APPENDIX G
Measures of Effectiveness
For 2023 Baseline and Scenarios

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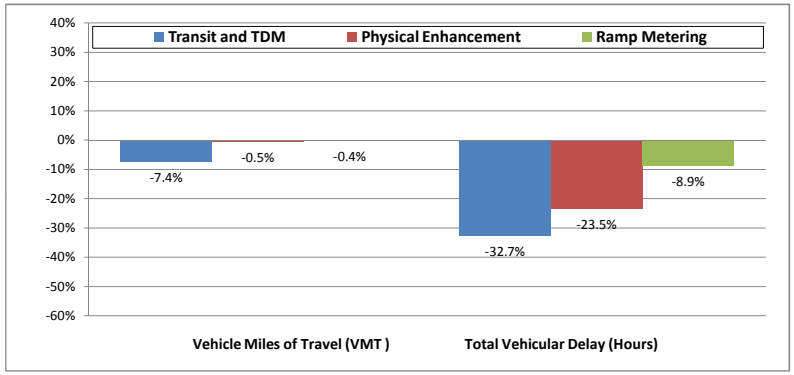
Table 1 Santa Barbara "Ten Years after Opening" AM Corridor Performance Summary

Santa Barbara 2023 AM Corridor Performance	US-101 Northbound Freeways								US-101 Southbound Freeways							
	Baseline	Transit and TDM	Physical Enhancement	Ramp Metering	Baseline	Transit and TDM	Physical Enhancement	Ramp Metering	Baseline	Transit and TDM	Physical Enhancement	Ramp Metering	Baseline	Transit and TDM	Physical Enhancement	Ramp Metering
Average Flow Rates (Vehicles per hour)																
Total Peak Period	3,299	3,052	3,285	3,287	0%	-8%	0%	0%	2,736	2,729	2,708	2,745	0%	0%	-1%	0%
Vehicle Miles of Travel (VMT)																
Total Peak Period	282,912	261,945	281,512	281,891	0%	-7%	0%	0%	238,885	238,224	236,508	239,653	0%	0%	-1%	0%
Vehicle Hours of Travel (VHT)																
Total Peak Period	5,285	4,597	4,987	5,166	0%	-13%	-6%	-2%	3,997	3,986	3,920	4,058	0%	0%	-2%	2%
Total Vehicular Delay (Hours)* **																
Total Peak Period	1,177	792	900	1,072	0%	-33%	-24%	-9%	502	501	460	551	0%	0%	-8%	10%
Delay as Percent of VHT																
Total Peak Period	22.3%	17.2%	18.0%	20.8%	0%	-23%	-19%	-7%	12.6%	12.6%	11.7%	13.6%	0%	0%	-7%	8%

Notes:

* Freeway statistics include mainline and ramps except "flow rate" which is mailine only.
**Arterial reports the directional arterial values on parallel arterials only.
*** Delay is measured relative to freeflow speed.



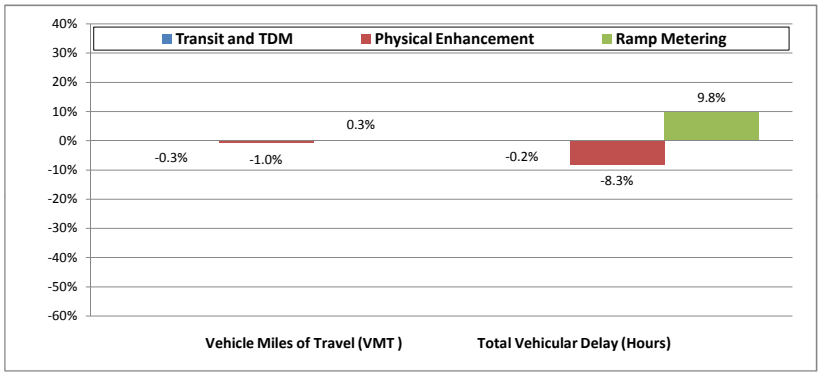


Table 2 Santa Barbara "Ten Years after Opening" AM Corridor Performance for CMIA Project Segment - Northbound and Goleta Segment - Southbound

Santa Barbara 2023 AM Corridor Performance	US-101 Northbound Freeways, CMIA Project Segment – Santa Barbara County								US-101 Southbound Freeways, Goleta Segment							
	Baseline	Transit and TDM	Physical Enhancement	Ramp Metering	Baseline	Transit and TDM	Physical Enhancement	Ramp Metering	Baseline	Transit and TDM	Physical Enhancement	Ramp Metering	Baseline	Transit and TDM	Physical Enhancement	Ramp Metering
Average Flow Rates (Vehicles per hour)																
Total Peak Period	3,205	2,945	3,194	3,194	0%	-8%	0%	0%	2,546	2,534	2,541	2,556	0%	0%	0%	0%
Vehicle Miles of Travel (VMT)																
Total Peak Period	26,042	23,928	25,965	25,967	0%	-8%	0%	0%	65,672	65,332	65,491	65,912	0%	-1%	0%	0%
Vehicle Hours of Travel (VHT)																
Total Peak Period	477	397	468	491	0%	-17%	-2%	3%	1,080	1,080	1,079	1,089	0%	0%	0%	1%
Total Vehicular Delay (Hours)* **																
Total Peak Period	100	51	92	115	0%	-49%	-8%	15%	108	113	110	114	0%	5%	2%	5%
Delay as Percent of VHT																
Total Peak Period	20.9%	12.8%	19.6%	23.5%	0%	-39%	-6%	12%	10.0%	10.5%	10.2%	10.5%	0%	5%	2%	4%

Notes:

* Freeway statistics include mainline and ramps except "flow rate" which is mailine only.
**Arterial reports the directional arterial values on parallel arterials only.
*** Delay is measured relative to freeflow speed.

