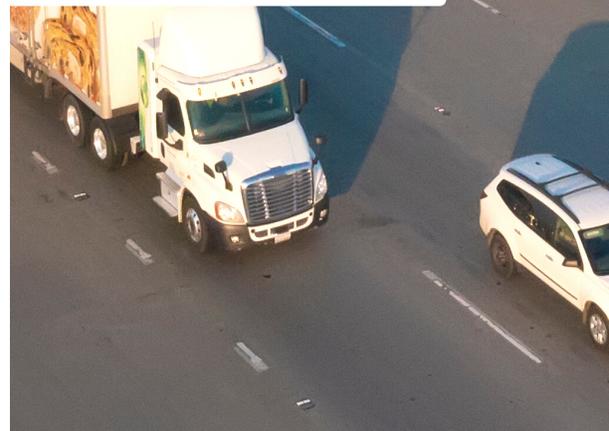
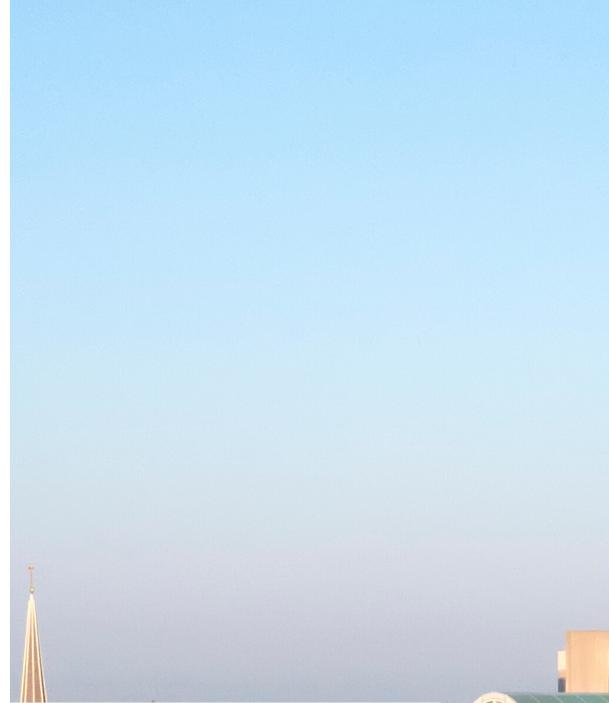


# APPENDIX O

## Congestion Management Program



2022

# REGIONAL CONGESTION MANAGEMENT PROGRAM

**2022 RTP/SCS APPENDIX**



# Federal Congestion Management Process

## INTRODUCTION

Congestion management is an integral element of the region's transportation planning and programming process. It serves as a guide for implementing both near term and long term regional transportation improvements. The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), signed into law on August 10, 2005 requires transportation management areas (TMAs), such as San Joaquin County, to develop and engage in a Congestion Management Process (CMP) that is fully integrated into the regional transportation planning process in order to provide for "safe and effective integrated management and operation of the transportation system." The CMP requirement was carried forward with the current Federal Transportation Authorization Act, Fixing America's Surface Transportation (FAST), 2015. In addition, the 2006 Measure K Renewal ordinance included a requirement to support and develop a Regional Congestion Management Program (RCMP).

In 2019, SJCOG's Board approved resolution no. R-20-16 that recommends our jurisdictions adopt resolutions to opt out of the State Congestion Management Program and authorized SJCOG's Executive Director to start the process of opting out of the State Congestion Management Program. Pursuant to California Government Code 65088.3, a state designated congestion management agency can opt out or become exempt from the requirements of California's Congestion Management Program once the majority of jurisdictions that account for the majority of the population in San Joaquin County pass their own exemption resolutions from California's Congestion Management Program. As of August 2020, all cities that account for 79% of the County's population passed their own resolutions. In August 2021, SJCOG's Board

approved the 2021 RCMP update and resolution no. R-22-01 finding SJCOG met the threshold of California Government Code 65088.3 and elected to exempt SJCOG from the State Congestion Management Program. The RCMP update reflects the exemption of the State Congestion Management Program and preservation of the Federal Congestion Management Process. In addition, specific MAP-21 performance metrics were integrated into the RCMP.

The Federal Congestion Management Process Guidebook includes strategies for the safe and effective management of the regional transportation system such as monitoring and maintenance, demand reduction, land use analysis and mitigation, operational management strategies, and strategic capacity enhancements. As such, implementing a CMP fosters a more holistic, well rounded approach to transportation planning that includes consideration of multiple goals, including economic vitality, safety, livability multimodal choices, and the environment.

*“Congestion management is the application of strategies to improve transportation system performance and reliability by reducing the adverse impacts of congestion on the movement of people and goods.”*

[Federal Highway Administration](#)

In compliance with the federal and local congestion management directives to support regional mobility, SJCOG has developed and implements the RCMP. SJCOG’s RCMP is integrated into the RTP/SCS and FTIP process as a unified response to reducing congestion in our region. The RTP/SCS and RCMP support a multimodal approach to transportation that looks at the overall system and identifies improvements that benefit all modes, rather than prioritizing one over the other. The goal of this approach is to provide choices to the transportation system’s users.

The Regional Congestion Management Program components outlined in this appendix are:

- 1) Overview of the RCMP
  - Regional Network
  - Analyze Congestion Problems & Needs
  - Travel Demand Management
  - Analyze Congestion Problems & Needs
  - Identify and Assessing Strategies
  - Program Implementation
- 2) Relationship of RCMP with the RTP/SCS
- 3) Objectives and Performance Measures

The complete Regional Congestion Management Program is available at <http://www.sicog.org/rcmp>.

## OVERVIEW OF THE REGIONAL CONGESTION MANAGEMENT PROGRAM (RCMP)

The purpose of the Regional Congestion Management Program (RCMP) is to monitor congestion, identify congestion problems, and establish a programming mechanism aimed at reducing congestion. The RCMP aims to achieve these goals through developing the following required elements:

### REGIONAL TRANSPORTATION SYSTEM

Designation of a regional transportation system supports RCMP monitoring activities and focuses the implementation of the RCMP on a core network of key transportation facilities that facilitate regional travel within San Joaquin County:

#### RCMP Roadway Network

Federal Congestion Management Process requires the national highway system be designated as part of the RCMP roadway network. The inclusion of locally owned and operated principal arterials is left to the Congestion Management Agency (CMA), in coordination with its member agencies. Chosen local arterials must represent routes of regional significance.

The San Joaquin County RCMP roadway network is shown in **Figure 1**.

#### RCMP Bicycle Network

The provision of bicycling facilities is an important component of the SJCOG's program to encourage multimodal transportation. SJCOG has developed the Bicycle, Pedestrian, and Safe Routes to School Plan. A key deliverable of this plan is the formal designation of a regional bikeway network. This regional bikeway network includes existing and future Class I Multi-use trails, Class II Bike Lanes, and Class III Bike Route facilities that will comprise a continuous uninterrupted network of facilities across the entire county. The regional bikeway network provides a mechanism for tracking performance and ultimate completion of the bikeway network. RCMP bikeway facilities are shown in **Figure 2**.

#### RCMP Multimodal Corridors

Federal mandates require the consideration of all major modes of travel as part of a Congestion Management Program (CMP). Additionally, the California Complete Streets Act (AB 1358) requires counties and cities to include policies that take all roadway users into consideration (bicyclists,

pedestrians, transit riders, motorists, children, senior citizens, mobility impaired, and freight movers) as part of their general plan updates. In recognition of these legislative mandates, SJCOG, in coordination with its member agencies, established Multimodal Corridors. These corridors are generally located in areas that are characterized by a predominance of shared roadway users (pedestrians, bicyclists, transit passengers, and motorists) and where roadway widening is infeasible or undesirable.

These corridors are not the only roadways on the RCMP that need to accommodate multiple user types. All RCMP roadways with adjacent land uses need to provide access for all user types. However, these designated Multimodal Corridors will receive the benefit on level of service analysis for all travel modes. RCMP Multimodal Corridors are shown in **Figure 3**.

