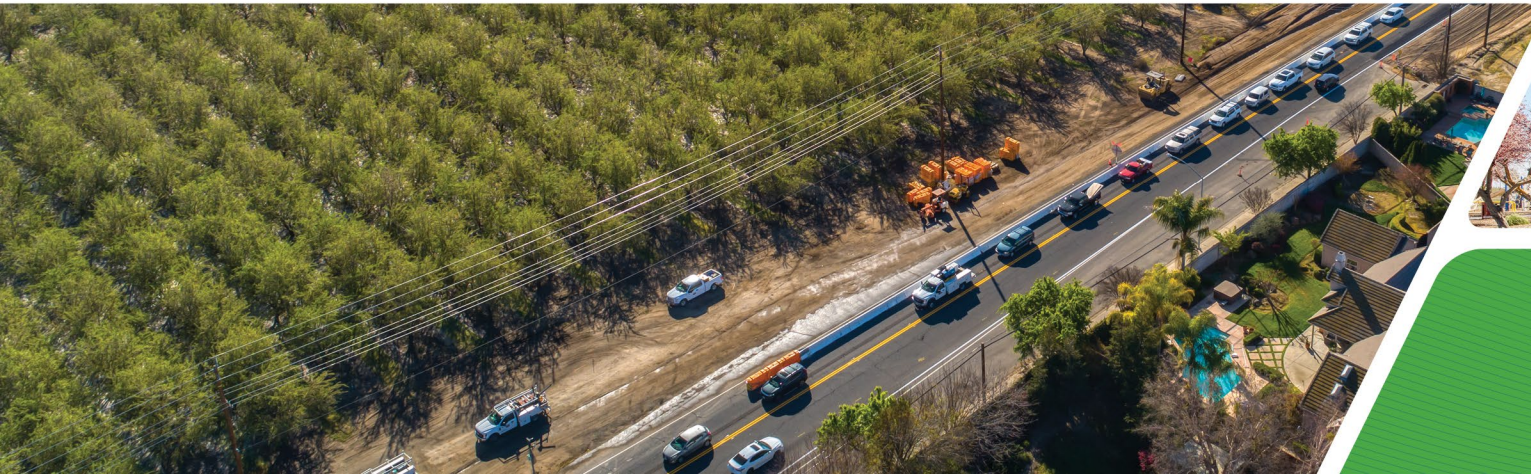




2026

***Regional Transportation Plan (RTP) &
Sustainable Communities Strategy (SCS)
VVS Meeting – May 8, 2025***



Agenda

- *Recommended 2026 RTP/SCS Goals and Objectives*
- *Public Participation Approach*
- *Demographics Comparison*
- *VMT Comparison: 2022 vs 2026 RTP/SCS*
- *VMT/ GHG Reduction Strategies*
- *Next Steps*



Recommended Goals & Objectives

Goal 1. Mobility & Accessibility

Improve the ability of people and goods to move between desired locations and provide a variety of modal and mobility options.

Goal 2. Social Equity

Promote equitable access to opportunities by ensuring all populations share in the benefits of transportation improvements and are provided a range of transportation and housing choices.

Goal 3. Economic and Community Vitality

Foster job creation, business attraction, retention, and expansion by improving quality of life. Facilitate economic development and opportunities through infrastructure investments that support goods movement within and through the region, including but not limited to the county's strategic freight corridors.

Goal 4. Sustainable Development Pattern

Provide a mix of land uses and compact development patterns and encourage infill development to preserve agricultural land and natural resources.

Goal 5. Environmental Quality

Consider environmental impacts when making transportation investments and minimize impacts on clean air and natural resources. Support infrastructure investments that facilitate vehicle electrification and the provision of electrification infrastructure in public and private parking facilities and structures.

Goal 6. Safety & Health

Operate and maintain the transportation system to ensure public safety and security; and improve the health of residents by improving air quality and providing more transportation options.

Goal 7. System Preservation

Maintain transportation system in a state of good repair; and protect investment by maximizing use of existing transportation facilities.

Goal 8. Smart Infrastructure

Coordinate, monitor, and integrate planning and programming for intelligent transportation system (ITS), smart infrastructure, demand-responsive transportation, and automated vehicles.

Goal 9. Resiliency and Reliability

Harden infrastructure to resist, absorb, recover from, or successfully adapt to adversity or a change in conditions including climate change.

Goal 10. Congestion Management

Maintain or reduce congestion as compared to current levels.

Goal 11. Project Delivery

Efficiently use available transportation funding to expedite project delivery of transportation improvements within the region for the benefit of residents of Stanislaus County and the traveling public in general.

Public Outreach

- *Valley Vision Stanislaus Steering Committee*
- *Presentations to City Councils/Board of Supervisors*
- *Meetings with City/County Planning Staff*
- *10 Community Workshops*
 - Spanish and English Language Presentations
- *15 Focus Group Meetings*
 - Community Based Organizations
 - Business Leaders
 - Spanish and English Language Presentations
- *StanCOG's interactive project website:* www.ValleyVision2049.com
- *Public Surveys*

Public Participation Approach

- ***Public Participation Plan (PPP)***

- Ensures open and transparent process
- Meets federal and state requirements

- ***Key Elements Include***

- Certified bilingual interpreter available for all public meetings
- Community outreach and agency presentations
- Project website, social media (Facebook), and printed media notifications
- Two rounds of public workshops in 5 different locations each round
- Draft RTP/SCS release at least 55 days before final adoption

