District 03
Mobility Performance Report

2024 Fourth Quarter

DEPARTMENT OF TRANSPORTATION

January 30, 2025
Office of Freeway Operations

2024 Fourth Quarter

EXECUTIVE SUMMARY

Overview

Caltrans District 3 is comprised of eleven counties located in Northern California. Most of the congestion and delay on the state highway system occurs in the urbanized areas of Sacramento, Yolo, and Placer counties.

The Mobility Performance Report (MPR) quarterly analysis compares information from the current quarter, the previous quarter, and the prior year. The following performance measures were used to quantify freeway congestion in District 3 as well as to compare the different quarters:

- Bottleneck Locations
- Vehicle Miles of Travel (VMT)
- Vehicle Hours of Delay (VHD)
- Lost Lane Miles (equivalent lost productivity)
- Detector Health

This information is based on data collected by automated vehicle detector stations deployed on urban freeways through the Caltrans Performance Measurement System (PeMS). Where congestion is regularly experienced, PeMS continuously gathers data 24 hours a day, every day of the quarter. The MPR presents congestion information for 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 the delay at 60 mph represents all congestion (both light and heavy). These thresholds are set by Caltrans District 3 Office of Freeway Operations and prior traffic engineering experience.

FINDINGS

In the fourth quarter of 2024, there was a slight decrease in delay from the previous quarter that may have been caused by the seasonal transition from Fall to Winter. The Vehicle Miles Traveled (VMT) travel demand data provided below supports this analysis. The total delay on District 3 freeways equaled *1.42* million Vehicle Hours of Delay (VHD) below the 35 mph speed threshold and *3.4* million VHD below the 60 mph threshold. The average delay experienced on weekdays in this quarter was approximately *19* thousand VHD below 35 mph, and *46* thousand VHD below 60 mph. VHD at 35 and 60 mph thresholds have increased when compared with the fourth quarter of 2023, which reflects the impact of the change in Work from Home policy. See pages 4 to 6 for more details.

Vehicle Miles of Travel was lower than the previous quarter with a total of *2.69* billion miles, a 6.8% decrease. At the 60 mph threshold, District 3 Average Weekday Delay was 45,622 vehicles per hour (vph). When using Average Vehicle Occupancy (AVO) of 1.73 as directed by guidelines, the Daily Person Hours of Delay (DPHD) for District 3 was 78,926 hours for this quarter.

Delay is more concentrated in the AM and PM commute hours on weekdays and in the midday on weekends.

Top Ten Bottlenecks for Quarter 4

County	Fwy	Name	Type	Shift	Abs PM	CA PM	Latitude	Longitude	# Days Active	Avg Extent (Miles)	Total Delay (veh-hrs)	Total Duration (mins)
YUB	SR70-E	70EB Yuba River Br	ML	PM	20.149	13.524	39.129	-121.585	61	2.72	67,847	12,535
SAC	SR51-S	EB Exposition Bl	ML	PM	3.326	3.326	38.597	-121.444	62	2.05	65,408	13,650
SAC	SR51-N	51NB Elvas Underpass	ML	PM	2.089	2.089	38.585	-121.457	59	1.56	33,522	10,075
SAC	SR99-S	99SB at Cosumnes	ML	PM	290.675	16.23	38.456	-121.410	62	2.01	28,255	10,690
SAC	SR51-N	NB Fulton Ave	ML	PM	6.869	6.869	38.631	-121.400	57	2.29	27,122	7,520
SAC	I5-S	5SB at Garden Hwy	ML	PM	520.657	25.364	38.607	-121.508	59	1.81	25,595	8,385
PLA	I80-W	WB Douglas Blvd	ML	PM	103.508	2.008	38.744	-121.271	57	1.57	24,880	8,360
YOL	I80-E	E. of Mace Blvd	ML	PM	75.695	3.508	38.556	-121.680	60	3.03	23,694	5,550
PLA	SR65-N	Galleria Blvd-NB RMS	ML	PM	65.787	R6.062	38.779	-121.268	57	1.66	23,048	8,210
PLA	SR65-S	Pleasant Grove Blvd	ML	PM	66.907	R7.189	38.787	-121.286	62	1.61	22,883	9,625