Figure 1. RCMP Roadway Network (2021)

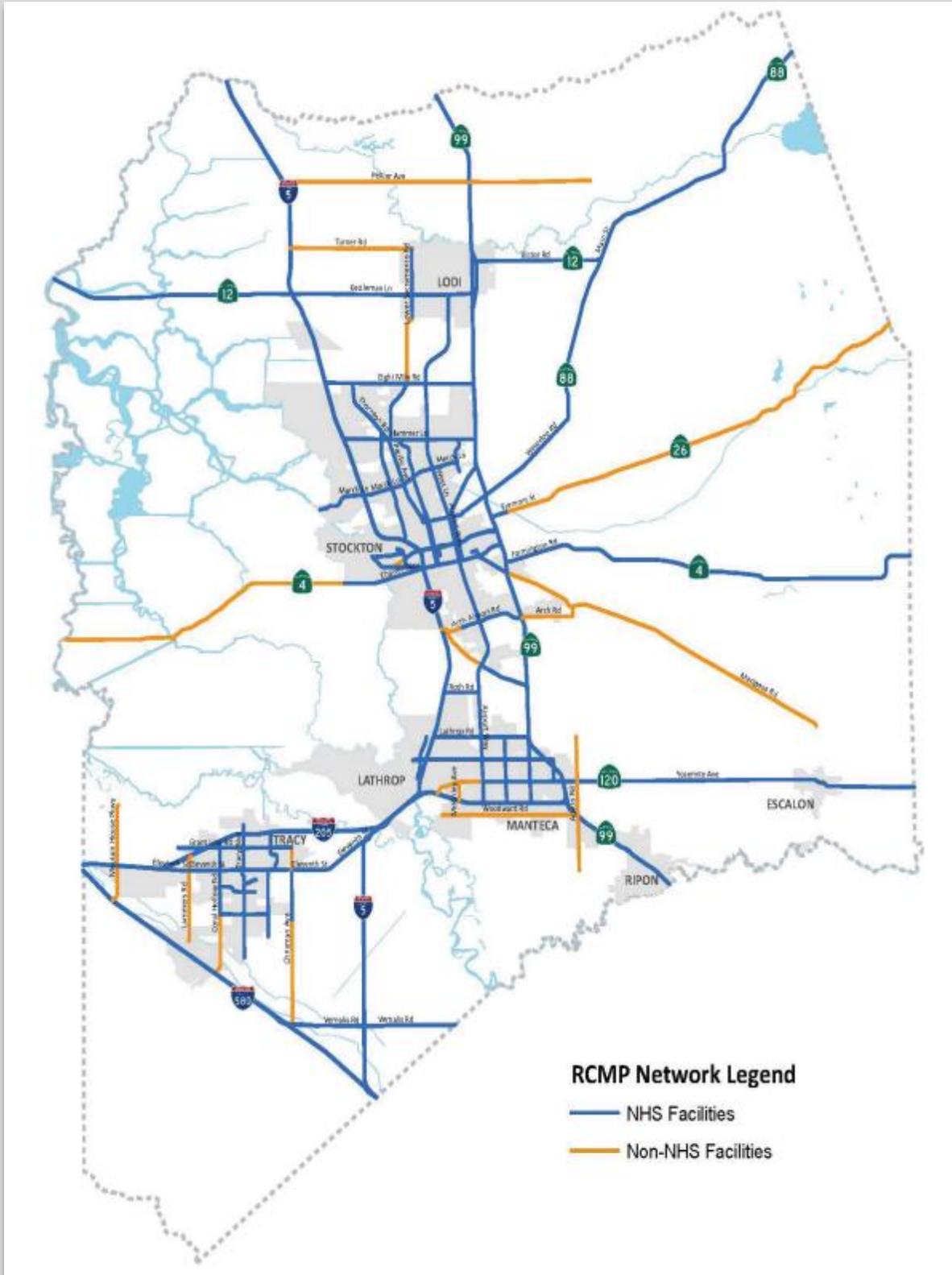


Figure 2. RCMP Bicycle Network

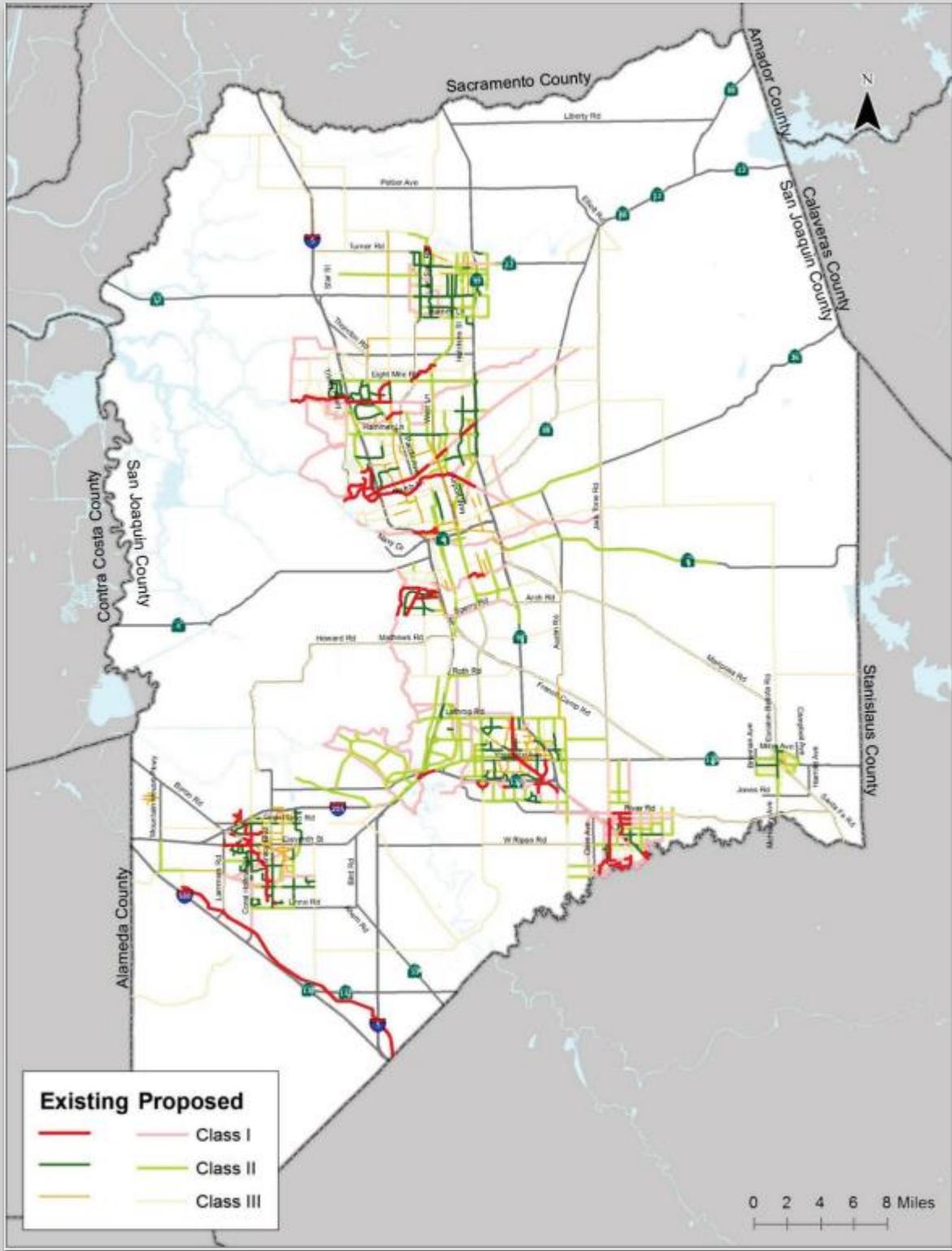
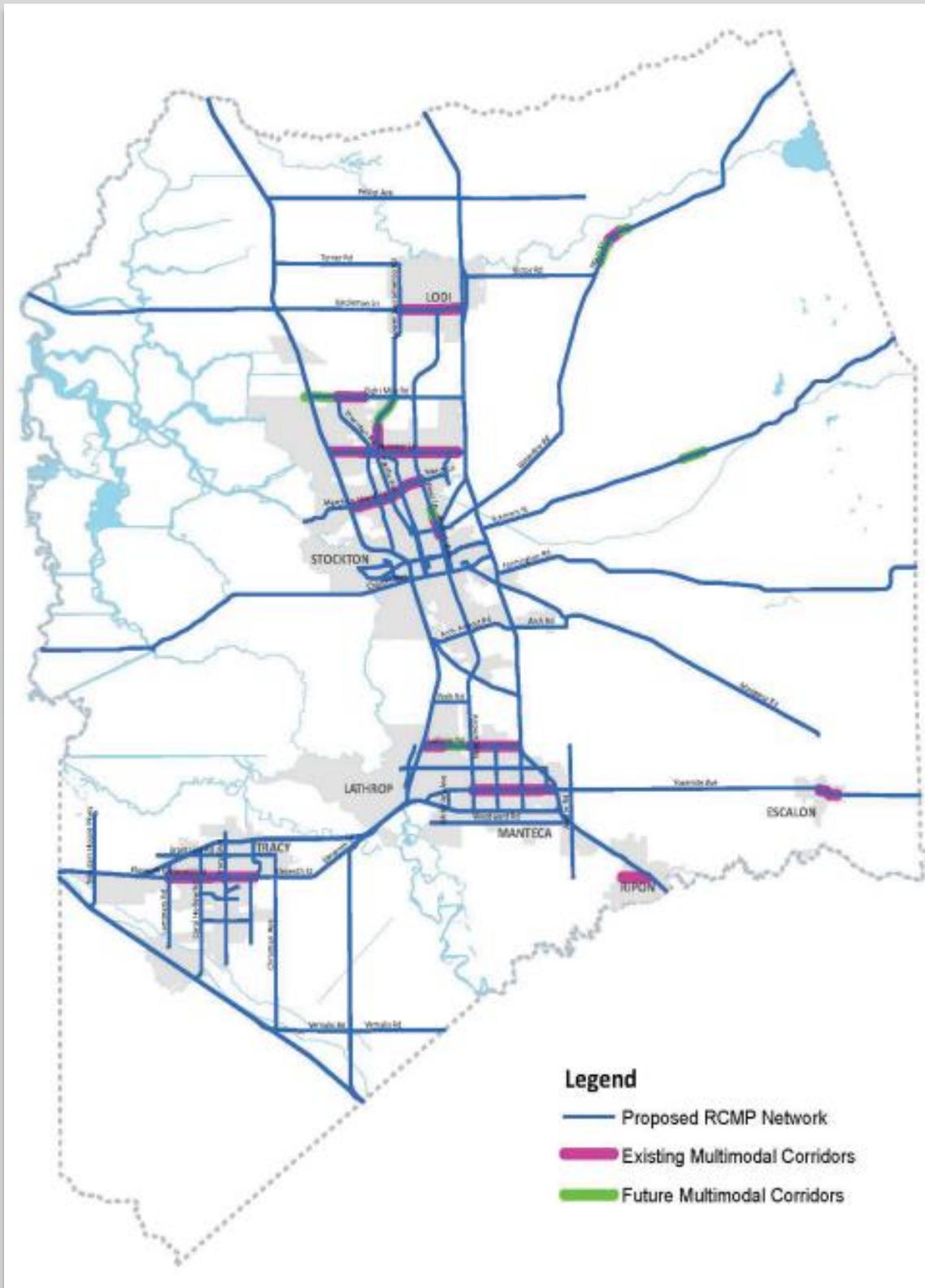


