

**2014 Q3 Quarterly Mobility Statistics  
District 5**

Measure	Graph	Percentage Change									
Vehicle Miles of Travel (VMT)	<p>Miles (Millions)</p> <table border="1"> <tr><th>Year/Quarter</th><th>Value</th></tr> <tr><td>2013 Q3</td><td>510.3</td></tr> <tr><td>2014 Q2</td><td>434.6</td></tr> <tr><td>2014 Q3</td><td>431.9</td></tr> </table>	Year/Quarter	Value	2013 Q3	510.3	2014 Q2	434.6	2014 Q3	431.9	Over one year ago	Over last quarter
		Year/Quarter	Value								
2013 Q3	510.3										
2014 Q2	434.6										
2014 Q3	431.9										
		-15.4% ↓	-0.6% ↓								
Total Vehicle Hours of Delay (VHD) at 35 mph	<p>Hours (Thousands)</p> <table border="1"> <tr><th>Year/Quarter</th><th>Value</th></tr> <tr><td>2013 Q3</td><td>295.8</td></tr> <tr><td>2014 Q2</td><td>231.3</td></tr> <tr><td>2014 Q3</td><td>234.4</td></tr> </table>	Year/Quarter	Value	2013 Q3	295.8	2014 Q2	231.3	2014 Q3	234.4	Over one year ago	Over last quarter
		Year/Quarter	Value								
2013 Q3	295.8										
2014 Q2	231.3										
2014 Q3	234.4										
		-20.8% ↓	1.3% ↑								
Average Non-Holiday Weekday Vehicle Hours of Delay (VHD) at 35 mph	<p>Hours</p> <table border="1"> <tr><th>Year/Quarter</th><th>Value</th></tr> <tr><td>2013 Q3</td><td>3580</td></tr> <tr><td>2014 Q2</td><td>2610</td></tr> <tr><td>2014 Q3</td><td>2774</td></tr> </table>	Year/Quarter	Value	2013 Q3	3580	2014 Q2	2610	2014 Q3	2774	Over one year ago	Over last quarter
		Year/Quarter	Value								
2013 Q3	3580										
2014 Q2	2610										
2014 Q3	2774										
		-22.5% ↓	6.3% ↑								
Total Vehicle Hours of Delay (VHD) at 60 mph	<p>Hours (Thousands)</p> <table border="1"> <tr><th>Year/Quarter</th><th>Value</th></tr> <tr><td>2013 Q3</td><td>693.6</td></tr> <tr><td>2014 Q2</td><td>514.5</td></tr> <tr><td>2014 Q3</td><td>525.8</td></tr> </table>	Year/Quarter	Value	2013 Q3	693.6	2014 Q2	514.5	2014 Q3	525.8	Over one year ago	Over last quarter
		Year/Quarter	Value								
2013 Q3	693.6										
2014 Q2	514.5										
2014 Q3	525.8										
		-24.2% ↓	2.2% ↑								
Average Non-Holiday Weekday Vehicle Hours of Delay (VHD) at 60 mph	<p>Hours</p> <table border="1"> <tr><th>Year/Quarter</th><th>Value</th></tr> <tr><td>2013 Q3</td><td>8444</td></tr> <tr><td>2014 Q2</td><td>5957</td></tr> <tr><td>2014 Q3</td><td>6172</td></tr> </table>	Year/Quarter	Value	2013 Q3	8444	2014 Q2	5957	2014 Q3	6172	Over one year ago	Over last quarter
		Year/Quarter	Value								
2013 Q3	8444										
2014 Q2	5957										
2014 Q3	6172										
		-26.9% ↓	3.6% ↑								

