

# District 10 Mobility Performance Report

2024 Fourth Quarter

**DEPARTMENT OF TRANSPORTATION**

January 21, 2025  
: Serafin Herrera

## District 10 Mobility Performance Report

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2024 Fourth Quarter

### EXECUTIVE SUMMARY

#### Overview

Caltrans District 10 contains eight counties located within the Central Valley (Merced / San Joaquin / Stanislaus) and the Sierra Nevada (Alpine / Amador / Calaveras / Mariposa / Tuolumne). Over the years detection in Alpine and Calaveras Counties has been sparse, so the District 10 Mobility Performance Report (MPR) was not including these two counties in the quarterly report. However, Alpine and Calaveras Counties were added back into the MPR beginning 2023 since detection has improved and been implemented more in rural areas.

The MPR quarterly analysis compares information in the current quarter to that of the previous quarter and the quarter one year prior. The following are the performance measures reported in the MPR:

- Vehicle Miles Traveled (VMT)
- Vehicle Hours of Delay (VHD)
- Lost Lane Miles (LLM)
- Detector Health (DH)

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 of 2024, total delay equaled 864.6 thousand vehicle hours of delay (VHD) at the 35 mph speed threshold and 2.5 million VHD at the 60 mph threshold. Compared to the same quarter the year before, there was a 36.4 percent total delay increase in 35 mph quarterly delay and 22.8 percent total delay increase in 60 mph quarterly delay. The average weekday delay experienced in this quarter was approximately 11,821 VHD at 35 mph and 34,371 VHD at 60 mph. Compared to the same quarter the year before, there was a 32.5 percent increase in 35 mph average weekday quarterly delay and 20.3 percent increase in 60 mph average weekday quarterly delay. The increases in delay numbers at 35 mph and at 60 mph can be attributed to the fact that good detection has increased, and additional detection has been implemented in the past year. Additionally, significant commercial, industrial, and residential growth has occurred since early 2022 in the post-Covid era. It is anticipated that the 2024 delay numbers for 35 mph and 60 mph will stabilize going into the latter part of the year.

### Top Ten Bottlenecks for Quarter 4

County	Shift	Fwy	Abs PM	CA PM	Latitude	Longitude	# Days Active	Avg Extent (Miles)	Total Delay (veh-hrs)	Total Duration (mins)
SJ	AM	I205-W	1.69	0.761	37.74	-121.54	54	2.87	106,666	11,930
SJ	PM	SR99-S	238.76	2.971	37.76	-121.15	54	2.67	37,981	8,110
SJ	PM	SR99-S	236.56	0.776	37.74	-121.12	58	2.39	35,735	9,820
STA	PM	SR99-S	227.83	R16.799	37.65	-121.02	50	2.30	22,877	7,280
SJ	PM	I5-S	470.73	25.241	37.93	-121.30	49	1.60	22,642	5,810
STA	PM	SR99-S	227.11	R16.07	37.64	-121.01	59	1.42	21,301	10,505
SJ	PM	I205-E	12.87	R11.94	37.77	-121.34	52	1.80	17,020	6,965
SJ	PM	I5-N	468.70	R23.21	37.91	-121.29	55	2.04	13,332	5,680
SJ	PM	I205-W	11.41	R10.48	37.77	-121.37	49	1.70	11,161	5,195
SJ	PM	I205-W	13.13	R12.195	37.77	-121.35	53	1.30	10,426	6,170

SUMMARY TABLE FOR THE 2024 Q4 REPORT

The following District 10 projects are currently being constructed or are scheduled for construction effective August 2024. These current and future (planned) projects will further relieve congestion in District 10:

#### **MER 152 -LOS BANOS BYPASS SEGMENT I; EA 10-41911**

Convert 4 lane expressway to 6 lane freeway

Approve Construction Contract Date – 05/15/2018

On Hold (No Updates) – 07/07/2023

**STA 132 –SR 132 EXPRESSWAY PHASE 2; 10-40352**

State Route 132 West Freeway/Expressway Phase 2. Phase 2 will add 2 lanes to the existing 2-lane, access controlled facility to create a four-lane expressway.