Figure 3. RCMP Multimodal Network



## PRELIMINARY DEFICIENT CORRIDOR

### TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM) is the all-inclusive term given to a variety of measures used to improve the efficiency of the existing transportation system by managing travel demand, including carpooling, transit, telecommuting and nonmotorized transportation.

All of the counties in the San Joaquin Valley are designated as “severe” to “extreme” non-attainment for the federal health-based pollutants by the EPA and are therefore required to take extra steps to improve air quality, with employer-based travel demand management as a key strategy. As a result, the San Joaquin Valley Air Pollution Control District (SJVAPD) established a requirement of major employers (with 100 or more employees) in the region to develop and implement TDM strategies. These strategies can include employee shuttles, staggered work

hours, telecommute options, transit subsidies, carpool/vanpool programs, and many other strategies.

SJCOG established its own a countywide TDM program to address demands for transportation—the *dibs* Program. The main purpose of the *dibs* program is to reduce the number of single occupant vehicles during peak demand times by providing incentives for carpooling, taking transit, walking, biking, or traveling off peak.

### GOODS MOVEMENT STRATEGIES

The movement of goods throughout San Joaquin County is crucial to the economic health of the region. Freight traverses the county using many modes, including trucks, rail, and ship. Trucks, however, are the predominant mode of goods transport in the county, and the focus of a performance measure for tracking RCMP roadways that are Surface Transportation Assistance Act (STAA) compliant.

The Surface Transportation Assistance Act (STAA) was passed in 1982 by the federal government to govern the movement of trucks and trailers. STAA vehicles are large commercial trucks that meet federal size regulations (48 to 53 feet from kingpin to rear axle). In California, the STAA network consists of the National Network (generally, interstate freeways and approved state highways) and Terminal Access (state highways). Roadways that are part of the STAA network must be designed to accommodate the STAA-sized trucks.

SJCOG tracks improvements to intersections listed in the Interregional Truck Operations on I-5 and SR-99 and STAA Routes Improvement Study through coordination with local agencies. List of intersections can be found in Appendix E of 2021 RCMP Update.

## SYSTEM MONITORING PROGRAM

The program's network consists of all freeways, state highways, principal arterials, over 100 intersections, as well as the transit, bike, and pedestrian systems. Through the implementation of the RCMP's "System Monitoring Program," conducted biennially, SJCOG collects region wide transportation data and monitors the performance of the multimodal network. The program deliverables also provide valuable data to the local jurisdictions and to the state Department of Transportation, Caltrans for their individual planning needs

The RCMP Monitoring Program provides the mechanism to yield the requisite data and methodologies to address the established multimodal federal performance metrics. It addresses multiple analysis scales and RCMP system components (corridor, segment, intersection).

## RELATIONSHIP OF SJCOG RCMP AND REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY

As previously noted, all federally designated Transportation Management Areas (TMAs) are required to develop and implement a Congestion Management Process as part of the metropolitan planning and programming process. SJCOG's Regional Congestion Management Program (RCMP) supports the MPO's development of transportation investment strategies through bringing technical objectivity to the planning and programming process. RCMP is an important tool for assisting decision makers in determining priorities for project implementation and funding, both near and long term.

The System Monitoring Program described above is a key mechanism of the RCMP that feeds into the regional transportation planning/programming process during RTP and FTIP updates. The extensive data and information collection on the regional transportation system feeds directly into a set of performance measures used for assessing, monitoring, and maintaining the performance of the multimodal network. These outputs of the RCMP process are important to the long range transportation planning process.

The 2021 RCMP establishes a broad set of supply-side and demand-side strategies to combat congestion and its impacts on economic development that embrace the latest thinking about reducing SOV trips, coordinating investment in alternative modes of transportation, and providing new incentives to get people out of their cars. These strategies, described above, include the Land Use Analysis Program, monitoring of "Multimodal Corridors," establishment of multimodal performance measures and TDM targets, and setting measurable monitoring goals to curtail substandard performance on the RCMP roadway facilities and intersections.

## OBJECTIVES AND PERFORMANCE MEASURES

Federal directives outlined in 23 CRR 450.320 (b) require the congestion management process result in multimodal system performance measures and strategies that can be reflected in the regional planning documents, such as the Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP). In order to provide viable choices to Single Occupant Vehicles (SOVs) and to support the intent of Federal MAP-21 legislation, SJCOG has made the Congestion Management Process an integral part of the regional transportation planning process, including the Regional Transportation Plan (RTP) and the Federal Transportation Improvement Program (FTIP). The RCMP tracks and monitors several performance indicators that are used to:

- Track progress toward meeting RCMP objectives;
- Update SJCOG’s Regional Transportation Plan (RTP) and aid project prioritization;
- Determine Statewide and Federal Transportation Improvement Program (STIP/FTIP) projects; and,
- Guide Regional Transportation Improvement Fee (RTIF) funding decisions.