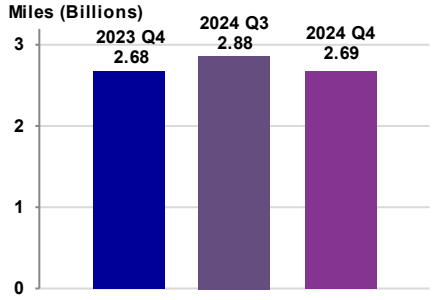
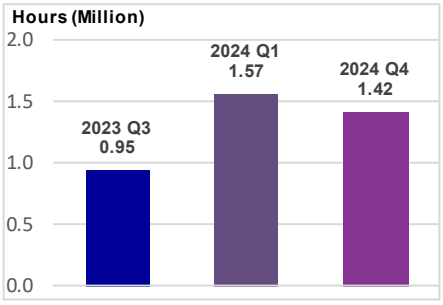
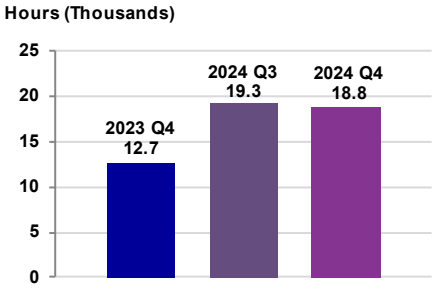
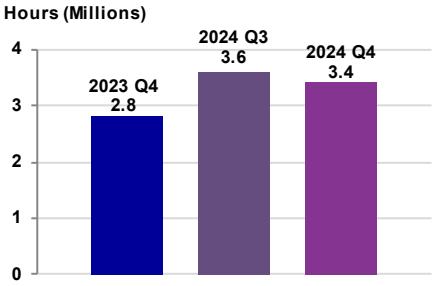
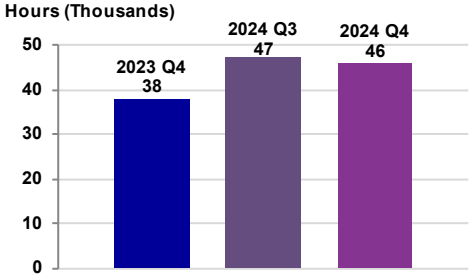
Notes:

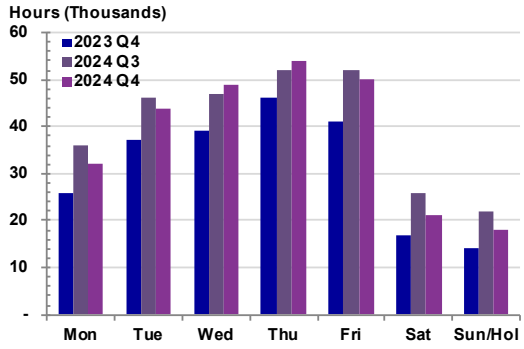
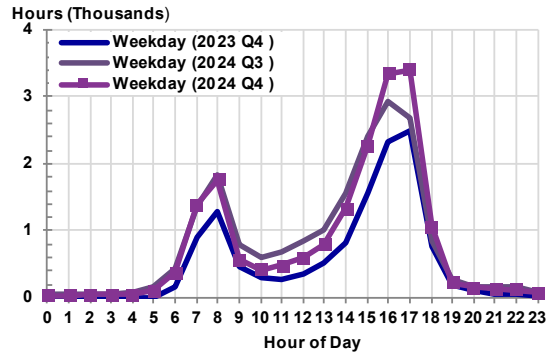
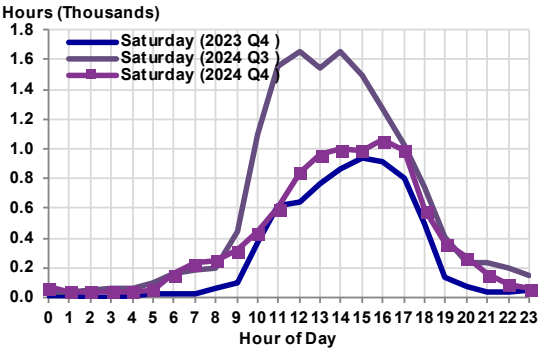
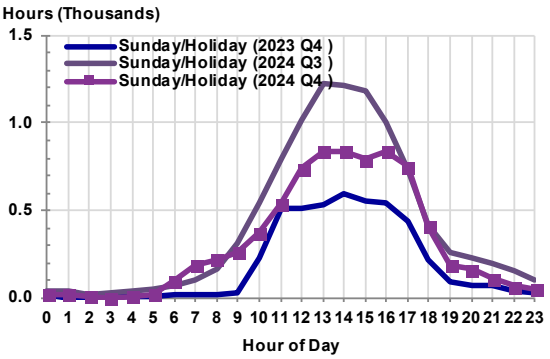
- For the table above, the quarterly delay calculation was based upon a 60 mph threshold for the AM/PM weekday peak period.
- As shown in the table above, Route 51 has three of the top 10 bottlenecks and it is one of the most congested highways in the Sacramento region (by Bottleneck density). Some of