Table 3 Santa Barbara "Ten Years after Opening" AM Corridor Performance for Montecito/Summerland/Carpinteria Segment - Northbound and City of Santa Barbara Segment - Southbound

Santa Barbara 2023 AM Corridor Performance	US-101 Northbound Freeways, Montecito/Summerland/Carpinteria Segment								US-101 Southbound Freeways, City of Santa Barbara Segment							
	Baseline	Transit and TDM	Physical Enhancement	Ramp Metering	Baseline	Transit and TDM	Physical Enhancement	Ramp Metering	Baseline	Transit and TDM	Physical Enhancement	Ramp Metering	Baseline	Transit and TDM	Physical Enhancement	Ramp Metering
Average Flow Rates (Vehicles per hour)																
Total Peak Period	3,732	3,359	3,719	3,716	0%	-10%	0%	0%	3,887	3,870	3,862	3,890	0%	0%	-1%	0%
Vehicle Miles of Travel (VMT)																
Total Peak Period	100,933	90,938	100,599	100,506	0%	-10%	0%	0%	100,208	99,800	99,647	100,294	0%	0%	-1%	0%
Vehicle Hours of Travel (VHT)																
Total Peak Period	1,795	1,557	1,823	1,816	0%	-13%	2%	1%	1,764	1,749	1,714	1,805	0%	-1%	-3%	2%
Total Vehicular Delay (Hours)* **																
Total Peak Period	344	249	377	371	0%	-28%	10%	8%	293	283	251	332	0%	-3%	-14%	13%
Delay as Percent of VHT																
Total Peak Period	19.1%	16.0%	20.7%	20.4%	0%	-17%	8%	7%	16.6%	16.2%	14.6%	18.4%	0%	-2%	-12%	11%

Notes:

* Freeway statistics include mainline and ramps except "flow rate" which is mailine only.
**Arterial reports the directional arterial values on parallel arterials only.
*** Delay is measured relative to freeflow speed.

Table 4 Santa Barbara "Ten Years after Opening" AM Corridor Performance for City of Santa Barbara Segment - Northbound and Montecito/Summerland/Carpinteria Segment - Southbound

Santa Barbara 2023 AM Corridor Performance	US-101 Northbound Freeways, City of Santa Barbara Segment								US-101 Southbound Freeways, Montecito/Summerland/Carpinteria Segment							
	Baseline	Transit and TDM	Physical Enhancement	Ramp Metering	Baseline	Transit and TDM	Physical Enhancement	Ramp Metering	Baseline	Transit and TDM	Physical Enhancement	Ramp Metering	Baseline	Transit and TDM	Physical Enhancement	Ramp Metering
Average Flow Rates (Vehicles per hour)																
Total Peak Period	3,981	3,724	3,963	3,971	0%	-6%	0%	0%	2,223	2,227	2,181	2,233	0%	0%	-2%	0%
Vehicle Miles of Travel (VMT)																
Total Peak Period	100,398	93,983	100,014	100,147	0%	-6%	0%	0%	59,688	59,786	58,592	59,942	0%	0%	-2%	0%
Vehicle Hours of Travel (VHT)																
Total Peak Period	2,062	1,736	1,759	1,913	0%	-16%	-15%	-7%	944	948	928	950	0%	0%	-2%	1%
Total Vehicular Delay (Hours)* **																
Total Peak Period	598	365	300	452	0%	-39%	-50%	-24%	84	87	84	87	0%	4%	0%	3%
Delay as Percent of VHT																
Total Peak Period	29.0%	21.0%	17.1%	23.6%	0%	-28%	-41%	-19%	8.9%	9.2%	9.1%	9.2%	0%	3%	1%	2%

Notes:

* Freeway statistics include mainline and ramps except "flow rate" which is mailine only.
**Arterial reports the directional arterial values on parallel arterials only.
*** Delay is measured relative to freeflow speed.

Table 5 Santa Barbara "Ten Years after Opening" AM Corridor Performance for Goleta Segment - Northbound and CMIA Project Segment - Southbound

Santa Barbara 2023 AM Corridor Performance	US-101 Northbound Freeways, Goleta Segment								US-101 Southbound Freeways, CMIA Project Segment – Santa Barbara County							
	Baseline	Transit and TDM	Physical Enhancement	Ramp Metering	Baseline	Transit and TDM	Physical Enhancement	Ramp Metering	Baseline	Transit and TDM	Physical Enhancement	Ramp Metering	Baseline	Transit and TDM	Physical Enhancement	Ramp Metering
Average Flow Rates (Vehicles per hour)																
Total Peak Period	2,171	2,076	2,155	2,160	0%	-4%	-1%	-1%	1,551	1,550	1,486	1,574	0%	0%	-4%	2%
Vehicle Miles of Travel (VMT)																
Total Peak Period	55,540	53,096	54,934	55,271	0%	-4%	-1%	0%	13,317	13,306	12,778	13,505	0%	0%	-4%	1%
Vehicle Hours of Travel (VHT)																
Total Peak Period	951	907	937	946	0%	-5%	-1%	0%	210	209	200	214	0%	0%	-4%	2%
Total Vehicular Delay (Hours)* **																
Total Peak Period	135	128	131	134	0%	-6%	-3%	-1%	17	17	16	19	0%	-1%	-10%	8%
Delay as Percent of VHT																
Total Peak Period	14.2%	14.1%	14.0%	14.2%	0%	-1%	-1%	0%	8.2%	8.2%	7.8%	8.7%	0%	-1%	-5%	6%

Notes:

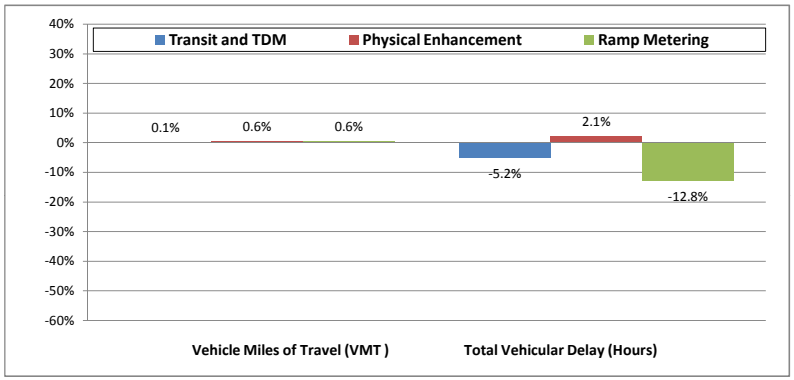
* Freeway statistics include mainline and ramps except "flow rate" which is mailine only.
**Arterial reports the directional arterial values on parallel arterials only.
*** Delay is measured relative to freeflow speed.

Table 6 Santa Barbara "Ten Years after Opening" PM Corridor Performance Summary

Santa Barbara 2023 PM Corridor Performance	US-101 Northbound Freeways								US-101 Southbound Freeways							
	Baseline	Transit and TDM	Physical Enhancement	Ramp Metering	Baseline	Transit and TDM	Physical Enhancement	Ramp Metering	Baseline	Transit and TDM	Physical Enhancement	Ramp Metering	Baseline	Transit and TDM	Physical Enhancement	Ramp Metering
Average Flow Rates (Vehicles per hour)																
Total Peak Period	3,511	3,514	3,537	3,531	0%	0%	1%	1%	3,807	3,605	3,837	3,770	0%	-5%	1%	-1%
Vehicle Miles of Travel (VMT)																
Total Peak Period	304,418	304,728	306,150	306,160	0%	0%	1%	1%	331,897	314,802	334,480	328,816	0%	-5%	1%	-1%
Vehicle Hours of Travel (VHT)																
Total Peak Period	6,847	6,728	6,918	6,565	0%	-2%	1%	-4%	6,910	5,564	6,200	6,614	0%	-19%	-10%	-4%
Total Vehicular Delay (Hours)* **																
Total Peak Period	2,401	2,276	2,450	2,093	0%	-5%	2%	-13%	2,053	955	1,307	1,802	0%	-53%	-36%	-12%
Delay as Percent of VHT																
Total Peak Period	35.1%	33.8%	35.4%	31.9%	0%	-3%	1%	-9%	29.7%	17.2%	21.1%	27.2%	0%	-42%	-29%	-8%

Notes:

* Freeway statistics include mainline and rPMps except "flow rate" which is mailine only.
**Arterial reports the directional arterial values on parallel arterials only.
*** Delay is measured relative to freeflow speed.



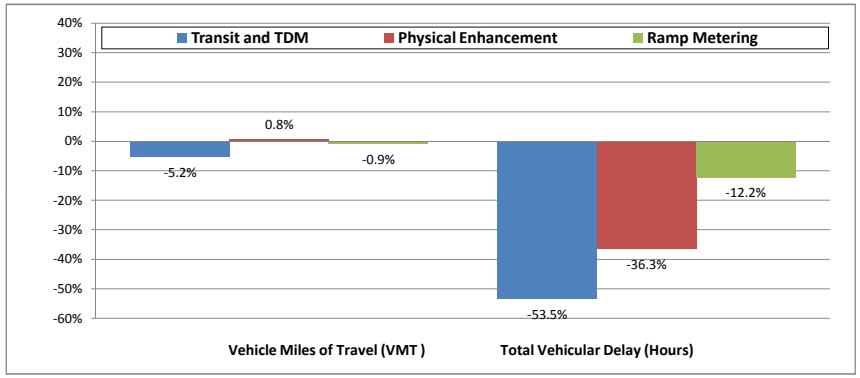


Table 7 Santa Barbara "Ten Years after Opening" PM Corridor Performance for CMIA Project Segment - Northbound and Goleta Segment - Southbound

Santa Barbara 2023 PM Corridor Performance	US-101 Northbound Freeways, CMIA Project Segment – Santa Barbara County								US-101 Southbound Freeways, Goleta Segment							
	Baseline	Transit and TDM	Physical Enhancement	Ramp Metering	Baseline	Transit and TDM	Physical Enhancement	Ramp Metering	Baseline	Transit and TDM	Physical Enhancement	Ramp Metering	Baseline	Transit and TDM	Physical Enhancement	Ramp Metering
Average Flow Rates (Vehicles per hour)																
Total Peak Period	2,489	2,487	2,492	2,496	0%	0%	0%	0%	2,722	2,670	2,732	2,702	0%	-2%	0%	-1%
Vehicle Miles of Travel (VMT)																
Total Peak Period	20,403	20,372	20,424	20,441	0%	0%	0%	0%	70,949	69,633	71,223	70,488	0%	-2%	0%	-1%
Vehicle Hours of Travel (VHT)																
Total Peak Period	321	321	322	322	0%	0%	0%	0%	1,281	1,238	1,282	1,257	0%	-3%	0%	-2%
Total Vehicular Delay (Hours)* **																
Total Peak Period	24	24	25	25	0%	1%	2%	3%	225	201	222	207	0%	-11%	-1%	-8%
Delay as Percent of VHT																
Total Peak Period	7.5%	7.6%	7.6%	7.7%	0%	1%	2%	3%	17.5%	16.2%	17.3%	16.5%	0%	-7%	-1%	-6%

Notes:

* Freeway statistics include mainline and ramps except "flow rate" which is mailine only.
**Arterial reports the directional arterial values on parallel arterials only.
*** Delay is measured relative to freeflow speed.