The RCMP objective and performance measures are shown in **Table 1**. As RCMP program implementation continues, refinement of these measures and/or additional performance measures will be established as part of future MAP updates. Descriptions of each objective can be found in Table 2.

**Table 2** shows the supporting relationship between the RCMP’s performance measures and the goals and objectives of the 2018 RTP/SCS.

Additionally, TMAs that are designated as nonattainment or maintenance areas for ozone or carbon monoxide, federal regulations require that projects resulting in a significant increase in SOV carrying capacity (with the exception of safety improvements and bottleneck elimination projects) be identified or addressed through a well-defined congestion management process. For capacity increasing projects on the regional RCMP network (found on the Plan Project List appendix), SJCOG has prepared a qualitative scoring matrix (RCMP Project Matrix, **Table 3**) that looks at several operational, multimodal, and programming factors for the project’s consideration within the RTP.

In making transportation investment decisions, the RCMP Project Matrix (as well as other technical data collected through the RCMP) is used in conjunction with a wide range of other factors, such as quality of life and livability. As these projects move forward to the FTIP, SJCOG will continue to meet the intent of this directive through coordination the project sponsors to ensure travel demand reduction and/or operational management strategies are addressed.

These program strategies, together with the implementation of the comprehensive congestion management program, support the latest industry efforts to reduce traffic congestion while

promoting sustainable communities that rely less on the SOV for their growth and continued economic development.

**Table 1. RCMP Performance Measures**

| RCMP Objective                          | Measure of Effectiveness   | Performance Measure   |
|---|--|---|
| Operational Efficiency                  | Congestion Speeds  | Percent of miles (on IHS and non-IHS NHS and RCMP network) that are congested (when congested speed is less than 60% of free flow speed).                                   |
|   | Travel Time Reliability (TTR) Index (80% and 95% travel time) (All vehicles) | Percent of Person-miles of travel (on IHS and non-IHS NHS) that are reliable (TTR)  |
|   |  | Percent of miles (on IHS and non-IHS NHS) that are reliable (TTR)   |
|   | Congestion & TTR (95% travel time)   | “Facility Specific” that are congested and/or unreliable. Provides basis for identifying RCMP deficient corridors.  |
| Goods Movement & Operational Efficiency | STAA Intersections   | Track STAA-compliant intersections listed as part of Interregional Truck Operations on I-5 and SR-99 and STAA Routes Study  |
|   | Truck Travel Time Reliability Index (80% and 95% travel time)                | “Facility Specific” that are congested (congested speed less than 60% of free flow truck speed) and/or unreliable. Provides basis for identifying RCMP deficient corridors. |
| Transit System                          | Transit Coverage   | Population & employment within ½-mile walking distance of a transit stop  |
|   | Transit Frequency  | Level of service for service frequency of transit vehicles per hour (Transit Capacity and Quality of Service Manual)  |
| Regional Bikeway Network                | Percent Completed of Regional Bikeway Network                                | Ratio of completed to total Regional Bikeway Network miles, listed by jurisdiction.   |
| Complete Streets                        | RCMP Multimodal Corridor Quality of Service (transit, bike, pedestrian)      | Multimodal quality of service for existing conditions on designated corridors (transit, bike, pedestrian).  |
| Travel Demand Management                | Commuter VMT Reduction   | Track San Joaquin County employer and employee participation rates for commute to work mode.  |
|   | VMT Per Capita   | Land Use Efficiency   |
| Safety                                  | Fatal Collisions & Rates   | Number of fatalities<br>Fatalities per 100,000,000 VMT  |

| RCMP Objective    | Measure of Effectiveness          | Performance Measure   |
|-------------------|-----------------------------------|---|
|                   | Serious Injury Collisions & Rates | Number of serious injuries<br>Serious injuries per 100,000,000 VMT                      |
|                   | Number of Collisions              | Number of non-motorized fatalities and non-motorized serious injuries                   |
| System Management | PCI / PSI / IRI / Qualitative     | PM2 Percentage of pavements of the Interstate System in Good Condition & Poor Condition |
|                   |                                   | Percentage of pavements of the non-Interstate NHS in Good Condition & Poor Condition    |
|                   |                                   | Percentage of NHS bridges classified as in Good Condition & Poor Condition              |

Table 2 – Relationship of RCMP Performance Measures and RTP Goals/Objectives

| RCMP Performance Measure Descriptions   | RCMP Objectives Support of RTP Goals  |  |   |   |  |  |  |                          |
|---|---|--|---|---|--|--|--|--------------------------|
|   | RCMP Objective  | RCMP Objective   | RCMP Objective  | RCMP Objective  | RCMP Objective   | RCMP Objective   | RCMP Objective   | RCMP Objective           |
|   | Operational Efficiency  | Goods Movement   | Transit System  | Bike System   | Complete Streets   | Safety   | System Management  | Travel Demand Management |
| Objective is to prioritize operational and demand management strategies over adding roadway capacity to address congestion. RCMP monitors and measures the operational efficiency (congestion and reliability) of the regional transportation system. | Objective is to promote economic development in San Joaquin County by reinforcing compliance with STAA design criteria on the RCMP network. RCMP monitors and measures STAA-compliant inventory of intersections and supports STAA retrofit improvements to accommodate STAA rated truck movements. | Objective is to provide equitable access to public transit services and promote transit to accommodate future demand. RCMP monitors and measures the transit system's ability to serve a percentage of the overall population. | Objective is to promote mode shift to active transportation through the development of a Regional Bikeway Network. RCMP establishes a RCMP Bikeway Network and monitors the ratio of completed to total regional bikeway miles. | Objective is to develop and implement a systemic methodology to strengthen the prioritization process for multimodal (pedestrian/bike/transit) projects during discretionary funding cycles. RCMP monitors Multimodal Quality of Service for existing conditions on designated RCMP multimodal corridors. | Objective is to systemically improve the safe movement of people and goods to reduce fatal and serious injury collisions by reinforcing the prioritization process for safety related projects during competitive grant and discretionary funding cycles. RCMP monitors the Federal PM1 Safety metrics for existing conditions on designated RCMP roadways and countywide. | Objective is to maintain the RCMP network infrastructure pavement in good or fair condition by prioritizing rehabilitation and maintenance projects through State and Local (Measure K) formula funding. RCMP monitors the Federal PM2 Pavement Condition metrics for existing conditions on designated RCMP roadways. | Objective is to improve operations on the regional transportation network through implementation of employer-based TDM strategies. RCMP measures and monitors TDM benefits (trip and VMT reductions) through the number of employers/employees who participate in the eTRIP and Dibs programs. |                          |
| Correlation of RCMP PM Support to RTP Goals/Objectives  |   |  |   |   |  |  |  |                          |
| <b>RTP Goal A</b>   |   |  |   |   |  |  |  |                          |
| Enhance the Environment for Existing and Future Generations and Conserve Energy   | ← Supports Goal   |  | ← Supports Goal   | ← Supports Goal   | ← Supports Goal  |  |  | ← Supports Goal          |
| <b>RTP Goal B</b>   |   |  |   |   |  |  |  |                          |
| Maximize Mobility & Accessibility   | ← Supports Goal   | ← Supports Goal  | ← Supports Goal   | ← Supports Goal   | ← Supports Goal  |  | ← Supports Goal  | ← Supports Goal          |
| <b>RTP Goal C</b>   |   |  |   |   |  |  |  |                          |
| Increase Safety & Security  | ← Supports Goal   | ← Supports Goal  |   |   | ← Supports Goal  | ← Supports Goal  | ← Supports Goal  |                          |
| <b>RTP Goal D</b>   |   |  |   |   |  |  |  |                          |
| Preserve the Efficiency of the Existing Transportation System   | ← Supports Goal   |  |   |   |  |  | ← Supports Goal  | ← Supports Goal          |
| <b>RTP Goal E</b>   |   |  |   |   |  |  |  |                          |
| Support Economic Viability  | ← Supports Goal   | ← Supports Goal  |   |   |  |  | ← Supports Goal  |                          |
| <b>RTP Goal F</b>   |   |  |   |   |  |  |  |                          |
| Promote Interagency Coordination & Public Participation for Transportation Decision-Makers & Planning Efforts   | ← Supports Goal   | ← Supports Goal  | ← Supports Goal   | ← Supports Goal   | ← Supports Goal  | ← Supports Goal  | ← Supports Goal  | ← Supports Goal          |
| <b>RTP Goal G</b>   |   |  |   |   |  |  |  |                          |
| Maximize Cost Effectiveness   | ← Supports Goal   |  |   |   |  |  | ← Supports Goal  | ← Supports Goal          |
| <b>RTP Goal H</b>   |   |  |   |   |  |  |  |                          |
| Improve the Quality of Life for Residents   | ← Supports Goal   |  | ← Supports Goal   | ← Supports Goal   | ← Supports Goal  | ← Supports Goal  | ← Supports Goal  | ← Supports Goal          |