- ***2026 RTP/SCS PPP will maintain & expand on 2022 strategies***



Public Meeting Locations*

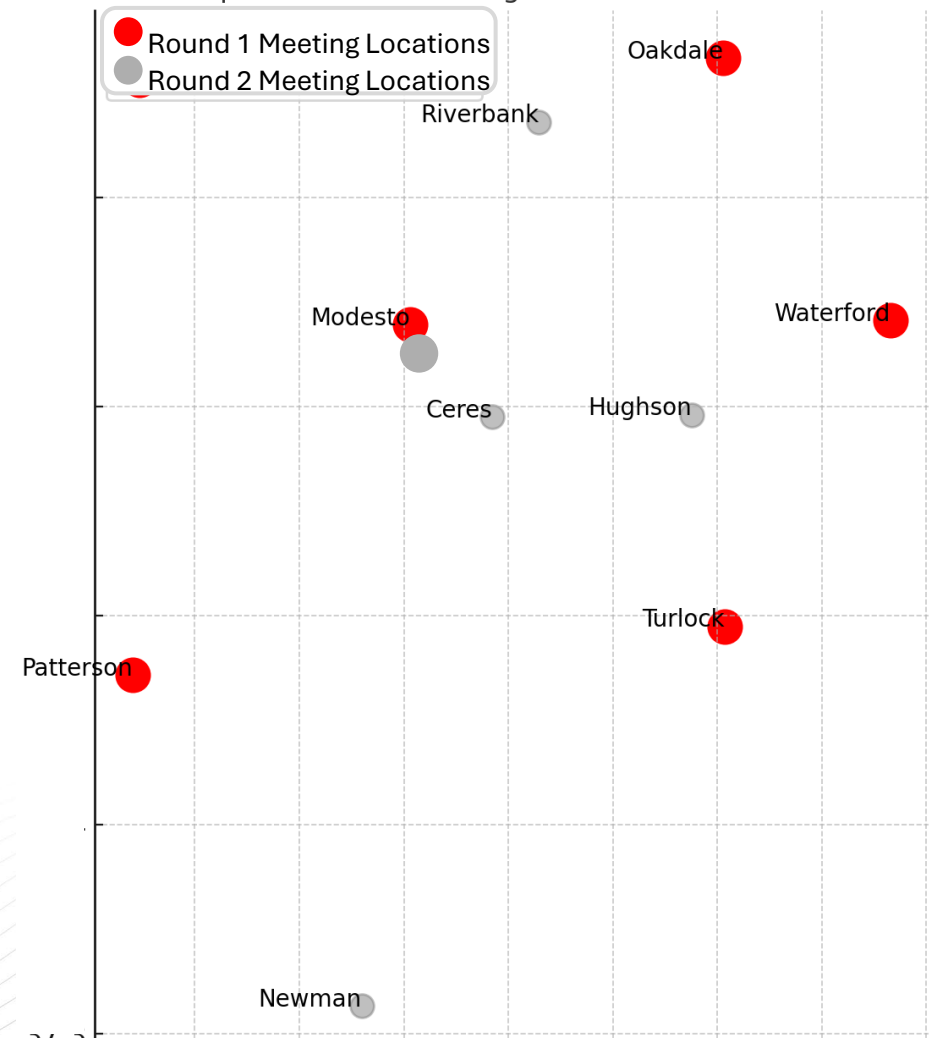
• *Round 1*

- City of Modesto
- City of Oakdale
- City of Patterson
- City of Turlock
- City of Waterford

• *Round 2*

- City of Ceres
- City of Hughson
- City of Newman
- City of Riverbank
- City of Modesto

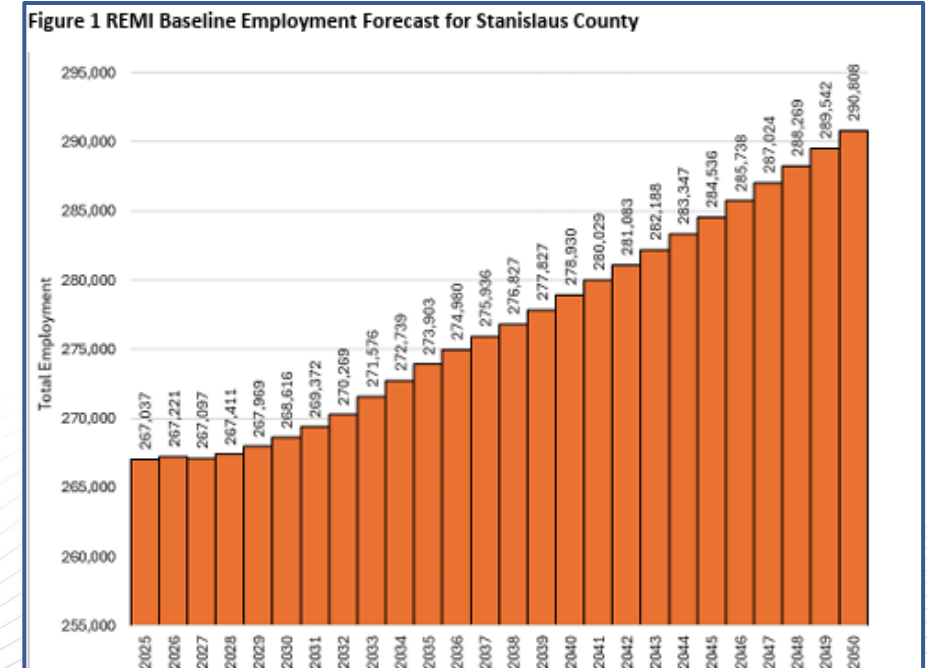
2026 RTP/SCS Public Meeting Locations



* *Pending identification of venues*

Demographics Analysis

- *Evaluate the impact of the 2024 demographic update*
 - Based on the prior preferred land use scenario
 - Mapping differences
- *Resultant Vehicle Miles Traveled (VMT) differences*



Demographics Comparison (2025 to 2050)

- ***Growth in the County (2026 RTP/SCS)***
 - 35,572 more people
 - 11,313 more households
 - 25,109 more jobs
- ***Reduced Population Growth (2026 vs. 2022 RTP/SCS)***
 - 6.4% (2026 RTP/SCS) vs 16.3% (2022 RTP/SCS) over same time period
 - Loss of population in 2021/2022 and change in US migration patterns
- ***Reduced Employment Growth (2026 vs. 2022 RTP/SCS)***
 - 9.7% (2026 RTP/SCS) vs 13.2% (2022 RTP/SCS) over same time period
- ***Lower growth results in fewer VMT/GHG emissions***

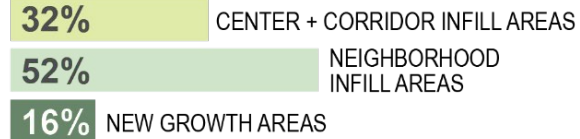
2022 RTP/SCS Preferred Land Use Scenario

D NEIGHBORHOOD INFILL

Overview

Established neighborhoods transform over time to accommodate a diverse range of housing types.

Growth Location



Performance Metrics

19% % of 15+ Multifamily Housing Growth	1,004 Acres of Prime Farmland Consumed	16.6 Units per Gross Acre of Residential Density
68% % New DUs Provided at 20+ Units/Acre	75% % of Growth in Below Avg VMT Areas	51% % Households in Jobs-Rich Areas
-10.8% 2020 GHG Reduction (%)	-11.7% 2035 GHG Reduction (%)	