Table 8 Santa Barbara "Ten Years after Opening" PM Corridor Performance for Montecito/Summerland/Carpinteria Segment - Northbound and City of Santa Barbara Segment - Southbound

Santa Barbara 2023 PM Corridor Performance	US-101 Northbound Freeways, Montecito/Summerland/Carpinteria Segment								US-101 Southbound Freeways, City of Santa Barbara Segment							
	Baseline	Transit and TDM	Physical Enhancement	Ramp Metering	Baseline	Transit and TDM	Physical Enhancement	Ramp Metering	Baseline	Transit and TDM	Physical Enhancement	Ramp Metering	Baseline	Transit and TDM	Physical Enhancement	Ramp Metering
Average Flow Rates (Vehicles per hour)																
Total Peak Period	3,303	3,296	3,300	3,310	0%	0%	0%	0%	4,618	4,404	4,680	4,603	0%	-5%	1%	0%
Vehicle Miles of Travel (VMT)																
Total Peak Period	89,344	89,165	89,287	89,518	0%	0%	0%	0%	119,648	114,286	121,208	119,255	0%	-4%	1%	0%
Vehicle Hours of Travel (VHT)																
Total Peak Period	1,496	1,489	1,487	1,498	0%	0%	-1%	0%	3,204	2,141	2,495	2,994	0%	-33%	-22%	-7%
Total Vehicular Delay (Hours)* **																
Total Peak Period	212	207	203	211	0%	-2%	-4%	0%	1,441	457	710	1,237	0%	-68%	-51%	-14%
Delay as Percent of VHT																
Total Peak Period	14.1%	13.9%	13.7%	14.1%	0%	-2%	-3%	0%	45.0%	21.3%	28.5%	41.3%	0%	-53%	-37%	-8%

Notes:

* Freeway statistics include mainline and ramps except "flow rate" which is mailine only.
**Arterial reports the directional arterial values on parallel arterials only.
*** Delay is measured relative to freeflow speed.

Table 9 Santa Barbara "Ten Years after Opening" PM Corridor Performance for City of Santa Barbara Segment - Northbound and Montecito/Summerland/Carpinteria Segment - Southbound

Santa Barbara 2023 PM Corridor Performance	US-101 Northbound Freeways, City of Santa Barbara Segment								US-101 Southbound Freeways, Montecito/Summerland/Carpinteria Segment							
	Baseline	Transit and TDM	Physical Enhancement	Ramp Metering	Baseline	Transit and TDM	Physical Enhancement	Ramp Metering	Baseline	Transit and TDM	Physical Enhancement	Ramp Metering	Baseline	Transit and TDM	Physical Enhancement	Ramp Metering
Average Flow Rates (Vehicles per hour)																
Total Peak Period	4,703	4,732	4,736	4,721	0%	1%	1%	0%	4,084	3,767	4,106	4,010	0%	-8%	1%	-2%
Vehicle Miles of Travel (VMT)																
Total Peak Period	118,970	119,652	119,810	119,435	0%	1%	1%	0%	109,839	101,425	110,437	107,891	0%	-8%	1%	-2%
Vehicle Hours of Travel (VHT)																
Total Peak Period	3,670	3,561	3,745	3,361	0%	-3%	2%	-8%	1,907	1,702	1,898	1,849	0%	-11%	0%	-3%
Total Vehicular Delay (Hours)* **																
Total Peak Period	1,931	1,812	1,994	1,615	0%	-6%	3%	-16%	323	240	307	294	0%	-26%	-5%	-9%
Delay as Percent of VHT																
Total Peak Period	52.6%	50.9%	53.2%	48.0%	0%	-3%	1%	-9%	16.9%	14.1%	16.1%	15.9%	0%	-17%	-5%	-6%

Notes:

* Freeway statistics include mainline and ramps except "flow rate" which is mailine only.
**Arterial reports the directional arterial values on parallel arterials only.
*** Delay is measured relative to freeflow speed.

Table 10 Santa Barbara "Ten Years after Opening" PM Corridor Performance for Goleta Segment - Northbound and CMIA Project Segment - Southbound

Santa Barbara 2023 PM Corridor Performance	US-101 Northbound Freeways, Goleta Segment								US-101 Southbound Freeways, CMIA Project Segment – Santa Barbara County							
	Baseline	Transit and TDM	Physical Enhancement	Ramp Metering	Baseline	Transit and TDM	Physical Enhancement	Ramp Metering	Baseline	Transit and TDM	Physical Enhancement	Ramp Metering	Baseline	Transit and TDM	Physical Enhancement	Ramp Metering
Average Flow Rates (Vehicles per hour)																
Total Peak Period	2,886	2,875	2,942	2,926	0%	0%	2%	1%	3,682	3,443	3,700	3,649	0%	-6%	0%	-1%
Vehicle Miles of Travel (VMT)																
Total Peak Period	75,701	75,539	76,630	76,765	0%	0%	1%	1%	31,460	29,458	31,613	31,183	0%	-6%	0%	-1%
Vehicle Hours of Travel (VHT)																
Total Peak Period	1,359	1,356	1,364	1,385	0%	0%	0%	2%	517	483	525	513	0%	-7%	1%	-1%
Total Vehicular Delay (Hours)* **																
Total Peak Period	234	232	229	243	0%	-1%	-2%	4%	64	58	69	64	0%	-9%	8%	0%
Delay as Percent of VHT																
Total Peak Period	17.2%	17.1%	16.8%	17.6%	0%	0%	-2%	2%	12.4%	12.0%	13.2%	12.5%	0%	-3%	6%	1%

