



Regional Transportation Plan and Sustainable Communities Strategy



Final





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Appendix A – RTP Checklist

Included in the 2026 RTP/SCS — see Appendix A in the main report volume.

Appendix B – Adoption Resolutions

DRAFT

**RESOLUTION
STANISLAUS COUNCIL OF GOVERNMENTS**

R-XX-XX

**RESOLUTION ADOPTING THE STANCOG
2027 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM, THE 2026 REGIONAL
TRANSPORTATION PLAN/SUSTAINABLE COMMUNITY STRATEGY, AND THE
CORRESPONDING CONFORMITY ANALYSIS**

WHEREAS, the Stanislaus Council of Governments (StanCOG) is a Regional Transportation Planning Agency and a Metropolitan Planning Organization, pursuant to State and Federal designation; and

WHEREAS, federal planning regulations require Metropolitan Planning Organizations to prepare and adopt a long range Regional Transportation Plan (RTP) for their region; and

WHEREAS, Senate Bill (SB) 375 (Steinberg, 2008) requires that Metropolitan Planning Organizations prepare a Sustainable Communities Strategy (SCS) as part of the 2026 RTP that demonstrates how the region will reduce the greenhouse gas emissions (GHG) from automobiles and light trucks to achieve, if there is a feasible way to do so, the applicable greenhouse gas emission reduction targets approved by the California Air Resources Board (ARB), and

WHEREAS, pursuant to SB 375, the applicable ARB per capita GHG emission reduction targets for the StanCOG are 12% below 2005 per capita emissions levels by 2020 and 16% below 2005 per capita emissions levels by 2035; and

WHEREAS, pursuant to SB 375, the SCS must: (1) identify the general location of uses, residential densities, and building intensities within the region; (2) identify areas within the region sufficient to house all the population of the region, including all economic segments of the population, over the course of the planning period of the regional transportation plan taking into account net migration into the region, population growth, household formation and employment growth; (3) identify areas within the region sufficient to house an eight-year projection of the regional housing need for the region pursuant to Government Code Section 65584; (4) identify a transportation network to service the transportation needs of the region; (5) gather and consider the best practically available scientific information regarding resource areas and farmland in the region as defined in subdivisions (1) and (b) of the Government Code Sections 65080 and 65581; and (6) consider the statutory housing goals specified in Sections 65580 and 65581, (7) set forth a forecasted development pattern for the region which when integrated with the transportation network, and other transportation measures and policies, will reduce the GHG emissions from automobiles and light trucks to achieve the GHG reduction targets, and (8) allow the RTP to comply with air quality conformity requirements under the federal Clean Air Act; and

WHEREAS, the 2026 RTP/SCS has been prepared in accordance with state guidelines adopted by the California Transportation Commission and;

WHEREAS, a 2026 RTP/SCS has been prepared in full compliance with federal guidance; and

WHEREAS, federal planning regulations require that Metropolitan Planning Organizations prepare and adopt a short range Federal Transportation Improvement Program (FTIP) for their region; and

WHEREAS, projects submitted in the 2027 FTIP must be financially constrained and the financial plan affirms that funding is available; and

WHEREAS, the 2027 FTIP has been prepared to comply with Federal and State requirements for local projects and through a cooperative process between the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the State Department of Transportation (Caltrans), principal elected officials of general purpose local governments and their staffs, and public owner operators of mass transportation services acting through the StanCOG forum and general public involvement; and

WHEREAS, the 2027 FTIP program listing is consistent with: 1) the 2026 RTP/SCS; 2) the 2026 State Transportation Improvement Program; and 3) the Corresponding Conformity Analysis; and

WHEREAS, the 2027 FTIP contains the MPO's certification of the transportation planning process assuring that all federal requirements have been fulfilled; and

WHEREAS, the 2027 FTIP meets all applicable transportation planning requirements per 23 Code of Federal Regulations (CFR) Part 450; and

WHEREAS, StanCOG has established performance targets that address the performance standards per 23 CFR Part 490, 49 United States Code (U.S.C.) 5326(c), and 49 U.S.C. 5329(d) to use in tracking progress toward attainment of critical outcomes for the region of the MPO; and

WHEREAS, StanCOG has integrated into its metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in other State transportation plans and transportation processes, as well as any plans developed under 49 U.S.C. Chapter 53 by providers of public transportation, required as part of a performance-based program; and

WHEREAS, the MPO must demonstrate conformity per 40 CFR Part 93 for the 2026 RTP/SCS and 2027 FTIP; and

WHEREAS, the 2026 RTP/SCS and 2027 FTIP includes a new Conformity Analysis; and

WHEREAS, the 2026 RTP/SCS and 2027 FTIP conforms to the applicable SIPs; and

WHEREAS, the 2026 RTP/SCS and 2027 FTIP do not interfere with the timely implementation of the Transportation Control Measures; and

WHEREAS, in accordance U.S. EPA's 2012 Multi-Jurisdictional Nonattainment and Maintenance Areas Guidance StanCOG has developed their portion of the 2015 Ozone standard regional emission analysis separately and provided the entire 2015 Ozone non-attainment area conformity demonstration for the 2026 RTP and 2027 FTIP; and

WHEREAS, the 2015 Ozone standard nonattainment area conformity demonstration is contingent upon adoption by all MPOs in the 2015 Ozone standard non-attainment area; and

WHEREAS, StanCOG has also developed a sub-area regional emissions analysis for 2008 Ozone, PM2.5, and PM-10 for Stanislaus County; and

WHEREAS, the documents have been widely circulated and reviewed by the StanCOG advisory committees representing the technical and management staffs of the member agencies; representatives of other governmental agencies, including State and Federal; representatives of special interest groups; representatives of the private business sector; and residents of Stanislaus County consistent with the public participation process adopted by the StanCOG; and

WHEREAS, public hearings were conducted on July 20, 2026, and August 19, 2026, to hear and consider comments on the 2026 RTP/SCS, 2027 FTIP, and Corresponding Conformity Analysis;

NOW, THEREFORE, BE IT RESOLVED, that the StanCOG adopts the 2026 RTP/SCS, 2027 FTIP, and Corresponding Conformity Analysis.

BE IT FURTHER RESOLVED, that the StanCOG finds that the 2026 RTP/SCS and 2027 FTIP are in conformity with the requirements of the Federal Clean Air Act Amendments and applicable State Implementation Plans for air quality.

BE IT FURTHER RESOLVED, that the StanCOG also finds that the 2026 RTP/SCS meets the SB 375 GHG reduction targets of 12% below 2005 per capita emissions levels by 2020 and 16% below 2005 per capita emissions levels by 2035.

THE FOREGOING RESOLUTION was passed and adopted by the StanCOG this 16th day of September 2026.

AYES:

NOES:

ABSENT:

MATTHEW “BUCK” Condit,
Chair

I hereby certify that the foregoing is a true copy of a resolution of the Stanislaus Council of Governments duly adopted at a regular meeting thereof held on the 16th day of September, 2026.

Signed: _____
Amber Collins, Executive Director

Appendix C – Comments and Responses

Commenting Agency	Source / Date	Comment	Action Needed	Response
Caltrans	Comment letter, Aug 27, 2026	General, Checklist item #4(2-3): The dwelling units maps per scenario were located on pp. 139-150.	Update the RTP and RTP Checklist to reference the correct page numbers (pp. 139-150).	Comment addressed.
Caltrans	Comment letter, Aug 27, 2026	General: "Cap-and-invest" has replaced "Cap-and-trade."	Update all sections referencing Cap-and-trade to reflect the Cap-and-invest program.	Comment addressed.
Caltrans	Comment letter, Aug 27, 2026	General, Appendix B (Transportation Project Listing), p. 71: For RTP Project IDs 15.3-15.4, the street name is misspelled "Moffet."	Correct the street name to "Moffett."	Comment addressed.
Caltrans	Comment letter, Aug 27, 2026	General, Appendix B: RTP Project ID CA14 lists the Type of Improvement as "single span bridge."	Correct the Type of Improvement to "Single-Span Bridge."	Comment addressed.
Caltrans	Comment letter, Aug 27, 2026	Consultation/Cooperation, Checklist item #4: Involvement of federal land management agencies during RTP preparation could not be found on p. 183.	Update the RTP and Checklist to document and reference FLMA involvement.	During the draft RTP/SCS review period, StanCOG provided notification to a representative of the U.S. Fish and Wildlife Service in August 2026 and made the draft document available for review. No specific comments were received from the U.S. Fish and Wildlife Service during the review period. The RTP/SCS has been updated to document this involvement: a Federal Lands section identifying the refuge and its access has been added to the Regional Transportation System chapter (Figure 3.5), and a Federal Land Management Agency Coordination discussion, including StanCOG's engagement framework for recreational trail projects that improve refuge access, has been added to the Consultation and Cooperation chapter. Checklist item #4 has been updated to reference these sections.
Caltrans	Comment letter, Aug 27, 2026	Consultation/Cooperation, Checklist item #5: Documentation that the appropriate state and local agencies responsible for land use, natural resources, environmental protection, conservation, and historic preservation were consulted could not be located on p. 83.	Update the RTP and Checklist to identify these agencies and confirm consultation.	During the draft RTP/SCS review period, StanCOG provided notification to the appropriate state and local agencies responsible for land use, natural resources, environmental protection, conservation, and historic preservation in August 2026 and made the draft document available for review. These agencies included local planning and public works departments which were also included through the Valley Vision Steering Committee and other meetings throughout the development of the RTP. No specific comments were received from these agencies during the review period. The Consultation and Cooperation chapter and Checklist item #5 have been updated to identify these agencies and confirm that consultation was provided.
Caltrans	Comment letter, Aug 27, 2026	Consultation/Cooperation, Checklist item #10: Discussion of coordination with regional air quality planning authorities could not be found on p. 153.	Update the RTP and Checklist to include and reference the air quality coordination discussion.	A section was added to the RTP documenting coordination with regional air quality authorities and the checklist was updated with this reference.
Caltrans	Comment letter, Aug 27, 2026	Consultation/Cooperation #4: Continued coordination is encouraged for projects affecting the State Highway System (SHS) to ensure consistency with state planning, operational, and asset management objectives.	Informational/encouragement. Consider noting early SHS coordination; no required change.	Comment noted.
Caltrans	Comment letter, Aug 27, 2026	Consultation/Cooperation #5: Commendation for including regionally connective non-motorized projects in all four scenarios. Caltrans supports a connected Class I shared-use network on or parallel to state highways and encourages attention to local parallel routes.	Commendation. Consider emphasizing local parallel routes in the regional active transportation network; no required change.	Comment noted.
Caltrans	Comment letter, Aug 27, 2026	Title VI/EJ #1: The RTP survey included only two questions (one ranking, one open-ended comment).	Consider developing a more comprehensive survey with additional structured questions for future outreach.	Other surveys conducted for the RTP and related REAP projects included a map based survey on active transportation, a survey on VMT related concerns and project types, and a survey on scenarios that were considered for the SCS. Please see more information on these efforts in Chapter 11 which has been edited for clarity.
Caltrans	Comment letter, Aug 27, 2026	Title VI/EJ #2: The RTP identifies a different preferred scenario than the prior RTP but provides limited explanation of how community feedback influenced the decision; the engagement section provides only high-level outreach summaries.	For future updates, add narrative, charts, and outreach metrics (participation levels, demographics, recurring themes, decision-making) documenting how feedback influenced scenario selection.	Additional information was added to the subsection entitled Community Outreach Findings in Chapter 11 to explain how input shaped the final preferred scenario selection.
Caltrans	Comment letter, Aug 27, 2026	Title VI/EJ #3: Consider Public Participation Plan strategies that communicate back to the community how feedback influenced prior and current RTPs.	Consider adding feedback-loop strategies to the Public Participation Plan and tracking engagement trends over time.	Comment noted. StanCOG will consider adding a feedback-loop process for the next RTP/SCS.
Caltrans	Comment letter, Aug 27, 2026	Title VI/EJ #4: Consider incorporating demographic and Limited English Proficiency (LEP) data at the county and city level.	Consider adding county/city-level demographic and LEP analysis to inform translation priorities.	Demographic and LEP data was considered as part of the definition of disadvantaged communities. This data will be made more explicit in the next RTP/SCS.

Commenting Agency	Source / Date	Comment	Action Needed	Response
Caltrans	Comment letter, Aug 27, 2026	Transit #1: Input grounded in Caltrans Director's Policy DP-40 (transit access and transit-supportive infrastructure on the SHS).	Consider emphasizing multimodal connectivity, transit accessibility, and alignment with local transit providers consistent with DP-40.	The 2026 RTP/SCS supports transit access and transit-supportive infrastructure on the State Highway System consistent with Caltrans Director's Policy DP-40. The Plan's Bus Rapid Transit and Transit Priority discussion identifies transit-priority treatments, including transit signal priority, queue jumps, enhanced stations, passenger amenities, real-time information, and frequency improvements along the region's strongest transit corridors, together with first- and last-mile connections and coordinated access to passenger rail. These investments correspond to the transit priority facilities and transit-supportive facilities defined in DP-40. Improving transit access is further reflected in Goal 1 (Mobility and Accessibility), in the performance analysis of access to transit and access to frequent transit, and in the approximately \$1.3 billion of the investment program directed to transit, including transit support facilities and increased service frequency. To make the relationship to DP-40 explicit, StanCOG has added a reference to SB 960 and Caltrans Director's Policies DP-37 and DP-40 in the Regulatory Setting and Planning Initiatives section, and has clarified that StanCOG and the region's transit operators will coordinate with Caltrans on transit-priority facilities located on or connecting to the State Highway System.
Caltrans	Comment letter, Aug 27, 2026	Programming/Operations, Checklist item #3: The unconstrained project list is found in Appendix F.	Update the project list and Checklist; consider separating the unconstrained project list from the constrained list in Appendix F.	The unconstrained project was separated and put into its own table.
Caltrans	Comment letter, Aug 27, 2026	Programming/Operations #2: The Draft RTP/SCS evaluates multiple land use scenarios and development patterns that significantly influence future SHS traffic demand.	Provide clearer identification of major growth areas and more detailed mapping of planned developments.	The maps provided showing where growth occurs for each scenario is based on input provided from agencies, historical growth trends, and the demographics forecast developed by the University of the Pacific. What is shown in the report is a parcel-level detail of where growth will occur, providing detailed insights into growth patterns between scenarios.
Caltrans	Comment letter, Aug 27, 2026	Programming/Operations #3: Add the Expenditure Authorization (EA), the unique 6-digit tracking code assigned to every project, to all Caltrans-managed projects.	Add EA codes to all Caltrans-managed projects in the project listing.	Added all EA codes to the Caltrans-managed projects where they could be found. 2 projects had no publicly available EA codes.
Caltrans	Comment letter, Aug 27, 2026	Financial, Checklist item #1: The consistency statement between the first four years of the fund estimate and the 4-year STIP fund estimate could not be found on p. 78.	Update the RTP and Checklist to include and reference the consistency statement.	Consistency statement added
Caltrans	Comment letter, Aug 27, 2026	Financial, Checklist item #4: The constrained project list is in Appendix F, not p. 167.	Update the Checklist to cite Appendix F for the constrained project list.	Checklist updated to replace 167 with Appendix F
Caltrans	Comment letter, Aug 27, 2026	Environmental, Checklist item #1: Draft EIR attachment.	Update the Checklist to indicate the draft EIR attachment.	The checklist was updated to reflect the Draft EIR attachment.
Caltrans	Comment letter, Aug 27, 2026	Aeronautics #1: Airport maintenance financing is challenging; the California Aid to Airports Program (CAAP) offers resources (Airport Improvement Program, Acquisition and Development Program, Local Airport Loan Program).	Informational. Consider referencing CAAP funding resources for airport upkeep; no required change.	Comment noted.
Caltrans	Comment letter, Aug 27, 2026	Air Quality Conformity Report Checklist, 40 CFR 93.110(e): Recommend referencing Chapter 4.	Update the conformity checklist to reference Chapter 4 for 93.110(e).	Thank you for your comment. The checklist in Appendix A was updated accordingly.
Caltrans	Comment letter, Aug 27, 2026	Air Quality Conformity Report Checklist, 40 CFR 93.118(d): Recommend citing the whole chapter.	Update the conformity checklist to cite the whole chapter for 93.118(d).	Thank you for your comment. The checklist in Appendix A was updated accordingly.
FHWA	Verbal (Federal Certification Review, Aug 19, 2026)	System Performance Report: FHWA finds the draft report (cited in the checklist as Chapter 9, beginning p. 153) inadequate. Expects a summary of all performance measures for existing conditions and future scenarios, including a comparison to adopted targets. A report comparable to the 2022 RTP/SCS Appendix G is not currently included.	Prepare and incorporate a System Performance Report summarizing all performance measures for existing and future scenarios in tabular format with narrative, indicating whether targets are met.	A System Performance Report was prepared and added as Appendix N. The report summarizes the the performance measures for existing/future scenarios in tables and includes a narrative discussing whether targets are met.
FHWA	Verbal (Federal Certification Review, Aug 19, 2026)	System Performance Report (existing conditions): An existing-conditions performance evaluation, including a comparison to the 2022 RTP/SCS existing-condition results, appears to be missing.	Add an existing-conditions performance assessment comparing results to the 2022 RTP/SCS to show how performance has changed.	The System Performance Report for Appendix N was structured to compare results to the 2022 RTP/SCS to show how performance has changed.