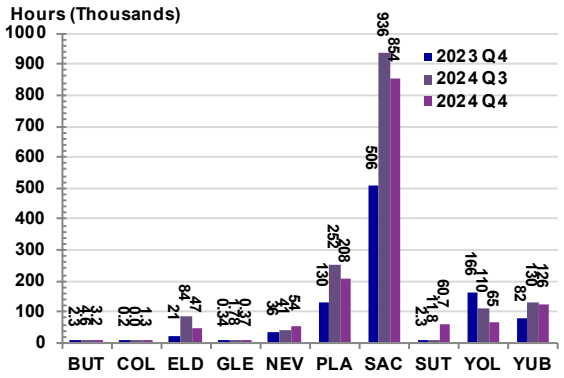
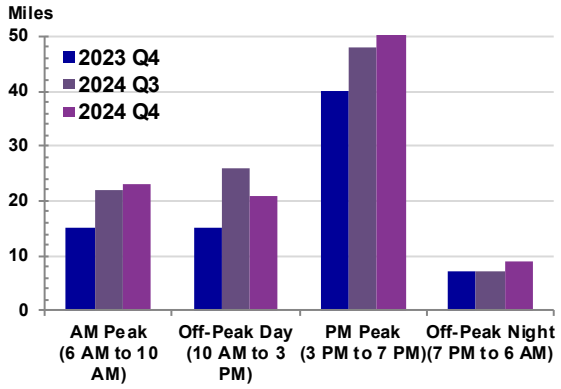
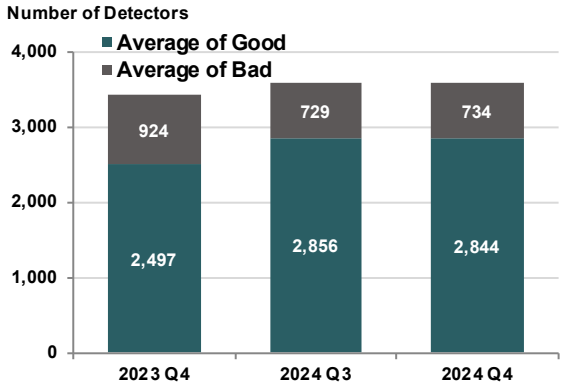
these delays may be caused by the implementation of Return to Office (RTO) for California State Department employees.

- In continued efforts to help relieve congestion and allow safe merging during high travel demand periods, the California Department of Transportation (Caltrans) has updated the ramp metering operating hours on all major freeways in the Sacramento region. The metering hours will be based on travel demand and will be activated 24/7, including holidays, when minimum traffic thresholds are met. The ramp meters will be active every day including weekends and holidays.
- Caltrans District 3 has plans to construct High Occupancy Vehicle (HOV) lanes on SR-51 in Sacramento County, I-80 in Yolo County, and SR-65 in Placer County. These projects are expected to reduce delay at some of the nearby bottlenecks identified above.
- The HOV lanes on US-50 are currently under construction, and the HOV lanes on I-5 have been completed and are operational.
- Phase 1 of improvements at the SR-65/I-80 interchange have been completed. This phase included reconstructing the WB I-80 connector to NB SR-65 to increase capacity and included reconstructing the Stanford Ranch/Galleria interchange. The remainder of the SR-65 project is not currently funded. The planned HOV project on SR-51 is currently funding for PA&ED.
- District 3 is preparing to use the information in this report to prioritize funding for projects in the SHOPP mobility programs.