9,159,585

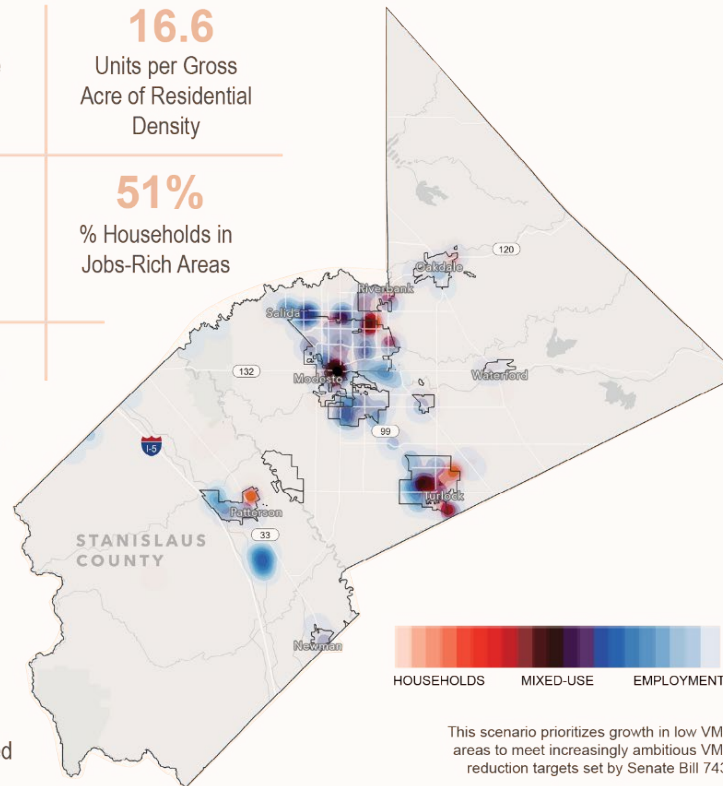
2020 VMT

10,057,773

2035 VMT

-1.81%

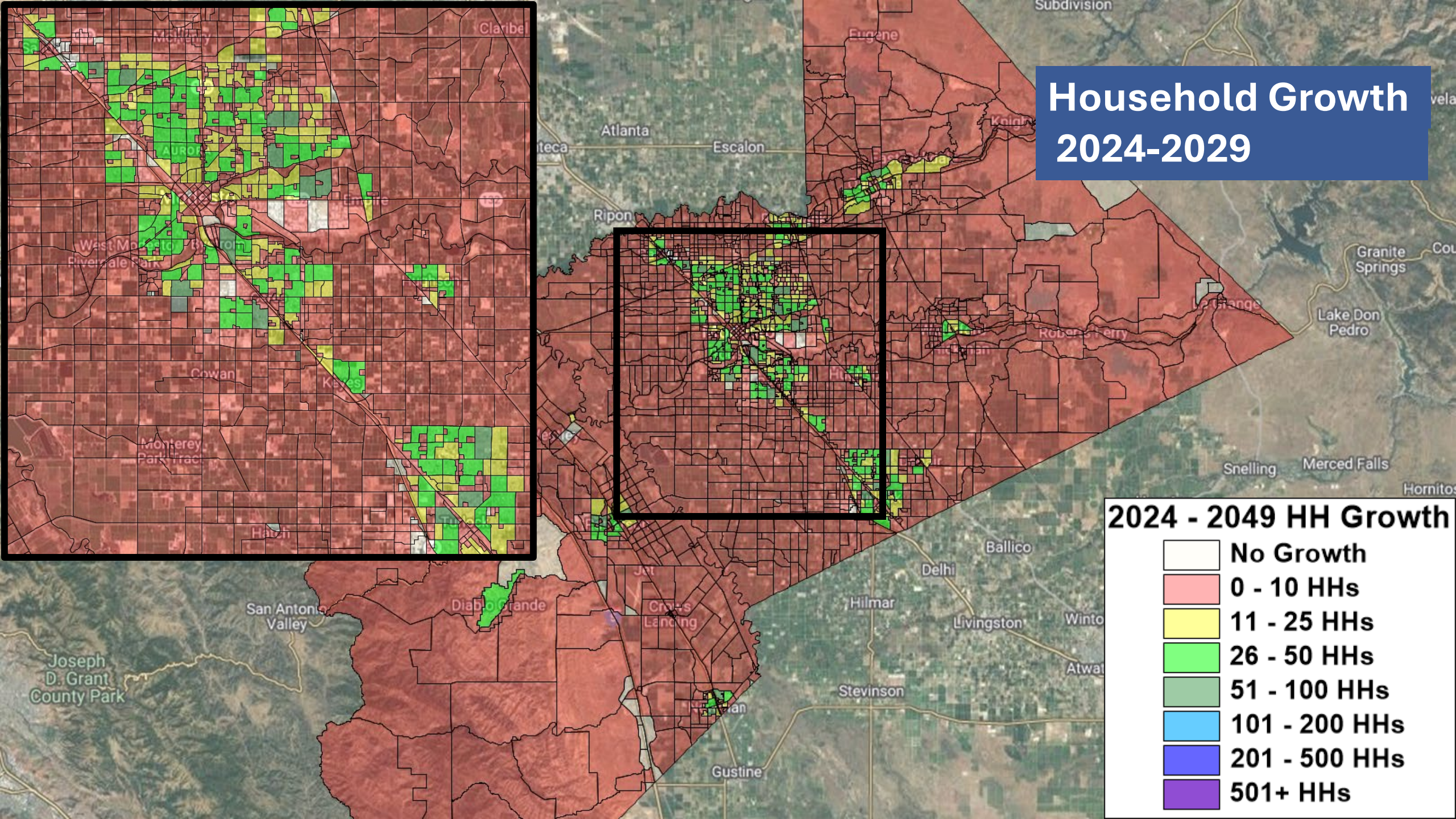
% change of Vehicle Miles Traveled (VMT) compared to Scenario A



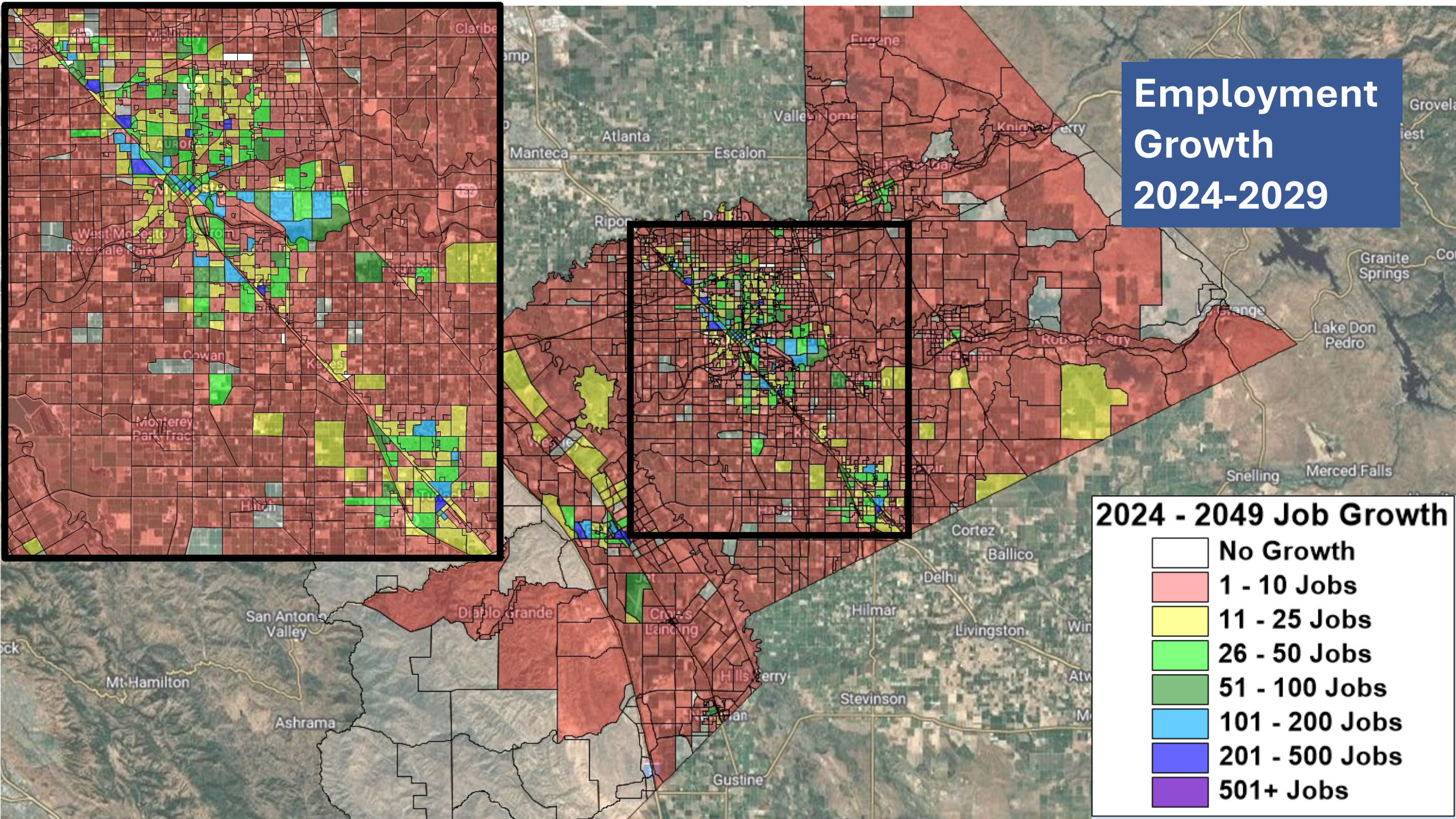
HOUSEHOLDS MIXED-USE EMPLOYMENT

This scenario prioritizes growth in low VMT areas to meet increasingly ambitious VMT reduction targets set by Senate Bill 743.