Commenting Agency	Source / Date	Comment	Action Needed	Response
FHWA	Verbal (Federal Certification Review, Aug 19, 2026)	Federal Land Management Agencies (FLMAs): The Draft RTP/SCS lacks detail on FLMA engagement efforts. Requests a map of FLMAs within the region, with specific attention to the San Joaquin River National Wildlife Refuge, and a framework for engagement on new recreational trail projects that improve Refuge access.	Add a map of FLMAs within the region and an engagement framework addressing recreational trail and access opportunities.	StanCOG has added a Federal Lands section to the Regional Transportation System chapter that identifies the federal lands within the region, which consist principally of the San Joaquin River National Wildlife Refuge administered by the U.S. Fish and Wildlife Service as part of the San Luis National Wildlife Refuge Complex, and includes a map of these lands and their primary access points (Figure 3.5). Related coordination detail, including StanCOG's engagement framework for new recreational trail projects that improve refuge access, has been added to the Consultation and Cooperation chapter. Together these additions support the Plan's certification under 23 CFR 450.316(d).
FHWA	Verbal (Federal Certification Review, Aug 19, 2026)	Federal Lands programs: The FLTP and FLAP maintain an inventory of federally and locally owned assets connected to the National Highway System (NHS); identifying overlapping needs across jurisdictions and programs would raise awareness and align priorities.	Consider identifying overlapping FLTP/FLAP asset needs connected to the NHS to align priorities and support collaboration.	The Federal Land Management Agency Coordination discussion added to the Consultation and Cooperation chapter recognizes the Federal Lands Transportation Program (23 U.S.C. 203) and the Federal Lands Access Program (23 U.S.C. 204), including their inventory of federally and locally owned transportation assets connected to the National Highway System. StanCOG commits to coordinating with these programs and the applicable federal land management agencies to identify overlapping transportation needs across jurisdictions, raise awareness of eligible projects, and align regional and federal priorities in future RTP/SCS updates and FLAP calls for projects.
Mayor Sue Zwahlen	Public comment (per StanCOG comment list, Aug 26, 2026)	For crash data, how are rural and urban areas defined?	Provide a response defining how rural and urban areas are distinguished in the crash data analysis.	Rural is defined as unincorporated and urban is defined as incorporated. The collision data and surrounding discussion will be updated to instead use the terms "Cities" (incorporated) and "Unincorporated County" for clarity.
San Joaquin Regional Rail Commission	Comment emailed Aug 28, 2026	The Altamont Corridor Express was rebranded as ACE in October 2023; therefore, identifying the service as the Altamont Corridor Express is no longer accurate. Please use ACE throughout the document.	The Altamont Corridor Express was rebranded as ACE in October 2023; therefore, identifying the service as the Altamont Corridor Express is no longer accurate. Please use ACE throughout the document.	Language in report is updated
San Joaquin Regional Rail Commission	Comment emailed Aug 28, 2026	54, Stanislaus County is served by existing passenger rail and is planning for expanded regional rail connections through Valley Rail, ACE, the San Joaquins, and future high-speed rail integration.	Please change "San Joaquins" to "Gold Runner."	Language in report is updated
San Joaquin Regional Rail Commission	Comment emailed Aug 28, 2026	8, The ACE Ceres/Merced Extension is planned in phases, with initial service extending to Ceres through new or improved stations in North Lathrop, Manteca, Ripon, Modesto, and Ceres, and a later phase extending farther south to Turlock, Livingston, and Merced.	The rebaselined Valley Rail program focuses on a set of defined near-term construction projects in Valley Rail Phase One (Phase One), a commitment to pursue grant awards for Valley Rail Phase Two (Phase Two), and Valley Rail Future Phase (Future Phase) for projects not in the near-term or mid-term time horizon. Phase One will extend ACE service to the Sacramento region, increase service frequency for ACE passengers, and improve Gold Runner connectivity through new stations in its existing corridor. Phase Two reflects the continued mid-term vision for expanded passenger rail service and regional connectivity across Northern California. Active station projects are Modesto Station, Ceres Station, North Lathrop Station, Lodi Station, and Madera Station Phase 2. The San Joaquin Regional Rail Commission (Rail Commission) is actively exploring a wide range of potential funding opportunities to help advance remaining stations, infrastructure improvements, increased Gold Runner service frequency, integration with High-Speed Rail, and expanded ACE service to Stanislaus County. Future Phase projects will be included in future planning analysis for both service planning and future capacity planning with the host railroads and local communities. Recommendation revisions in bold font: The ACE Ceres/Merced Extension is planned in phases, with initial service extending to Ceres through new or improved stations in North Lathrop, Manteca, Ripon, Modesto, and Ceres, and a later phase extending farther south to Turlock, Livingston, and Merced.	Language in report is updated

Commenting Agency	Source / Date	Comment	Action Needed	Response
San Joaquin Regional Rail Commission	Comment emailed Aug 28, 2026	56, Through the Valley Rail program, SJRRC is advancing the ACE Ceres/Merced Extension, which will extend passenger rail service south from the existing ACE service area toward Stanislaus and Merced Counties. The extension is planned in phases, with the first phase extending service to Ceres through new or improved stations in North Lathrop, Manteca, Ripon, Modesto, and Ceres.	See comments to number 3. Recommended revisions in bold font: Through the Valley Rail program, SJRRC will advance the planned ACE Ceres/Merced Extension, which will extend passenger rail service south from the existing ACE service area toward Stanislaus and Merced Counties. The extension is planned in phases, with the first phase extending service to Ceres through new or improved stations in North Lathrop, Manteca, Ripon, ~~Modesto, and Ceres.~~	Language in report is updated
San Joaquin Regional Rail Commission	Comment emailed Aug 28, 2026	56, A later phase would extend service farther south to Turlock, Livingston, and Merced, where future connections to California High-Speed Rail are planned.	By 2033, as shown in the California High-Speed Rail Authority 2026 Business Plan, Gold Runner service is planned to terminate at the Madera high-speed rail station, where it will connect with high-speed rail service traveling south and, eventually, west toward the Bay Area. Recommended revisions in bold font: A later phase would extend ACE service farther south to Turlock, Livingston, Atwater , and Merced where future ~~connections to California High-Speed Rail are planned.~~	Language in report is updated
San Joaquin Regional Rail Commission	Comment emailed Aug 28, 2026	56, Figure 3.2 provides a summary of the ACE expansion plans.	The California High-Speed Rail Authority 2026 Business Plan locates the Merced high speed rail station south of downtown Merced. It appears that Figure 3.2 shows the ~~former location in downtown Merced.~~	Comment noted. This was the latest graphic made available, no publicly available update is provided to show the new location. This map will be updated in the next cycle of the RTP
San Joaquin Regional Rail Commission	Comment emailed Aug 28, 2026	57, Current service concepts include trains originating in Ceres, with three Sacramento-bound trips that would connect to San Jose service at Lathrop and one direct trip to San Jose. The program also includes additional Gold Runner round trips between Fresno and Sacramento, expanding regional rail options between the San Joaquin Valley and the Sacramento region.	Recommended revisions in bold font: Current service concepts include trains originating in Ceres, with three Sacramento-bound trips that would connect to San Jose service at North Lathrop and one direct trip to San Jose. The program also includes additional Gold Runner round trips between Fresno and Sacramento , expanding regional rail options between the San Joaquin Valley and ~~the Sacramento region.~~	Language in report is updated
San Joaquin Regional Rail Commission	Comment emailed Aug 28, 2026	58, Figure 3.3,	Please change "San Joaquins" to "Gold Runner" if possible.	Figure updated to change San Joaquins to Gold Runner
San Joaquin Regional Rail Commission	Comment emailed Aug 28, 2026	84, In 2024, In 2024, an additional \$142 million was awarded to	What agency received the additional \$142 million award? It was not the Rail Commission.	That language was removed, as the \$142 million was a 2023 TIRCP Cycle 6 award for the Valley Rail project, administered through CalSTA's Transit and Intercity Rail Capital Program
San Joaquin Regional Rail Commission	Comment emailed Aug 28, 2026	support Valley Rail and ACE corridor improvements.	The ACE Forward program ended while ago. The Rail Commission's current expansion program is Valley Rail. Please delete "Forward." The VMT shown is likely not correct.	Language in report is updated and VMT was reviewed

Appendix D – Public Notices

**STANISLAUS COUNCIL OF GOVERNMENTS (STANCOG)
NOTICE OF 30-DAY and 55-DAY PUBLIC REVIEW AND COMMENT PERIOD AND
PUBLIC HEARINGS
DRAFT 2027 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP),
2026 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES
STRATEGY (RTP/SCS), AIR QUALITY CONFORMITY ANALYSIS,
AND
NOTICE OF AVAILABILITY
DRAFT ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE STANCOG RTP/SCS
45-DAY PUBLIC COMMENT PERIOD**

NOTICE IS HEREBY GIVEN that the Stanislaus Council of Governments (StanCOG) has released the following documents for public review and comment and will be holding public hearings to receive public comment: [The Draft 2027 Federal Transportation Improvement Program \(FTIP\), 2026 Regional Transportation Plan/Sustainable Communities Strategy \(RTP/SCS\), accompanying Air Quality Conformity Analysis, and the Draft Environmental Impact Report \(EIR\) prepared for the 2026 RTP/SCS.](#)

Public Review and Comment

A 30-day public review and comment period for the Draft 2027 FTIP will begin on July 6, 2026 and end on August 5, 2026, at 4:00 PM. A 55-day public review and comment period for the Draft 2026 RTP/SCS and Air Quality Conformity Analysis will begin on July 6, 2026, and end on August 30, 2026, at 4:00 PM. A 45-day public comment period for the PEIR will begin on July 10, 2026, and end on August 24, 2026, at 4:00 PM.

Public participation for the 2027 FTIP satisfies the program of projects (POP) requirements of the Federal Transit Administration (FTA) Urbanized Area Formula Program Section 5307 and FTA Bus and Bus Facilities Program Section 5339. If no comments are received on the proposed POP, the proposed transit program (funded with FTA 5307 and FTA 5339 dollars) will be the final program.

Following the public comment period, the documents will be considered for adoption, by resolution, by StanCOG at a regularly scheduled Policy Board meeting to be held on September 16, 2026. The documents will then be submitted to state and federal agencies for approval.

Project Descriptions: The 2027 FTIP is a near-term listing of capital improvement and operational expenditures utilizing federal and state monies for transportation projects in Stanislaus County during the next four years. The 2026 RTP/SCS is the region's long range transportation plan through 2049 and is an update to the 2022 RTP/SCS.

The accompanying Conformity Analysis contains the documentation to support a finding that the 2027 FTIP and 2026 RTP/SCS meet the air quality conformity requirements for ozone and particulate matter.

Project Location: The 2026 RTP/SCS covers the entire area of Stanislaus County and includes the cities of Ceres, Hughson, Modesto, Newman, Oakdale, Patterson, Riverbank, Turlock, and Waterford. Capital improvement transportation projects, identified in the draft 2026 RTP/SCS, are located on State highways, County roads, and locally owned streets, as well as on transit district property, airports, rail lines and property, and public utility lands.

Probable Environmental Effects: The Draft PEIR provides a programmatic analysis of environmental impacts related to the implementation of the 2026 RTP/SCS. It discloses significant effects for the following resource categories: aesthetics; agriculture; air quality; biology; cultural resources; energy; geology and soils; greenhouse has and climate change; hazards and hazardous materials; hydrology and water quality; noise; transportation; tribal cultural resources; and wildfire.

Public Hearings

StanCOG will hold two public hearings at the following dates, times, and locations:

- **July 20, 2026, at 4:00 PM at the Turlock Public Library (in-person/virtual)**
 - Location: 550 N Minaret Ave, Turlock, CA 95380
 - Virtual Attendance via Zoom: <https://tinyurl.com/3trk9h3z>
 - Meeting ID: 893 1251 9655
 - Passcode: 873631
 - Phone Number: +1 669 444 9171
- **August 19, 2026, at 6:00 PM during the StanCOG Policy Board Meeting (in-person/virtual)**
 - Location: 1111 I Street, Suite 308, Modesto CA, 95354
 - To attend virtually, please use the information in the Policy Board agenda for the August meeting at: <https://www.stancog.org/AgendaCenter/Policy-Board-9>

How to submit comments ahead of public hearings:

- **Email:** publiccomment@stancog.org
- **Phone:** (209) 525-4600
- **Mail:** StanCOG, 1111 I Street, Suite 308, Modesto CA, 95354, Attn: Nick St Cook

Contact Person:

Nick St Cook, Associate Planner
1111 I Street, Suite 308
Modesto, CA 95354
Phone: (209) 525-4639
Email: nstcook@stancog.org

CONSEJO DE GOBIERNOS DE STANISLAUS (STANCOG)
AVISO DE AUDIENCIAS PÚBLICAS Y DE PERÍODOS DE 30 Y 55 DÍAS ABIERTO A
LA INSPECCIÓN Y COMENTARIO PÚBLICO RESPECTO DE LOS SIGUIENTES
REPORTES PRELIMINARES: PROGRAMA FEDERAL DE MEJORA DEL
TRANSPORTE (FTIP) DE 2027; PLAN REGIONAL DE TRANSPORTE &
ESTRATEGIA DE COMUNIDADES AUTOSUSTENTABLES (RTP/SCS) DE 2026; Y
DEL ANÁLISIS DE CONFORMIDAD DE LA CALIDAD DEL AIRE.
ADEMÁS: AVISO DE DISPONIBILIDAD DEL INFORME PRELIMINAR DE
IMPACTO AMBIENTAL (EIR) PARA EL RTP/SCS DE STANCOG Y APERTURA DEL
CORRESPONDIENTE PERIODO DE COMENTARIOS PÚBLICOS DE 45 DÍAS

POR LA PRESENTE SE NOTIFICA QUE el Consejo de Gobiernos de Stanislaus (StanCOG) ha publicado los siguientes documentos para su inspección y comentarios por parte del público, y que celebrará audiencias públicas con el propósito de aceptar comentarios sobre la versión [preliminar del Programa Federal de Mejora del Transporte \(FTIP\) de 2027; del Plan Regional de Transporte & Estrategia de Comunidades Sostenibles \(RTP/SCS\) de 2026; el correspondiente Análisis de Conformidad de la Calidad del Aire; y la versión preliminar del Informe de Impacto Ambiental \(EIR\) elaborado para el RTP/SCS de 2026.](#)

Inspección y Comentario del Público:

El período de inspección y comentario público de 30 días para el FTIP Preliminar de 2027 iniciará el 6 de julio de 2026 y concluirá a las 4:00 pm del 5 de agosto de 2026. Un periodo de 55 días para la lectura pública y la recepción de comentarios sobre las versiones preliminares —tanto del RTP/SCS de 2026 como del Análisis de Conformidad de la Calidad del Aire— se iniciará el 6 de julio de 2026 y concluirá a las 4:00pm del 30 de agosto de 2026. Finalmente, el periodo de 45 días abiertos al comentario público sobre el EIR comenzará el 10 de julio de 2026 y finalizará a las 4:00pm del 24 de agosto de 2026.

La integración comunitaria en el FTIP de 2027 cumple tanto con los requisitos de la Sección 5307 del Programa de Fórmula para Áreas Urbanizadas, como de la Sección 5339 del Programa e Instalaciones de Autobuses establecidos por la Administración Federal de Tránsito (FTA) en su Programa De Proyectos (POP). Si no se reciben comentarios sobre el POP propuesto, el programa de transporte público propuesto —financiado con fondos de las secciones 5307 y 5339 de la FTA— se convertirá en el programa final.

Luego de cumplido el periodo abierto a comentarios públicos, StanCOG considerará la aceptación de los documentos —mediante resolución— en una reunión ordinaria del Comité de Políticas programada para el 16 de septiembre de 2026. Posteriormente, los documentos se remitirán a las agencias estatales y federales para su aprobación.

Descripciones del Proyecto: FTIP de 2027 es un listado de mejoras críticas y gastos operativos a corto plazo que dependen de fondos federales y estatales para proyectos de infraestructura de transporte en el Condado de Stanislaus durante los próximos cuatro años. El RTP/SCS de 2026 es el plan de transporte a largo plazo de la región —con vigencia hasta el año 2049— y es una actualización del RTP/SCS de 2022.

El Análisis de Conformidad adjunto contiene la documentación necesaria para respaldar la conclusión de que el FTIP de 2027 y el RTP/SCS de 2026 se adhieren a las normas vigentes de protección a la calidad del aire respecto el ozono y la materia en suspensión.

Ubicación del Proyecto: El RTP/SCS de 2026 abarca toda el área del Condado Stanislaus e incluye las ciudades de Ceres, Hughson, Modesto, Newman, Oakdale, Patterson, Riverbank, Turlock, y Waterford. Los proyectos de mejoras de infraestructura de transporte identificados en el RTP/SCS Preliminar de 2026 se ubican en carreteras estatales, caminos del condado y calles de jurisdicción local —así como en propiedades de distritos de transporte público, aeropuertos, líneas e instalaciones ferroviarias y terrenos de servicios públicos.

Potenciales Efectos Medioambientales: El Informe Preliminar de Impacto Ambiental (EIR) ofrece un análisis programático de los impactos medioambientales relacionados con la implementación del RTP/SCS de 2026. En él se develan los efectos significativos para las siguientes categorías de recursos: estética; agricultura; calidad del aire; biología; recursos culturales; energía; geología y suelos; gases de efecto invernadero y cambio climático; peligros y materiales peligrosos; hidrología y calidad del agua; ruido; transporte; recursos culturales tribales; e incendios forestales.