Notes:

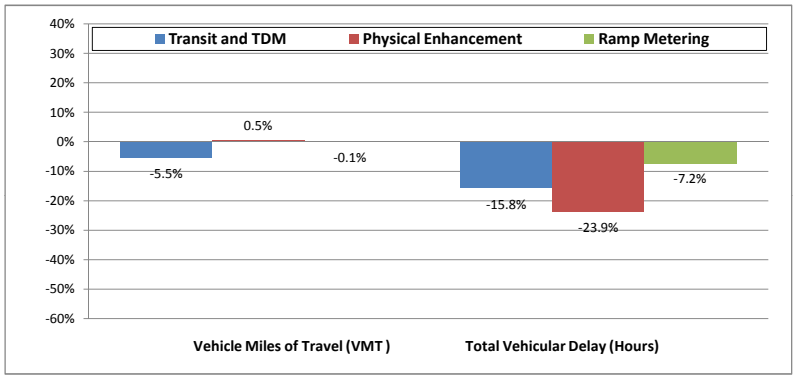
* Freeway statistics include mainline and ramps except "flow rate" which is mailine only.
**Arterial reports the directional arterial values on parallel arterials only.
*** Delay is measured relative to freeflow speed.

Table 11 Ventura "Ten Years after Opening" AM Corridor Performance Summary

Ventura 2023 AM Corridor Performance	US-101 Northbound Freeways								US-101 Southbound Freeways							
	Baseline	Transit and TDM	Physical Enhancement	Ramp Metering	Baseline	Transit and TDM	Physical Enhancement	Ramp Metering	Baseline	Transit and TDM	Physical Enhancement	Ramp Metering	Baseline	Transit and TDM	Physical Enhancement	Ramp Metering
Average Flow Rates (Vehicles per hour)																
Total Peak Period	3,851	3,632	3,870	3,849	0%	-6%	0%	0%	2,438	2,452	2,439	2,440	0%	1%	0%	0%
Vehicle Miles of Travel (VMT)																
Total Peak Period	278,189	262,864	279,648	277,867	0%	-6%	1%	0%	181,316	182,325	181,309	181,180	0%	1%	0%	0%
Vehicle Hours of Travel (VHT)																
Total Peak Period	4,885	4,533	4,703	4,819	0%	-7%	-4%	-1%	3,579	3,553	3,028	3,518	0%	-1%	-15%	-2%
Total Vehicular Delay (Hours)* **																
Total Peak Period	843	710	641	782	0%	-16%	-24%	-7%	930	888	382	871	0%	-4%	-59%	-6%
Delay as Percent of VHT																
Total Peak Period	17.3%	15.7%	13.6%	16.2%	0%	-9%	-21%	-6%	26.0%	25.0%	12.6%	24.8%	0%	-4%	-51%	-5%

Notes:

* Freeway statistics include mainline and ramps except "flow rate" which is mailine only.
**Arterial reports the directional arterial values on parallel arterials only.
*** Delay is measured relative to freeflow speed.



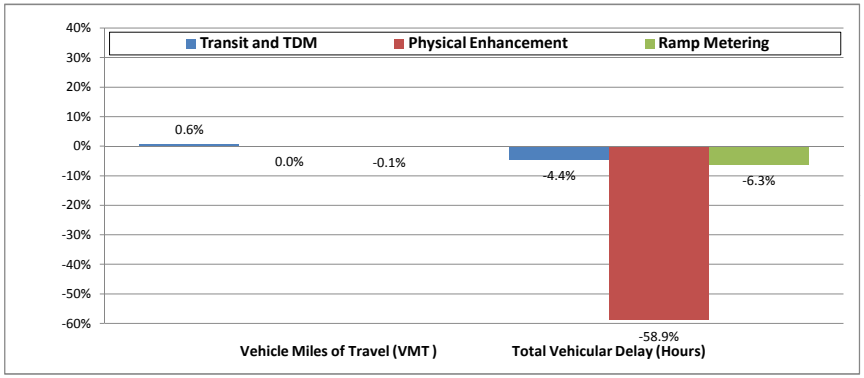


Table 12 Ventura "Ten Years after Opening" AM Corridor Performance for Oxnard Segment - Northbound and CMIA Project Segment - Southbound

Ventura 2023 AM Corridor Performance	US-101 Northbound Freeways, Oxnard Segment								US-101 Southbound Freeways, CMIA Project Segment – Ventura County							
	Baseline	Transit and TDM	Physical Enhancement	Ramp Metering	Baseline	Transit and TDM	Physical Enhancement	Ramp Metering	Baseline	Transit and TDM	Physical Enhancement	Ramp Metering	Baseline	Transit and TDM	Physical Enhancement	Ramp Metering
Average Flow Rates (Vehicles per hour)																
Total Peak Period	4,555	4,509	4,623	4,499	0%	-1%	1%	-1%	1,477	1,474	1,478	1,479	0%	0%	0%	0%
Vehicle Miles of Travel (VMT)																
Total Peak Period	87,592	86,685	88,880	86,417	0%	-1%	1%	-1%	10,101	10,082	10,112	10,117	0%	0%	0%	0%
Vehicle Hours of Travel (VHT)																
Total Peak Period	1,712	1,640	1,563	1,637	0%	-4%	-9%	-4%	150	150	151	151	0%	0%	1%	1%
Total Vehicular Delay (Hours)* **																
Total Peak Period	413	355	247	356	0%	-14%	-40%	-14%	6	6	6	7	0%	6%	14%	18%
Delay as Percent of VHT																
Total Peak Period	24.1%	21.6%	15.8%	21.8%	0%	-10%	-35%	-10%	3.7%	3.9%	4.2%	4.3%	0%	6%	13%	17%

Notes:

* Freeway statistics include mainline and ramps except "flow rate" which is mailine only.
**Arterial reports the directional arterial values on parallel arterials only.
*** Delay is measured relative to freeflow speed.