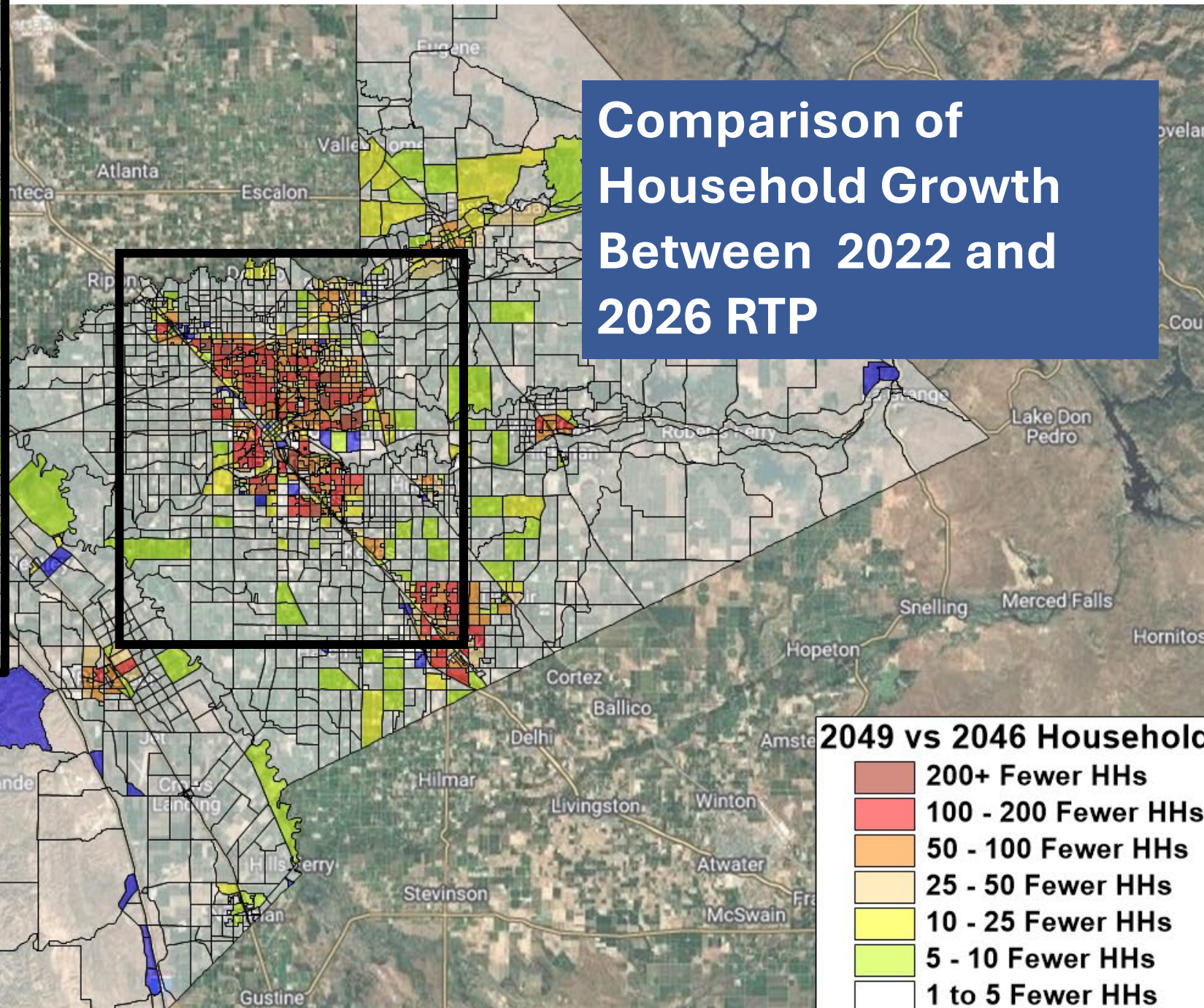
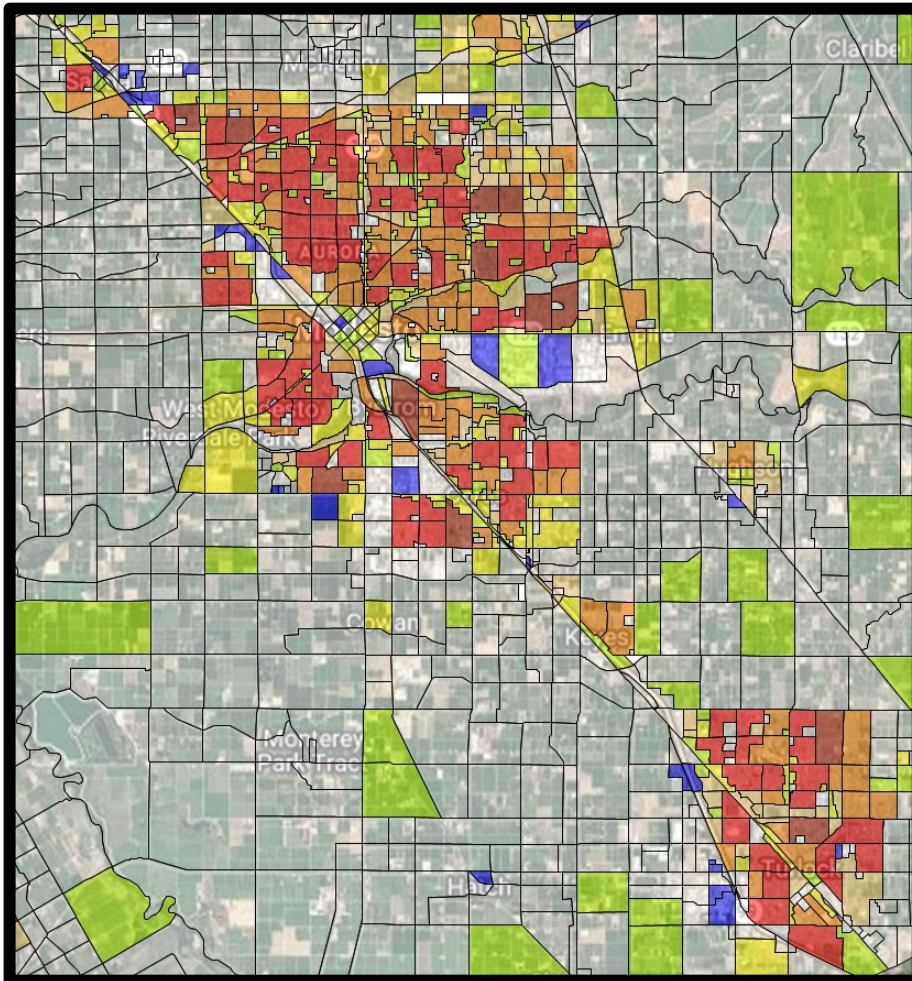
Household Growth 2024-2029