Audiencias Públicas

StanCOG celebrará dos audiencias públicas en las siguientes fechas, horarios y locales:

- **20 de julio de 2026, a las 4:00 pm. en la Biblioteca Pública de Turlock (presencial o virtual)**
 - Ubicación: 550 N Minaret Ave, Turlock, CA 95380
 - Asistencia Virtual a través de Zoom: <https://tinyurl.com/3trk9h3z>
 - **ID de la Reunión:** 893 1251 9655
 - **Código de Acceso:** 873631
 - **Teléfono:** +1 (669) 444-9171
- **19 de agosto de 2026, a las 6:00 pm. durante la reunión ordinaria Comité de Políticas del StanCOG (presencial o virtual)**
 - Ubicación: Calle “I” N°1111, Suite 308, Modesto, CA 95354
 - Para asistir virtualmente, por favor utilice la información que aparece en la agenda de la reunión de agosto del Comité de Políticas del StanCOG en: <https://www.stancog.org/AgendaCenter/Policy-Board-9>

Cómo enviar comentarios antes de las audiencias públicas:

- **Correo electrónico:** publiccomment@stancog.org
- **Teléfono:** (209) 525-4600
- **Correo Postal:** StanCOG, 1111 I Street, Suite 308, Modesto, CA 95354
Atención: Nick St Cook

Persona de Contacto:

Nick St Cook, Planificador Adjunto

1111 I Street, Suite 308

Modesto, CA 95354

Teléfono: (209) 525-4639

Correo electrónico: nstcook@stancog.org

Appendix E – Spanish Executive Summary

Provided under Separate Cover

Appendix F – Project List

StanCOG 2026 RTP/SCS Tier I Project List								
PID	Jurisdiction	Location	Description	Project Limits	Project Cost	Opening Year	RTP Project Category	Tier
CA01	Caltrans	STA-005 (EA:10-1C2704)	REPLACE REST AREA	IN STANISLAUS COUNTY AT WETLEY REST AREA	\$21,519,000	2026	Maintenance	I
CA02	Caltrans	STA-132 (EA:10-1G4204)	ADA IMPROVEMENTS	ON STATE ROUTE 132, BETWEEN REINWAY AVE AND "F" STREET IN THE CITY OF WATERFORD IN STANISLAUS COUNTY	\$19,889,000	2029	Complete Streets	I
CA03	Caltrans	STA-005 (EA:10-1H280)	BRIDGE REHABILITATION	BRIDGE DECK OVERLAY WITH POLYESTER CONCRETE, REPLACE APPROACH SLABS & JOINT SEALS IN STA COUNTY SR5	\$30,997,000	2028	Bridge	I
CA04	Caltrans	STA-099 (EA:10-1H350)	INSTALL RAMP METERING, ADD HOV LANES, AND MIXED FLOW LANES. MODIFY ONRAMP & RAMP INTERSECTIONS	IN THE CITY OF MODESTO IN STANISLAUS COUNTY, SR99 PM 18.5 TO 20.9	\$8,599,000	2028	ITS	I
CA05	Caltrans	STA-099 (EA:10-1F970)	Install and upgrade TMS elements; pave areas for MVP	Various locations in STA and SJ Counties on SR 99,4,5,33,108,120,132 and 219	\$7,796,000	2027	Maintenance	I
CA06	Caltrans	STA-108 (EA:10-1Q030)	Intersection Control Improvement	STA County on SR 108 Intersection Control Improvement	\$158,000,000	2031	Operational Improvements	I
CA07	Caltrans	STA-099 (EA:10-A2637)	Vending machine building roof replacement	In Stanislaus County SR 99 near Turlock at the Enoch Christofferson Safety Rest Area	\$19,889,000	2027	Maintenance	I
CA08	Caltrans	STA-004 (EA:10-1H230)	Bridge replacement	STAN County SR 4 - Bridge replacement at Hoods Creek Bridge (#318041)	\$36,212,000	2029	Bridge	I
CA09	Caltrans	STA-099 (EA:10-1M430)	Maintenance	Stanislaus County SR 99 at Modesto Mtce Station Yard (Facility #38M5715)	\$12,852,000	2027	Maintenance	I
CA10	Caltrans	STA-132	Install/Upgrade ADA curb ramps, sidewalks and pedestrian crosswalks.	STA County SR 132 between Carpenter Rd & Madison St	\$252,000	2028	Complete Streets	I
CA11	Caltrans	STA-132 (EA:10-1L210)	ADA curb ramps	In Stanislaus County at the intersection SR132/McClure Rd (PM18.64) in the City of Modesto	\$10,675,000	2028	Complete Streets	I
CA12	Caltrans	STA-120 (EA:10-1N330)	Install left turn channelization	STA County SR 120	\$12,852,000	2028	Operational Improvements	I
CA13	Caltrans	STA-033 (EA:10-1N340)	Install left turn channelization	STA County SR 33 Install left turn channelization	\$22,518,000	2028	Operational Improvements	I
CA14	Caltrans	STA-120 (EA:10-1R180)	Replace existing double Culvert WildCat Bridge with singal spand bridge	Stanislaus County SR 108 at PM 15.00	\$14,312,000	2031	Bridge	I
CA15	Caltrans	STA-108	Replace culverts	STA County near Oakdale SR 108/120 at Deo Gloria Drive and near Westley	\$8,184,000	2027	Maintenance	I
CA16	Caltrans	STA-108 (EA:10-1K840)	Intersection Control Improvement	STA County SR 108 Intersection Control Improvement	\$19,310,000	2029	Safety	I
CA17	Caltrans	STA-108 (EA:10-1C080)	Install/upgrade curb ramps,driveways,sidewalks,a ccessible pedestrian signals (APS),DWA	SR 108 between Willowood Dr/3rd Ave and on SR 120 between Yosemite Ave/ Valero Gas Station Driveway	\$3,622,000	2029	Complete Streets	I
CA18	Caltrans	STA-108 (EA:10-1T100)	Install High-Intensity Activated Crosswalk (HAWK) Beacon System.	STA CO SR-108 PM 37.425	\$270,000	2027	Safety	I
15.1	Ceres	Hatch Rd	Grind and Overlay	Herndon to Richland	\$2,224,907	2030	Maintenance	I
15.2	Ceres	Hatch Rd	Grind and Overlay Add Curb and Gutter	Richland to Central	\$2,856,224	2031	Maintenance	I
15.3	Ceres	Hatch Rd	Road Reconstruction Add Curb and Gutter	Central to Moffet	\$4,106,679	2032	Maintenance	I
15.4	Ceres	Hatch Rd	Road Reconstruction Add Curb and Gutter	Moffet to Mitchell	\$4,217,559	2033	Maintenance	I
15.5	Ceres	Hatch Rd	Widen to 4 Lanes	Mitchell to Faith Home	\$7,425,314	2034	Capacity	I
C02	Ceres	SR-99	Construct New Interchange - Phase I	Mitchell Rd/Service Rd	\$157,227,120	2032	Capacity	I
C03	Ceres	Morgan Rd	Widen from 2 to 4 lanes	7th St to Grayson Rd	\$1,044,260	2030	Capacity	I
C04	Ceres	Whitmore Ave	Widen from 2 to 4 lanes	Eastgate Blvd to Faith Home	\$1,131,197	2028	Capacity	I
C06	Ceres	Whitmore Ave	Widen from 2 to 4 lanes	Ustick Rd to Crows Landing (see note)	\$6,635,878	2045	Capacity	I
C07	Ceres	Hatch Rd	Install Traffic Signal	Hatch Rd & Faith Home Rd	\$600,000	2025	Operational Improvements	I
C08	Ceres	Central Ave	Widen from 2 to 4 lanes	Hatch Rd to Grayson Rd	\$8,818,695	2028	Capacity	I
C09	Ceres	Mitchell Rd	Roadway Improvements	River Rd to Service Rd	\$4,449,813	2030	Operational Improvements	I
C11	Ceres	Service Road	Install Traffic Signal	Service Road & Ustick	\$634,339	2035	Operational Improvements	I
C12	Ceres	Whitmore Ave	Install Traffic Signal	Whitmore Ave. @ E Street	\$555,225	2030	Operational Improvements	I
C13	Ceres	Whitmore Ave	Install Traffic Signal	Whitmore Ave & Boothe Rd	\$571,801	2030	Operational Improvements	I
C14	Ceres	Whitmore Ave	Install Traffic Signal	Whitmore Ave. @ Knox Rd	\$606,621	2030	Operational Improvements	I

StanCOG 2026 RTP/SCS Tier I Project List

PID	Jurisdiction	Location	Description	Project Limits	Project Cost	Opening Year	RTP Project Category	Tier
C15	Ceres	Hatch Rd	Install Curb, Gutter, Bike Lanes	Herndon Rd to Faith Home Rd	\$30,132,132	2030	Complete Streets	I
C16	Ceres	Service Rd	Install Complete Street Improvements	Lucas Rd to Central Rd	\$7,625,797	2035	bike/ped	I
C17	Ceres	Crows Landing Rd	Install Traffic Signal	Crows Landing Rd & B Street	\$643,554	2030	Operational Improvements	I
C18	Ceres	Ustick Rd	Install Traffic Signal	Ustick Rd & F Street	\$643,554	2030	Operational Improvements	I
C19	Ceres	Whitmore Ave	Install Traffic Signal	Whitmore Ave. and Ustick Rd	\$643,554	2030	Operational Improvements	I
C20	Ceres	Various Locations	Signal & ITS Improvements	Various Locations	\$4,261,804	2035	Operational Improvements	I
C21	Ceres	Various Locations	Reconstruct Major Streets (Annual Basis)	Various Locations	\$24,371,285	2035	Rehab	I
C22	Ceres	Crows Landing Rd	Widen from 2 to 4 lanes	Service Rd to Grayson Rd	\$7,625,797	2035	Capacity	I
C23	Ceres	Ustick Rd	Install Traffic Signal	Ustick Rd & C Street	\$746,122	2030	Operational Improvements	I
C24	Ceres	Whitmore Ave	Install Traffic Signal	Whitmore Ave & Faith Home Rd	\$852,437	2035	Operational Improvements	I
C25	Ceres	Ustick Rd	Install Traffic Signal	Ustick Rd & G Street	\$1,128,981	2040	Operational Improvements	I
C29	Ceres	Various Locations	Reconstruct Local Streets (Annual Basis)	Various Locations	\$68,322,058	2035	Rehab	I
C30	Ceres	Various Locations	Preventive Maintenance Local Streets (Annual Basis)	Various Locations	\$5,190,626	2035	Maintenance	I
C32	Ceres	El Camino Ave	Surface Parking and undercrossing to ACE station traffic mitigation	El Camino Ave at North St	\$1,668,680	2030	Rail	I
C33	Ceres	Railroad Ave	Overflow Parking ACE Station	Railroad Ave, Central Ave, Hackett Rd	\$1,668,680	2030	Rail	I
C36	Ceres	TID Ceres Main Canal at Service Rd. and Moore Rd. Bridge 38C0222	Replace bridge for safety, widen lanes to meet Caltrans standards, add bike/pedestrian facility	Bridge 38C0222 and 200 feet each direction on Service Rd. and Moore Rd.	\$5,416,033	2029	Bridge	I
C38	Ceres	El Camino Ave	Signage/Striping	Don Pedro Rd to Service Rd	\$166,868	2030	Bike/Ped	I
C39	Ceres	Herndon Rd	Signage/Striping and widening	Joyce Rd to Whitmore Ave	\$1,668,680	2030	Bike/Ped	I
C41	Ceres	Hatch Rd	Hatch Rd TID Bike/Ped Project - Phase IV	East Gate Blvd. to Faith Home Rd	\$632,837	2028	Bike/Ped	I
C42	Ceres	Whitmore Ave	Signage/Striping	Mitchell Rd to Blaker Rd	\$263,682	2028	Bike/Ped	I
C44	Ceres	Roeding Rd	Signage/Striping	Ceres Main Canal to 6th St	\$64,522	2030	Bike/Ped	I
C45	Ceres	Various Locations	Misc. Bike/Pedestrian Facility Projects	Various Locations	\$3,759,645	2035	Bike/Ped	I
C47	Ceres	Rohde Rd	Signage/Striping	Mitchell Rd to Esmar Rd	\$73,716	2035	Bike/Ped	I
C50	Ceres	TID Lateral #2	Bicycle/Pedestrian Facility	Ustick Rd to Mitchell Rd	\$6,612,271	2040	Bike/Ped	I
C51	Ceres	Various Locations	Bike lane facilities	Herndon Ave., El Camino Ave. & Eastgate Blvd.	\$421,892	2028	Bike/Ped	I
C52	Ceres	Moore Rd	Class 1 Path. Pave path adjacent to irrigation canal. StanCOG Non-Motorized Transportation Master Plan Project ID: CER-1	Roeding Rd to Frontage Rd	\$1,655,330	2030	Bike/Ped	I
C54	Ceres	5th St/6th Street	Bicycle Boulevard (Class 3) and pedestrian improvements. (Non-Motorized Transportation Plan Top 25: Route 14)	5th Street (Whitmore Ave to Magnolia St) and 5th Street (Magnolia St to Roeding Rd)	\$278,670	2030	Bike/Ped	I
C55	Ceres	Park St	Class 2 Bicycle Lane. Parking removal. StanCOG Non-Motorized Transportation Master Plan Project ID: CER-4	El Camino Ave to 6th Street	\$16,353	2030	Bike/Ped	I
C56	Ceres	El Camino Ave	Class 2 Bicycle Lane. Lane narrowing. StanCOG Non-Motorized Transportation Master Plan Project ID: CER-5	North Central Ave to Park St	\$126,820	2030	Bike/Ped	I
C57	Ceres	North Central Ave	Class 2 Bicycle Lane. Parking removal. StanCOG Non-Motorized Transportation Master Plan Project ID: CER-6	El Camino Ave to East Whitmore Ave	\$55,289	2030	Bike/Ped	I
C58	Ceres	Central Ave, Herndon Rd, North Central Ave	Class 4 Separated Bike Lane. Lane narrowing, parking removal (both sides). StanCOG Non-Motorized Transportation Master Plan Project ID: CER-7	East Hatch Rd to East Whitmore Ave	\$795,293	2030	Bike/Ped	I

StanCOG 2026 RTP/SCS Tier I Project List

PID	Jurisdiction	Location	Description	Project Limits	Project Cost	Opening Year	RTP Project Category	Tier
C59	Ceres	East Whitmore Ave, Whitmore Ave	Class 4 Separated Bike Lane. Lane narrowing. StanCOG Non-Motorized Transportation Master Plan Project ID: CER-8A	Crows Landing Rd to Central Ave	\$1,769,579	2030	Bike/Ped	I
C60	Ceres	West Whitmore Ave	Class 1 Path. New construction. StanCOG Non-Motorized Transportation Master Plan Project ID: CER-8B	Ustick Rd to Crows Landing Rd	\$1,769,579	2030	Bike/Ped	I
C61	Ceres	East Hatch Rd	Class 1 Path. Paved existing path. StanCOG Non-Motorized Transportation Master Plan Project ID: CER-9	Faith Home Rd to Boothe Rd	\$909,542	2030	Bike/Ped	I
C62	Ceres	Herndon Rd	Class 4 Separated Bike Lane. New construction, south side of roadway. StanCOG Non-Motorized Transportation Master Plan Project ID: CER-10	East Hatch Rd to Joyce Ave	\$117,030	2030	Bike/Ped	I
H01	Hughson	Euclid Ave	Install Complete Street Improvements	Hatch Rd to Whitmore Ave	\$3,337,360	2030	bike/ped	I
H02	Hughson	7th Street	Improve to 2-lane Major-Minor Collector	Whitmore Ave to Santa Fe Ave	\$3,630,164	2040	Operational Improvements	I
H03	Hughson	7th Street and Santa Fe Avenue	Roadway Realignment Project	7th Street and Santa Fe Avenue	\$1,107,316	2049	Operational Improvements	I
H04	Hughson	Tully Road	Improve to 2-lane Major Collector (Goods Movement)	Whitmore Avenue to S City Limit	\$834,340	2030	Operational Improvements	I
H05	Hughson	Tully Road	Improve to 2-lane Minor Collector	Fox Road to Santa Fe Ave	\$1,334,944	2030	Operational Improvements	I
H06	Hughson	Various Locations	Roadway Rehabilitation	Various Locations	\$11,768,298	2026-2049	Maintenance	I
H09	Hughson	Whitmore Avenue	Construction Sidewalk and pedestrian improvements (across railroad tracks)	E of Tully Road to Charles Street	\$1,023,457	2030	Bike/Ped	I
H10	Hughson	Various Locations	Construct Bikeway and Pedestrian Improvements (Per Non-Motorized Plan)	Various Locations	\$2,727,693	2026-2049	Bike/Ped	I
H13	Hughson	Tully Rd	Bicycle Lane (Class 2), Bicycle boulevard (Class 3), and pedestrian improvements . (Non-Motorized Transportation Plan Top 25: Route 20A)	Fox Road to Santa Fe Ave	\$936,307	2026-2049	Bike/Ped	I
H14	Hughson	E. Hatch Rd	Path (Class I) and pedestrian improvements. (Non-Motorized Transportation Plan Top 25: Route 20B)	Santa Fe Ave. to Geer Rd	\$4,266,590	2026-2049	Bike/Ped	I
H15	Hughson	Santa Fe Ave	Class 3.5 Bicycle Route with Wide Shoulders. Widen shoulder to at least 4 feet, wider preferred. StanCOG Non-Motorized Transportation Master Plan Project ID: HU-3	East Hatch to 7th St	\$2,069,484	2026-2049	Bike/Ped	I
H16	Hughson	Santa Fe Ave	East Side - Widening and Frontage Improvements	1000' south of Los Alamos to south of Charles St	\$3,691,052	2049	Bike/Ped	I
H17	Hughson	Narcisco Way	Pavement Reconstruction	West Limits to Tully Rd	\$632,837	2028	Maintenance	I
H18	Hughson	Fox Road	Pavement Reconstruction	Charles to 7th	\$639,661	2030	Maintenance	I
H19	Hughson	Fox Road	2" Grind and Rubberized Overlay	Tully to Euclid	\$2,541,115	2040	Maintenance	I
H20	Hughson	Whitmore Avenue	Pavement Reconstruction	West Limits to Euclid	\$4,130,157	2038	Maintenance	I
H21	Hughson	Locust Street	Pavement Reconstruction	7th Street to Mariposa Dr	\$898,625	2027	Maintenance	I
H22	Hughson	6th Street	Pavement Reconstruction	Whitmore Ave to 5th St	\$762,580	2035	Maintenance	I
H23	Hughson	Whitmore/ Santa Fe Intersection	Intersection improvements including signalization	Whitmore and Santa Fe interesction	\$9,227,631	2049	Operational Improvements	I
H24	Hughson	Whitmore/ Tully Intersection	Intersection improvements including signalization	Whitmore and Tully Road interesction	\$2,214,631	2049	Operational Improvements	I
M01	Modesto	Claratina Ave	Construct new 4 lane roadway	Oakdale Rd to Roselle Ave	\$10,000,000	2032	Capacity	I
M02	Modesto	10th Street	Street Improvements and Pedestrian & Bicycle Enhancements	J St. to Morton Blvd	\$8,000,000	2030	bike/ped	I