Currently in PS&E

Project Completion – Estimated to be late 2031

**SAN JOAQUIN COUNTY**

**SJ 4 RAMP METERING IMPROVEMENTS; EA 10-1F180**

Install ramp meters along SR 4 between the I-5 and SR 99 Connectors

Currently in RTL

Project Completion – Estimated to be 2028

**SJ 120 RAMP METERING IMPROVEMENTS; EA 10-1F040**

Install ramp meters along SR 4 between the I-5 and SR 99 Connectors

Currently waiting to be programmed

Project Completion – Estimated to be 2030

**I-205 SMART CORRIDOR PHASE 2; EA 10-1C330**

Install ramp meters and ITS elements along I205 from MacArthur to Grant Line Road

Currently RTL was Achieved in June 2021

Project Completion – Estimated to be 2027

**I-205 –MOUNTAIN HOUSE PARKWAY INTERCHANGE PROJECT; EA 10-1E210**

Improve the I-205 – Mountain House Parkway Interchange to accommodate planned future growth in and around the City of Tracy

Currently in PS&E

Project Completion – Estimated to be 2034

**I-205 –LAMMERS ROAD / 11<sup>TH</sup> STREET INTERCHANGE PROJECT; EA 10-0H910**

Construct the I-205 – Lammers Road / 11<sup>th</sup> Street Interchange to accommodate planned future growth in and around the City of Tracy

Currently in PS&E

Project Completion – Estimated to be 2032

**I-205 –CHRISMAN ROAD INTERCHANGE PROJECT; EA 10-0H880**

Construct the I-205 – Chrisman Road Interchange to accommodate planned future growth in and around the eastern commercial zone of the City of Tracy.

Currently in PA&ED

Project Completion – Estimated to be 2034

**I-580 –PATTERSON PASS ROAD INTERCHANGE PROJECT; EA 10-1E220**

Improve the I-205 – Patterson Pass Road Interchange to accommodate planned future growth in and around the City of Tracy

Currently in PS&E

Project Completion – Estimated to be 2029

The above capacity increasing, ramp metering, interchange improvement, and interchange construction projects are located on the routes, in the cities, and in the counties that experience the most congestion in District 10. It is expected that the projects will help reduce congestion and delay as the population and demand in District 10 grows over the next 10 years.

The next section of this report summarizes the District 10 2024 Q4 Quarterly Mobility Statistics.

## 2024 Q4 Quarterly Mobility Statistics District 10

Data may change in coming months due to on-going reconciliation process

Measure	Graph	Percentage Change									
		Over one year ago	Over last quarter								
<b>Vehicle Miles of Travel (VMT)</b>	<table border="1"> <caption>Vehicle Miles of Travel (VMT) - Billions</caption> <thead> <tr> <th>Quarter</th> <th>VMT (Billions)</th> </tr> </thead> <tbody> <tr> <td>2023 Q4</td> <td>1.98</td> </tr> <tr> <td>2024 Q3</td> <td>2.12</td> </tr> <tr> <td>2024 Q4</td> <td>2.02</td> </tr> </tbody> </table>	Quarter	VMT (Billions)	2023 Q4	1.98	2024 Q3	2.12	2024 Q4	2.02	2.4%	-4.5%
Quarter	VMT (Billions)										
2023 Q4	1.98										
2024 Q3	2.12										
2024 Q4	2.02										
		↑	↓								
<b>Total Vehicle Hours of Delay (VHD) at 35 mph</b>	<table border="1"> <caption>Total Vehicle Hours of Delay (VHD) at 35 mph - Thousands</caption> <thead> <tr> <th>Quarter</th> <th>VHD (Thousands)</th> </tr> </thead> <tbody> <tr> <td>2023 Q4</td> <td>633.9</td> </tr> <tr> <td>2024 Q3</td> <td>905.9</td> </tr> <tr> <td>2024 Q4</td> <td>864.6</td> </tr> </tbody> </table>	Quarter	VHD (Thousands)	2023 Q4	633.9	2024 Q3	905.9	2024 Q4	864.6	36.4%	-4.6%
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For further information regarding the content of this report, contact:  
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## 2024 Q4 Quarterly Mobility Statistics District 10

Data may change in coming months due to on-going reconciliation process

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
		-	Monday -10.4%
		Largest Magnitude Increase over one year ago	Largest Magnitude Increase over last quarter
Thursday 23.9%	Thursday 8.6%		
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Weekdays		Largest Magnitude Weekday Decrease over one year ago	Largest Magnitude Weekday Decrease over last quarter
		8 PM -11.7%	8 AM -22.1%
		Largest Magnitude Weekday Increase over one year ago	Largest Magnitude Weekday Increase over last quarter
		4 PM 35.9%	5 PM 33.2%
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
		11 AM -9.6%	1 PM -21.2%
		Largest Magnitude Saturday Increase over one year ago	Largest Magnitude Saturday Increase over last quarter
		5 PM 55.7%	5 PM 270.3%
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
		12 AM -54.9%	10 PM -52.8%
		Largest Magnitude Sun./Holiday Increase over one year ago	Largest Magnitude Sun./Holiday Increase over last quarter
		1 PM 156.2%	5 PM 202.1%

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## 2024 Q4 Quarterly Mobility Statistics District 10

