento	46,209	57,924	50,953	4,745	10.3%	-6,971	-12.0%	9	7	10
SR89	Placer	7,448	40,195	17,909	10,461	140.5%	-22,285	-55.4%	13	10	11
I80	Nevada	43,928	29,534	12,384	-31,544	-71.8%	-17,150	-58.1%	10	12	12
I5	Yolo	5,624	10,674	9,653	4,030	71.7%	-1,021	-9.6%	14	14	13
SR12	Sacramento	494	106	9,124	8,631	1748.1%	9,018	8491.5%	26	26	14
US50	Yolo	31,204	4,112	9,124	-22,080	-70.8%	5,012	121.9%	12	16	15
SR267	Placer	4,525	14,006	3,936	-589	-13.0%	-10,071	-71.9%	15	13	16
SR89	Nevada	809	4,999	3,551	2,743	339.1%	-1,447	-29.0%	20	15	17
SR160	Sacramento	2,902	268	2,217	-686	-23.6%	1,948	725.9%	16	24	18
SR20	Nevada	1,264	859	1,114	-150	-11.9%	255	29.7%	18	21	19
SR99	Butte	1,314	1,226	1,039	-275	-20.9%	-187	-15.3%	17	17	20
SR99	Sutter	749	211	568	-181	-24.2%	356	168.6%	21	25	21
SR244	Sacramento	741	1,008	384	-357	-48.2%	-624	-61.9%	22	18	22
SR113	Yolo	18	19	288	270	1515.7%	268	1397.9%	34	29	23
SR28	Placer	667	908	258	-409	-61.3%	-650	-71.6%	23	19	24
SR162	Butte	6	72	114	108	1795.0%	42	59.0%	36	28	25
SR89	El Dorado	654	873	109	-545	-83.3%	-763	-87.5%	24	20	26
I5	Glenn	536	12	88	-448	-83.6%	76	628.9%	25	31	27
SR20	Colusa	26	809	58	32	120.5%	-751	-92.8%	32	22	28
SR162	Glenn	990	14	15	-975	-98.5%	1	8.9%	19	30	29
SR113	Sutter	1	2	5	4	444.4%	3	157.9%	40	36	30
SR70	Sutter	2	3	4	2	68.2%	0	8.8%	37	33	31
SR49	Nevada	0	105	3	3		-102	-97.1%		27	32
SR45	Colusa	2	3	3	1	36.8%	0	4.0%	38	35	33
SR45	Glenn	14	3	3	-11	-81.3%	0	-7.1%	35	34	33
SR20	Yuba	1	1	1	0	27.3%	0	0.0%	39	37	35
SR20	Sutter	24	5	1	-23	-96.7%	-5	-85.2%	33	32	36
I5	Colusa	88	725	0	-88	-100.0%	-725	-100.0%	28	23	
I505	Yolo	0	0	0	0		0				
SR149	Butte	151	0	0	-151	-100.0%	0		27		
SR16	Yolo	57	0	0	-57	-100.0%	0		30		
SR275	Yolo	81	0	0	-81	-100.0%	0		29		
SR70	Butte	36	0	0	-36	-100.0%	0		31		
TOTALS		**1,200,222**	**1,182,165**	**1,325,263**	**125,042**	**10.4%**	**143,098**	**12.1%**			

As indicated by the table above, the Total Delay for all monitored routes has increased to *1,325,263* hours, an increase of *12.1%* when compared with the previous quarter. Overall, congestion and travel demand (VMT) has increased when compared to the previous quarter.

Most of the congested routes in the Sacramento region are serving traffic to Downtown Sacramento, which has higher travel demand due to Sacramento region's high population, employment, and

educational centers. As identified on pages 5 and 6 of this report, Caltrans is continuing the process of implementing Manage lanes and 24/7 ramp metering operations for Sacramento's freeway system. Manage lane projects on SR-51, I-5, I-80, and US-50 are planned or under construction to mitigate congestion on these routes. Further congestion mitigation can be achieved by allowing more employees to ***Work from Home*** and encouraging a modal shift away from single-occupancy vehicles to higher-occupancy vehicles such as carpooling, vanpooling, and a higher utilization of mass transit options. District 3 will continue to explore the best possible ways to reduce delay in the impacted freeways and highways.