StanCOG 2026 RTP/SCS Tier I Project List								
PID	Jurisdiction	Location	Description	Project Limits	Project Cost	Opening Year	RTP Project Category	Tier
M03	Modesto	J Street	Pedestrian & Bike Enhancements	Needham to 9th Street	\$10,000,000	2030	bike/ped	I
M04	Modesto	Claratina Ave	Widen from 2 to 6-lane Expressway	McHenry Ave to Coffee Rd	\$16,391,000	2032	Capacity	I
M05	Modesto	Claratina Ave	Widen from 2 to 6-lane Expressway	Coffee Rd. to Oakdale Rd	\$10,000,000	2032	Capacity	I
M06	Modesto	Dale Rd	Widen from 4 to 6 lanes	Pelandale Ave to Kiernan Ave	\$7,600,700	2032	Capacity	I
M07	Modesto	Dale Rd	Widen from 4 to 6 lanes	Pelandale Ave to Standiford Ave	\$3,800,400	2032	Capacity	I
M08	Modesto	Claus Rd	Widen from 2 to 4 lanes	Briggsmore to Sylvan	\$10,000,000	2028	Capacity	I
M09	Modesto	Hwy 132	Various improvements	SR-99 to 9th Street	\$7,000,000	2027	Operational Improvements	I
M10	Modesto	Oakdale Rd	Widen from 3 to 6 lanes	Sylvan Ave to Claribel Ave	\$7,600,700	2030	Capacity	I
M100	Modesto	Modesto City County Airport	Reconstruction of Taxiway E	Modesto Airport	\$1,050,000	2030	Aviation	I
M101	Modesto	Modesto City County Airport	Design - Reconstruction of Taxiway D	Modesto Airport	\$750,000	2031	Aviation	I
M102	Modesto	Modesto City County Airport	Reconstruction of Taxiway D	Modesto Airport	\$1,100,000	2032	Aviation	I
M103	Modesto	Modesto City-County Airport	Airport Landing Control System Upgrade with Regulators	Modesto Airport	\$529,000	2026	Aviation	I
M104	Modesto	Modesto City-County Airport	Airfield Slurry Seal - Design/Construct	Modesto Airport	\$1,214,200	2031-2041	Aviation	I
M105	Modesto	Modesto City-County Airport	Computer Base Airfield Drivers Education Program	Modesto Airport	\$134,400	2031-2041	Aviation	I
M106	Modesto	Modesto City-County Airport	Construct Entrance Road	Modesto Airport	\$346,600	2031-2041	Aviation	I
M107	Modesto	Modesto City-County Airport	Construct New Airport Fire Station	Modesto Airport	\$1,522,700	2031-2041	Aviation	I
M108	Modesto	Modesto City-County Airport	Construct New Airport Maintenance Shop	Modesto Airport	\$1,568,400	2031-2041	Aviation	I
M109	Modesto	Modesto City-County Airport	Construct Terminal Building	Modesto Airport	\$8,811,300	2031-2041	Aviation	I
M11	Modesto	Oakdale Rd	Complete the Street Improvements	Floyd Ave to Sylvan Ave	\$7,600,700	2030	bike/ped	I
M110	Modesto	Modesto City-County Airport	Engineering & Contingencies	Modesto Airport	\$4,471,700	2031-2041	Aviation	I
M111	Modesto	Modesto City-County Airport	Environmental Planning Studies	Modesto Airport	\$756,300	2031-2041	Aviation	I
M112	Modesto	Modesto City-County Airport	Equipment Replacement	Modesto Airport	\$2,337,000	2031-2041	Aviation	I
M113	Modesto	Modesto City-County Airport	Expand Airport Apron	Modesto Airport	\$2,276,300	2031-2041	Aviation	I
M114	Modesto	Modesto City-County Airport	Extend RW/TX 500'	Modesto Airport	\$10,000,000	2031-2041	Aviation	I
M115	Modesto	Modesto City-County Airport	Land Acquisition - Phase 1	Modesto Airport	\$2,110,400	2031-2041	Aviation	I
M116	Modesto	Modesto City-County Airport	Land Acquisition - Phase 2	Modesto Airport	\$2,173,700	2031-2041	Aviation	I
M117	Modesto	Modesto City-County Airport	Land Acquisition - Phase 3	Modesto Airport	\$1,940,400	2031-2041	Aviation	I
M118	Modesto	Modesto City-County Airport	Masterplan Update	Modesto Airport	\$351,000	2026	Aviation	I
M119	Modesto	Modesto City-County Airport	Obstruction Removal - Tree Trimming	Modesto Airport	\$530,500	2023-2024	Aviation	I
M12	Modesto	Roselle Ave	Widen from 2 to 4 lanes	Sylvan Ave to Claratina Rd	\$8,867,400	2030	Capacity	I
M120	Modesto	Modesto City-County Airport	Realign Airport Way	Modesto Airport	\$602,100	2031-2041	Aviation	I
M121	Modesto	Modesto City-County Airport	Relocate Localizer	Modesto Airport	\$492,000	2031-2041	Aviation	I
M122	Modesto	Modesto City-County Airport	Relocate Perimeter Road	Modesto Airport	\$196,800	2031-2041	Aviation	I
M123	Modesto	Modesto City-County Airport	Remove old terminal	Modesto Airport	\$954,600	2031-2041	Aviation	I
M124	Modesto	Modesto City-County Airport	Replace VASI with PAPI, RW10L/28R	Modesto Airport	\$101,400	2030	Aviation	I
M125	Modesto	Modesto City-County Airport	Runway 28R Extension - NEPA/CEQA	Modesto Airport	\$327,900	2031-2041	Aviation	I
M126	Modesto	Modesto City-County Airport	Taxiway E Re-alignment	Modesto Airport	\$633,400	2028	Aviation	I
M127	Modesto	Modesto City-County Airport	Terminal Complex - NEPA/CEQA	Modesto Airport	\$514,000	2031-2041	Aviation	I
M13	Modesto	Various Locations	Roadway Rehabilitation	Various Locations	\$200,000,000	2026-2049	Maintenance	I
M14	Modesto	Various Locations	Various intersection Improvements	Various Locations	\$60,000,000	2026-2049	Operational Improvements	I
M18	Modesto	SR-99	Reconstruct Interchange	Briggsmore Interchange	\$150,000,000	2034	Capacity	I
M19	Modesto	SR-99	Reconstruct Interchange	Standiford/Beckwith Interchange	\$160,000,000	2032	Capacity	I
M20	Modesto	Various Locations	Intelligent Transportation System Upgrades	Various Locations	\$40,000,000	2035	ITS	I
M22	Modesto	Tuolumne Blvd.	Complete Street Improvements	Neece Ave. to Paradise Rd.	\$5,000,000	2026	bike/ped	I

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PID	Jurisdiction	Location	Description	Project Limits	Project Cost	Opening Year	RTP Project Category	Tier
M24	Modesto	Various Locations	Modesto 2024 Non-Motorized Plan Improvements	Various Locations	\$100,000,000	2040	Bike/Ped	I
M25	Modesto	Various Locations	Safe Routes to School projects	Various Locations	\$8,000,000	2026-2049	Bike/Ped	I
M26	Modesto	Hetch Hetchy ROW	Class I Trail Improvements	Semallon Dr to Riverbank	\$6,000,000	2032	Bike/Ped	I
M27	Modesto	Lincoln Corridor	Class I Bike path/Ped Bike Bridge	Yosemite to Orangeburg	\$10,000,000	2032	Bike/Ped	I
M28	Modesto	Virginia Corridor	Bike/Ped facility including overcrossings	Woodrow to Pelandale	\$8,000,000	2032	Bike/Ped	I
M29	Modesto	Downtown Class IV	Class IV Bike Path	Virginia Corridor to Dry Creek	\$5,000,000	2030	Bike/Ped	I
M30	Modesto	Dry Creek Bike Path	Class I Bike Path Connecting Trails	Kewin to Beardbrook Park	\$5,000,000	2030	Bike/Ped	I
M31	Modesto	MID Canal System	Construct Class 1 Trail along MID Lateral Nos. 3, 4 and 7	MID Lateral Nos. 3,4 and 7	\$15,000,000	2026-2049	Bike/Ped	I
M32	Modesto	MID Canal System	Class I Bike Path along MID	Carver to Virginia Corridor	\$5,000,000	2030	Bike/Ped	I
M33	Modesto	Stoddard Ave	MJC Class I Bike Path Phase 3	Campus Way to Tully Rd	\$3,000,000	2030	Bike/Ped	I
M34	Modesto	Claus Rd	Class I Bike Path along Claus Rd.	Briggsmore to Sylvan	\$6,000,000	2028	Bike/Ped	I
M35	Modesto	Tuolumne River Restoration Project	Remaining Trail Improvements	Mitchell Rd to Carpenter Rd	\$20,000,000	2038	Bike/Ped	I
M36	Modesto	Pelandale Ave	Class I bike path	Dale Road to Virginia Corridor	\$5,000,000	2030	Bike/Ped	I
M37	Modesto	Various Locations	Pedestrian/ADA modifications	Various Locations	\$20,000,000	2035	Bike/Ped	I
M38	Modesto	Various Locations	Class II Bicycle Improvements(Class II - Signage/Striping, Curb, Gutter & Sidewalk)	Various Locations	\$10,000,000	2034	Bike/Ped	I
M41	Modesto	9th Street	Complete Streets/Bike Trail Improvements	Carpenter Road to J Street	\$12,000,000	2027	Bike/Ped	I
M42	Modesto	Various Locations	Rectangular Rapid Flashing Beacons	Various Locations	\$4,000,000	2030	Bike/Ped	I
M97	Modesto	Modesto City-County Airport	Design - Reconstruction of Taxiway C	Modesto Airport	\$250,000	2027	Aviation	I
M98	Modesto	Modesto City-County Airport	Reconstruction of Taxiway C	Modesto Airport	\$1,750,000	2028	Aviation	I
M99	Modesto	Modesto City County Airport	Design - Reconstruction of Taxiway E	Modesto Airport	\$250,000	2029	Aviation	I
M177	Modesto	Claratina Ave	Extension of Roadway	Oakdale Road to Roselle Avenue	\$8,000,000	2030	Capacity	I
N01	Newman	Merced Avenue	Install Collector Street improvements	Highway 33 to Canal School Rd	\$3,965,100	2030	Operational Improvements	I
N02	Newman	SR-33 (South)	Install 4 Lane Arterial Roadway Improvements	Inyo Ave to South City limits	\$5,700,500	2035	Capacity	I
N03	Newman	SR-33 (South)	Install Traffic Signal	Highway 33/Sherman Parkway	\$1,900,200	2025	Operational Improvements	I
N04	Newman	Inyo Ave	Install Collector Street improvements	Highway 33 to Canal School Rd	\$7,751,800	2046	Operational Improvements	I
N05	Newman	SR-33	Install 4 Lane Arterial Roadway Improvements	Yolo St to Sherman Pkwy	\$4,753,100	2035	Capacity	I
N06	Newman	SR-33	Install 4 Lane Arterial Roadway Improvements	Sherman Pkwy to Stuhr Road	\$4,298,600	2035	Capacity	I
N07	Newman	Stuhr Road	Install 2 Lane Arterial Roadway Improvements	CCID Canal to Highway 33	\$8,117,200	2035	Operational Improvements	I
N08	Newman	SR-33	Install 4 Lane Arterial Roadway Improvements	Yolo Avenue to Inyo Avenue	\$3,689,700	2035	Capacity	I
N09	Newman	R Street	Pavement Rehabilitation, Maintenance	Mariposa to Stephens, including Stephens Ave.	\$750,000	2030	Maintenance	I
N10	Newman	Main Street	Pavement Rehabilitation, Maintenance	Merced to Inyo and Yolo to Kern	\$1,000,000	2030	Maintenance	I
N11	Newman	Fresno	Pavement Rehabilitation, Maintenance	Main Street to T Street	\$750,000	2030	Maintenance	I
N12	Newman	Tulare	Pavement Rehabilitation, Maintenance	Main Street to T Street	\$750,000	2030	Maintenance	I
N13	Newman	Mariposa	Pavement Rehabilitation, Maintenance	Main Street to T Street	\$750,000	2030	Maintenance	I
N14	Newman	L Street	Pavement Rehabilitation, Maintenance	Merced to Inyo Avenue	\$750,000	2030	Maintenance	I
N15	Newman	Canal School Road	Realign Canal School Road to meet the Driskell Ave and Hills Ferry Road Intersection.	Driskell to Rodeo Grounds Way	\$6,000,000	2030	Operational Improvements	I
N16	Newman	Q Street	Roadway rehabilitation, maintenance, pedestrian, and complete streets improvements	Inyo Ave to Yolo Ave	\$2,500,000	2035	Maintenance/Complete Streets	I

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N17	Newman	Sherman Parkway	Pavement Rehabilitation and Maintenance	SR-33 to Hills Ferry Road	\$1,500,000	2035	Maintenance	I
N18	Newman	SR-33	Highway and pedestrian safety improvements	Merced County line northward to Yolo Avenue	\$10,000,000	2030	Safety	I
N19	Newman	Barrington Ave	Pavement Rehabilitation, Maintenance, and complete streets improvements	Driskell to Sherman Parkway	\$1,500,000	2035	Maintenance/Complete Streets	I
N20	Newman	Balsam Dr	Pavement Rehabilitation, Maintenance, and complete streets improvements	Driskell to Sherman Parkway	\$1,500,000	2035	Maintenance/Complete Streets	I
N21	Newman	Canyon Creek Drive	Pavement Rehabilitation, Maintenance, and complete streets improvements	Upper Rd to Prince Street	\$1,500,000	2035	Maintenance/Complete Streets	I
N22	Newman	Eucalyptus Avenue	Roadway rehabilitation, maintenance, pedestrian, and complete streets improvements	Merced St to Sherman Parkway	\$5,000,000	2035	Maintenance/Complete Streets	I
N23	Newman	Jensen Rd	Roadway rehabilitation, widening, intersection improvements, pedestrian, and complete streets improvements	SR-33 to Hardin Rd	\$6,500,000	2046	Maintenance/Complete Streets	I
N24	Newman	Various Locations	Pavement Rehabilitation and Maintenance	Various Locations	\$5,000,000	2026-2046	Maintenance	I
N25	Newman	T Street	Roadway rehabilitation, maintenance, pedestrian, and complete streets improvements	From Inyo Ave to Yolo St	\$5,000,000	2046	Maintenance/Complete Streets	I
N26	Newman	Kern Street	Roadway rehabilitation, maintenance, pedestrian, and complete streets improvements	From T Street to Hills Ferry Road	\$4,000,000	2046	Maintenance/Complete Streets	I
N27	Newman	Canal School Road	Roadway rehabilitation, maintenance, pedestrian, and complete streets improvements	From Hills Ferry Road to City Limits	\$3,950,000	2046	Maintenance/Complete Streets	I
N28	Newman	Various Locations	Bicycle and Pedestrian Improvements	Various Locations	\$6,543,500	2026-2046	Bike/Ped	I
N29	Newman	Canal School Rd/Hills Ferry Rd	Class I Multiuse Path	Canal School Road/Hills Ferry From Driskell to City LID Project	\$750,000	2025	Bike/Ped	I
N30	Newman	Kern, Merced, and Inyo	Install bicycle detector loops	Intersections of SR33 and Kern St	\$100,000	2035	Bike/Ped	I
N31	Newman	Kern, Merced, and Inyo	Install bicycle detector loops	Intersection of SR33 and Merced St	\$100,000	2035	Bike/Ped	I
N32	Newman	Kern, Merced, and Inyo	Install bicycle detector loops	Intersections of SR33 and Inyo Ave	\$100,000	2035	Bike/Ped	I
N33	Newman	City Parks	Bike Parking facilities at City Parks	At City Parks	\$150,000	2035	Bike/Ped	I
N34	Newman	City Schools	Bike Parking facilities at City Schools	At City Schools	\$150,000	2035	Bike/Ped	I
N35	Newman	Various Locations	Install bicycle crossing warning signs at unsignalized intersections	- At Jensen Road and N Street - Along Sherman Parkway - At Orestimba Road and T Street - At Inyo Avenue and Upper Road - At Inyo Avenue and T Street - At Inyo Avenue and P Street/Prince Street - At Merced Street and Barrington Avenue - At Hills Ferry Road and Canal School Road	\$150,000	2026-2046	Bike/Ped	I
N36	Newman	Merced St	Pedestrian RR Crossing Improvements	Merced St at Railroad	\$150,000	2025	Bike/Ped	I
N37	Newman	Sherman Pkwy	Pedestrian RR Crossing Improvements	Sherman Pkwy at Railroad	\$150,000	2025	Bike/Ped	I
N38	Newman	Driskell Ave	Pedestrian RR Crossing Improvements	Driskell Ave at Railroad	\$150,000	2025	Bike/Ped	I
N39	Newman	T Street	T Street Corridor Class I Multiuse Path, pedestrian and bicycle improvements	T Street from Inyo Ave to Orestimba High School	\$1,300,000	2025	Bike/Ped	I

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N40	Newman	Jensen Rd	Class I Multiuse Path, pedestrian and bicycle improvements	SR33 to Hardin	\$1,300,000	2035	Bike/Ped	I
N41	Newman	Various Locations	Construct Bicycle Parking Facilities and Bus Shelters (Figure 4-4 in Non-motorized Transportation Plan)	Various Locations	\$200,000	2026-2046	Bike/Ped	I
N42	Newman	Eucalyptus Ave	Bicycle and Pedestrian Improvements	Merced St to Sherman Parkway	\$500,000	2030	Bike/Ped	I
N43	Newman	Fig Lane	Bicycle and Pedestrian Improvements	Yolo St to Jensen Rd	\$750,000	2030	Bike/Ped	I
N44	Newman	Hardin Rd	Bicycle and Pedestrian Improvements	Yolo St to Jensen Rd	\$750,000	2030	Bike/Ped	I
N45	Newman	T St	Buffered Bicycle Lane (Class 2) and pedestrian improvements. (Non-Motorized Transportation Plan Top 25: Route 18)	Yolo St to Merced St	\$793,600	2026-2046	Bike/Ped	I
N46	Newman	Yolo St	Class 2 Bicycle Lane. Lane narrowing. StanCOG Non-Motorized Transportation Master Plan Project ID: NEW-2	S St to Q St	\$43,900	2026-2046	Bike/Ped	I
N47	Newman	CA 33, N St	Class 2 Bicycle Lane. Lane narrowing, widen shoulder to at least 4'. StanCOG Non-Motorized Transportation Master Plan Project ID: NEW-3	Jensen Rd to Merced County Line	\$6,513,800	2026-2046	Bike/Ped	I
O01	Oakdale	F St	Widen Roadway to 5-lanes with full frontage improvements. Existing section includes 3 lanes with no frontage improvements.	Maag Ave to Stearns Rd	\$8,683,810	2030	Capacity	I
O02	Oakdale	F St	Widen Roadway to 5-lanes, including realignment of existing sidewalk and frontage improvements infill on the North side of the street	Lee Ave to Stanislaus Ave/Wood Ave	\$1,261,808	2035	Capacity	I
O03	Oakdale	J St	Install Complete Street Improvements. No existing roadway, will include full frontage improvements with sidewalk and Class 1 Bikeway and 3 lanes.	Orsi Road to Stearns Road	\$5,717,797	2035	Bike/Ped	I
O04	Oakdale	Crane Road	Widen Roadway to 4-lanes from existing 2 lane road. Includes full frontage improvements.	F Street to Pontiac	\$6,674,720	2030	Capacity	I
O05	Oakdale	Orsi Rd	Install Complete Street Improvements with full frontage improvements.	Sierra Rd to F St	\$4,398,306	2035	bike/ped	I
O06	Oakdale	Sierra Rd	Install Complete Street Improvements with full frontage improvements on the north side of the road.	Maag Ave to Stearns Rd	\$3,040,151	2035	bike/ped	I
O07	Oakdale	Stearns Rd	Install Complete Street Improvements to include 2 lanes, median, 2 bike lanes, and full frontage improvements.	F St to Sierra Rd	\$7,981,134	2028	bike/ped	I
O08	Oakdale	F St / Crane	Improve intersection to include traffic signal pole relocation, modify signal, and restriping.	Intersection	\$408,270	2030	Operational Improvements	I
O09	Oakdale	F St / Willowood	Project will include removal of existing median, paving, restriping, and traffic light reconfiguration.	Intersection	\$505,054	2030	Operational Improvements	I
O11	Oakdale	Greger / Kaufman	Install Signal & Intersection Improvements	Intersection	\$1,770,208	2046	Operational Improvements	I
O12	Oakdale	Sierra / Maag	Striping & Signage to include a 3-way stop, turn lanes for traveling North on Maag.	Intersection	\$41,717	2030	Operational Improvements	I
O13	Oakdale	Sierra / Stearns	Install Signal & Intersection Improvements	Intersection	\$1,118,016	2030	Operational Improvements	I