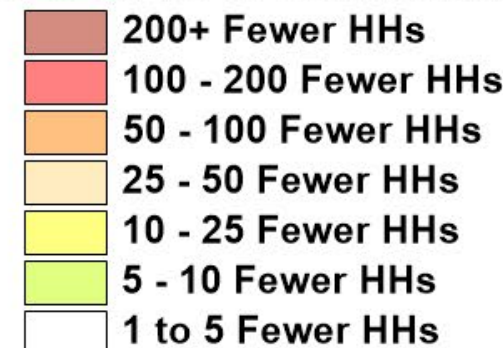
Employment Growth 2024-2029



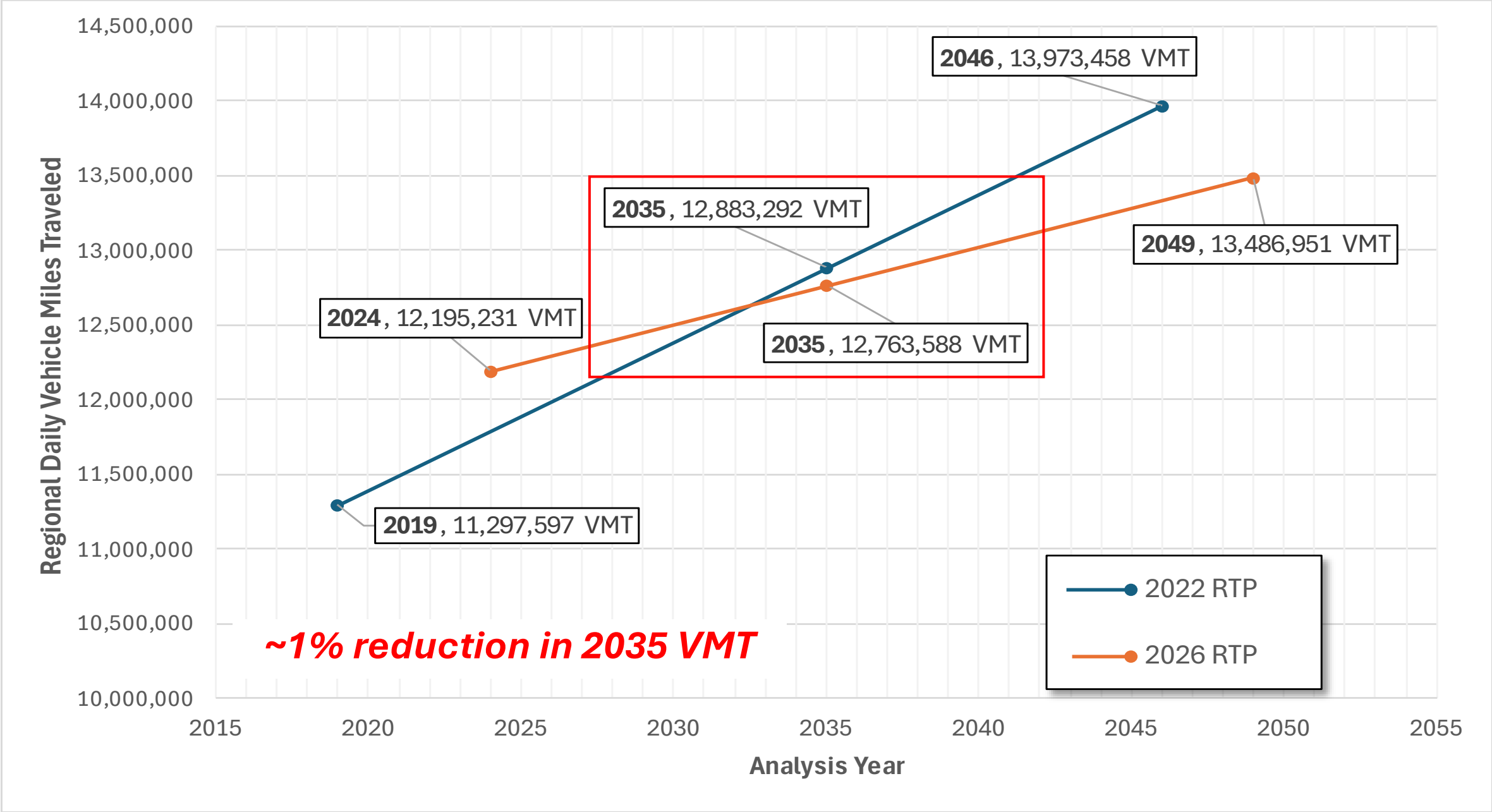
Comparison of Household Growth Between 2022 and 2026 RTP



2049 vs 2046 Household



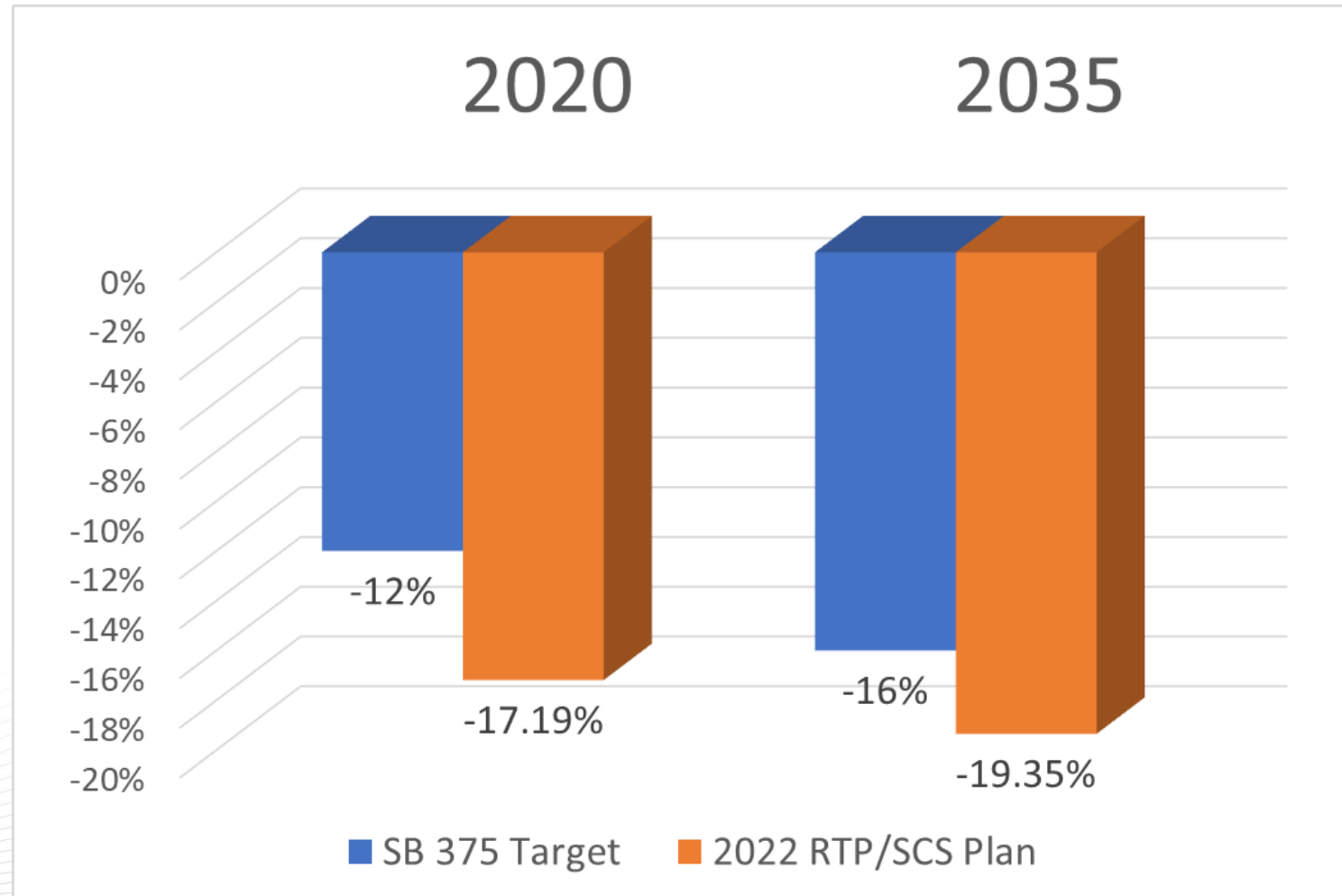
VMT Comparison: 2022 vs 2026 RTP/SCS



Meeting GHG Targets

- *Review GHG Reduction Targets*
- *Initial 2022 vs 2026 Off-Model Estimates*
- *Continued Use of 2022 RTP Off-Model Strategies*
- *VMT Bank Overview*
- *Potential 2026 Off-Model Strategies*