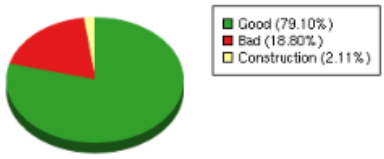
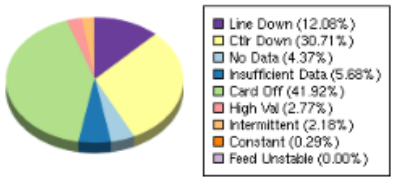
Quarterly Mobility Statistics

Measure	Graph	Percentage Change	
Vehicle Miles of Travel (VMT)		Over one year ago	Over last quarter
		0.2%	-6.7%
		↑	↓
Total Vehicle Hours of Delay (VHD) at 35 mph		Over one year ago	Over last quarter
		50%	-9.7%
		↑	↓
Average Non-Holiday Weekday Vehicle Hours of Delay (VHD) at 35 mph		Over one year ago	Over last quarter
		48.4%	-2.4%
		↑	↓
Total Vehicle Hours of Delay (VHD) at 60 mph		Over one year ago	Over last quarter
		22.2%	-6.8%
		↑	↓
Average Non-Holiday Weekday Vehicle Hours of Delay (VHD) at 60 mph		Over one year ago	Over last quarter
		21%	-2%
		↑	↓

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
		–	Saturday -22.4%
		Largest Magnitude Increase over one year ago	Largest Magnitude Increase over last quarter
		Friday 22.6%	Wednesday 3.8%
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
		–	12 PM -29.6%
		Largest Magnitude Weekday Increase over one year ago	Largest Magnitude Weekday Increase over last quarter
		4 PM 43.8%	5 PM 26.7%
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 -3.3%	11 AM -61.3%
		Largest Magnitude Saturday Increase over one year ago	Largest Magnitude Saturday Increase over last quarter
		7 PM 162.2%	8 AM 25.7%
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
		3 AM -14.5%	3 PM -33.2%
		Largest Magnitude Sun./Holiday Increase over one year ago	Largest Magnitude Sun./Holiday Increase over last quarter
		1 PM 58.8%	7 AM 82.9%

Measure	Graph	Percentage Change	
Total Vehicle Hours of Delay (VHD) by County at 35 mph		Largest Magnitude Decrease over one year ago	Largest Magnitude Decrease over last quarter
		YOL -60.9%	SAC -8.7%
		Largest Magnitude Increase over one year ago	Largest Magnitude Increase over last quarter
		SAC 68.8%	SUT 413.1%
Average Non-Holiday Weekday Equivalent Lost Lane Mile Hours at 35 mph		Largest Magnitude Decrease over one year ago	Largest Magnitude Decrease over last quarter
		–	Off-Peak Day -17.7%
		Largest Magnitude Increase over one year ago	Largest Magnitude Increase over last quarter
		PM Peak 41.3%	PM Peak 19.8%
Average Number of Good and Bad Detectors		Change in Good over one year ago	Change in Good over last quarter
		14%	0%
		Change in Bad over one year ago	Change in Bad over last quarter
		-21%	1%

The figure on the next page displays detector health data taken on October 1st, 2024. 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 did not change when compared with Q3/2024.