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PID	Jurisdiction	Location	Description	Project Limits	Project Cost	Opening Year	RTP Project Category	Tier
O14	Oakdale	Various Locations	Install Traffic Signals and Various Intersection Improvements	Various Locations	\$1,376,719	2026-2049	Operational Improvements	I
O15	Oakdale	Various Locations	Roadway Rehabilitation	Various Locations	\$34,417,976	2026-2049	Maintenance	I
O16	Oakdale	SR-108-SR-120	Roundabout Improvements at Stearns and F (SR-108/120 and Stearns Road intersection)	Oakdale / County	\$11,124,533	2030	Operational Improvements	I
O17	Oakdale	Stanislaus River Corridor	Construct Class I Bike Lane to connect to the D Street multi use trail.	South of Kerr Park to A Street	\$5,226,056	2040	Bike/Ped	I
O18	Oakdale	Valley View Multi-Use Trail, Phase I	Construct Class I Bike Lane along Stanislaus River to connect to the existing Valley View Trail.	North of Kerr Park to Valley View Park	\$1,661,163	2040	Bike/Ped	I
O19	Oakdale	Various Locations	Install Sidewalks, upgrade ADA-compliant ramps, install and/or enhance crosswalks	Various Locations	\$4,130,157	2026-2049	Bike/Ped	I
O20	Oakdale	Various Locations	Pedestrian/Bicycle Infrastructure Improvements	Various Locations	\$4,174,488	2026-2049	Bike/Ped	I
O21	Oakdale	Willowood Drive	Bicycle Boulevard (Class 3) and pedestrian improvements. (Non-Motorized Transportation Plan Top 25: Route 16A)	F Street (SR-108) to Oakdale City Limits North of Pontiac St	\$88,110	2026-2049	Bike/Ped	I
O22	Oakdale	F Street	Separated Bicycle Lane (Class 4) and pedestrian improvements. (Non-Motorized Transportation Plan Top 25: Route 16B)	Yosemite Ave to Crane Rd	\$4,995,287	2026-2049	Bike/Ped	I
O23	Oakdale	North Yosemite Ave	Class 4 Separated Bike Lane. Lane removal. StanCOG Non-Motorized Transportation Master Plan Project ID: OAK-3	South Yosemite Ave to Stanislaus River Trail (Proposed)	\$781,563	2026-2049	Bike/Ped	I
O25	Oakdale	Oakdale Municipal Airport	Runway Safety Area		\$275,000	2026	Aviation	I
O32	Oakdale	G Street	Asphalt repairs, sidewalk infill, bike lane striping	4th Avenue to East Avenue	\$723,095	2030	Bike/Ped	I
O33	Oakdale	South Yosemite Avenue	Asphalt overlay, concrete repairs, bike lane striping	Warnerville to F Street	\$2,487,445	2030	Maintenance	I
O34	Oakdale	Oakdale Municipal Airport	Runway/Taxiway Lighting Upgrade		\$184,860	2027	Aviation	I
O35	Oakdale	Oakdale Municipal Airport	Taxiway Drainage Improvements		\$240,000	2026	Aviation	I
P01	Patterson	Sperry Ave	Install Complete Street Improvements, widen to four lanes.	Baldwin Road to Del Puerto Canyon Rd	\$14,028,036	2030	Capacity	I
P02	Patterson	Sperry Ave Interchange	Signal, On-Ramp, and Off-Ramp Improvements at interchange. Widen Sperry Ave to 4 Lanes between Rogers Road and I-5.	I-5 to Rogers Road	\$34,486,051	2030	Capacity	I
P03	Patterson	Rogers Rd	Widen from 2 to 4 lanes.	Delta Mendota to Keystone Pacific Park Way	\$5,562,266	2030	Capacity	I
P04	Patterson	Various Locations	Install Traffic Signals.	Various Locations	\$21,049,279	2022-2046	Operational Improvements	I
P05	Patterson	Various Locations	Roadway Rehabilitation.	Various Locations	\$6,819,037	2022-2046	Maintenance	I
P06	Patterson	Zacharias Rd	Construct New Interchange at I-5.	Raines Rd to I-5	\$108,904,913	2040	Capacity	I
P12	Patterson	Salado Av	Install Roundabout	Salado Av and Ward Av	\$1,622,579	2040	Operational Improvements	I
P13	Patterson	Las Palmas Av	Signalize intersection and Lane improvement	Las Palmas Av and Poplar Av	\$2,347,130	2040	Operational Improvements	I
P14	Patterson	Sperry Rd	Widen from 2 to 4 lanes.	Ward Av to SR-33	\$10,437,737	2040	Capacity	I
P15	Patterson	Ward Ave	Widen from 2 to 3 lanes.	Sperry Av to American Eagle Way	\$7,845,357	2040	Operational Improvements	I
P16	Patterson	Ward Ave	Widen from 2 to 3 lanes.	American Eagle Way to SR-33	\$8,387,084	2040	Operational Improvements	I
P17	Patterson	Ward Ave	Widen from 2 to 3 lanes.	Sperry Av to Marshall Rd	\$25,924,417	2040	Operational Improvements	I
P18	Patterson	Various Locations	Install Roundabout	Various Locations	\$5,083,865	2024-2046	Operational Improvements	I
P19	Patterson	Various Locations	Roadway Rehabilitation and complete street improvements.	Various Locations	\$6,819,037	2022-2046	Bike/Ped	I
P20	Patterson	Various Locations	Construct & Rehabilitate Class I and Class II bike lanes	Various Locations	\$4,906,400	2022-2046	Bike/Ped	I

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P21	Patterson	SR-33, North 2nd St, South 2nd St	Class 3.5 Bicycle Route with Wide Shoulders. Widen shoulder to at least 4 feet, wider preferred. StanCOG Non-Motorized Transportation Master Plan Project ID: PAT-1	Bartch Ave to Eucalyptus Ave	\$2,555,422	2022-2046	Bike/Ped	I
P22	Patterson	Plaza, West Las Palmas Ave	Class 2 Bicycle Lane. Lane narrowing. StanCOG Non-Motorized Transportation Master Plan Project ID: PAT-2	Ward Ave to South 2nd St	\$282,038	2022-2046	Bike/Ped	I
P23	Patterson	Las Palmas Ave	Bicycle Lane (Class 2) and pedestrian improvements. (Non-Motorized Transportation Plan Top 25: Route 17A)	Ward Ave to South 2nd St	\$1,164,908	2022-2046	Bike/Ped	I
P24	Patterson	Ward Ave	Multi-Use Path (Class 1), Bicycle Lane (Class 2), Separated Bike Lane (Class 4) and pedestrian improvements. (Non-Motorized Transportation Plan Top 25: Route 17B)	M St to Sperry Ave	\$2,252,840	2022-2046	Bike/Ped	I
P26	Patterson	Canal: Ward Ave to Cliff Swallow Drive	Underground Patterson Irrigation District Canal to create mulit-use path near Patterson HS (ATP Master Plan Bike ID #41 & TIMP 2020)	Ward Avenue to Cliff Swallow Drive	\$2,460,736.00	2040	Bike/Ped	I
P27	Patterson	Cliff Swallow Trail	Underground Salado Creek to create mulit-use trail from Cliff Swallow Drive to Highway 33, connect El Solyo Village (ATP Matser Plan ID Bike #13 & Ped ID #6)	Cliff Swallow Drive to Highway 33	\$2,460,736.00	2040	Bike/Ped	I
R01	Riverbank	Various Locations	Roadway Rehabilitation	Various Locations	\$36,000,000	2027-2049	Maintenance	I
R02	Riverbank	Various Locations	Preventative Maintenance	Various Locations	\$10,000,000	2027-2049	Maintenance	I
R03	Riverbank	Patterson Road	Install Complete Street Improvements	First Street to Claus Rd	\$6,844,500	2030	bike/ped	I
R04	Riverbank	Roselle Avenue	Install Complete Street Improvements	Patterson to Claribel	\$4,311,400	2030	bike/ped	I
R05	Riverbank	Claus Road	Widen roadway from 2-4 lanes	California to Claribel	\$1,895,700	2035	Capacity	I
R06	Riverbank	Patterson Rd	Signal improvements	Patterson at Third	\$600,000	2035	Operational Improvements	I
R07	Riverbank	Claus Road	Signal improvements	Claus at California	\$600,000	2028	Operational Improvements	I
R08	Riverbank	Patterson Rd	Signal improvements	Patterson at Eighth	\$600,000	2035	Operational Improvements	I
R09	Riverbank	Roselle/Morrill Intersection Improvements	Intersection Improvements	Roselle at Morrill	\$500,000	2025	Operational Improvements	I
R11	Riverbank	First Street	Railroad crossing improvements	First Street north of Patterson Road	\$600,000	2030	Operational Improvements	I
R12	Riverbank	Third Street	Railroad crossing improvements	Third Street north of Patterson Road	\$600,000	2030	Operational Improvements	I
R13	Riverbank	Eighth Street	Railroad crossing improvements	Eighth Street north of Patterson Road	\$600,000	2030	Operational Improvements	I
R14	Riverbank	Snedigar Road	Railroad crossing improvements	Snedigar Road north of Patterson Road	\$600,000	2025	Operational Improvements	I
R15	Riverbank	Patterson Rd	Railroad crossing improvements	Patterson Road west of Terminal Avenue	\$600,000	2030	Operational Improvements	I
R16	Riverbank	SR-108	Install Congestion Management improvements	SR-108 at First Street	\$2,512,700	2035	Operational Improvements	I
R18	Riverbank	Various Locations	Pedestrian/Bicycle Infrastructure Improvements	Various Locations	\$4,768,600	2027-2049	Bike/Ped	I
R19	Riverbank	Various Locations	ADA/Sidewalk Improvements	Various Locations	\$3,000,000	2027-2049	Bike/Ped	I
R20	Riverbank	Various Locations	School Traffic Safety Project	Various Locations	\$2,000,000	2027-2049	Bike/Ped	I
R21	Riverbank	Hetch Hetchy Trail System	Install trail system improvements	Hetch Hetchy Trail	\$1,730,100	2032	Bike/Ped	I
R22	Riverbank	Jacob Myer Park Pedestrian Bridge	Install trail system bridge	Jacob Myer Park Bridge	\$9,828,200	2035	Bike/Ped	I
R23	Riverbank	Various Locations	Rails with Trails Study	Various Locations	\$1,000,000	2040	Bike/Ped	I
R24	Riverbank	Callander Avenue	Install Bicycle & Pedestrian infrastructure improvements	Bicycle/Pedestrian/Traffic Management Improvements	\$3,000,000	2035	Bike/Ped	I

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R25	Riverbank	Roselle Ave	Sidewalk & ADA Improvements, Drainage and ROW	Roselle Avenue Patterson to Pocket	\$500,000	2025	Bike/Ped	I
R27	Riverbank	Roselle Ave	Installation of Sidewalk over MID Canal	Pedestrian Access over MID Canal	\$700,000	2025	Bike/Ped	I
R28	Riverbank	Patterson Rd	Bicycle/Pedestrian Path along BNSF Railroad	Terminal to Claus Road	\$3,000,000	2035	Bike/Ped	I
R29	Riverbank	Roselle Ave	Bicycle/Pedestrian Path w/ ADA	Westgate Road to Sylvan Avenue	\$4,600,000	2030	Bike/Ped	I
R31	Riverbank	Callander Ave	Class 4 Separated Bike Lane. Pave shoulder, lane removal, or lane narrowing. StanCOG Non-Motorized Transportation Master Plan Project ID: RB-2	1st St to Patterson Rd	\$8,227,500	2035	Bike/Ped	I
R36	Riverbank	Claus Rd	Buffered Bicycle Lane (Class 2) and Bicycle Route with wide Shoulders (Class 3.5) and pedestrian improvements. (Non-Motorized Transportation Plan Top 25: Route 23)	Santa Fe St to Kentucky Ave (Santa Fe Ave changed to St)	\$975,100	2030	Bike/Ped	I
R38	Riverbank	J7	Class 3 Bicycle Route. Wayfinding, share the road signs. StanCOG Non-Motorized Transportation Master Plan Project ID: RB-7B	San Joaquin County Line to Orange Ave	\$2,900	2029	Bike/Ped	I
R39	Riverbank	Patterson Road	Signal improvements	Patterson Road at First Street	\$600,000	2026	Operational Improvements	I
R40	Riverbank	Coffee Road	Widen roadway from 2-4 lanes	Claribel Road to Patterson	\$4,000,000	2035	Capacity	I
R41	Riverbank	Oakdale Road	Widen roadway from 2-4 lanes	Westgate to Morrill	\$3,000,000	2026	Capacity	I
R42	Riverbank	Claribel Road	Widen roadway from 2-4 lanes	Squire Wells to Roselle	\$2,500,000	2035	Capacity	I
A18	SJPA	CP East Escalon to CP West Ballico	Construct seven bridges and approximately 19 miles of second mail track	BNSF Stockton Subdivision	\$329,000,000	2040	Rail	I
A07	SJRRC	Stanislaus County	Operations to extend service to Modesto, Ceres, Turlock in 2030, Merced in 2035, and MITC in 2040.	Stanislaus County	\$114,269,437	2040	Rail	I
A08	SJRRC	Stanislaus County	UPRR Capital Access Fees to extend service to Modesto, Ceres, Turlock in 2030, Merced in 2035, and MITC in 2040.	Stanislaus County	\$19,228,519	2027 2040	Transit	I
A09	SJRRC	Stanislaus County	UPRR Capitalized Maintenance Fee to extend service to Modesto, Ceres, Turlock in 2030, Merced in 2035, and MITC in 2040.	Stanislaus County	\$60,971,699	2040	Maintenance/Rail	I
A17	SJRRC	ACE Expansion	Construct bridges, second main track, station platforms, trackwork, parking, pedestrian under- and overcrossings, sidewalks, layover track, and modify at grade crossings,	UPRR Fresno Subdivision MP 103.8 to MP 28.49	\$598,908,974	2030	Rail	I
S198	StanCOG	SR 132	SR 99/SR 132 Interchange (formerly 2A). Freeway to Freeway connections between SR 132 and SR 99; Kansas Street Interchange reconstruction	Needham Street to Dakota Avenue	\$295,000,000	2032	Capacity	I
S199	StanCOG	SR 132	Dakota to Gates (formerly 3A). Construct 2-lane divided expressway or freeway; grade separations at Dakota Ave and Hart Rd.; and roundaout at Gates Rd.	Dakota Avenue to Gates Road	\$117,000,000	2030	Capacity	I

StanCOG 2026 RTP/SCS Tier I Project List								
PID	Jurisdiction	Location	Description	Project Limits	Project Cost	Opening Year	RTP Project Category	Tier
S200	StanCOG	SR 132	SR 99 to Gates (formerly 2B & 3B). Widen SR 132 from 2 to 4 lanes from Needham St. Overcrossing to Gates Rd. Construct new SR 132 interchanges at Carpenter Road (westbound on and off ramps only), Hart Rd and Gates Rd.	SR 99 to Gates Road	\$150,000,000	2039	Capacity	I
RE21	Stanislaus County	Faith Home Road	Project Initiation and Corridor Study	SR-132 to SR-99	\$5,000,000	2035	Regional Study	I
RE22	Stanislaus County	South County Corridor	Preliminary Engineering 2-6 Lane Expressway on new alignment	Turlock City Limits to Interstate 5	\$5,000,000	2049	Regional Study	I
RE23	Stanislaus County	SR-33	Project Initiation and Corridor Study	Stanislaus County Limits	\$2,500,000	2035	Regional Study	I
S01	Stanislaus County	Crows Landing Road Corridor Improvements	Improve 22 miles to Expressway standards	SR-99 to Interstate 5	\$24,640,000	2035	Capacity	I
S02	Stanislaus County	SR-99	Reconstruct interchange	SR-99 Interchange with Crows Landing Road	\$39,200,000	2035	Capacity	I
S03	Stanislaus County	I-5	Reconstruct interchange	I-5 Interchange with Fink Road	\$28,000,000	2035	Capacity	I
S04	Stanislaus County	SR-99	Reconstruct interchange	SR-99 Interchange with Hammett Road	\$55,800,000	2035	Capacity	I
S103	Stanislaus County	Faith Home Road	2-Lane Expressway	Hatch Road to Garner Road	\$83,216,000	2030	Capacity	I
S106	Stanislaus County	Quincy Road	Replace Bridge	Over TID Upper Lateral #3	\$2,464,000	2027	Bridge	I
S107	Stanislaus County	Eastin Road	Low water crossing - bridge or culvert construction	Eastin Road & Orestimba Creek	\$448,000	2030	Bridge	I
S108	Stanislaus County	Crows Landing Road	Raise Road profile	Catfish Camp to 1,200' southwest	\$672,000	2028	Operational Improvements	I
S109	Stanislaus County	Geer Road	Intersection Improvements - curb, gutter, SD improvements @ NW corner	Geer Road and Santa Fe Avenue	\$1,240,000	2028	Operational Improvements	I
S110	Stanislaus County	Faith Home Road	Intersection Improvements	W. Main St & Faith Home Rd	\$3,124,800	2030	Operational Improvements	I
S111	Stanislaus County	Faith Home Road	Intersection Improvements	Faith Home Road @ Whitmore Avenue	\$3,920,000	2030	Operational Improvements	I
S112	Stanislaus County	Faith Home Road	Intersection Improvements	Faith Home Road @ Roeding Road	\$3,920,000	2030	Operational Improvements	I
S113	Stanislaus County	Faith Home Road	Intersection Improvements	Faith Home Road @ Service Road	\$3,920,000	2030	Operational Improvements	I
S114	Stanislaus County	Claribel Road	Intersection Improvements	Claribel Road @ Langworth Road	\$4,480,000	2027	Operational Improvements	I
S115	Stanislaus County	Dakota Road	Intersection Improvements	Dakota Road @ Beckwith Road	\$3,920,000	2030	Operational Improvements	I
S116	Stanislaus County	Grayson Road	Intersection Improvements	Grayson Road @ Vivian Road	\$3,360,000	2030	Operational Improvements	I
S117	Stanislaus County	Crows Landing Road	Intersection Improvements	Crows Landing Road @ Marshall Road/River Road	\$2,240,000	2030	Operational Improvements	I
S119	Stanislaus County	Pirrone Road	Roadway Realignment	Pirrone Road - Gateway Drive to Hammett Road	\$2,800,000	2035	Operational Improvements	I
S120	Stanislaus County	A Street	Intersection Improvements	A Street @ 3rd Street	\$840,000	2035	Operational Improvements	I
S121	Stanislaus County	Various Locations	ITS/Traffic Operations Improvements	Various Locations	\$22,400,000	2030	ITS	I
S122	Stanislaus County	Various Locations	Roadway Safety Improvements	Various Locations	\$22,400,000	2030	Safety	I
S123	Stanislaus County	W. Ike Crow Road	Widen to County Standard	Bell Road to SR-33	\$1,400,000	2030	Operational Improvements	I
S124	Stanislaus County	Bell Road	Widen to County Standard	Fink Road to W. Ike Crow Road	\$1,120,000	2030	Operational Improvements	I
S125	Stanislaus County	Davis Road	Widen to County Standard	Fink Road to CLIBP West Entrance	\$1,680,000	2028	Operational Improvements	I
S126	Stanislaus County	West Marshall Road	Widen to County Standard	Ward Avenue to CLIBP Entrance	\$1,680,000	2028	Operational Improvements	I
S127	Stanislaus County	Sperry Avenue	Intersection Improvements	Sperry Avenue @ SR-33	\$1,400,000	2028	Operational Improvements	I
S128	Stanislaus County	W. Ike Crow Road	Intersection Improvements	W. Ike Crow Road @ SR-33	\$1,400,000	2028	Operational Improvements	I
S129	Stanislaus County	Fink Road	Intersection Improvements	Fink Road @ Bell Road	\$672,000	2028	Operational Improvements	I
S130	Stanislaus County	Fink Road	Intersection Improvements	Fink Road @ CLIBP Entrance	\$672,000	2028	Operational Improvements	I
S131	Stanislaus County	North County Corridor - Phase 1	Construct 4-lane Expressway	Oakdale Road to Claus Road	\$195,000,000	2028	Capacity	I
S132	Stanislaus County	North County Corridor - Phase 2	Construct 4-lane Expressway	Claus Road to Albers Road	\$199,360,000	2030	Capacity	I
S133	Stanislaus County	North County Corridor - Phase 3	Construct 4-lane Expressway	Albers Road to SR-120	\$199,360,000	2035	Capacity	I
S135	Stanislaus County	SR-99	Reconstruct interchange	SR-99 Interchange with Keyes Road	\$28,000,000	2040	Capacity	I

