

**2015 Q2 Quarterly Mobility Statistics
District 3**

Measure	Graph	Percentage Change									
Vehicle Miles of Travel (VMT)	<p>Miles (Billions)</p> <table border="1"> <tr><th>Period</th><th>Value</th></tr> <tr><td>2014 Q2</td><td>2.30</td></tr> <tr><td>2015 Q1</td><td>2.25</td></tr> <tr><td>2015 Q2</td><td>2.37</td></tr> </table>	Period	Value	2014 Q2	2.30	2015 Q1	2.25	2015 Q2	2.37	Over one year ago 3.1% ↑	Over last quarter 5.3% ↑
Period	Value										
2014 Q2	2.30										
2015 Q1	2.25										
2015 Q2	2.37										
Total Vehicle Hours of Delay (VHD) at 35 mph	<p>Hours (Thousands)</p> <table border="1"> <tr><th>Period</th><th>Value</th></tr> <tr><td>2014 Q2</td><td>553</td></tr> <tr><td>2015 Q1</td><td>638</td></tr> <tr><td>2015 Q2</td><td>809</td></tr> </table>	Period	Value	2014 Q2	553	2015 Q1	638	2015 Q2	809	Over one year ago 46.2% ↑	Over last quarter 26.9% ↑
Period	Value										
2014 Q2	553										
2015 Q1	638										
2015 Q2	809										
Average Non-Holiday Weekday Vehicle Hours of Delay (VHD) at 35 mph	<p>Hours</p> <table border="1"> <tr><th>Period</th><th>Value</th></tr> <tr><td>2014 Q2</td><td>7,093</td></tr> <tr><td>2015 Q1</td><td>8,834</td></tr> <tr><td>2015 Q2</td><td>11,171</td></tr> </table>	Period	Value	2014 Q2	7,093	2015 Q1	8,834	2015 Q2	11,171	Over one year ago 57.5% ↑	Over last quarter 26.5% ↑
Period	Value										
2014 Q2	7,093										
2015 Q1	8,834										
2015 Q2	11,171										
Total Vehicle Hours of Delay (VHD) at 60 mph	<p>Hours (Millions)</p> <table border="1"> <tr><th>Period</th><th>Value</th></tr> <tr><td>2014 Q2</td><td>1.7</td></tr> <tr><td>2015 Q1</td><td>2.0</td></tr> <tr><td>2015 Q2</td><td>2.2</td></tr> </table>	Period	Value	2014 Q2	1.7	2015 Q1	2.0	2015 Q2	2.2	Over one year ago 32.6% ↑	Over last quarter 14.3% ↑
Period	Value										
2014 Q2	1.7										
2015 Q1	2.0										
2015 Q2	2.2										
Average Non-Holiday Weekday Vehicle Hours of Delay (VHD) at 60 mph	<p>Hours (Thousands)</p> <table border="1"> <tr><th>Period</th><th>Value</th></tr> <tr><td>2014 Q2</td><td>22</td></tr> <tr><td>2015 Q1</td><td>28</td></tr> <tr><td>2015 Q2</td><td>31</td></tr> </table>	Period	Value	2014 Q2	22	2015 Q1	28	2015 Q2	31	Over one year ago 38.4% ↑	Over last quarter 12.5% ↑
Period	Value										
2014 Q2	22										
2015 Q1	28										
2015 Q2	31										

**2015 Q2 Quarterly Mobility Statistics
District 3**

Measure	Graph	Percentage Change	
Average Vehicle Hours of Delay by Day of Week at 60 mph		Largest Magnitude Decrease over one year ago	Largest Magnitude Decrease over last quarter
		Sun/Hol -7.3%	Sun/Hol -11.2%
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Weekdays		Largest Magnitude Increase over one year ago	Largest Magnitude Increase over last quarter
		Thursday 39.6%	Tuesday 20%
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Saturdays		Largest Magnitude Saturday Decrease over one year ago	Largest Magnitude Saturday Decrease over last quarter
		10 AM -22.2%	-
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Sundays/Holidays		Largest Magnitude Weekday Increase over one year ago	Largest Magnitude Weekday Increase over last quarter
		5 PM 79.3%	4 PM 26.7%
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Saturdays		Largest Magnitude Saturday Increase over one year ago	Largest Magnitude Saturday Increase over last quarter
		7 PM -56.9%	5 PM -26.5%
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Sundays/Holidays		Largest Magnitude Sun./Holiday Decrease over one year ago	Largest Magnitude Sun./Holiday Decrease over last quarter
		11 AM -30.1%	4 PM -52.6%
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Sundays/Holidays		Largest Magnitude Sun./Holiday Increase over one year ago	Largest Magnitude Sun./Holiday Increase over last quarter
		2 PM 29.5%	1 PM 70.5%