% Working	Suspected Errors
	

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	259	91.1	8.9	0.0	0.0	0.0	1.9	0.4	6.2	0.0	0.0	0.4	0.0
I5-S	257	91.4	8.6	0.0	0.0	0.0	0.8	0.0	7.4	0.0	0.4	0.0	0.0
SR12-E	8	0.0	100.0	0.0	75.0	0.0	12.5	0.0	12.5	0.0	0.0	0.0	0.0
SR12-W	6	0.0	100.0	0.0	66.7	0.0	0.0	16.7	16.7	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	27	85.2	14.8	0.0	0.0	7.4	0.0	0.0	7.4	0.0	0.0	0.0	0.0
SR20-W	28	71.4	28.6	0.0	0.0	7.1	0.0	0.0	14.3	0.0	7.1	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	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
SR49-S	9	77.8	22.2	0.0	0.0	0.0	0.0	0.0	22.2	0.0	0.0	0.0	0.0
US50-E	487	71.9	28.1	6.4	7.8	8.0	0.0	1.8	8.8	0.8	0.8	0.0	0.0
US50-W	466	68.5	31.5	4.9	7.5	9.7	0.0	1.1	10.7	1.9	0.6	0.0	0.0
SR51-N	109	76.1	23.9	2.8	0.0	11.9	0.0	0.0	11.0	0.9	0.0	0.0	0.0
SR51-S	93	69.9	30.1	9.7	0.0	20.4	0.0	0.0	9.7	0.0	0.0	0.0	0.0
SR65-N	56	92.9	7.1	0.0	0.0	0.0	3.6	0.0	3.6	0.0	0.0	0.0	0.0
SR65-S	69	97.1	2.9	0.0	0.0	0.0	1.4	0.0	0.0	1.4	0.0	0.0	0.0
SR70-E	21	81.0	19.0	0.0	0.0	0.0	0.0	0.0	19.0	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	487	83.8	16.2	1.0	0.0	6.6	1.0	1.2	6.8	0.4	0.2	0.0	0.0
I80-W	466	78.5	21.5	0.0	0.0	10.7	0.9	1.5	7.5	0.2	0.4	0.2	0.0
SR89-N	12	91.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.3	0.0	0.0
SR89-S	12	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
SR99-N	284	91.2	8.8	0.0	0.0	0.0	1.1	1.8	5.3	0.4	0.4	0.0	0.0
SR99-S	304	87.5	12.5	2.0	0.0	0.0	2.3	1.6	8.6	0.0	0.0	0.0	0.0
SR113-N	15	73.3	26.7	0.0	0.0	13.3	0.0	0.0	13.3	0.0	0.0	0.0	0.0
SR113-S	17	82.4	17.6	0.0	0.0	11.8	0.0	0.0	5.9	0.0	0.0	0.0	0.0
SR160-N	8	87.5	12.5	0.0	0.0	0.0	0.0	0.0	12.5	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	4	75.0	25.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0
SR162-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
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	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
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	**3,578**	**80.8**	**19.2**	**2.2**	**2.3**	**5.9**	**0.8**	**1.1**	**8.0**	**0.5**	**0.4**	**0.1**	**0.0**

Based on the Congestion by Route table below, I-80 in Sacramento County was the worst performing freeway in District 3, followed by I-5 in Sacramento County. I-80 in Placer County had a decrease in delay when compared with the previous quarter.