StanCOG 2026 RTP/SCS Tier I Project List

PID	Jurisdiction	Location	Description	Project Limits	Project Cost	Opening Year	RTP Project Category	Tier
S137	Stanislaus County	Hickman Rd	Shoulders Widening - Class 2 Bikepath	East Ave. to City Limit	\$3,100,000	2030	Bike/Ped	I
S138	Stanislaus County	Santa Fe Rd	Shoulder Widening - Class 2 Bikepath	Keyes Rd to SR-132	\$2,480,000	2030	Bike/Ped	I
S139	Stanislaus County	Pirrone Rd	Shoulder Widening - Class 2 Bikepath	Hammett Rd to SR-219/Sisk inc. MCS	\$1,132,616	2028	Bike/Ped	I
S140	Stanislaus County	Geer Rd. /Albers Rd.	Shoulder Widening - Class 2 Bikepath	Santa Fe to Patterson Rd.	\$2,790,000	2030	Bike/Ped	I
S141	Stanislaus County	Coffee Rd	Shoulder Widening - Class 2 Bikepath	Claratina Ave to Ladd Rd	\$620,000	2030	Bike/Ped	I
S142	Stanislaus County	East Ave	Shoulder Widening - Class 2 Bikepath	Daubenberger to Hickman	\$620,000	2030	Bike/Ped	I
S143	Stanislaus County	Crows Landing Rd	Shoulder Widening - Class 2 Bikepath	SR-33 to Carpenter Rd	\$4,030,000	2032	Bike/Ped	I
S144	Stanislaus County	West Main St	Shoulder Widening - Class 2 Bikepath	Sycamore to Washington	\$4,030,000	2032	Bike/Ped	I
S149	Stanislaus County	Various Locations	Construct Bicycle and Pedestrian Improvements (Class I Bikeways / Sidewalk, etc.)	Various Locations	\$16,800,000	2035	Bike/Ped	I
S150	Stanislaus County	Stanislaus River Trail	Class 1 Path. New Construction. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-1A	North Yosemite Ave to 1st St	\$7,004,368	2035	Bike/Ped	I
S151	Stanislaus County	Stanislaus River Trail	Class 1 Path. New Construction. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-1B	North Yosemite Ave (Proposed) to Orange Blossom Rd	\$5,466,272	2035	Bike/Ped	I
S152	Stanislaus County	Stanislaus River Trail	Class 1 Path. New Construction. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-1C	630 ft NE of Stanislaus River Court/Stanislaus River Drive to Sonora Rd	\$7,022,736	2035	Bike/Ped	I
S153	Stanislaus County	Atchison St, CA 108	Class 3.5 Bicycle Route with Wide Shoulders. Parking removal (both sides). StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-2	270 ft E of Brady Rd/CA 108 to 8th St	\$2,423,120	2035	Bike/Ped	I
S154	Stanislaus County	Lateral No. One - Canal Path	Multi-Use Path (Class 1) and pedestrian improvements. (Non-Motorized Transportation Plan Top 25: Route 22)	SR-108 to Riverbank City Limits (Near Oakdale Rd)	\$4,147,584	2035	Bike/Ped	I
S155	Stanislaus County	Hetch Hetchy Canal, Lateral Number One Path, Minniear Ave	Class 1 Path. New Construction. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-4	Virginia Corridor Bike Path to Terminal Ave	\$3,928,064	2035	Bike/Ped	I
S156	Stanislaus County	McHenry Ave, Patterson Rd	Class 3.5 Bicycle Route with Wide Shoulders. Widen shoulders to at least 4', lane narrowing. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-5A	Kiernan Ave to 390 ft W of Hot Springs Ln/Patterson Rd	\$2,525,264	2035	Bike/Ped	I
S157	Stanislaus County	McHenry Ave	Class 4 Separated Bike Lane. Parking removal (both sides). StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-5B	Hetch Hetchy Canal (Proposed) to Kiernan Ave	\$659,456	2035	Bike/Ped	I
S158	Stanislaus County	Terminal Ave	Class 3.5 Bicycle Route with Wide Shoulders. Widen shoulder to at least 4 feet, wider preferred. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-6	Van Dusen Ave to Claribel Rd	\$484,736	2035	Bike/Ped	I
S159	Stanislaus County	Claribel Rd	Class 1 Path. New Construction. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-7	Claus Rd to Terminal Ave (Proposed)	\$375,536	2035	Bike/Ped	I

StanCOG 2026 RTP/SCS Tier I Project List

PID	Jurisdiction	Location	Description	Project Limits	Project Cost	Opening Year	RTP Project Category	Tier
S160	Stanislaus County	SR-33	Class 3.5 Bicycle Route with Wide Shoulders. Widen shoulder to at least 4 feet, wider preferred. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-8	Bartch Ave to 70 ft N of CA 33/East Stuhr Rd/West Stuhr Rd	\$8,417,024	2035	Bike/Ped	I
S161	Stanislaus County	East Las Palmas Ave, West Main Ave, West Main St	Class 3.5 Bicycle Route with wide shoulders and pedestrian improvements. (Non-Motorized Transportation Plan Top 25: Route 24)	Sycamore Ave to S. Washington Rd	\$17,535,504	2035	Bike/Ped	I
S162	Stanislaus County	SR-33	Class 3.5 Bicycle Route with Wide Shoulders. Widen shoulder to at least 4 feet, wider preferred. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-10	Howard Rd to Eucalyptus Ave	\$4,123,504	2035	Bike/Ped	I
S163	Stanislaus County	Grayson Rd, West Grayson Rd	Class 1 Path. Widen shoulder to at least 4', bridge construction. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-11	Shiloh Rd to River Rd	\$11,821,264	2035	Bike/Ped	I
S164	Stanislaus County	Shiloh Rd	Class 3.5 Bicycle Route with Wide Shoulders. Widen shoulder to at least 4', wider preferred. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-12	West Grayson Rd to Paradise Rd	\$2,907,856	2035	Bike/Ped	I
S165	Stanislaus County	Paradise Rd	Class 3.5 Bicycle Route with Wide Shoulders. Widen shoulder to at least 4', wider preferred. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-13	Shiloh Rd to South Carpenter Rd	\$4,786,768	2035	Bike/Ped	I
S166	Stanislaus County	Geer Rd, Santa Fe Ave	Class 3.5 Bicycle Route with Wide Shoulders. Widen shoulder to at least 4', wider preferred. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-14	East Taylor Rd to 7th St	\$3,256,400	2035	Bike/Ped	I
S167	Stanislaus County	East Hatch Rd	Class 1 Path. Pave existing path along canal. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-15	Faith Home Rd to Santa Fe Rd	\$3,589,264	2035	Bike/Ped	I
S168	Stanislaus County	Golden State Highway Path	Class 1 Path. New Construction. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-16	180 ft E of Lucas Rd/Mitchell Rd to North Golden State Blvd	\$3,873,184	2035	Bike/Ped	I
S169	Stanislaus County	Tuolumne River Trail	Class 1 Path. New Construction. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-17	Hickman Rd to Mitchell Rd	\$12,543,776	2035	Bike/Ped	I
S170	Stanislaus County	Garst Rd, Lateral Number Two Path	Class 1 Path. New Construction. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-18	Oakdale-Waterford Highway to Claus Rd	\$8,075,648	2035	Bike/Ped	I
S171	Stanislaus County	Albers Rd, Geer Rd	Class 3.5 Bicycle Route with Wide Shoulders. Widen shoulder to at least 4', wider preferred. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-19	Lateral Number Two Path (Proposed) to 1180 ft E of East Hatch Rd/Euclid Ave	\$2,108,736	2035	Bike/Ped	I

StanCOG 2026 RTP/SCS Tier I Project List								
PID	Jurisdiction	Location	Description	Project Limits	Project Cost	Opening Year	RTP Project Category	Tier
S172	Stanislaus County	Rhode Rd/7th St/Nunes Rd/N. Golden State Blvd	Bicycle Lane (Class 2), Buffered Bicycle Lane (Class 2), Bicycle Route with wide shoulders (Class 3.5), Separated Bike lane (Class 4), and pedestrian improvements. (Non-Motorized Transportation Plan Top 25: Route 25)	Moore Rd to W. Christofferson Pkwy	\$8,990,688	2035	Bike/Ped	I
S173	Stanislaus County	Mitchell Rd	Class 4 Separated Bike Lane. Lane narrowing. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-21	Yosemite Blvd to East Hatch Rd	\$2,495,808	2035	Bike/Ped	I
S174	Stanislaus County	East Hatch Rd, West Hatch Rd	Class 1 Path. Pave path along irrigation canal, Class 1 bridge over Golden State Highway. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-22	Lateral Number One Trail (Proposed) to Herndon Rd	\$2,600,528	2035	Bike/Ped	I
S175	Stanislaus County	Lower Lateral No. 2.5 Canal Path (Parallel to Alpine Ave)	Multi-Use Path (Class 1) and pedestrian improvements. (Non-Motorized Transportation Plan Top 25: Route 7)	Ustick Rd to W. Hatch Rd	\$2,258,032	2035	Bike/Ped	I
S176	Stanislaus County	Ustick Rd	Class 3 Bicycle Boulevard. Traffic calming, signage, and crossing treatments. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-24	Crater Ave to West Whitmore Ave	\$108,640	2035	Bike/Ped	I
S177	Stanislaus County	Yosemite Blvd	Class 4 Separated Bike Lane. Lane narrowing, shoulder widening, parking removal. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-25	I St to Claus Rd	\$6,493,200	2035	Bike/Ped	I
S178	Stanislaus County	Yosemite Blvd	Class 3.5 Bicycle Route with Wide Shoulders. Widen shoulder to at least 4', wider preferred. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-26	Leek Rd to I St	\$246,736	2035	Bike/Ped	I
S179	Stanislaus County	Broadway Ave, Kiernan Ave	Class 4 Separated Bike Lane. Lane narrowing in some areas, convert angled to parallel parking (both sides). StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-27	Sequoia St to Sisk Rd	\$510,160	2035	Bike/Ped	I
S180	Stanislaus County	Sisk Rd	Separated Bicycle Lane (Class 4) and pedestrian improvements. (Non-Motorized Transportation Plan Top 25: Route 21)	Pelandale Ave to Kiernan Ave	\$1,484,224	2035	Bike/Ped	I
S181	Stanislaus County	Herndon Rd	Class 3 Bicycle Boulevard. Wayfinding, traffic calming, crossing improvements. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-29	River Rd to Joyce Ave	\$115,024	2035	Bike/Ped	I
S182	Stanislaus County	Bystrum Rd, Joyce Ave, Latimer Ave	Class 2 Bicycle Lane. Wayfinding, traffic calming, crossing improvements. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-30	Herndon Rd to South 9th St	\$271,936	2035	Bike/Ped	I
S183	Stanislaus County	Oakdale-Waterford Highway	Class 3.5 Bicycle Route with Wide Shoulders. Widen shoulder to at least 4', wider preferred, add markings and signage. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-31	Albers Rd to MID Main Canal (Waterford)	\$5,951,456	2035	Bike/Ped	I

StanCOG 2026 RTP/SCS Tier I Project List								
PID	Jurisdiction	Location	Description	Project Limits	Project Cost	Opening Year	RTP Project Category	Tier
S184	Stanislaus County	Santa Fe Ave	Class 2 Bicycle Lane. Widen shoulder to at least 4', add markings. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-32	East Hatch Rd to Yosemite Blvd	\$10,057,712	2035	Bike/Ped	I
S185	Stanislaus County	Hickman Rd	Class 2 Bicycle Lane. Add shoulder (4 feet min), add markings, and signage. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-33	Lake Rd to F St Bridge	\$4,014,864	2035	Bike/Ped	I
S186	Stanislaus County	Albers Rd	Class 3.5 Bicycle Route with Wide Shoulders. Improve shoulder, add markings. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-34	Proposed Canal Path North of Yosemite Blvd to Warnerville Rd	\$6,172,544	2035	Bike/Ped	I
S187	Stanislaus County	S Yosemite Ave	Class 2 Bicycle Lane. Lane removal. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-35	E F St to E H St	\$55,664	2035	Bike/Ped	I
S188	Stanislaus County	Roselle Ave	Class 2 Bicycle Lane. Widen shoulder, add markings. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-36	Claribel Rd to Sylvan Ave	\$6,129,648	2035	Bike/Ped	I
S189	Stanislaus County	Geer Rd	Class 3.5 Bicycle Route with Wide Shoulders. Improve shoulder, add markings. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-37	Santa Fe Ave to E Hatch Rd	\$1,981,168	2035	Bike/Ped	I
S190	Stanislaus County	Crows Landing Industrial Park-Phase 1-A	Restore Airport to support Industrial Development. The 1,528-acre property is bound by Marshall Road and State Route 33 to the north, Fink Road to the south, Bell Road to the east, and Davis Road to the west.	The 1,528-acre property is bound by Marshall Road and State Route 33 to the north, Fink Road to the south, Bell Road to the east, and Davis Road to the west.	\$10,000,000	2028	Aviation	I
S191	Stanislaus County	East Avenue	Stand alone bridge scour countermeasure	East Avenue over TID Main Canal, 0.5 MI E/O Santa Fe Avenue	\$911,500	2030	Bridge	I
S192	Stanislaus County	Morgan Road	Stand alone bridge scour countermeasure	Morgan Road over TID Lateral #5, JCT at Harding Avenue	\$994,000	2030	Bridge	I
S193	Stanislaus County	Lake Road	Stand alone bridge scour countermeasure	Lake Road over Peaslee Creek, 2.6 MI W JCT Yosemite Blvd	\$913,000	2030	Bridge	I
S194	Stanislaus County	Warnerville Road	Stand alone bridge scour countermeasure	Warnerville Road over Dry Creek Tributary, 1.0 MI NW JCT Tim Bell Road	\$1,037,500	2030	Bridge	I
S195	Stanislaus County	Willms Road	Stand alone bridge scour countermeasure	Willms Road over Dry Creek Tributary, 0.1 MI W Jct Rock River Road	\$899,500	2030	Bridge	I
S196	Stanislaus County	Warnerville Road	Stand alone bridge scour countermeasure	Warnerville Road over Dry Creek Tributary, 1.0 MI W Crabtree Road	\$899,500	2030	Bridge	I
S197	Stanislaus County	Faith Home Road	Intersection Improvements	Faith Home Road & Redwood Road	\$3,920,000	2030	Operational Improvements	I
S21	Stanislaus County	Various Locations	Roadway Rehabilitation	Various Locations	\$204,600,000	2040	Maintenance	I
S24	Stanislaus County	Albers Rd	Widen to 3 lanes	Milnes Road to Claribel Road	\$8,228,800	2030	Operational Improvements	I
S27	Stanislaus County	Hills Ferry Rd	Seismic Bridge Replacement	Hills Ferry Rd at San Joaquin River	\$25,679,360	2027	Bridge	I
S29	Stanislaus County	Seventh St	Seismic Bridge Replacement; 4 lane bridge with pedestrian access	Seventh St @ Tuolumne River Bridge	\$81,760,000	2028	Bridge	I
S30	Stanislaus County	Crows Landing Rd	Intersection improvements	Crows Landing Rd & Keyes Rd	\$3,360,000	2028	Operational Improvements	I
S31	Stanislaus County	Crows Landing Rd	Intersection Improvements	Crows Landing Rd & Fulkerth Rd	\$3,360,000	2028	Operational Improvements	I
S32	Stanislaus County	Kilburn Rd	Replace Bridge (Critical)	Kilburn Rd @ Orestimba Creek Bridge	\$4,620,000	2026	Bridge	I
S33	Stanislaus County	Carpenter Rd	Intersection Improvements	Crows Landing Rd & Carpenter Rd	\$3,100,000	2029	Operational Improvements	I
S34	Stanislaus County	Carpenter Rd	Intersection Improvements	Carpenter Rd & Grayson Rd	\$3,100,000	2029	Operational Improvements	I