Per Capita GHG Reduction Evaluation



Initial 2022 vs 2026 Off-Model Estimates

RTP/SCS Strategy	Quantification Approach	2022 RTP	2026 RTP
		GHG Change (%)	GHG Change (%)
Off Model Reductions			
Infill Housing & Compact Development	Off-Model	Baseline	-1.00%
Bicycle Projects	Off-Model	-0.89%	-0.89%
Modesto BRT	Off-Model	-0.30%	-0.30%
ACE Forward (passenger rail service extension)	Off-Model	-0.30%	-0.30%
Telecommuting	Off-Model	-4.28%	?
Rule 9410 (Transportation Demand Measures)	Off-Model	-3.00%	-3.00%
Electric Vehicle (EV) Incentive	Off-Model	-0.64%	X
Electric Vehicle Infrastructure Charging Incentive Programs	Off-Model	-0.88%	X
Transportation System Management/ Intelligent Transportation Systems	Off-Model	-0.69%	-0.69%
Vanpool Program	Off-Model	-0.05%	-0.05%
VMT Mitigation Banking/Exchange	Travel Demand Model/ Off-Model	0.00%	?
Results		-11.03%	-5.23%

2022 Continued Off-Model Strategies

- ***Infill Housing & Compact Development***
- ***Active Transportation Projects***
- ***Modesto BRT***
- ***StanCOG Vanpool Program***
- ***Valley Rail --ACE Passenger Rail Extension***
- ***Transportation Demand Management***
 - StanisCruise
 - Move Stanislaus
 - Rule 9410
- ***Transportation System Management/ Intelligent Transportation Systems***
- ***VMT Mitigation Bank***

Infill Housing & Compact Development

• *GHG Impact*

- Reduce trip lengths by locating housing closer to destinations (new/existing)
- Reduce vehicle trips by providing complimentary land uses within walking distances (housing/shopping/employment)

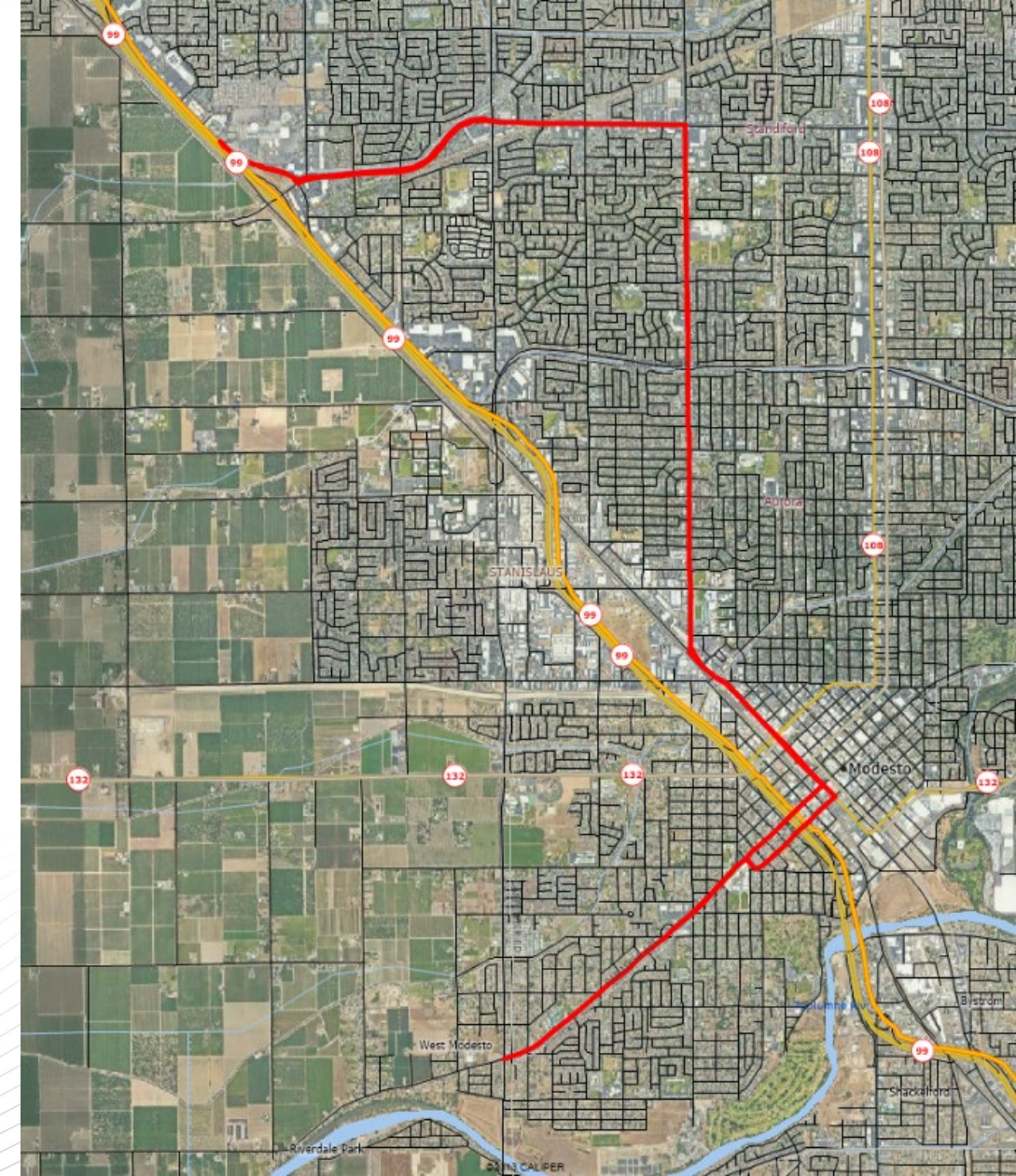
• *Program Elements*

- Provide incentives to encourage development in infill locations
- Partner incentives/application streamlining with land-use mix requirements
- Increase density maximums for existing residential zoning



Modesto BRT

- ***GHG Impact***
 - Mode shift from driving to transit
 - Commute trips (longer distance)
 - Shopping/Visiting/Other trips (shorter distance)
- ***Program Elements (Preliminary)***
 - Between West Modesto to Vintage Faire Mall
 - 15-minute headways
 - Stops every half mile
 - Estimates 2,200 daily riders/ 700 commuters
 - Total VMT Reduction of 31,000 VMT daily



Active Transportation Projects

- ***GHG Impact***
 - Mode shift from driving to walking/cycling
 - Commute trips (longer distance)
 - Shopping/Visiting/Other trips (shorter distance)
- ***Program Elements***
 - Provides bicycle and pedestrian infrastructure improvements
 - Closes current gaps to provide cyclists connections between communities
 - Does not include exercise trips



StanCOG Vanpool Program

- **GHG Impact**
 - *Mode shift from singled drive to shared ride*
 - *Commute trips (longer distance)*
- **Program Elements**
 - One full 15-passenger van = 14 vehicles
 - StanCOG has seen a significant increase in usage
 - 2023 reported average of 68 vans/mos.
 - 2024 reported average of 96 vans/mos.
 - Enterprise provider
 - Uses HOV lanes; cuts travel time
 - Opportunity for employer perks
 - StanisCruise offers a \$550 subsidy for drivers (7+riders)



Valley Rail/ACE Passenger Rail Service

- ***GHG Impact***

- Mode shift from cars to transit, especially for commute trips

- ***Program Elements***

- Improved service frequency and reliability along the existing route.
- Proposed tunnel through Altamont Pass.
- Expansion of service east from Stockton.
- Potential extension to cities like Modesto, Ceres, Turlock, and Merced.