Congestion by Route											
		Vehicle Hours of Delay at 35 mph			Difference 2024 Q4-2023 Q4		Difference 2024 Q4-2024 Q3		Rank		
Route	County	2023 Q4	2024 Q3	2024 Q4	Absolute	Percentage	Absolute	Percentage	2023 Q4	2024 Q3	2024 Q4
I80	Sacramento	56,871	333,608	254,526	197,655	347.5%	-79,083	-23.7%	7	1	1
SR51	Sacramento	186,119	215,982	249,062	62,943	33.8%	33,080	15.3%	1	3	2
I5	Sacramento	129,773	226,079	161,981	32,208	24.8%	-64,098	-28.4%	3	2	3
SR99	Sacramento	78,832	110,749	129,487	50,654	64.3%	18,738	16.9%	5	6	4
SR70	Yuba	82,310	129,814	125,685	43,376	52.7%	-4,128	-3.2%	4	4	5
SR65	Placer	76,342	87,194	114,108	37,766	49.5%	26,915	30.9%	6	7	6
I80	Placer	50,891	120,565	85,582	34,691	68.2%	-34,983	-29.0%	9	5	7
SR99	Sutter	2,279	11,818	60,686	58,407	2563.1%	48,868	413.5%	16	16	8
US50	Sacramento	52,646	46,689	55,787	3,141	6.0%	9,098	19.5%	8	10	9
I80	Yolo	132,026	79,667	48,917	-83,110	-62.9%	-30,750	-38.6%	2	9	10
US50	El Dorado	20,457	81,317	46,407	25,950	126.8%	-34,911	-42.9%	12	8	11
I80	Nevada	33,122	38,893	39,106	5,984	18.1%	213	0.5%	10	11	12
SR89	Nevada	1,554	658	11,813	10,259	660.2%	11,155	1695.2%	18	25	13
US50	Yolo	28,629	17,048	9,213	463,521	1619.1%	-7,834	-46.0%	11	13	14
I5	Yolo	2,909	13,136	6,471	3,562	122.4%	-6,665	-50.7%	13	15	15
SR267	Placer	13	13,318	4,587	4,574	36304.8%	-8,731	-65.6%	31	14	16
SR89	Placer	2,095	27,159	3,099	1,004	47.9%	-24,060	-88.6%	17	12	17
SR99	Butte	2,339	1,659	2,948	609	26.0%	1,289	77.7%	15	21	18
SR20	Nevada	985	865	2,674	1,689	171.5%	1,809	209.1%	20	24	19
SR160	Sacramento	1,292	615	1,383	91	7.0%	768	124.9%	19	26	20
I5	Colusa	76	4	1,230	1,154	1517.8%	1,226	33129.7%	29	37	21
SR244	Sacramento	252	1,066	1,222	971	385.9%	156	14.7%	24	23	22
SR28	Placer	833	3,425	1,001	168	20.1%	-2,424	-70.8%	21	17	23
SR12	Sacramento	429	1,850	919	489	113.9%	-932	-50.4%	22	20	24
SR49	Nevada	101	409	370	269	264.8%	-39	-9.6%	27	27	25
SR162	Glenn	252	1,527	350	99	39.2%	-1,176	-77.1%	24	22	26
I505	Yolo	1	0	347	346	28816.7%	347		36		27
SR89	El Dorado	293	3,070	292	-1	-0.2%	-2,778	-90.5%	23	18	28
SR149	Butte	0	2,862	197	197		-2,665	-93.1%		19	29
SR20	Colusa	110	34	49	-62	-56.0%	15	43.4%	26	31	30
I5	Glenn	85	253	17	-68	-80.0%	-236	-93.3%	28	29	31
SR70	Sutter	0	9	9	9	4300.0%	0	0.0%	38	33	32
SR70	Butte	0	31	7	7		-24	-78.3%		32	33
SR113	Yolo	2,374	340	4	-2,370	-99.8%	-336	-98.8%	14	28	34
SR45	Glenn	7	3	3	-4	-59.7%	0	0.0%	33	38	35
SR162	Butte	3	4	3	-1	-18.8%	-2	-39.5%	34	36	36
SR20	Sutter	33	2	2	-31	-93.9%	0	-16.7%	30	39	37
SR45	Colusa	11	7	2	-9	-82.5%	-5	-71.8%	32	34	37
SR20	Yuba	0	5	1	1	1200.0%	-4	-75.0%	39	35	39
SR113	Sutter	2	1	1	0	-26.7%	0	-8.3%	35	40	40
SR16	Yolo	0	77	0	0		-77	-100.0%		30	
SR275	Yolo	1	0	0	-1	-100.0%	0		37		
TOTALS		**946,348**	**1,571,809**	**1,419,543**	**473,196**	**50.0%**	**-152,266**	**-9.7%**			

As indicated by the table above, the Total Delay for all monitored routes has decreased to *1,419,543* hours, a decrease of *9.7%* when compared with the previous quarter. Overall, congestion and delay have decreased, and travel demand (VMT) also decreased by *6.7%* 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 2 and 3 of this report, Caltrans is continuing the process of implementing HOV lanes and 24/7 ramp metering operations for Sacramento's freeway system. HOV 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.