Table 13 Ventura "Ten Years after Opening" AM Corridor Performance for City of Ventura Segment - Northbound and Coastal Segment - Southbound

Ventura 2023 AM Corridor Performance	US-101 Northbound Freeways, City of Ventura Segment								US-101 Southbound Freeways, Coastal Segment							
	Baseline	Transit and TDM	Physical Enhancement	Ramp Metering	Baseline	Transit and TDM	Physical Enhancement	Ramp Metering	Baseline	Transit and TDM	Physical Enhancement	Ramp Metering	Baseline	Transit and TDM	Physical Enhancement	Ramp Metering
Average Flow Rates (Vehicles per hour)																
Total Peak Period	3,890	3,666	3,898	3,886	0%	-6%	0%	0%	1,441	1,449	1,451	1,445	0%	1%	1%	0%
Vehicle Miles of Travel (VMT)																
Total Peak Period	82,109	77,569	82,345	82,062	0%	-6%	0%	0%	35,714	35,891	35,939	35,805	0%	0%	1%	0%
Vehicle Hours of Travel (VHT)																
Total Peak Period	1,364	1,277	1,356	1,366	0%	-6%	-1%	0%	561	566	568	567	0%	1%	1%	1%
Total Vehicular Delay (Hours)* **																
Total Peak Period	171	149	160	174	0%	-13%	-6%	2%	50	53	54	55	0%	4%	7%	9%
Delay as Percent of VHT																
Total Peak Period	12.5%	11.7%	11.8%	12.7%	0%	-7%	-6%	2%	9.0%	9.3%	9.5%	9.7%	0%	4%	6%	8%

Notes:

* Freeway statistics include mainline and ramps except "flow rate" which is mailine only.
**Arterial reports the directional arterial values on parallel arterials only.
*** Delay is measured relative to freeflow speed.

Table 14 Ventura "Ten Years after Opening" AM Corridor Performance for Coastal Segment - Northbound and City of Ventura Segment - Southbound

Ventura 2023 AM Corridor Performance	US-101 Northbound Freeways, Coastal Segment								US-101 Southbound Freeways, City of Ventura Segment							
	Baseline	Transit and TDM	Physical Enhancement	Ramp Metering	Baseline	Transit and TDM	Physical Enhancement	Ramp Metering	Baseline	Transit and TDM	Physical Enhancement	Ramp Metering	Baseline	Transit and TDM	Physical Enhancement	Ramp Metering
Average Flow Rates (Vehicles per hour)																
Total Peak Period	3,392	3,078	3,388	3,420	0%	-9%	0%	1%	2,772	2,781	2,787	2,768	0%	0%	1%	0%
Vehicle Miles of Travel (VMT)																
Total Peak Period	84,021	76,252	83,925	84,693	0%	-9%	0%	1%	61,819	61,935	62,191	61,641	0%	0%	1%	0%
Vehicle Hours of Travel (VHT)																
Total Peak Period	1,392	1,244	1,372	1,396	0%	-11%	-1%	0%	1,023	1,025	1,020	1,037	0%	0%	0%	1%
Total Vehicular Delay (Hours)* **																
Total Peak Period	190	154	172	185	0%	-19%	-10%	-3%	124	124	116	140	0%	0%	-7%	13%
Delay as Percent of VHT																
Total Peak Period	13.7%	12.4%	12.5%	13.2%	0%	-10%	-8%	-3%	12.1%	12.1%	11.4%	13.5%	0%	0%	-6%	12%

Notes:

* Freeway statistics include mainline and ramps except "flow rate" which is mailine only.
**Arterial reports the directional arterial values on parallel arterials only.
*** Delay is measured relative to freeflow speed.

Table 15 Ventura "Ten Years after Opening" AM Corridor Performance for CMIA Project Segment - Northbound and Oxnard Segment - Southbound

Ventura 2023 AM Corridor Performance	US-101 Northbound Freeways, CMIA Project Segment – Ventura County								US-101 Southbound Freeways, CMIA Project Segment – Oxnard Segment							
	Baseline	Transit and TDM	Physical Enhancement	Ramp Metering	Baseline	Transit and TDM	Physical Enhancement	Ramp Metering	Baseline	Transit and TDM	Physical Enhancement	Ramp Metering	Baseline	Transit and TDM	Physical Enhancement	Ramp Metering
Average Flow Rates (Vehicles per hour)																
Total Peak Period	3,569	3,261	3,573	3,602	0%	-9%	0%	1%	3,824	3,859	3,797	3,828	0%	1%	-1%	0%
Vehicle Miles of Travel (VMT)																
Total Peak Period	24,467	22,359	24,498	24,695	0%	-9%	0%	1%	73,682	74,417	73,068	73,616	0%	1%	-1%	0%
Vehicle Hours of Travel (VHT)																
Total Peak Period	418	371	412	420	0%	-11%	-1%	0%	1,845	1,812	1,290	1,763	0%	-2%	-30%	-4%
Total Vehicular Delay (Hours)* **																
Total Peak Period	68	52	62	67	0%	-24%	-9%	-2%	749	705	206	669	0%	-6%	-73%	-11%
Delay as Percent of VHT																
Total Peak Period	16.3%	14.0%	15.1%	15.9%	0%	-14%	-8%	-3%	40.6%	38.9%	16.0%	38.0%	0%	-4%	-61%	-7%

Notes:

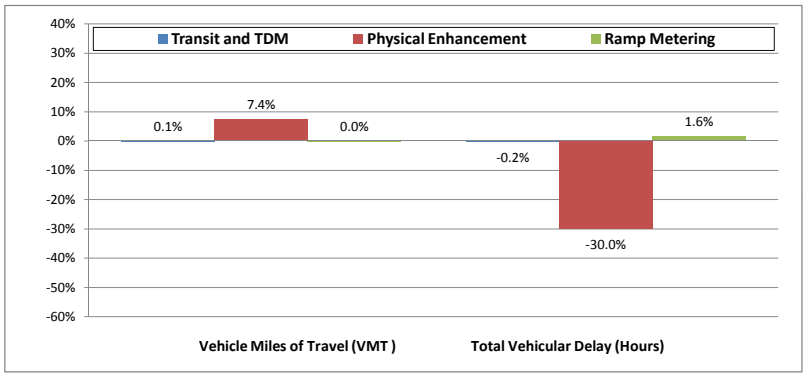
* Freeway statistics include mainline and ramps except "flow rate" which is mailine only.
**Arterial reports the directional arterial values on parallel arterials only.
*** Delay is measured relative to freeflow speed.

Table 16 Ventura "Ten Years after Opening" PM Corridor Performance Summary

Ventura 2023 PM Corridor Performance	US-101 Northbound Freeways								US-101 Southbound Freeways							
	Baseline	Transit and TDM	Physical Enhancement	Ramp Metering	Baseline	Transit and TDM	Physical Enhancement	Ramp Metering	Baseline	Transit and TDM	Physical Enhancement	Ramp Metering	Baseline	Transit and TDM	Physical Enhancement	Ramp Metering
Average Flow Rates (Vehicles per hour)																
Total Peak Period	3,477	3,482	3,739	3,477	0%	0%	8%	0%	4,231	4,074	4,479	4,197	0%	-4%	6%	-1%
Vehicle Miles of Travel (VMT)																
Total Peak Period	256,221	256,495	275,103	256,331	0%	0%	7%	0%	307,700	296,692	327,021	305,276	0%	-4%	6%	-1%
Vehicle Hours of Travel (VHT)																
Total Peak Period	5,519	5,519	5,259	5,548	0%	0%	-5%	1%	8,610	7,267	7,923	8,642	0%	-16%	-8%	0%
Total Vehicular Delay (Hours)* **																
Total Peak Period	1,772	1,768	1,240	1,800	0%	0%	-30%	2%	4,137	2,951	3,163	4,202	0%	-29%	-24%	2%
Delay as Percent of VHT																
Total Peak Period	32.1%	32.0%	23.6%	32.4%	0%	0%	-27%	1%	48.0%	40.6%	39.9%	48.6%	0%	-15%	-17%	1%

Notes:

* Freeway statistics include mainline and rPMps except "flow rate" which is mailine only.
**Arterial reports the directional arterial values on parallel arterials only.
*** Delay is measured relative to freeflow speed.



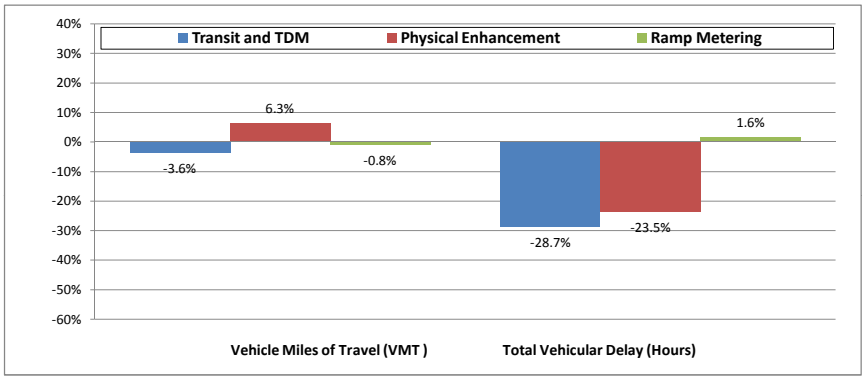


Table 17 Ventura "Ten Years after Opening" PM Corridor Performance for Oxnard Segment - Northbound and CMIA Project Segment - Southbound

Ventura 2023 PM Corridor Performance	US-101 Northbound Freeways, Oxnard Segment								US-101 Southbound Freeways, CMIA Project Segment – Ventura County							
	Baseline	Transit and TDM	Physical Enhancement	Ramp Metering	Baseline	Transit and TDM	Physical Enhancement	Ramp Metering	Baseline	Transit and TDM	Physical Enhancement	Ramp Metering	Baseline	Transit and TDM	Physical Enhancement	Ramp Metering
Average Flow Rates (Vehicles per hour)																
Total Peak Period	4,740	4,737	5,257	4,727	0%	0%	11%	0%	3,773	3,507	3,772	3,773	0%	-7%	0%	0%
Vehicle Miles of Travel (VMT)																
Total Peak Period	91,898	91,750	101,516	91,664	0%	0%	10%	0%	25,809	23,987	25,802	25,805	0%	-7%	0%	0%
Vehicle Hours of Travel (VHT)																
Total Peak Period	2,584	2,584	2,068	2,660	0%	0%	-20%	3%	414	382	416	417	0%	-8%	0%	1%
Total Vehicular Delay (Hours)* **																
Total Peak Period	1,216	1,218	560	1,295	0%	0%	-54%	7%	46	40	47	48	0%	-14%	3%	5%
Delay as Percent of VHT																
Total Peak Period	47.0%	47.1%	27.1%	48.7%	0%	0%	-42%	3%	11.0%	10.3%	11.3%	11.6%	0%	-6%	2%	5%

Notes:

* Freeway statistics include mainline and ramps except "flow rate" which is mailine only.
**Arterial reports the directional arterial values on parallel arterials only.
*** Delay is measured relative to freeflow speed.