Table 3 – Congestion Management Process Evaluation of RTP Roadway Capacity & Operations Projects

| Congestion Management Process Evaluation of RTP Regional Roadway SOV Capacity Increasing Projects |                    |                                       |   |  | Project Needs: Bottleneck and/or Safety Conditions |   |  |  | Maintenance                                    | Goods Movement       |  | TDM/TSM Strategies <sup>1</sup> |                    |               |                            |                            |                               |                       |  |  |                                    |   |                     |                            |                            |   |   |   |
|---|--------------------|---------------------------------------|---|--|--|---|--|--|--|----------------------|--|---------------------------------|--------------------|---------------|----------------------------|----------------------------|-------------------------------|-----------------------|--|--|------------------------------------|---|---------------------|----------------------------|----------------------------|---|---|---|
|   |                    |                                       |   |  | RCMP Deficiency                                    | Congestion & Reliability                  | Injuries & Fatalities  | PCI/PSI/RI   | STAA National and Terminal Access Connectivity | A                    | B                                      | C                               | D                  | F.1           | F.2                        | F                          | G.1                           | G.2                   | G.3  | H  | I                                  | J.1   | J.2                 |                            |                            |   |   |   |
| Regional Transportation Plan Capacity Increasing Projects on RCMP Network                         |                    |                                       |   |  | Address RCMP Deficient Corridor                    | Addresses Congested or Unreliable Segment | Addresses Segments with Mobility Index 2 per 100 Million VMT | Addresses Segments with Injury Index 2.5 per 100 Million VMT | Improve pavement condition along IHS           | Part of STAA network | Link to Multimodal Goods Movement Hubs | Demand Management               | Arterial Operation | Managed Lanes | Lane Use/Growth Management | Rubber Tire Public Transit | Passenger Rail Public Transit | Active Transportation | ITS Strategies for Arterial Segments (to improve traffic operations) | ITS Strategies for Freeway Segments (i.e. Integrated Management) | ITS (Traveler Information Systems) | Transportation Management (Park-to-Ride Lots) | Incident Management | Safety Improvement (Rural) | Safety Improvement (Urban) |   |   |   |
| RTPID   | Project Sponsor    | Facility Name/Route                   | Project Description   | Project Boundaries   | Year Open to Traffic                               |   |  |  |  |                      |  |                                 |                    |               |                            |                            |                               |                       |  |  |                                    |   |                     |                            |                            |   |   |   |
| <b>MAINLINE PROJECTS</b>  |                    |                                       |   |  |  |   |  |  |  |                      |  |                                 |                    |               |                            |                            |                               |                       |  |  |                                    |   |                     |                            |                            |   |   |   |
| S14-004   | Caltrans           | SR 99/120 Connector Project Phase 1A  | (Widen the eastbound SR 120 to southbound SR 99 connector ramp from one-lane to two-lanes; Remove the Austin Road overcrossing and replace with a new 4-lane structure spanning SR 99 and UPRR; Add a new connecting road from Austin Road to Woodward Ave and Moffat Blvd and modify the existing UPRR gated crossing at Woodward Ave; Temporarily close the Austin Road northbound entrance and southbound exit ramps, resulting in a partial interchange.) | On SR-120 from Main Street (P.M. 5.13) to SR-99 and on SR-99 from SR-120 to Olive Avenue (P.M. 6.22) | 2027   | 0   | 1  | 0  | 1  | 0                    | 0                                      | 0                               | 0                  | 0             | 0                          | 0                          | 0                             | 0                     | 0  | 0  | 0                                  | 0   | 0                   | 0                          | 0                          | 0 | 0 |   |
| S107-005  | Caltrans           | 1-205 Managed Lanes                   | Widen from 6 to 8 lanes (inside/outside)  | Alameda County Line to Llewellyn Street  | 2028   | 1   | 1  | 0  | 1  | 0                    | 0                                      | 0                               | 0                  | 0             | 0                          | 0                          | 0                             | 0                     | 0  | 0  | 0                                  | 0   | 0                   | 0                          | 0                          | 0 | 0 |   |
| S14-001   | Caltrans           | 1-205 Managed Lanes                   | Widen from 6 to 8 lanes (inside/outside)  | Eleventh Street to MacArthur Drive   | 2028   | 1   | 1  | 0  | 1  | 0                    | 0                                      | 0                               | 0                  | 0             | 0                          | 0                          | 0                             | 0                     | 0  | 0  | 0                                  | 0   | 0                   | 0                          | 0                          | 0 | 0 |   |
| S14-002   | Caltrans           | 1-205 Managed Lanes                   | Widen from 6 to 8 lanes (inside/outside)  | MacArthur Drive to I 5   | 2028   | 0   | 0  | 0  | 0  | 0                    | 0                                      | 0                               | 0                  | 0             | 0                          | 0                          | 0                             | 0                     | 0  | 0  | 0                                  | 0   | 0                   | 0                          | 0                          | 0 | 0 |   |
| S107-008  | Caltrans           | I-5 HOV Mississile                    | Widen to add HOV lanes with HOV Connector Ramps to I 205 and SR-120   | I 205 to Louise Avenue (P.M. 12.5/R 16.5)  | 2028   | 0   | 0  | 0  | 0  | 0                    | 0                                      | 0                               | 0                  | 0             | 0                          | 0                          | 0                             | 0                     | 0  | 0  | 0                                  | 0   | 0                   | 0                          | 0                          | 0 | 0 |   |
| S107-004  | Caltrans           | SR-120                                | Widen 4 to 6 lanes (inside)   | I-5 to Main Street (P.M. 5.13)   | 2030   | 0   | 0  | 0  | 0  | 0                    | 0                                      | 0                               | 0                  | 0             | 0                          | 0                          | 0                             | 0                     | 0  | 0  | 0                                  | 0   | 0                   | 0                          | 0                          | 0 | 0 |   |
| S118-001  | Caltrans           | SR 99 HOV                             | Widen 6 to 8 lanes (inside/outside), including reconstruction of SR 99/Main Street and SR 99/Wilma Avenue interchanges and pedestrian overcrossing  | SR 120 to Stanislaus County Line   | 2032   | 1   | 1  | 0  | 0  | 0                    | 0                                      | 0                               | 0                  | 0             | 0                          | 0                          | 1                             | 0                     | 0  | 0  | 0                                  | 0   | 0                   | 1                          | 1                          | 0 | 0 |   |
| S118-002  | Caltrans           | SR 99/120 Connector Project Phase 1B  | Widen the northbound SR 99 to westbound SR 120 connector ramp from one-lane to two-lanes; Add an auxiliary lane in the existing median of westbound SR 120 from Main Street to SR 99; Convert the existing SR 99/120 separation structure to two lanes and construct a new separation structure to serve the eastbound 120 to northbound 99 connector ramp.   | On SR-120 from Main Street (P.M. 5.13) to SR-99 and on SR-99 from SR-120 to Olive Avenue (P.M. 6.22) | 2033   | 0   | 1  | 0  | 1  | 0                    | 0                                      | 0                               | 0                  | 0             | 0                          | 0                          | 0                             | 0                     | 0  | 0  | 0                                  | 0   | 0                   | 0                          | 0                          | 0 | 0 | 0 |