**2014 Q3 Quarterly Mobility Statistics  
District 5**

Measure	Graph	Percentage Change	
Average Vehicle Hours of Delay by Day of Week at 60 mph	<p>Hours</p> <p>Legend: 2013 Q3 (dark blue), 2014 Q2 (light blue), 2014 Q3 (red)</p>	Largest Magnitude Decrease over one year ago	Largest Magnitude Decrease over last quarter
		Tuesday -44%	Tuesday -15.6%
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Weekdays	<p>Hours</p> <p>Legend: Weekday (2013 Q3) (dark blue), Weekday (2014 Q2) (light blue), Weekday (2014 Q3) (red)</p>	Largest Magnitude Weekday Decrease over one year ago	Largest Magnitude Weekday Decrease over last quarter
		6 PM -44.1%	7 PM -70%
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Saturdays	<p>Hours</p> <p>Legend: Saturday (2013 Q3) (dark blue), Saturday (2014 Q2) (light blue), Saturday (2014 Q3) (red)</p>	Largest Magnitude Saturday Decrease over one year ago	Largest Magnitude Saturday Decrease over last quarter
		5 PM -62.2%	6 PM -80.3%
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Sundays/Holidays	<p>Hours</p> <p>Legend: Sunday/Holiday (2013 Q3) (dark blue), Sunday/Holiday (2014 Q2) (light blue), Sunday/Holiday (2014 Q3) (red)</p>	Largest Magnitude Sun./Holiday Decrease over one year ago	Largest Magnitude Sun./Holiday Decrease over last quarter
		5 PM -56.8%	6 PM -62.7%
		Largest Magnitude Weekday Increase over one year ago	Largest Magnitude Weekday Increase over last quarter
		1 PM 12.1%	1 PM 92%
		Largest Magnitude Saturday Increase over one year ago	Largest Magnitude Saturday Increase over last quarter
		12 PM 128%	12 PM 39.6%
		Largest Magnitude Sun./Holiday Increase over one year ago	Largest Magnitude Sun./Holiday Increase over last quarter
		12 PM 62.4%	1 PM 40.5%

