District 10 Mobility Performance Report

2024 Fourth Quarter

DEPARTMENT OF TRANSPORTATION

January 21, 2025 : Serafin Herrera

District 10 Mobility Performance Report

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.

Ton Ten Rottlenecks 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 | 15-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 | 15-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 |

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 -05/15/2018On Hold (No Updates) $- \frac{07}{07}/2023$

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 / 11TH STREET INTERCHANGE PROJECT; EA 10-0H910

Construct the I-205 - Lammers Road / 11^{th} 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

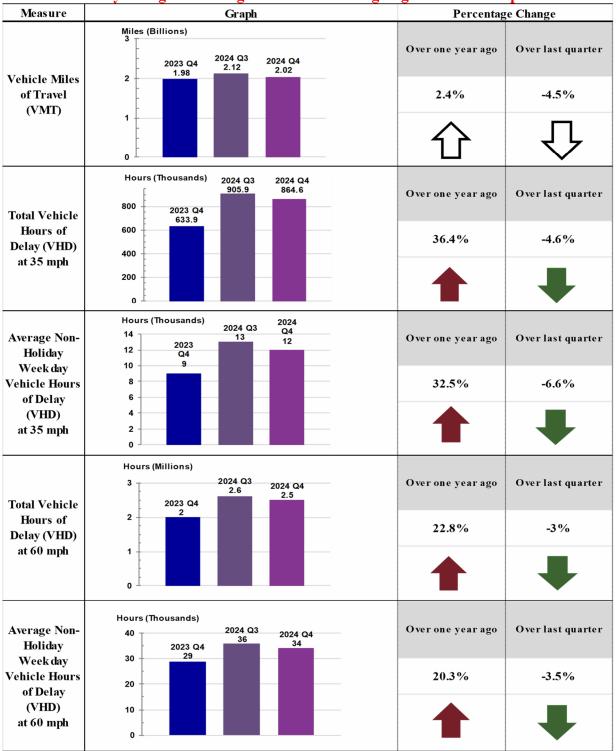
Project Completion – Estimated to be 2029

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

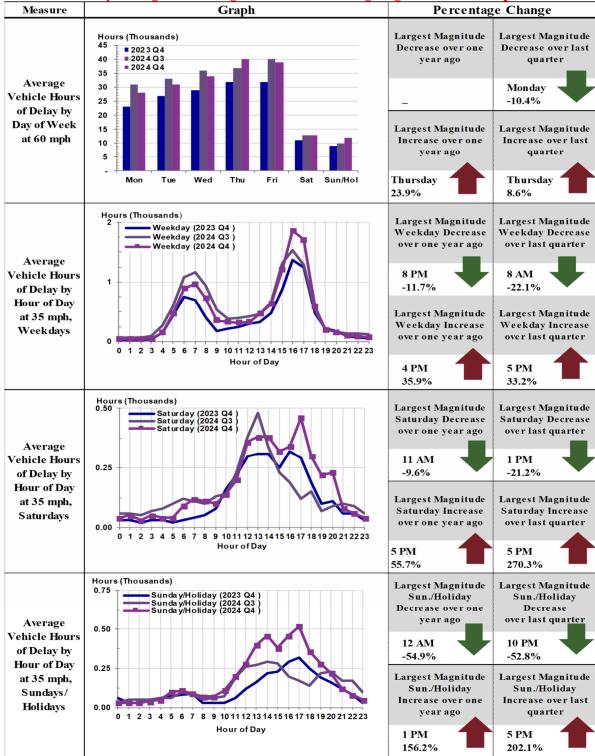
Data may change in coming months due to on-going reconciliation process



For further information regarding the content of this report, contact: Serafin Herrera at Serafin.Herrera@dot.ca.gov

2024 Q4 Quarterly Mobility Statistics District 10

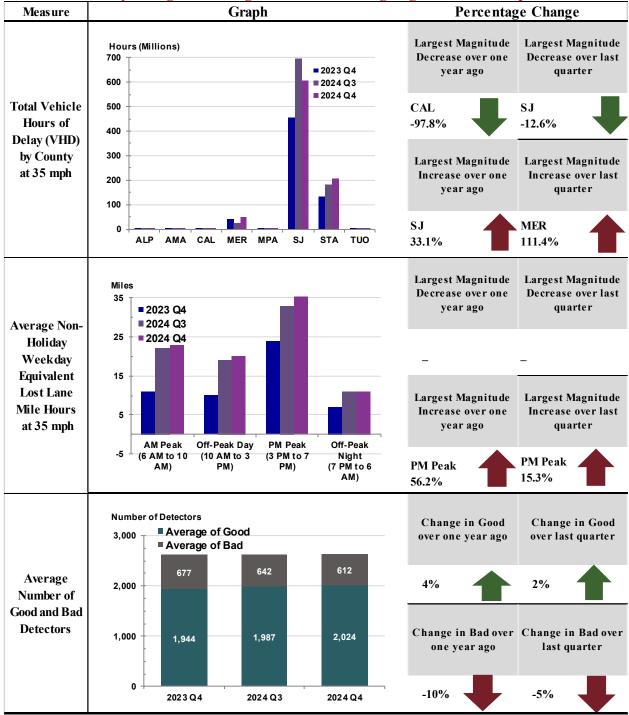
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2024 Q4 Quarterly Mobility Statistics District 10

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District 10 Mobility Performance Report $\mid 1/21/2025$

2024 Q4 Quarterly Mobility Statistics District 10

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| Congestion by Route | | | | | | | | | | | | |
|---------------------|--------|---------|------------------------------|---------|----------|--------------------|----------|-----------------------------|---------|---------|---------|--|
| | | Vehi | cle Hours of De at 35 mph | elay | | rence 4-2023 Q4 | l | erence 4-2024 Q 3 | Rank | | | |
| Route | County | 2023 Q4 | 2024 Q3 | 2024 Q4 | Absolute | Percentage | Absolute | Percentage | 2023 Q4 | 2024 Q3 | 2024 Q4 | |
| 1205 | 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 | |
| 15 | 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 | |
| 15 | 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 | |
| 15 | 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 | | 40 | 3609.1% | 28 | 30 | 23 | |
| SR88 | ALP | 27 | 105 | 21 | -6 | -21.9% | -83 | | 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 | | | | -9 | | 25 | 29 | 27 | |
| SR4 | STA | 176 | 75 | | -174 | | -73 | | 21 | 24 | 28 | |
| SR124 | AMA | 9 | 108 | | -7 | | -106 | | 26 | 21 | 29 | |
| SR12 | CAL | 33 | 72 | | -33 | | -72 | -100.0% | 23 | 25 | | |
| SR4 | CAL | 1,497 | 0 | | | | 0 | | 17 | | | |
| | TALS | 637,999 | 913,178 | 869,731 | 231,732 | | -43,448 | 4.8% | | | | |

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