| S111-001  | Caltrans           | I-5 HOV                               | Widen from 6 to 8 lanes (inside median) including auxiliary lanes   | Hammer Lane to North of Flight Mile Road   | 2036   | 0   | 0  | 0  | 0  | 0                    | 0                                      | 0                               | 0                  | 0             | 0                          | 0                          | 0                             | 0                     | 0  | 0  | 0                                  | 0   | 0                   | 0                          | 0                          | 0 | 0 | 0 |
| S107-005  | Caltrans           | I-5 HOV                               | Widen 6 to 8 lanes (inside)   | French Camp Road to Charter Way  | 2038   | 0   | 1  | 0  | 0  | 0                    | 0                                      | 0                               | 0                  | 0             | 0                          | 0                          | 0                             | 0                     | 0  | 0  | 0                                  | 0   | 0                   | 0                          | 0                          | 0 | 0 | 0 |
| S107-006  | Caltrans           | I-5 HOV                               | Widen 6 to 8 lanes (inside)   | Louise Avenue to French Camp Road  | 2040   | 0   | 1  | 0  | 0  | 0                    | 0                                      | 0                               | 0                  | 0             | 0                          | 0                          | 0                             | 0                     | 0  | 0  | 0                                  | 0   | 0                   | 0                          | 0                          | 0 | 0 | 0 |
| S118-003  | Caltrans           | SR 99/120 Connector Project Phase 1C  | Add braided off ramps from SR 99 and SR 120 to Austin Road; Add loop on ramp from Austin Road to northbound SR 99 and to westbound SR 120; Add auxiliary lane on eastbound SR 120 from Main Street to SR 99; Add an auxiliary lane in each direction on SR 99 from SR 120 to approximately 1.7 mile south of Austin Road and relocate the frontage road.  | On SR 120 from Main Street (P.M. 5.13) to SR-99 and on SR-99 from SR-120 to Olive Avenue (P.M. 6.22) | 2042   | 0   | 1  | 0  | 0  | 0                    | 0                                      | 0                               | 0                  | 0             | 0                          | 0                          | 0                             | 0                     | 0  | 0  | 0                                  | 0   | 0                   | 0                          | 0                          | 0 | 0 | 0 |
| <b>LOCAL/REG ROADWAYS START HERE</b>  |                    |                                       |   |  |  |   |  |  |  |                      |  |                                 |                    |               |                            |                            |                               |                       |  |  |                                    |   |                     |                            |                            |   |   |   |
| <b>LOCAL/REG ROADWAYS WITH STATE HIGHWAY</b>  |                    |                                       |   |  |  |   |  |  |  |                      |  |                                 |                    |               |                            |                            |                               |                       |  |  |                                    |   |                     |                            |                            |   |   |   |
| S101-002  | Truli              | Viewe Road (SR-12)                    | Widen from 2 to 4 lanes. Add center dual left turn lane, turn pockets at intersections and median separation with landscape   | Between SR 99 to Central California Traction railroad tracks   | 2024   | 0   | 1  | 1  | 0  | 0                    | 0                                      | 0                               | 0                  | 0             | 0                          | 0                          | 0                             | 0                     | 0  | 0  | 0                                  | 0   | 0                   | 0                          | 0                          | 0 | 0 | 0 |
| <b>LOCAL/REG ROADWAY NON-STATE HIGHWAY</b>  |                    |                                       |   |  |  |   |  |  |  |                      |  |                                 |                    |               |                            |                            |                               |                       |  |  |                                    |   |                     |                            |                            |   |   |   |
| S107-002  | Manteca            | Airport Way                           | Widen from 2 to 4 lanes   | SR-120 to Yosemite Ave.  | 2022   | 0   | 1  | 1  | 0  | 0                    | 0                                      | 0                               | 0                  | 0             | 0                          | 0                          | 0                             | 0                     | 0  | 0  | 0                                  | 0   | 0                   | 0                          | 0                          | 0 | 0 | 0 |
| S111-008  | Manteca            | Airport Way                           | Widen from 2 to 4 lanes   | Lathrop Road to Roth Road  | 2022   | 0   | 0  | 1  | 0  | 0                    | 0                                      | 0                               | 0                  | 0             | 0                          | 0                          | 0                             | 0                     | 0  | 0  | 0                                  | 0   | 0                   | 0                          | 0                          | 0 | 0 | 0 |
| S107-004  | Manteca            | Lathrop Road                          | Widen from 2 to 4 lanes   | From East of UPRR to SR-99   | 2024   | 0   | 1  | 1  | 0  | 0                    | 0                                      | 0                               | 0                  | 0             | 0                          | 0                          | 0                             | 0                     | 0  | 0  | 0                                  | 0   | 0                   | 0                          | 0                          | 0 | 0 | 0 |
| S107-007  | Manteca            | Louise Avenue                         | Widen from 2 to 4 lanes   | Main Street to SR-99   | 2023   | 0   | 0  | 0  | 1  | 0                    | 0                                      | 0                               | 0                  | 0             | 0                          | 0                          | 0                             | 0                     | 0  | 0  | 0                                  | 0   | 0                   | 0                          | 0                          | 0 | 0 | 0 |
| S111-003  | Manteca            | Airport Way                           | Widen from 2 to 4 lanes   | Yosemite Ave. to Lathrop Road  | 2027   | 0   | 1  | 1  | 0  | 0                    | 0                                      | 0                               | 0                  | 0             | 0                          | 0                          | 0                             | 0                     | 0  | 0  | 0                                  | 0   | 0                   | 0                          | 0                          | 0 | 0 | 0 |
| S114-001  | Manteca            | Airport Way                           | Widen from 4 to 6 lanes   | SR 120 to Lathrop Road   | 2036   | 0   | 0  | 1  | 0  | 0                    | 0                                      | 0                               | 0                  | 0             | 0                          | 0                          | 0                             | 0                     | 0  | 0  | 0                                  | 0   | 0                   | 0                          | 0                          | 0 | 0 | 0 |
| S111-005  | San Joaquin County | Grant Lane Road Corridor Improvements | Realign roadway and widen from 2 to 4 lanes with operational and safety improvements  | Tracy City Limits to 11th Street   | 2023   | 0   | 0  | 1  | 1  | 0                    | 0                                      | 0                               | 0                  | 0             | 0                          | 0                          | 0                             | 0                     | 0  | 0  | 0                                  | 0   | 0                   | 0                          | 1                          | 1 | 0 | 0 |