StanCOG 2026 RTP/SCS Tier I Project List								
PID	Jurisdiction	Location	Description	Project Limits	Project Cost	Opening Year	RTP Project Category	Tier
S35	Stanislaus County	Carpenter Rd	Intersection Improvements	Carpenter Rd & Keyes Rd	\$3,100,000	2031	Operational Improvements	I
S36	Stanislaus County	Carpenter Rd	Intersection Improvements	Carpenter Rd & W. Main St	\$3,100,000	2032	Operational Improvements	I
S38	Stanislaus County	W. Main St.	Intersection Improvements	W. Main St & Central Ave	\$6,200,000	2032	Operational Improvements	I
S43	Stanislaus County	Keyes Road	Ramp Signalization	Keyes Road & SR-99 Exit/Entrance Ramps	\$1,250,000	2029	Operational Improvements	I
S44	Stanislaus County	Santa Fe Ave	Intersection Improvements	Santa Fe Ave & East Ave	\$2,976,000	2038	Operational Improvements	I
S45	Stanislaus County	Santa Fe Ave	Intersection Improvements; Upgrade Railroad Crossing Equipment	Santa Fe Ave & Keyes Rd	\$4,464,000	2034	Operational Improvements	I
S46	Stanislaus County	Santa Fe Ave	Intersection Improvements; Upgrade Railroad Crossing Equipment	Santa Fe Ave & Main St	\$4,464,000	2036	Operational Improvements	I
S47	Stanislaus County	Santa Fe Ave	Intersection Improvements; Upgrade Railroad Crossing Equipment	Santa Fe Ave & Service Rd	\$4,464,000	2032	Operational Improvements	I
S56	Stanislaus County	Crows Landing Rd	Widen to 3 lanes	Carpenter Rd to River Rd/ Marshall Rd	\$2,480,000	2032	Operational Improvements	I
S57	Stanislaus County	Crows Landing Rd	Widen to 3 lanes	River Rd/Marshall Rd to SR-33	\$12,028,000	2032	Operational Improvements	I
S65	Stanislaus County	W. Main St	Widen to 3 lanes	San Joaquin River to Carpenter Rd	\$4,836,000	2033	Operational Improvements	I
S66	Stanislaus County	W. Main St	Widen to 3 lanes	Carpenter Rd to Crows Landing Rd	\$4,270,188	2034	Operational Improvements	I
S67	Stanislaus County	W. Main St	Widen to 3 lanes	Crows Landing Rd to Mitchell Rd	\$5,332,000	2035	Operational Improvements	I
S68	Stanislaus County	W. Main St	Widen to 3 lanes	Mitchell Rd to Washington Rd	\$4,692,036	2036	Operational Improvements	I
S69	Stanislaus County	SR-219	Widen to 6-lanes	SR-99 to McHenry Ave	\$51,493,604	2035	Capacity	I
S70	Stanislaus County	Cooperstown Rd	Bridge Replacement - Off System Bridge Toll Credits	Cooperstown Road at Gallup Creek	\$3,472,000	2027	Bridge	I
S71	Stanislaus County	Cooperstown Rd	Bridge Replacement - Off System Bridge Toll Credits	Cooperstown Road at Rydberg Creek	\$4,256,000	2028	Bridge	I
S78	Stanislaus County	Tim Bell Road	Bridge Replacement - Off System Bridge Toll Credits	Tim Bell Road at Dry Creek	\$22,954,400	2027	Bridge	I
S80	Stanislaus County	Milton Road	Bridge Replacement - Off System Bridge Toll Credits	Milton Road over Rock Creek Tributary	\$5,185,600	2027	Bridge	I
S81	Stanislaus County	Sonora Road	Scour Countermeasure	Sonora Road over Martells Creek	\$2,689,662	2027	Bridge	I
S82	Stanislaus County	Albers Road	Widen from 3 to 5 lanes	Claribel Road to Warnerville Road	\$7,440,000	2032	Operational Improvements	I
S84	Stanislaus County	Oakdale-Waterford Hwy	Replace Bridge	Over Claribel Bridge Lateral	\$4,318,720	2027	Bridge	I
S85	Stanislaus County	Valley Home Rd.	Bridge Rehabilitation	Over Lone Tree Creek	\$3,360,000	2026	Maintenance/Bridge	I
S86	Stanislaus County	Pioneer Ave.	Replace Bridge	Over Lone Tree Creek	\$3,831,520	2027	Bridge	I
S88	Stanislaus County	Milton Rd.	Replace Bridge	Over Hood Creek	\$5,292,000	2027	Bridge	I
S89	Stanislaus County	Lake Road	Replace Bridge	Over T.I.D. Main Canal	\$5,325,862	2030	Bridge	I
S90	Stanislaus County	Montpelier Road	Replace Bridge	Over Main Canal @ Dallas Rd	\$4,872,000	2027	Bridge	I
M81	StanRTA	Stanislaus County	Preventative Maintenance		\$291,439,033	2026-2049	Maintenance/Transit	I
M82	StanRTA	Stanislaus County	Purchase Buses (Expansion)		\$16,520,629	2026-2049	Transit	I
M83	StanRTA	Stanislaus County	Support Equipment/Tools		\$15,143,910	2026-2049	Transit	I
M84	StanRTA	Stanislaus County	Training/Education		\$2,546,930	2026-2049	Transit	I
M86	StanRTA	Stanislaus County	Implement Bus Rapid Transit and Operate Service (Various Locations)		\$59,887,279	2026-2049	Transit	I
M87	StanRTA	Stanislaus County	Rideshare Program		\$5,520,643	2026-2049	Transit	I
M88	StanRTA	Stanislaus County	Operation of Fixed Routes		\$777,846,266	2026-2049	Transit	I
M89	StanRTA	Stanislaus County	Operation of Paratransit		\$84,805,894	2026-2049	Transit	I
M90	StanRTA	Stanislaus County	Upgrade Fareboxes		\$33,045,121	2030-2040	Transit	I
M91	StanRTA	Stanislaus County	Short/Long Term Transit and BRT Planning		\$1,200,000	2026	Transit	I
M92	StanRTA	Stanislaus County	Purchase Buses (Replacement)		\$107,384,086	2026-2049	Transit	I

StanCOG 2026 RTP/SCS Tier I Project List								
PID	Jurisdiction	Location	Description	Project Limits	Project Cost	Opening Year	RTP Project Category	Tier
M95	StanRTA	Stanislaus County	Transit facilities amenities: Bus Stop Shelters/Facilities with amenities & Solar lighting		\$11,702,112	2026-2049	Transit	I
M96	StanRTA	Stanislaus County	Install and implement Intelligent Transportation Systems with Traffic (TSP) Traffic Signal Priority in StanRTA's service area		\$19,274,067	2026-2049	Operational Improvements	I
M97	StanRTA	Stanislaus County	Operations and Maintenance Facility Design/Planning/Construction		\$95,980,339	2028	Maintenance/Transit	I
M98	StanRTA	Stanislaus County	Ceres Mobility Hub Design/Planning/Construction		\$6,000,000	2028	Transit	I
M99	StanRTA	Stanislaus County	Vintage Faire Mall Transit Hub Design/Planning/Construction		\$6,000,000	2030	Transit	I
T01	Turlock	Fulkerth Rd	Widen from 2-lane to 4-lane Arterial with Class II bike facility and transit	Tegner Rd to Dianne Dr	\$2,000,000	2032	Capacity	I
T02	Turlock	Monte Vista Ave	Install Median; Add one (1) lane with Class II bike facility	Olive Ave to Berkeley Ave	\$1,713,000	2032	Capacity	I
T03	Turlock	Fulkerth Rd	Widen from 2-lane to 4-lane Arterial with Class II bike facility	Washington Rd to Tegner Rd	\$4,446,000	2032	Capacity	I
T04	Turlock	Washington Rd	Widen from 2-lane to 4-lane Arterial with Class II bike facility and transit	Linwood Ave to Fulkerth Rd	\$2,829,000	2034	Capacity	I
T05	Turlock	Tegner Rd	Construct new 2-lane Industrial Collector with Class II bike facility	Linwood Ave to W. Main St	\$565,000	2032	Capacity	I
T06	Turlock	W. Canal Dr	Construct new 2-lane Collector with Class I bike facility	SR-99 to Tegner Rd	\$2,685,000	2032	Capacity	I
T07	Turlock	N. Olive Ave	Widen from 2-lane to 4-lane Arterial with Class II bike facility	Tuolumne Rd to Tornell Rd	\$985,000	2032	Capacity	I
T08	Turlock	N. Olive Ave	Widen from 2-lane to 4-lane Arterial with Class II bike facility and transit	Canal Dr to Wayside Rd	\$1,108,000	2032	Capacity	I
T09	Turlock	N. Olive Ave	Widen from 2-lane to 4-lane Arterial with Class II bike facility and transit	Wayside Dr to North Ave	\$1,155,000	2032	Capacity	I
T10	Turlock	W. Linwood Ave	Widen from 2-lane to 4-lane Collector with Class II bike facility and transit (West Ave. South to Lander)	Walnut Rd to Lander Ave	\$800,000	2034	Capacity	I
T11	Turlock	W. Linwood Ave	Widen from 2-lane to 4-lane Collector with Class II bike facility	Walnut Rd to Washington Rd	\$5,470,000	2032	Capacity	I
T12	Turlock	W. Canal Dr	Construct new 2-lane Collector with Class I bike facility	Washington Rd to Kilroy Rd	\$3,260,000	2032	Capacity	I
T13	Turlock	East Ave	Widen from 2-lane to 4-lane Arterial with Class III bike facility from Minaret to S. Berkeley/Class II from S. Berkeley to Daubenberger and transit from Oak to S. Johnson	Golden State Blvd to Daubenberger Rd	\$7,746,000	2034	Capacity	I
T14	Turlock	Golden State Blvd	Complete 6-lane Boulevard with Class II bike facility and transit from Christoffersen to Monte Vista	Taylor Rd to Monte Vista Ave	\$4,303,000	2034	Capacity	I
T15	Turlock	Golden State Blvd	Complete 6-lane Boulevard with Class II bike facility	Monte Vista Ave to Fulkerth Rd	\$3,730,000	2032	Capacity	I
T16	Turlock	N. Kilroy Ave	Construct new Collector	W. Main St to W. Canal Dr	\$966,000	2029	Capacity	I
T17	Turlock	Tegner Rd	Complete 2-lane Industrial Collector	Monte Vista Ave to Fulkerth Rd	\$877,000	2032	Capacity	I
T18	Turlock	Tegner Rd	Construct new 2-lane Industrial Collector	Fulkerth Rd to north of Pedretti Park	\$1,294,000	2032	Capacity	I
T19	Turlock	Taylor Rd	Widen from 2-lane to 4-lane Collector with Class II bike facility	Tegner Rd to Golden State Blvd	\$1,000,000	2032	Capacity	I

StanCOG 2026 RTP/SCS Tier I Project List								
PID	Jurisdiction	Location	Description	Project Limits	Project Cost	Opening Year	RTP Project Category	Tier
T20	Turlock	S. Kilroy Ave	Construct new Industrial Collector	Spengler Way to W. Linwood Ave	\$1,214,000	2032	Capacity	I
T21	Turlock	Taylor Rd	Widen from 2-lane to 4-lane Arterial with Class II bike facility	Golden State Blvd to SR-99	\$500,000	2032	Capacity	I
T22	Turlock	Tegner Rd	Construct new 2-lane Industrial Collector with Class II bike facility	W. Main St to Fulkerth Rd	\$3,635,000	2032	Capacity	I
T23	Turlock	Various Locations	Install Traffic Signals and Various Intersection Improvements per City's General Plan, Master Plans, and Specific Plans	Various Locations	\$15,000,000	2026-2050	Operational Improvements	I
T24	Turlock	SR-99	Construct New Interchange	Lander Ave (SR-165) to S. City Limits	\$35,785,000	2036	Capacity	I
T25	Turlock	SR-99	Reconstruct interchange	W. Main St	\$19,091,000	2040	Operational Improvements	I
T26	Turlock	SR-99	Reconstruct existing Interchange	Taylor Rd	\$15,000,000	2034	Operational Improvements	I
T27	Turlock	SR-99	Construct New Overpass	Tuolumne Rd	\$12,601,000	2028	Capacity	I
T28	Turlock	Washington Rd	Construct 4-lane Expressway with Class II bike facility and transit	Fulkerth Rd to Monte Vista Ave	\$3,476,000	2032	Capacity	I
T29	Turlock	Golden State Blvd	Widen Intersection from 2 to 4 lanes with bike improvements	Golden State Blvd & Taylor Rd	\$3,498,000	2029	Capacity	I
T30	Turlock	City office/facility	Construct an Intelligent Transportation System (ITS) Transportation Management Center with related equipment and services	Various Locations	\$12,500,000	2026-2050	Operational Improvements	I
T31	Turlock	Various Locations	Roadway Rehabilitation	Various Locations	\$94,000,000	2026-2050	Maintenance	I
T32	Turlock	Various Locations	Construct Class I Bike Paths per an adopted local or regional non-motorized transportation plan	Various Locations	\$7,800,000	2026-2050	Bike/Ped	I
T33	Turlock	Various Locations	Construct Class II Bike Lanes and Class III Bike Paths per an adopted local or regional non-motorized transportation plan	Various Locations	\$7,150,000	2026-2050	Bike/Ped	I
T34	Turlock	Various Locations	ADA/Pedestrian Improvements per an adopted local or regional non-motorized transportation plan	Various Locations	\$5,200,000	2026-2050	Bike/Ped	I
T35	Turlock	Various Locations	Implement bike share program	Various Locations	\$150,000	2029	Bike/Ped	I
T36	Turlock	Various Locations	Curb, Gutter, Sidewalk and Bike/Pedestrian Improvements per an adopted local or regional non-motorized transportation plan	Various Locations	\$18,890,900	2026-2050	Bike/Ped	I
T37	Turlock	Monte Vista Ave	Separated Bicycle Lane (Class 4) and pedestrian improvements. (Non-Motorized Transportation Plan Top 25: Route 10)	N. Berkeley Ave to Countryside Dr.	\$6,512,000	2030	Bike/Ped	I
T38	Turlock	Geer Rd	Class 4 Separated Bike Lane. Lane narrowing. StanCOG Non-Motorized Transportation Master Plan Project ID: TUR-3A	East Christoffersen Parkway to West Taylor Rd	\$474,000	2030	Bike/Ped	I
T39	Turlock	Geer Rd	Bicycle Route with wide shoulders (Class 3.5), Separated Bike lane (Class 4), and pedestrian improvements. (Non-Motorized Transportation Plan Top 25: Route 12)	N. Golden St. Blvd to E. Christofferson Pkwy	\$4,819,000	2030	Bike/Ped	I
T40	Turlock	East Hawkeye Ave, Fulkerth Rd, West Hawkeye Ave	Class 4 Separated Bike Lane. Lane narrowing, lane removal. StanCOG Non-Motorized Transportation Master Plan Project ID: TUR-4	North Berkeley Ave to Countryside Drive	\$2,214,000	2030	Bike/Ped	I
T41	Turlock	East Main St, West Main St	Class 3 Bicycle Boulevard. Wayfinding. StanCOG Non-Motorized Transportation Master Plan Project ID: TUR-5	North Golden State Blvd to Lander Ave	\$35,000	2030	Bike/Ped	I

StanCOG 2026 RTP/SCS Tier I Project List								
PID	Jurisdiction	Location	Description	Project Limits	Project Cost	Opening Year	RTP Project Category	Tier
T43	Turlock	High St	Class 3 Bicycle Boulevard. Traffic calming, wayfinding, crossing treatments. StanCOG Non-Motorized Transportation Master Plan Project ID: TUR-7A	South Soderquist Rd to A St	\$116,000	2026-2050	Bike/Ped	I
T44	Turlock	South Soderquist Rd	Class 2 Bicycle Lane. Lane narrowing, parking removal (one side). StanCOG Non-Motorized Transportation Master Plan Project ID: TUR-7B	West Main St to High St	\$57,000	2026-2050	Bike/Ped	I
T45	Turlock	West Main St	Class 4 Separated Bike Lane. Lane removal. StanCOG Non-Motorized Transportation Master Plan Project ID: TUR-8A	South Kilroy Rd to South Soderquist Rd	\$693,000	2026-2050	Bike/Ped	I
T46	Turlock	West Main St	Class 3.5 Bicycle Route with Wide Shoulders. Widen shoulder to at least 4', wider preferred. StanCOG Non-Motorized Transportation Master Plan Project ID: TUR-8B	North Washington Rd to South Kilroy Rd	\$1,480,000	2026-2050	Bike/Ped	I
T49	Turlock	701 S. Walnut Rd.	Transit Operations Facility (parking, fueling and cleaning facilities for buses and a transit operations support building)	North of Corporation Yard	\$20,000,000	2028	Transit	I
T50	Turlock	Turlock	Capital Purchases (Busses, Bus Stop and Station Improvements, Support Equipment, etc.)		\$17,684,600	2026-2050	Transit	I
T51	Turlock	Turlock	Acquisition of zero emission transit buses and related fueling infrastructure		\$16,500,000	2026-2050	Transit	I
T53	Turlock	Turlock	Upgrades to fareboxes, AVL systems, GIS enhancements, computer systems and other technology improvements		\$1,500,000	2026-2050	Transit	I
T54	Turlock	Turlock	Operating and Transit Costs		\$100,000,000	2026-2050	Transit	I
T55	Turlock	Turlock	Improvements to reduce transit headways		\$2,000,000	2026-2050	Transit	I
T57	Turlock	Turlock	Safe Route to Transit (SRTT) non-motorized improvements		\$8,000,000	2026-2050	Transit	I
T58	Turlock	Turlock	Construct facility improvements at Roger K. Fall Transit Center	1418 North Golden State Blvd.	\$7,000,000	2027	Transit	I
T59	Turlock	Turlock Municipal Airport	Widen Runway 12-30, RSA & Infrastructure Improvements Including Airfield Electrical Upgrades.		\$2,812,000	2029	Aviation	I
T60	Turlock	Turlock Municipal Airport	Rehabilitate/Reconstruct Apron A1; Relocate Wind Indicator & Segmented Circle (Construction)		\$845,000	2029	Aviation	I
T61	Turlock	Turlock Municipal Airport	Extend Parallel Taxiway "A"; Construct new runway/taxiway connector. (Design Only)		\$98,000	2029	Aviation	I
T62	Turlock	Turlock Municipal Airport	Extend Parallel Taxiway "A"; Construct new runway/taxiway connector. Construction.		\$715,000	2029	Aviation	I
T63	Turlock	Turlock Municipal Airport	Update Airport Master Plan		\$260,000	2029	Aviation	I
T64	Turlock	Lander Ave, Olive Ave.	Resurface pavement from 400' south of D Street to Golden State Boulevard, update ped access ramps to current ADA standard		\$4,000,000	2027	Maintenance	I
T65	Turlock	Turlock Municipal Airport	Runway and Taxiway asphalt concrete resurfacing		\$1,500,000	2029	Aviation	I
T66	Turlock	Various existing intersections	Install Traffic Signal Synchronization Improvements		\$1,000,000	2026-2050	Operational Improvements	I