StanisCruise (StanCOG's Transportation Demand Management Program)

- ***Trip Planner***
- ***Programs***
 - Carpool
 - Bike & Walking
 - Bus & Train
 - Telecommute
 - Emergency Ride Home
 - Park & Ride
- ***Employer Resources***
 - Program Development Assistance
 - Toolkit



Move Stanislaus

- *Care Cruisers*
- *VetsVan*
- *Travel Training*
- *ADA Paratransit Eligibility*
- *Bridges*
- *Pass Program*

<https://movestanislaus.org/>



1,538

People helped



147

Volunteers



8,296

of Volunteer Hours



218,901

Miles Driven

Rule 9410/Telecommuting

- *Adopted in 2009 by District Governing Board*
- *Purpose of this rule is to reduce*
 - VMT
 - Oxides of nitrogen (NOx)
 - Volatile organic compounds (VOC) and
 - Particulate matter (PM)
- *Seeks to promote*
 - Telecommuting (Working from home)
 - Carpooling
 - Taking the bus
 - Cycling
 - Walking
 - Employees sharing experience
 - Internal contests provide presentations
- *Large employers required to establish an Employer Trip Reduction Plan (eTRIP)*



Transportation System Management (TSM)/ Intelligent Transportation Systems (ITS)

- ***GHG Impact***

- Reduce congestion to minimize GHG emissions

- ***Program Elements***

- Provides travel information to help plan trips
 - Link different modes
 - Provide optimal route based on time of day
 - Provide parking availability in advance of arrival
- Manages roadways to increase travel speeds and reduce idling time
 - Ramp metering
 - Adaptive signal timing
 - Incident management

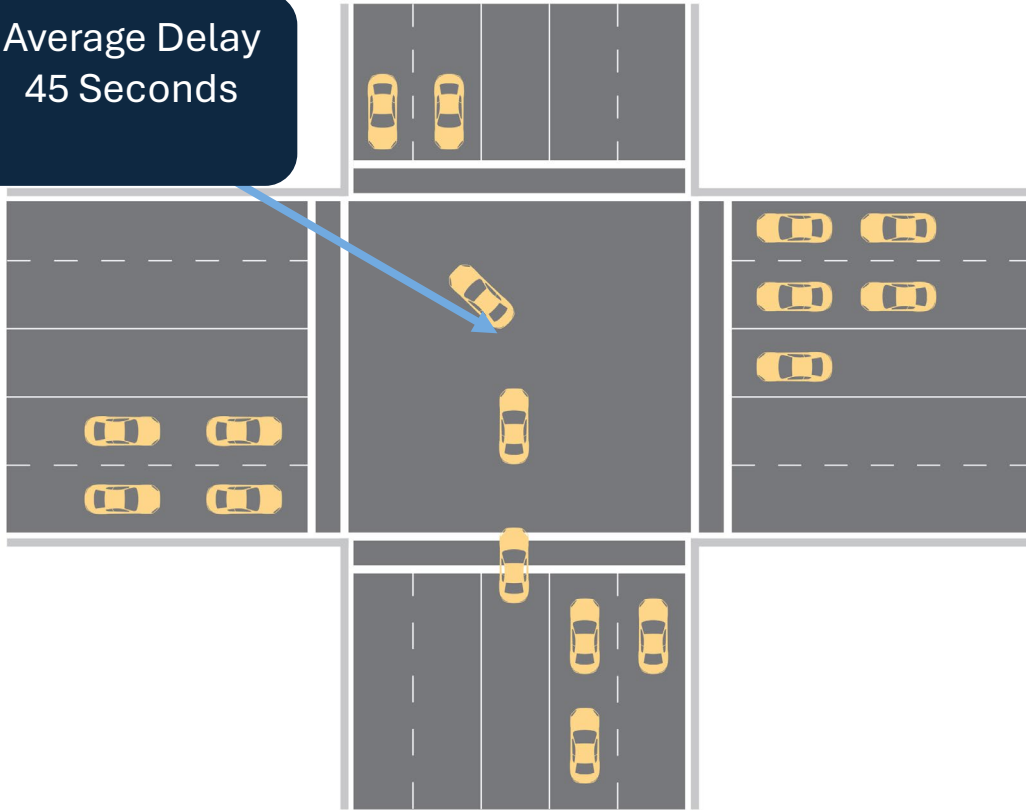


Senate Bill (SB) 743 Overview

- ***SB 743 is CEQA Specific***
- ***Basis for a “transportation significant impact” determination***
- ***Sustainability and GHG reduction by***
 - Denser infill development
 - Reducing single occupancy vehicles
 - Improved mass transit
- ***VMT is the principal metric***