2014 Q3 Quarterly Mobility Statistics  
District 5

Measure	Graph	Percentage Change																					
Total Vehicle Hours of Delay (VHD) by County at 35 mph	<p>Hours (Thousands)</p> <p>Legend: 2013 Q3 (blue), 2014 Q2 (orange), 2014 Q3 (green)</p> <table border="1"> <caption>Total Vehicle Hours of Delay (VHD) by County at 35 mph</caption> <thead> <tr> <th>County</th> <th>2013 Q3</th> <th>2014 Q2</th> <th>2014 Q3</th> </tr> </thead> <tbody> <tr> <td>Monterey</td> <td>40</td> <td>30</td> <td>40</td> </tr> <tr> <td>San Luis Obispo</td> <td>10</td> <td>15</td> <td>15</td> </tr> <tr> <td>Santa Barbara</td> <td>85</td> <td>65</td> <td>55</td> </tr> <tr> <td>Santa Cruz</td> <td>165</td> <td>130</td> <td>135</td> </tr> </tbody> </table>	County	2013 Q3	2014 Q2	2014 Q3	Monterey	40	30	40	San Luis Obispo	10	15	15	Santa Barbara	85	65	55	Santa Cruz	165	130	135	<p>Largest Magnitude Decrease over one year ago</p> <p>Santa Cruz -20.5% ↓</p>	<p>Largest Magnitude Decrease over last quarter</p> <p>Santa Barbara -22% ↓</p>
		County	2013 Q3	2014 Q2	2014 Q3																		
		Monterey	40	30	40																		
San Luis Obispo	10	15	15																				
Santa Barbara	85	65	55																				
Santa Cruz	165	130	135																				
<p>Largest Magnitude Increase over one year ago</p> <p>San Luis Obispo 49.9% ↑</p>	<p>Largest Magnitude Increase over last quarter</p> <p>Monterey 41.9% ↑</p>																						
Average Non-Holiday Weekday Equivalent Lost Lane Mile Hours at 35 mph	<p>Miles</p> <p>Legend: 2013 Q3 (blue), 2014 Q2 (orange), 2014 Q3 (green)</p> <table border="1"> <caption>Average Non-Holiday Weekday Equivalent Lost Lane Mile Hours at 35 mph</caption> <thead> <tr> <th>Time Period</th> <th>2013 Q3</th> <th>2014 Q2</th> <th>2014 Q3</th> </tr> </thead> <tbody> <tr> <td>AM Peak (6 AM to 10 AM)</td> <td>90</td> <td>0</td> <td>0</td> </tr> <tr> <td>Off-Peak Day (10 AM to 3 PM)</td> <td>135</td> <td>0</td> <td>0</td> </tr> <tr> <td>PM Peak (3 PM to 7 PM)</td> <td>450</td> <td>10</td> <td>10</td> </tr> <tr> <td>Off-Peak Night (7 PM to 6 AM)</td> <td>15</td> <td>0</td> <td>0</td> </tr> </tbody> </table>	Time Period	2013 Q3	2014 Q2	2014 Q3	AM Peak (6 AM to 10 AM)	90	0	0	Off-Peak Day (10 AM to 3 PM)	135	0	0	PM Peak (3 PM to 7 PM)	450	10	10	Off-Peak Night (7 PM to 6 AM)	15	0	0	<p>Largest Magnitude Decrease over one year ago</p> <p>PM Peak -98.2% ↓</p>	<p>Largest Magnitude Decrease over last quarter</p> <p>Off-Peak Night -75.9% ↓</p>
		Time Period	2013 Q3	2014 Q2	2014 Q3																		
		AM Peak (6 AM to 10 AM)	90	0	0																		
Off-Peak Day (10 AM to 3 PM)	135	0	0																				
PM Peak (3 PM to 7 PM)	450	10	10																				
Off-Peak Night (7 PM to 6 AM)	15	0	0																				
<p>Largest Magnitude Increase over one year ago</p> <p>-</p>	<p>Largest Magnitude Increase over last quarter</p> <p>PM Peak 15% ↑</p>																						
Average Number of Good and Bad Detectors	<p>Number of Detectors</p> <p>Legend: Average of Good (blue), Average of Bad (orange)</p> <table border="1"> <caption>Average Number of Good and Bad Detectors</caption> <thead> <tr> <th>Quarter</th> <th>Average of Good</th> <th>Average of Bad</th> </tr> </thead> <tbody> <tr> <td>2013 Q3</td> <td>300</td> <td>41</td> </tr> <tr> <td>2014 Q2</td> <td>274</td> <td>67</td> </tr> <tr> <td>2014 Q3</td> <td>236</td> <td>105</td> </tr> </tbody> </table>	Quarter	Average of Good	Average of Bad	2013 Q3	300	41	2014 Q2	274	67	2014 Q3	236	105	<p>Change in Good over one year ago</p> <p>-21% ↓</p>	<p>Change in Good over last quarter</p> <p>-14% ↓</p>								
		Quarter	Average of Good	Average of Bad																			
		2013 Q3	300	41																			
2014 Q2	274	67																					
2014 Q3	236	105																					
<p>Change in Bad over one year ago</p> <p>155% ↑</p>	<p>Change in Bad over last quarter</p> <p>56% ↑</p>																						

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Congestion by Route											
Route	County	Vehicle Hours of Delay at 35 mph			Difference 2014 Q3-2013 Q3		Difference 2014 Q3-2014 Q2		Rank		
		2013 Q3	2014 Q2	2014 Q3	Absolute	Percentage	Absolute	Percentage	2013 Q3	2014 Q2	2014 Q3
SR1	Santa Cruz	77,176	111,187	110,425	33,249	43%	-761	-1%	3	1	1
US101	Santa Barbara	46,442	65,423	51,008	4,565	10%	-14,415	-22%	4	2	2
SR1	Monterey	83,439	27,113	38,470	-44,969	-54%	11,358	42%	2	3	3
SR17	Santa Cruz	1,919	15,797	19,476	17,558	915%	3,680	23%	5	4	4
US101	San Luis Obispo	143,514	11,821	15,061	-128,453	-90%	3,240	27%	1	5	5
<b>TOTALS</b>		<b>352,490</b>	<b>231,339</b>	<b>234,440</b>	<b>-118,050</b>	<b>-33%</b>	<b>3,101</b>	<b>1%</b>			