**2015 Q2 Quarterly Mobility Statistics
District 3**

Measure	Graph	Percentage Change	
<p>Total Vehicle Hours of Delay (VHD) by County at 35 mph</p>		<p>Largest Magnitude Decrease over one year ago</p>	<p>Largest Magnitude Decrease over last quarter</p>
		<p>El Dorado -66.5% </p>	<p>Yuba -69.2% </p>
		<p>Largest Magnitude Increase over one year ago</p>	<p>Largest Magnitude Increase over last quarter</p>
		<p>Sacramento 41.4% </p>	<p>Sacramento 28.7% </p>
<p>Average Non-Holiday Weekday Equivalent Lost Lane Mile Hours at 35 mph</p>		<p>Largest Magnitude Decrease over one year ago</p>	<p>Largest Magnitude Decrease over last quarter</p>
		<p>Off-Peak Night -7.6% </p>	<p></p>
		<p>Largest Magnitude Increase over one year ago</p>	<p>Largest Magnitude Increase over last quarter</p>
		<p>PM Peak 80.2% </p>	<p>PM Peak 16.6% </p>
<p>Average Number of Good and Bad Detectors</p>		<p>Change in Good over one year ago</p>	<p>Change in Good over last quarter</p>
		<p>1% </p>	<p>2.1% </p>
		<p>Change in Bad over one year ago</p>	<p>Change in Bad over last quarter</p>
		<p>3% </p>	<p>-5% </p>

**2015 Q2 Quarterly Mobility Statistics
District 3**

Congestion by Route											
Route	County	Vehicle Hours of Delay at 35 mph			Difference 2015 Q2-2014 Q2		Difference 2015 Q2-2015 Q1		Rank		
		2014 Q2	2015 Q1	2015 Q2	Absolute	Percentage	Absolute	Percentage	2014 Q2	2015 Q1	2015 Q2
SR51	Sacramento	114,117	183,210	253,375	139,257	122%	70,164	38%	2	1	1
US50	Sacramento	161,684	109,975	132,489	-29,195	-18%	22,514	20%	1	2	2
SR99	Sacramento	84,865	93,173	113,300	28,435	34%	20,127	22%	3	3	3
I80	Yolo	40,131	71,482	93,292	53,161	132%	21,810	31%	5	4	4
I5	Sacramento	48,635	68,398	74,612	25,976	53%	6,214	9%	4	5	5
I80	Sacramento	36,678	27,502	51,017	14,339	39%	23,516	86%	6	6	6
US50	Yolo	11,328	20,276	22,672	11,343	100%	2,395	12%	8	8	7
I80	Placer	24,493	20,922	21,107	-3,385	-14%	185	1%	7	7	8
SR160	Sacramento	9,345	18,065	19,160	9,815	105%	1,095	6%	10	9	9
SR65	Placer	9,930	11,088	13,989	4,059	41%	2,902	26%	9	10	10
SR113	Yolo	4,957	3,904	4,802	-155	-3%	898	23%	11	12	11
I80	Nevada	542	699	3,805	3,263	602%	3,106	445%	15	14	12
I5	Yolo	2,412	2,582	3,277	865	36%	695	27%	12	13	13
SR70	Yuba	1,884	5,597	1,726	-158	-8%	-3,871	-69%	13	11	14
US50	El Dorado	1,502	664	504	-999	-66%	-161	-24%	14	15	15
SR99	Sutter	78	66	66	-12	-15%	0	0%	19	16	16
SR99	Butte	361	61	25	-336	-93%	-36	-59%	16	17	17
SR275	Yolo	0	0	2	2			2100%		18	18
I80	Sierra	0	0	0	0		0				
SR12	Sacramento	246	0	0	-246	-100%	0		18		
SR267	Placer	16	0	0	-16	-100%	0		20		
SR89	Placer	301	0	0	-301	-100%	0		17		
TOTALS		553,506	637,663	809,218	255,712	46%	171,556	27%			

The VMT of 2014-Q2 was 2.30 Billion Miles for District 3, and 2015-Q2 was 2.37 Billion Miles. The difference is 3.0% increase when comparing them. However, the delay ($v < 35$ mph) for 2015-Q2 was 46.2% higher than the quarter of 2014-Q2. Therefore, the increase in delay for the quarter of 2015-Q2 did not justify the increase in VMT since the VMT of this quarter was only 3.0% higher when compare that with one years ago. After analysis the bottleneck locations that listed on table above, it is determined the increase of delay was caused by the on-going HOV lane project on Sac-80 (nearby the I-80/I-5 connector).

As identified by the bottleneck table, the delay on Sac-80 had increased from 36,678 VHD to 51,017 VHD due to the on-going construction near by the I-80/I-5 connector. This bottleneck has generated two diversion routes to bypass it. One diversion route would be on Yolo-50, then Sac-5 to bypass the bottleneck. Another diversion route would be on Yolo-50, the W/X section of Sac-50, then SR-51 to bypass the bottleneck. As the result, the delay on Yolo-50 had risen for 100% when comparing 2014-Q2 with 2015-Q2. The delay for Sac-5 had increased by 53%, and SR-51 had increased by 122% for the same time period as the result of the traffic diversion.

Since the HOV lane project on Sac-80 is behind schedule due to unexpected soil condition, it is anticipated delay on Sac-80, Yolo-80, Sac-5, and SR-51 would be continue to increase for the coming quarter. At this time, there are no feasible project to mitigate this traffic impact.