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Measure	Graph	Percentage Change	
<b>Total Vehicle Hours of Delay (VHD) by County at 35 mph</b>		Largest Magnitude Decrease over one year ago CAL -97.8%	Largest Magnitude Decrease over last quarter SJ -12.6%
		Largest Magnitude Increase over one year ago SJ 33.1%	Largest Magnitude Increase over last quarter MER 111.4%
<b>Average Non-Holiday Weekday Equivalent Lost Lane Mile Hours at 35 mph</b>		Largest Magnitude Decrease over one year ago -	Largest Magnitude Decrease over last quarter -
		Largest Magnitude Increase over one year ago PM Peak 56.2%	Largest Magnitude Increase over last quarter PM Peak 15.3%
<b>Average Number of Good and Bad Detectors</b>		Change in Good over one year ago 4%	Change in Good over last quarter 2%
		Change in Bad over one year ago -10%	Change in Bad over last quarter -5%

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**2024 Q4 Quarterly Mobility Statistics  
District 10**

**Data may change in coming months due to on-going reconciliation process**

Congestion by Route											
Route	County	Vehicle Hours of Delay at 35 mph			Difference 2024 Q4-2023 Q4		Difference 2024 Q4-2024 Q3		Rank		
		2023 Q4	2024 Q3	2024 Q4	Absolute	Percentage	Absolute	Percentage	2023 Q4	2024 Q3	2024 Q4
I205	SJ	143,386	254,712	169,797	26,412	18.4%	-84,914	-33.3%	1	1	1
SR99	STA	99,127	132,567	164,682	65,554	66.1%	32,115	24.2%	4	4	2
I5	SJ	110,057	179,530	140,290	30,233	27.5%	-39,240	-21.9%	3	2	3
SR99	SJ	120,720	136,874	136,291	15,571	12.9%	-583	-0.4%	2	3	4
SR120	SJ	23,868	38,560	63,092	39,225	164.3%	24,532	63.6%	8	6	5
SR4	SJ	35,911	49,212	58,240	22,329	62.2%	9,028	18.3%	5	5	6
SR99	MER	29,506	14,394	36,072	6,566	22.3%	21,678	150.6%	6	10	7
I580	SJ	12,671	27,087	28,851	16,180	127.7%	1,764	6.5%	9	8	8
SR132	STA	27,766	28,395	26,841	-925	-3.3%	-1,554	-5.5%	7	7	9
SR12	SJ	4,506	9,406	10,658	6,152	136.5%	1,252	13.3%	13	11	10
I5	STA	4,972	18,194	9,966	4,994	100.4%	-8,228	-45.2%	12	9	11
SR152	MER	6,355	4,518	9,456	3,101	48.8%	4,938	109.3%	11	14	12
SR132	SJ	7,893	4,822	3,352	-4,541	-57.5%	-1,470	-30.5%	10	12	13
I5	MER	3,139	42	2,720	-418	-13.3%	2,679	6455.2%	14	27	15
SR49	TUO	0	1,582	1,466	1,466	1465500.0%	-117	-7.4%	30	17	16
SR140	MPA	0	50	1,379	1,379		1,329	2668.3%		26	17
SR165	MER	2,179	4,544	1,379	-801	-36.7%	-3,165	-69.7%	16	13	18
SR108	TUO	689	529	1,012	323	46.9%	483	91.3%	18	20	19
SR120	TUO	363	798	559	195	53.8%	-240	-30.0%	20	18	20
SR49	MPA	534	4,448	395	-139	-26.1%	-4,054	-91.1%	19	15	21
SR16	AMA	141	778	184	44	31.2%	-593	-76.3%	22	19	22
SR140	MER	2	1	41	39	2450.0%	40	3609.1%	28	30	23
SR88	ALP	27	105	21	-6	-21.9%	-83	-79.6%	24	22	24
SR88	SJ	6	23	13	7	129.1%	-11	-46.2%	27	28	25
SR88	AMA	0	0	9	9		9				26
SR104	AMA	10	17	8	-2	-19.4%	-9	-53.5%	25	29	27
SR4	STA	176	75	2	-174	-98.6%	-73	-96.8%	21	24	28
SR124	AMA	9	108	2	-7	-77.2%	-106	-98.1%	26	21	29
SR12	CAL	33	72	0	-33	-100.0%	-72	-100.0%	23	25	
SR4	CAL	1,497	0	0	-1,497	-100.0%	0		17		
<b>TOTALS</b>		<b>637,999</b>	<b>913,178</b>	<b>869,731</b>	<b>231,732</b>	<b>36.3%</b>	<b>-43,448</b>	<b>-4.8%</b>			

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