Impact to the Driver

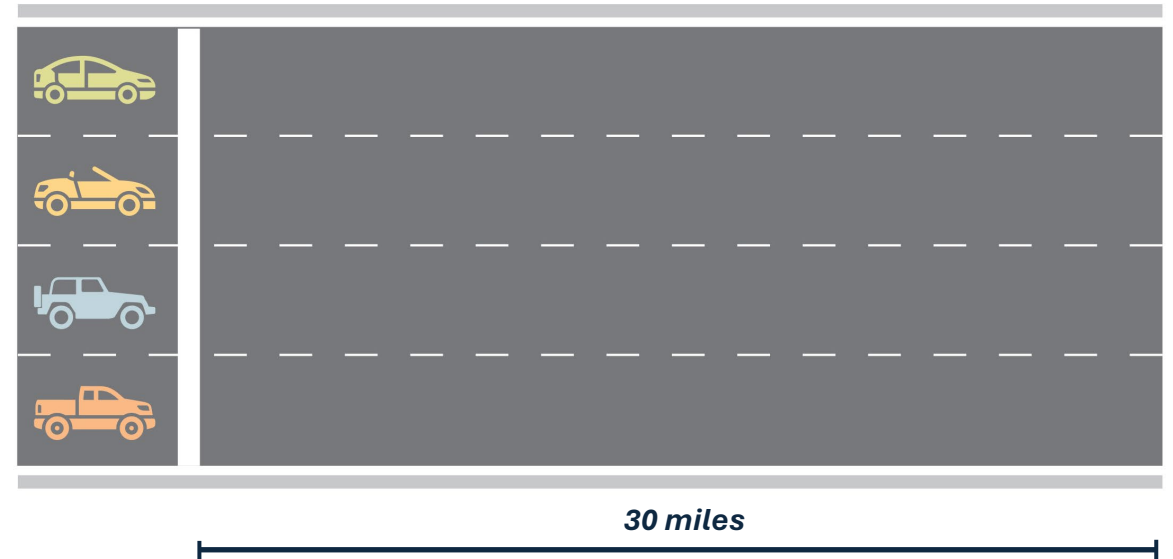
Average Delay
45 Seconds



LOS A B C **D** E F

Highway Capacity Manual

Driver's Impact to Transportation System



4 vehicles travel 30 miles
or simply
 $4 \times 30 = 120 \text{ VMT}$

120 VMT / 6
Drivers/Passengers =
20 VMT/Capita

Travel Demand Model

VMT Mitigation Bank

Provides SB 743 mitigation by funding new VMT-reducing projects

- ***GHG Impact***

- New projects reduce vehicle trips resulting in VMT/GHG improvements

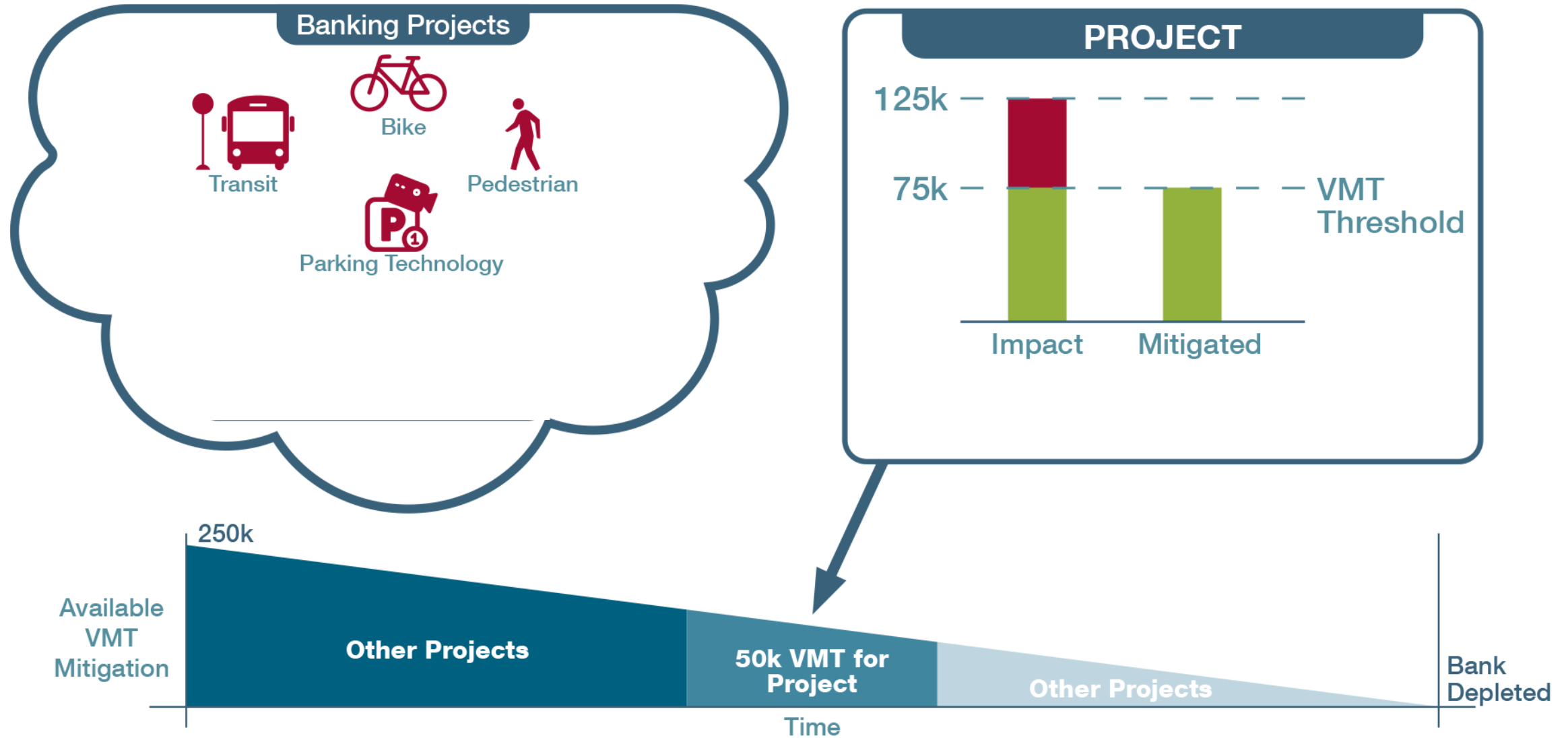
- ***VMT Mitigation Strategy***

- Developers and local agencies can purchase VMT reduction credits to offset the VMT generated by their land use or transportation projects

- ***Program Elements***

- Identification of unfunded/new projects
 - Active Transportation
 - Transit
 - Land Use
 - Trip Reduction Programs
 - Technology
- Determination of cost per/VMT
- Implementation with regional partners
- Can include tools to simply/reduce the cost of SB 743 management/analysis

How VMT Banking Works



Potential Off-Model 2026 Strategies

- *Further expanding bicycle and pedestrian networks*
- *Introducing carshare/bikeshare programs*
- *Providing subsidized transit passes*
- *Offering zoning incentives for transit-oriented development*
- *Partnering with transit providers on last-mile transportation services*

Carshare/Bikeshare

- ***Bikeshare GHG Impact***
 - Mode shift from vehicles to bikes reduces VMT/GHG impacts
- ***Carshare GHG Impact***
 - Encourages transportation alternatives and reduces car ownership reducing VMT/GHG
- ***Program Elements***
 - Bikeshare
 - Short-term rentals of traditional/electric bikes
 - Discount/supplement bike share to increase usage
 - Include storage at bike stations
 - Carshare
 - Partner with carshare operator to purchase cars and have operator administer program



Subsidized Transit Passes

- ***GHG Impact***

- Mode shift from driving to transit
 - Commute trips (longer distance)
 - Shopping/Visiting/Other trips (shorter distance)

- ***Program Elements***

- Encourages transit use by providing reduced or free transit rides
- Can be for all users or selected populations
 - Children, seniors, income-restricted



Zoning Incentives for Transit-Oriented Development (TOD)

• ***GHG Impact***

- Reduces VMT by locating homes/businesses closer to transit and in infill/higher density/mixed-use locations
 - Mode shift away from driving
 - Shorter overall trips with supportive land uses in close proximity

• ***Program Elements***

- Identify locations that can support TODs
- Streamline approval process for development that meet TOD criteria
- Provide monetary or other incentives to developments that meet TOD definition

Partner to Provide Last-Mile Transportation Services

- ***GHG Impact***

- Mode shift from driving to transit

- ***Program Elements***

- StanCOG would partner with mobility service to provide last-mile transportation services
- Connects residents/workers to transit further away from transit stops
- Provides on-demand connection to transit
- Trips can be discounted or free based on funding amount



2026 RTP/SCS Schedule

Task	2024						2025												2026			
	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	April
Task 1: Project Initiation and Coordination																						
Task 2: Public Outreach																						
Task 3: Establish Plan Principles and Goals																						
Task 4: Demographic and Revenue Forecasts																						
Task 5: Develop RTP/SCS Project List																						
Task 6: Land Use and Transportation Scenarios																						
Task 7: Air Quality Analysis																						
Task 8: RTP/SCS Plan Preparation																						
Task 9: Environmental Impact Report																						
Task 10: CMP & Air Quality Conformity																						

*Community Presentations & Stakeholder Meetings:

*Public Workshops:

StanCOG Valley Vision Meetings:

Attend Meetings/Hearings:

*To be scheduled

Completed to Date

- *Model Development*
- *Demographic Forecast*
- *Draft Project List Materials*
- *Draft Public Participation Plan*

Next Steps

- *Initiate Community Engagement*
- *Develop RTP/SCS scenarios*
- *Evaluate Additional VMT/GHG Reduction Strategies*
- *Prepare Revenue estimate*

Questions