Table 18 Ventura "Ten Years after Opening" PM Corridor Performance for City of Ventura Segment - Northbound and Coastal Segment - Southbound

Ventura 2023 PM Corridor Performance	US-101 Northbound Freeways, City of Ventura Segment								US-101 Southbound Freeways, Coastal Segment							
	Baseline	Transit and TDM	Physical Enhancement	Ramp Metering	Baseline	Transit and TDM	Physical Enhancement	Ramp Metering	Baseline	Transit and TDM	Physical Enhancement	Ramp Metering	Baseline	Transit and TDM	Physical Enhancement	Ramp Metering
Average Flow Rates (Vehicles per hour)																
Total Peak Period	4,027	4,006	4,304	4,036	0%	-1%	7%	0%	3,724	3,455	3,714	3,694	0%	-7%	0%	-1%
Vehicle Miles of Travel (VMT)																
Total Peak Period	87,770	87,321	93,532	88,028	0%	-1%	7%	0%	92,308	85,659	92,074	91,588	0%	-7%	0%	-1%
Vehicle Hours of Travel (VHT)																
Total Peak Period	1,727	1,716	1,919	1,678	0%	-1%	11%	-3%	1,537	1,422	1,556	1,525	0%	-8%	1%	-1%
Total Vehicular Delay (Hours)* **																
Total Peak Period	443	438	553	389	0%	-1%	25%	-12%	217	196	239	214	0%	-9%	10%	-1%
Delay as Percent of VHT																
Total Peak Period	25.6%	25.5%	28.8%	23.2%	0%	0%	12%	-9%	14.1%	13.8%	15.4%	14.1%	0%	-2%	9%	0%

Notes:

* Freeway statistics include mainline and ramps except "flow rate" which is mailine only.
**Arterial reports the directional arterial values on parallel arterials only.
*** Delay is measured relative to freeflow speed.

Table 19 Ventura "Ten Years after Opening" PM Corridor Performance for Coastal Segment - Northbound and City of Ventura Segment - Southbound

Ventura 2023 PM Corridor Performance	US-101 Northbound Freeways, Coastal Segment								US-101 Southbound Freeways, City of Ventura Segment							
	Baseline	Transit and TDM	Physical Enhancement	Ramp Metering	Baseline	Transit and TDM	Physical Enhancement	Ramp Metering	Baseline	Transit and TDM	Physical Enhancement	Ramp Metering	Baseline	Transit and TDM	Physical Enhancement	Ramp Metering
Average Flow Rates (Vehicles per hour)																
Total Peak Period	2,406	2,435	2,521	2,406	0%	1%	5%	0%	4,247	4,161	4,713	4,165	0%	-2%	11%	-2%
Vehicle Miles of Travel (VMT)																
Total Peak Period	59,602	60,315	62,444	59,585	0%	1%	5%	0%	90,839	89,128	101,609	89,049	0%	-2%	12%	-2%
Vehicle Hours of Travel (VHT)																
Total Peak Period	933	944	985	935	0%	1%	6%	0%	3,800	1,998	3,731	3,678	0%	-47%	-2%	-3%
Total Vehicular Delay (Hours)* **																
Total Peak Period	81	81	93	83	0%	0%	15%	3%	2,489	712	2,260	2,393	0%	-71%	-9%	-4%
Delay as Percent of VHT																
Total Peak Period	8.7%	8.6%	9.4%	8.9%	0%	-1%	9%	3%	65.5%	35.6%	60.6%	65.1%	0%	-46%	-8%	-1%

Notes:

* Freeway statistics include mainline and ramps except "flow rate" which is mailine only.
**Arterial reports the directional arterial values on parallel arterials only.
*** Delay is measured relative to freeflow speed.

Table 20 Ventura "Ten Years after Opening" PM Corridor Performance for CMIA Project Segment - Northbound and Oxnard Segment - Southbound

Ventura 2023 PM Corridor Performance	US-101 Northbound Freeways, CMIA Project Segment – Ventura County								US-101 Southbound Freeways, CMIA Project Segment – Oxnard Segment							
	Baseline	Transit and TDM	Physical Enhancement	Ramp Metering	Baseline	Transit and TDM	Physical Enhancement	Ramp Metering	Baseline	Transit and TDM	Physical Enhancement	Ramp Metering	Baseline	Transit and TDM	Physical Enhancement	Ramp Metering
Average Flow Rates (Vehicles per hour)																
Total Peak Period	2,473	2,496	2,569	2,488	0%	1%	4%	1%	5,097	5,056	5,553	5,099	0%	-1%	9%	0%
Vehicle Miles of Travel (VMT)																
Total Peak Period	16,952	17,109	17,611	17,054	0%	1%	4%	1%	98,745	97,918	107,536	98,835	0%	-1%	9%	0%
Vehicle Hours of Travel (VHT)																
Total Peak Period	275	275	286	275	0%	0%	4%	0%	2,859	3,465	2,220	3,022	0%	21%	-22%	6%
Total Vehicular Delay (Hours)* **																
Total Peak Period	33	31	35	32	0%	-7%	6%	-4%	1,385	2,003	617	1,547	0%	45%	-55%	12%
Delay as Percent of VHT																
Total Peak Period	12.0%	11.2%	12.2%	11.5%	0%	-7%	2%	-4%	48.5%	57.8%	27.8%	51.2%	0%	19%	-43%	6%

Notes:

* Freeway statistics include mainline and ramps except "flow rate" which is mailine only.
**Arterial reports the directional arterial values on parallel arterials only.
*** Delay is measured relative to freeflow speed.