**Congestion Management Process Evaluation of RTP Regional Roadway SOV Capacity Increasing Projects**

**Legend**  
 ● Yes  
 ○ Partial  
 ○ No

|   |                    |                                    |   |  | Project Needs: Bottleneck and/or Safety Conditions |   |   |   | Maintenance                         | Goods Movement                                 |                                    | TDM/TSM Strategies <sup>1</sup> |                   |               |                            |                            |                               |                       |  |   |                                    |                                    |                                    |                     |                            |                            |   |
|---|--------------------|------------------------------------|---|--|--|---|---|---|-------------------------------------|--|------------------------------------|---------------------------------|-------------------|---------------|----------------------------|----------------------------|-------------------------------|-----------------------|--|---|------------------------------------|------------------------------------|------------------------------------|---------------------|----------------------------|----------------------------|---|
|   |                    |                                    |   |  | RCMP Deficiency                                    | Congestion & Reliability                  | Injuries & Fatalities                                       |   | PCJ/PS/RI                           | STAA National and Terminal Access Connectivity | A                                  | B                               | C                 | D             | F.1                        | F.2                        | F                             | G.1                   | G.2  | G.3   | H                                  | I                                  | J.1                                | J.2                 |                            |                            |   |
|   |                    |                                    |   |  | Addresses RCMP Deficient Corridor                  | Addresses Congested or Unreliable Segment | Addresses Segment with Fatality Rate >2 per 100 Million VMT | Addresses Segment with Injury Rate >3.5 per 100 Million VMT | Improve segment condition using NMS | Part of STAA priority                          | Links to Multimodal Government Hub | Demand Management               | Arterial Operator | Managed Lanes | Land Use/Growth Management | Rubber Tire Public Transit | Passenger Rail Public Transit | Active Transportation | ITS Strategies for Arterial Segments (to improve traffic operations) | ITS Strategies for Freeway Segments (to improve traffic operations) | ITS (Traveler Information Systems) | ITS (Traveler Information Systems) | ITS (Traveler Information Systems) | Incident Management | Safety Improvement (Rural) | Safety Improvement (Urban) |   |
| Regional Transportation Plan Capacity Increasing Projects on RCMP Network                           |                    |                                    |   |  |  |   |   |   |                                     |  |                                    |                                 |                   |               |                            |                            |                               |                       |  |   |                                    |                                    |                                    |                     |                            |                            |   |
| RTPID   | Project Sponsor    | Facility Name/Route                | Project Description   | Project Boundaries   | Year Open to Traffic                               |   |   |   |                                     |  |                                    |                                 |                   |               |                            |                            |                               |                       |  |   |                                    |                                    |                                    |                     |                            |                            |   |
| SJ11-3033   | San Joaquin County | Tracy Boulevard                    | Passing lanes and extension   | 1 205 to Howard Road   | 2025   | ○   | ●   | ○   | ○                                   | ○  | ○                                  | ○                               | ○                 | ○             | ○                          | ○                          | ○                             | ○                     | ○  | ○   | ○                                  | ○                                  | ○                                  | ○                   | ○                          | ○                          | ○ |
| SJ11-3027   | San Joaquin County | Eleventh Street                    | Operational and safety improvements along corridor and at intersections                           | Tracy City Limits to I-5   | 2024   | ○   | ○   | ●   | ●                                   | ○  | ○                                  | ○                               | ○                 | ○             | ○                          | ○                          | ○                             | ○                     | ○  | ○   | ○                                  | ○                                  | ○                                  | ○                   | ○                          | ○                          | ○ |
| SJ07-3154   | San Joaquin County | Roth Road                          | Widen from 2 to 4 lanes with shoulders  | U.PRR to Airport Way   | 2024   | ○   | ○   | ○   | ○                                   | ○  | ○                                  | ○                               | ○                 | ○             | ○                          | ○                          | ○                             | ○                     | ○  | ○   | ○                                  | ○                                  | ○                                  | ○                   | ○                          | ○                          |   |
| SJ11-3008   | San Joaquin County | Airport Way                        | Widen from 2 to 4 lanes   | Roth Road to French Camp Road                                    | 2026   | ○   | ○   | ●   | ●                                   | ○  | ○                                  | ○                               | ○                 | ○             | ○                          | ○                          | ○                             | ○                     | ○  | ○   | ○                                  | ○                                  | ○                                  | ○                   | ○                          | ○                          |   |
| SJ11-3007   | San Joaquin County | Escalon Bellora Road               | Widen 2 to 4 lanes with shoulders   | Escalon City limits to Mariposa Road                             | 2026   | ○   | ○   | ●   | ●                                   | ○  | ○                                  | ○                               | ○                 | ○             | ○                          | ○                          | ○                             | ○                     | ○  | ○   | ○                                  | ○                                  | ○                                  | ○                   | ○                          | ○                          |   |
| SJ07-3093   | Stockton           | Albion Avenue                      | Widen from 2 to 4 lanes with a middle turn lane. Convert curb, gutters, sidewalks and crosswalks. | U.PRR (SPRR) to Wilson Way                                       | 2026   | ○   | ○   | ○   | ○                                   | ○  | ○                                  | ○                               | ○                 | ○             | ○                          | ○                          | ○                             | ○                     | ○  | ○   | ○                                  | ○                                  | ○                                  | ○                   | ○                          | ○                          |   |
| SJ11-3042   | Stockton           | Arch Road                          | Widen from 2 to 6 lanes   | Fire Court to Frontier Way                                       | 2025   | ○   | ○   | ○   | ○                                   | ○  | ○                                  | ○                               | ○                 | ○             | ○                          | ○                          | ○                             | ○                     | ○  | ○   | ○                                  | ○                                  | ○                                  | ○                   | ○                          | ○                          |   |
| SJ11-3045   | Stockton           | Archie Road                        | Widen from 2 to 6 lanes   | Frontier Way to SR-99  | 2026   | ○   | ○   | ○   | ○                                   | ○  | ○                                  | ○                               | ○                 | ○             | ○                          | ○                          | ○                             | ○                     | ○  | ○   | ○                                  | ○                                  | ○                                  | ○                   | ○                          | ○                          |   |
| SJ11-3026   | Stockton           | Lower Sacramento Rd                | Widen from 4 to 6 lanes   | Amor Dr to Morada Ln   | 2026   | ○   | ○   | ○   | ○                                   | ○  | ○                                  | ○                               | ○                 | ○             | ○                          | ○                          | ○                             | ○                     | ○  | ○   | ○                                  | ○                                  | ○                                  | ○                   | ○                          | ○                          |   |
| SJ11-3039   | Stockton           | Lower Sacramento Rd                | Widen from 2 to 6 lanes   | Markes Rd to Peaky Sogah   | 2026   | ○   | ○   | ○   | ○                                   | ○  | ○                                  | ○                               | ○                 | ○             | ○                          | ○                          | ○                             | ○                     | ○  | ○   | ○                                  | ○                                  | ○                                  | ○                   | ○                          | ○                          |   |
| SJ11-3055   | Stockton           | Lower Sacramento Rd                | Widen from 4 to 6 lanes   | Morada Ln to Hammer Ln   | 2024   | ○   | ○   | ○   | ○                                   | ○  | ○                                  | ○                               | ○                 | ○             | ○                          | ○                          | ○                             | ○                     | ○  | ○   | ○                                  | ○                                  | ○                                  | ○                   | ○                          | ○                          |   |
| SJ07-3068   | Stockton           | Airport Way                        | Intersection and operational improvement  | Harding Way to Industrial Rd                                     | 2024   | ○   | ○   | ○   | ○                                   | ○  | ○                                  | ○                               | ○                 | ○             | ○                          | ○                          | ○                             | ○                     | ○  | ○   | ○                                  | ○                                  | ○                                  | ○                   | ○                          | ○                          |   |
| SJ11-3050   | Stockton           | Eight Mile Rd                      | Widen from 3 to 6 lanes   | I-5 to Beaumont Rd   | 2026   | ○   | ○   | ○   | ○                                   | ○  | ○                                  | ○                               | ○                 | ○             | ○                          | ○                          | ○                             | ○                     | ○  | ○   | ○                                  | ○                                  | ○                                  | ○                   | ○                          | ○                          |   |
| SJ07-3092   | Stockton           | Eight Mile Rd                      | Widen from 2 to 4 lanes   | Frontier Road to Lower Sacramento Rd                             | 2026   | ○   | ○   | ○   | ○                                   | ○  | ○                                  | ○                               | ○                 | ○             | ○                          | ○                          | ○                             | ○                     | ○  | ○   | ○                                  | ○                                  | ○                                  | ○                   | ○                          | ○                          |   |
| SJ11-3061   | Stockton           | Eight Mile Rd                      | Widen from 2 to 6 lanes   | Lower Sacramento Rd to West Lane                                 | 2026   | ○   | ○   | ○   | ○                                   | ○  | ○                                  | ○                               | ○                 | ○             | ○                          | ○                          | ○                             | ○                     | ○  | ○   | ○                                  | ○                                  | ○                                  | ○                   | ○                          | ○                          |   |
| SJ07-3095   | Stockton           | Eight Mile Rd                      | Widen from 2 to 6 lanes   | West Ln to Holman Rd   | 2026   | ○   | ○   | ○   | ○                                   | ○  | ○                                  | ○                               | ○                 | ○             | ○                          | ○                          | ○                             | ○                     | ○  | ○   | ○                                  | ○                                  | ○                                  | ○                   | ○                          | ○                          |   |
| SJ11-3051   | Stockton           | Eight Mile Rd                      | Widen from 2 to 6 lanes   | Holman Rd to SR-99   | 2026   | ○   | ○   | ○   | ○                                   | ○  | ○                                  | ○                               | ○                 | ○             | ○                          | ○                          | ○                             | ○                     | ○  | ○   | ○                                  | ○                                  | ○                                  | ○                   | ○                          | ○                          |   |
| SJ07-3089   | Stockton           | Archie Road                        | Widen from 2 to 6 lanes   | Newcastle Rd to I-5 Corridor                                     | 2026   | ○   | ○   | ○   | ○                                   | ○  | ○                                  | ○                               | ○                 | ○             | ○                          | ○                          | ○                             | ○                     | ○  | ○   | ○                                  | ○                                  | ○                                  | ○                   | ○                          | ○                          |   |
| SJ11-3053   | Stockton           | French Camp Road                   | Widen from 2 to 6 lanes   | Wolfe Rd to Mandhey Rd   | 2026   | ○   | ○   | ○   | ○                                   | ○  | ○                                  | ○                               | ○                 | ○             | ○                          | ○                          | ○                             | ○                     | ○  | ○   | ○                                  | ○                                  | ○                                  | ○                   | ○                          | ○                          |   |
| SJ18-3001   | Stockton           | Mariposa Road                      | Widen from 2 to 4 lanes   | Stegeroch Road to Ansin Road                                     | 2026   | ○   | ○   | ○   | ○                                   | ○  | ○                                  | ○                               | ○                 | ○             | ○                          | ○                          | ○                             | ○                     | ○  | ○   | ○                                  | ○                                  | ○                                  | ○                   | ○                          | ○                          |   |
| SJ11-3063   | Stockton           | Marsh Ln Extension                 | Construction of new 8 lane road   | Holman Rd to SR 99   | 2026   | ○   | ○   | ○   | ○                                   | ○  | ○                                  | ○                               | ○                 | ○             | ○                          | ○                          | ○                             | ○                     | ○  | ○   | ○                                  | ○                                  | ○                                  | ○                   | ○                          | ○                          |   |
| SJ07-3101   | Tracy              | Corral Hollow Road                 | Widen from 2 to 4 lanes   | Parkside Drive to Liane Road                                     | 2022   | ○   | ○   | ○   | ○                                   | ○  | ○                                  | ○                               | ○                 | ○             | ○                          | ○                          | ○                             | ○                     | ○  | ○   | ○                                  | ○                                  | ○                                  | ○                   | ○                          | ○                          |   |
| SJ07-3107   | Tracy              | Green Lane Road                    | Widen from 3 to 6 lanes   | Naglee Road to Lammers Road                                      | 2026   | ○   | ○   | ○   | ○                                   | ○  | ○                                  | ○                               | ○                 | ○             | ○                          | ○                          | ○                             | ○                     | ○  | ○   | ○                                  | ○                                  | ○                                  | ○                   | ○                          | ○                          |   |
| SJ07-3181   | Tracy              | Corral Hollow Road Widening        | Widen 2 to 4 lanes including ROW and construction of two bridges                                  | Liane Road to I-580  | 2026   | ○   | ○   | ○   | ○                                   | ○  | ○                                  | ○                               | ○                 | ○             | ○                          | ○                          | ○                             | ○                     | ○  | ○   | ○                                  | ○                                  | ○                                  | ○                   | ○                          | ○                          |   |
| SJ11-3067   | Tracy              | MacArthur Drive                    | Extend 4 lane roadway on new alignment, and construct raised grade separation                     | ML Dabbs Road to Eleventh Street                                 | 2024   | ○   | ○   | ○   | ○                                   | ○  | ○                                  | ○                               | ○                 | ○             | ○                          | ○                          | ○                             | ○                     | ○  | ○   | ○                                  | ○                                  | ○                                  | ○                   | ○                          | ○                          |   |
| SJ07-3183   | Tracy              | Tracy Blvd.                        | Widen from 4 lane minor arterial to 4 lane major arterial   | 1 205 to Eleventh Street   | 2025   | ○   | ○   | ○   | ○                                   | ○  | ○                                  | ○                               | ○                 | ○             | ○                          | ○                          | ○                             | ○                     | ○  | ○   | ○                                  | ○                                  | ○                                  | ○                   | ○                          | ○                          |   |
| <b>NOT DESIGNATED RCMP ROADWAYS BUT INCLUDED ON RTIF NETWORK. CONSIDERED REGIONALLY SIGNIFICANT</b> |                    |                                    |   |  |  |   |   |   |                                     |  |                                    |                                 |                   |               |                            |                            |                               |                       |  |   |                                    |                                    |                                    |                     |                            |                            |   |
| SJ11-3012   | Maricopa           | Raymus Expressway <sup>3</sup>     | Construct new 4-lane expressway   | Main Street to SR-99   | 2026   | ○   | ○   | ○   | ○                                   | ○  | ○                                  | ○                               | ○                 | ○             | ○                          | ○                          | ○                             | ○                     | ○  | ○   | ○                                  | ○                                  | ○                                  | ○                   | ○                          | ○                          |   |
| SJ11-3013   | Maricopa           | Raymus Expressway <sup>2</sup>     | Construct new 2-lane expressway   | SR 130 to Woodward Ave   | 2024   | ○   | ○   | ○   | ○                                   | ○  | ○                                  | ○                               | ○                 | ○             | ○                          | ○                          | ○                             | ○                     | ○  | ○   | ○                                  | ○                                  | ○                                  | ○                   | ○                          | ○                          |   |
| SJ11-3015   | Maricopa           | Raymus Expressway <sup>3</sup>     | Construct new 2-lane expressway   | Woodward Ave to Main Street                                      | 2021   | ○   | ○   | ○   | ○                                   | ○  | ○                                  | ○                               | ○                 | ○             | ○                          | ○                          | ○                             | ○                     | ○  | ○   | ○                                  | ○                                  | ○                                  | ○                   | ○                          | ○                          |   |
| SJ07-3012   | Lafayette          | Golden Valley Parkway              | Construct new roadway parallel to I-5, 2 lanes from Brookhurst Blvd to Stewart Road               | Along Northwest side of I-5 from Brookhurst Blvd to Stewart Road | 2023   | ○   | ○   | ○   | ○                                   | ○  | ○                                  | ○                               | ○                 | ○             | ○                          | ○                          | ○                             | ○                     | ○  | ○   | ○                                  | ○                                  | ○                                  | ○                   | ○                          | ○                          |   |
| SJ14-3007   | Lafayette          | Golden Valley Parkway <sup>2</sup> | Construct new roadway parallel to I-5, 4 lanes from Stewart Road to Pacific Road                  | Along Northwest side of I-5 from Stewart Road to Pacific Road    | 2028   | ○   | ○   | ○   | ○                                   | ○  | ○                                  | ○                               | ○                 | ○             | ○                          | ○                          | ○                             | ○                     | ○  | ○   | ○                                  | ○                                  | ○                                  | ○                   | ○                          | ○                          |   |
| SJ07-3012   | Lafayette          | Golden Valley Parkway <sup>2</sup> | Widen from 2 to 4 lanes, from Brookhurst Blvd to Stewart Road                                     | Along Northwest side of I-5 from Brookhurst Blvd to Stewart Road | 2027   | ○   | ○   | ○   | ○                                   | ○  | ○                                  | ○                               | ○                 | ○             | ○                          | ○                          | ○                             | ○                     | ○  | ○   | ○                                  | ○                                  | ○                                  | ○                   | ○                          | ○                          |   |

<sup>1</sup> A description of each TDM/TSM Strategy is provided in Table G.1 RCMP Tool Box in the RCMP Policy Document.  
<sup>2</sup> As defined in the SICOG Regional Congestion Management Program 2021.  
<sup>3</sup> Designated as part of RTIF Network and will provide congestion/reliability and safety benefits (parallel capacity) to SR 120.  
<sup>4</sup> Designated as part of RTIF Network and will provide congestion/reliability and safety benefits (parallel capacity) to I-5.