StanCOG 2026 RTP/SCS Tier I Project List								
PID	Jurisdiction	Location	Description	Project Limits	Project Cost	Opening Year	RTP Project Category	Tier
W04	Waterford	Loy St, Barnes St, Tohara Ln, and Welch Dr	Pavement Grind and Overlay, Replace Ex Curb Returns	Loop	\$297,434	2028	Maintenance	I
W05	Waterford	Riverside	Curb, Gutter & Sidewalk Infill on North, east and west side of Riverside, Pavement Rehabilitation	Western Ave to Yosemite Blvd.	\$1,001,993	2028	bike/ped	I
W06	Waterford	Various Locations	Traffic Signals, intersection improvements and other transportation enhancements	Various Locations	\$4,130,157	2026-2049	Operational Improvements	I
W07	Waterford	Various Locations	Roadway Rehabilitation	Various Locations	\$20,650,786	2026-2049	Maintenance	I
W08	Waterford	Yosemite Blvd	Widen Yosemite Blvd per Yosemite Blvd Corridor Study adopted December 2023	Bentley Street to the Eastern City Limit	\$16,686,799	2030	Operational Improvements	I
W09	Waterford	North Reinway Ave	Widen Reinway to 2 Lane Collector Standard as defined in the City of Waterford Vision 2025 General Plan	Northern City Limit to Yosemite Blvd	\$867,815	2027	Operational Improvements	I
W13	Waterford	Yosemite Blvd ATP Project	Pavement widening with curb, gutter & sidewalk infill on the North side of the roadway.	Reinway to West City Limits	\$946,000	2026	Bike/Ped	I
W14	Waterford	Washington ATP Project	Pavement widening (8' parking lane) with curb, gutter & sidewalk infill on the East side of Reinway, North side of the Washington, and West side of Pasadena.	Reinway (from Washington to 620' N), Washington (from Reinway to Pasadena) and Pasadena (from Washington to 500' N)	\$890,000	2026	Bike/Ped	I
W16	Waterford	Various Locations	Curb, Gutter, Sidewalk and Bike/Pedestrian Improvements	Various Locations	\$13,767,191	2026-2049	Bike/Ped	I
W17	Waterford	Waterford Main Canal	Class 1 Path. New Construction. StanCOG Non-Motorized Transportation Master Plan Project ID: WF-1	Waterford Rivertrail-head to Yosemite Blvd	\$4,614,487	2026-2049	Bike/Ped	I
W18	Waterford	Welch St	Class 3 Bicycle Boulevard. Traffic calming, wayfinding, crossing treatments. StanCOG Non-Motorized Transportation Master Plan Project ID: WF-2	Bentley St to F St	\$147,722	2026-2049	Bike/Ped	I
W20	Waterford	F St, Oakdale-Waterford Highway	Class 4 Separated Bike Lane. Parking removal (one side), lane narrowing. StanCOG Non-Motorized Transportation Master Plan Project ID: WF-4A	Lateral Number Two Path (Proposed) to Dorsey St	\$511,451	2026-2049	Bike/Ped	I
W21	Waterford	F St	Class 4 Separated Bike Lane. Lane narrowing. StanCOG Non-Motorized Transportation Master Plan Project ID: WF-4B	Bentley St to Hickman Rd	\$183,517	2026-2049	Bike/Ped	I
W22	Waterford	Hickman Rd	Class 1 Path. Widen shoulder to at least 4', wider preferred. StanCOG Non-Motorized Transportation Master Plan Project ID: WF-4C	F St to 960 ft S of F St/Hickman Rd/Yosemite Blvd	\$1,146,532	2026-2049	Bike/Ped	I
W23	Waterford	Bonnie Brae Ave	Pavement widening with curb, gutter & sidewalk infill on north side of the road.	F Street to Tim Bell Road	\$700,000	2026	Bike/Ped	I
W24	Waterford	Bentley Bike/Ped Bridge	Bicycle and Pedestrian bridge over MID Main Canal, connecting to existing Class 1	Bentley Street and MID Main Canal	\$1,032,539	2026-2049	Bike/Ped	I
W25	Waterford	South Reinway Ave	Widen Reinway to 2 Lane Collector Standard as defined in the City of Waterford Vision 2025 General Plan	Yosemite Blvd to Southern City Limit	\$1,376,719	2026-2049	Operational Improvements	I
W26	Waterford	Roundabout at Yosemite & Eucalyptus	Construct roundabout per Yosemite Blvd Corridor Study adopted December 2023	Yosemite Blvd and Eucalyptus Ave	\$20,926,130	2026-2049	Operational Improvements	I
W27	Waterford	Roundabout at Yosemite & Tim Bell	Construct roundabout per Yosemite Blvd Corridor Study adopted December 2023	Yosemite Blvd and Tim Bell Road	\$15,832,269	2026-2049	Operational Improvements	I

StanCOG 2026 RTP/SCS Tier I Project List

PID	Jurisdiction	Location	Description	Project Limits	Project Cost	Opening Year	RTP Project Category	Tier
W28	Waterford	Roundabout at Yosemite & Rorabaugh	Construct roundabout per Yosemite Blvd Corridor Study adopted December 2023	Yosemite Blvd and Rorabaugh	\$21,201,473	2026-2049	Operational Improvements	I
S288	Stanislaus County	Highway 33	Class IIB (Buffered Bicycle Lane)	Yolo St to Stuhr Rd	\$1,225,500	2031 - 2049	Bike/Ped	I
S289	Stanislaus County	Highway 33	Class IV (Cycle Track)	Bartch Ave to Howard Rd/Grayson Rd	\$8,194,200	2031 - 2049	Bike/Ped	I
S290	Stanislaus County	Howard Rd	Class IV (Cycle Track)	340' W of Livingston Cir to 310' W of Kern St	\$857,500	2031 - 2049	Bike/Ped	I
P28	Patterson	Sperry Ave	Class I (Multi-Use Path)	Rogers Rd to Ward Ave	\$6,352,400	2031 - 2049	Bike/Ped	I
P29	Patterson	Kestrel Dr	Class III (Bicycle Route)	American Eagle Ave to Las Palmas Ave	\$1,031,200	2031 - 2049	Bike/Ped	I
S201	Stanislaus County	Crows Landing Rd	Class IIB (Buffered Bicycle Lane)	Main St to Whitmore Ave	\$5,482,600	2031 - 2049	Bike/Ped	I
S202	Stanislaus County	Carpenter Rd	Class IV (Cycle Track)	Main Ave to Monte Vista Ave	\$2,037,833	2031 - 2049	Bike/Ped	I
S203	Stanislaus County	Carpenter Rd	Class IIB (Buffered Bicycle Lane)	Monte Vista Ave to Whitmore Ave	\$3,793,533	2031 - 2049	Bike/Ped	I
S204	Stanislaus County	Monte Vista Ave	Class IIB (Buffered Bicycle Lane)	Carpenter Rd to Crows Landing Rd	\$1,525,433	2031 - 2049	Bike/Ped	I
S205	Stanislaus County	River Rd	Class IV (Cycle Track)	Minnie St to Grayson Rd	\$5,006,600	2031 - 2049	Bike/Ped	I
S206	Stanislaus County	Hart Rd	Class IIB (Buffered Bicycle Lane)	Paradise Rd to Shoemake Ave	\$3,041,800	2031 - 2049	Bike/Ped	I
S207	Stanislaus County	Shoemake Ave	Class IIB (Buffered Bicycle Lane)	Hart Rd to Finney Rd	\$1,539,900	2031 - 2049	Bike/Ped	I
S208	Stanislaus County	Finney Rd	Class IIB (Buffered Bicycle Lane)	Shoemake Ave to Sequoia St	\$1,972,200	2031 - 2049	Bike/Ped	I
S209	Stanislaus County	Blue Gum Ave	Class IIB (Buffered Bicycle Lane)	Shoemake Ave to Morse Rd	\$2,344,267	2031 - 2049	Bike/Ped	I
S210	Stanislaus County	Dakota Ave	Class IIB (Buffered Bicycle Lane)	Blue Gum Ave to Salida Blvd	\$2,215,267	2031 - 2049	Bike/Ped	I
S211	Stanislaus County	Salida Blvd	Class IIB (Buffered Bicycle Lane)	Murphy Rd/Dakota Ave to Pelandale Ave	\$743,667	2031 - 2049	Bike/Ped	I
S212	Stanislaus County	Highway 219	Class IIB (Buffered Bicycle Lane)	Sisk Rd to Stoddard Rd	\$897,157	2031 - 2049	Bike/Ped	I
S213	Stanislaus County	Stoddard Rd	Class IIB (Buffered Bicycle Lane)	Highway 219 to Ladd Rd	\$1,655,657	2031 - 2049	Bike/Ped	I
S214	Stanislaus County	Pirrone Rd	Class I (Multi-Use Path)	Stoddard Rd to Dale Rd	\$3,374,357	2031 - 2049	Bike/Ped	I
S215	Stanislaus County	Dale Rd	Class I (Multi-Use Path)	Pirrone Rd to Highway 219	\$1,946,157	2031 - 2049	Bike/Ped	I
S216	Stanislaus County	Ladd Rd	Class IIB (Buffered Bicycle Lane)	Stoddard Rd to Saint John Rd	\$2,683,950	2031 - 2049	Bike/Ped	I
S217	Stanislaus County	Saint John Rd	Class IIB (Buffered Bicycle Lane)	Ladd Rd to Del Cielo Way	\$529,650	2031 - 2049	Bike/Ped	I
S218	Stanislaus County	Country Club Dr/Hillcrest Dr/Thunderbird Dr	Class III (Bicycle Route)	Saint John Rd to Carver Rd	\$279,250	2031 - 2049	Bike/Ped	I
S219	Stanislaus County	Carver Rd	Class IIB (Buffered Bicycle Lane)	Thunderbird Dr to Bangs Ave	\$2,054,350	2031 - 2049	Bike/Ped	I
M129	Modesto	Carver Rd	Class III (Bicycle Route)	Bangs Ave to 9th St	\$1,610,886	2031 - 2049	Bike/Ped	I
M130	Modesto	Pelandale Ave	Class IV (Cycle Track)	Salida Blvd to Union Pacific Railroad	\$4,642,886	2031 - 2049	Bike/Ped	I
M131	Modesto	Dale Rd	Class IV (Cycle Track)	Pelandale Ave to Standiford Ave	\$1,852,286	2031 - 2049	Bike/Ped	I
M132	Modesto	Standiford Ave	Class II (Bicycle Lane)	Dale Rd to 0.12 miles east of Dale Rd	\$876,386	2031 - 2049	Bike/Ped	I
M133	Modesto	Standiford Ave	Class IIB (Buffered Bicycle Lane)	0.12 miles east of Dale Rd to 0.02 miles west of Hahn Dr	\$877,786	2031 - 2049	Bike/Ped	I
M134	Modesto	Sisk Rd	Class I (Multi-Use Path)	Standiford Ave to 0.03 miles north of Rumble Rd	\$1,272,386	2031 - 2049	Bike/Ped	I
M135	Modesto	Carpenter Rd	Class IIB (Buffered Bicycle Lane)	Sisk Rd to 9th St	\$506,431	2031 - 2049	Bike/Ped	I
M136	Modesto	Carpenter Rd	Class IIB (Buffered Bicycle Lane)	Collegiate Ln/Fire Science Ln to Kansas Ave	\$1,128,431	2031 - 2049	Bike/Ped	I
M137	Modesto	Rosemore Ave	Class III (Bicycle Route)	Blue Gum Ave to Woodland Ave	\$450,731	2031 - 2049	Bike/Ped	I
M138	Modesto	Shaddox Ave	Class III (Bicycle Route)	Rosemore Ave to Carpenter Rd	\$382,431	2031 - 2049	Bike/Ped	I
M139	Modesto	Woodland Ave	Class III (Bicycle Route)	Rosemore Ave to Carpenter Rd	\$453,231	2031 - 2049	Bike/Ped	I
M140	Modesto	Granite Ln	Class IIB (Buffered Bicycle Lane)	Carpenter Rd to Emerald Ave	\$483,631	2031 - 2049	Bike/Ped	I
M141	Modesto	Woodland Ave	Class IIB (Buffered Bicycle Lane)	Emerald Ave to 9th St	\$703,631	2031 - 2049	Bike/Ped	I
M142	Modesto	Emerald Ave	Class IIB (Buffered Bicycle Lane)	Granite Ln to Maze Blvd	\$1,393,931	2031 - 2049	Bike/Ped	I
M143	Modesto	Martin Luther King Dr/Sutter Ave	Class III (Bicycle Route)	Laurel Ave to Rouse Ave	\$690,931	2031 - 2049	Bike/Ped	I
S220	Stanislaus County	Wade Ave	Class III (Bicycle Route)	Paradise Rd to Rouse Ave	\$344,531	2031 - 2049	Bike/Ped	I
S221	Stanislaus County	Rouse Ave	Class III (Bicycle Route)	Wade Ave to Neece Dr	\$607,431	2031 - 2049	Bike/Ped	I
M144	Modesto	New Path to Tuolumne River	Class I (Multi-Use Path)	Neece Dr to Tuolumne River	\$638,531	2031 - 2049	Bike/Ped	I

StanCOG 2026 RTP/SCS Tier I Project List

PID	Jurisdiction	Location	Description	Project Limits	Project Cost	Opening Year	RTP Project Category	Tier
S222	Stanislaus County	Stanislaus River Trail Bridge near Kerr Park	Class I (Multi-Use Path)	Stearns Rd to Amerine Ln	\$1,704,343	2031 - 2049	Bike/Ped	I
S223	Stanislaus County	Stearns Rd	Class II (Bicycle Lane)	Kerr Park to 0.04 miles south of Belsera Dr	\$1,336,243	2031 - 2049	Bike/Ped	I
S224	Stanislaus County	Plaza de Oro Dr	Class II (Bicycle Lane)	Stearns Rd to Deo Gloria Dr	\$1,194,343	2031 - 2049	Bike/Ped	I
S225	Stanislaus County	Stanislaus River Trail Bridge near Kerr Community Park	Class I (Multi-Use Path)	0.21 miles west of Stearns Rd to Stanislaus River	\$1,133,043	2031 - 2049	Bike/Ped	I
S226	Stanislaus County	Valley View Dr Path	Class I (Multi-Use Path)	River Bluff Dr to Stanislaus River	\$1,075,843	2031 - 2049	Bike/Ped	I
S227	Stanislaus County	River Rd Path	Class I (Multi-Use Path)	River Rd to Stanislaus River	\$1,075,843	2031 - 2049	Bike/Ped	I
S228	Stanislaus County	Stanislaus River Trail Path Connection	Class I (Multi-Use Path)	Crane Rd to Stanislaus River	\$1,218,743	2031 - 2049	Bike/Ped	I
S229	Stanislaus County	River Rd	Class III (Bicycle Route)	Sawyer Ave to 0.21 miles east of Sawyer Ave	\$62,029	2031 - 2049	Bike/Ped	I
S230	Stanislaus County	Sawyer Ave/Pleasant Valley Rd/Pioneer Ave	Class III (Bicycle Route)	River Rd to Lone Tree Rd	\$1,141,429	2031 - 2049	Bike/Ped	I
S231	Stanislaus County	Lone Tree Rd	Class III (Bicycle Route)	Pioner Ave to Valley Home Rd	\$64,529	2031 - 2049	Bike/Ped	I
S232	Stanislaus County	Valley Home Rd	Class III (Bicycle Route)	Lone Tree Rd to Stanislaus River	\$1,194,529	2031 - 2049	Bike/Ped	I
S233	Stanislaus County	Wilkins Ave/Cleveland Ave/Lon Dale Rd	Class III (Bicycle Route)	Sawyer Ave to Valley Home Rd	\$615,629	2031 - 2049	Bike/Ped	I
O36	Oakdale	6th Ave	Class IIB (Buffered Bicycle Lane)	F St to G St	\$77,229	2031 - 2049	Bike/Ped	I
O37	Oakdale	G St	Class IIB (Buffered Bicycle Lane)	4th Ave to 6th Ave	\$92,329	2031 - 2049	Bike/Ped	I
O38	Oakdale	Yosemite Ave	Class III (Bicycle Route)	G St to H St	\$31,729	2031 - 2049	Bike/Ped	I
O39	Oakdale	Wood Ave	Class IIB (Buffered Bicycle Lane)	F St to G St	\$62,029	2031 - 2049	Bike/Ped	I
O40	Oakdale	F St	Class IIB (Buffered Bicycle Lane)	Willowood Dr to Wood Ave	\$494,429	2031 - 2049	Bike/Ped	I
O41	Oakdale	Lee Ave	Class III (Bicycle Route)	Pontiac St to F St	\$59,529	2031 - 2049	Bike/Ped	I
O42	Oakdale	Willowood Dr	Class III (Bicycle Route)	Pontiac St to F St	\$99,929	2031 - 2049	Bike/Ped	I
O43	Oakdale	Pontiac St	Class III (Bicycle Route)	Crane Rd to Lee Ave	\$231,429	2031 - 2049	Bike/Ped	I
S234	Stanislaus County	Crane Rd	Class III (Bicycle Route)	F St to Stanislaus River	\$251,629	2031 - 2049	Bike/Ped	I
R43	Riverbank	8th St	Class III (Bicycle Route)	Highway 108/Atchison St to Patterson Rd	\$463,500	2031 - 2049	Bike/Ped	I
R44	Riverbank	8th St	Class IIB (Buffered Bicycle Lane)	Patterson Rd to Townsend Ave	\$898,400	2031 - 2049	Bike/Ped	I
R45	Riverbank	Townsend Ave	Class IIB (Buffered Bicycle Lane)	Terminal Ave to Claus Rd	\$754,300	2031 - 2049	Bike/Ped	I
R46	Riverbank	California Ave	Class IIB (Buffered Bicycle Lane)	Terminal Ave to Claus Rd	\$754,300	2031 - 2049	Bike/Ped	I
R47	Riverbank	Terminal Ave	Class IIB (Buffered Bicycle Lane)	Patterson Rd to Townsend Ave	\$898,400	2031 - 2049	Bike/Ped	I
R48	Riverbank	Patterson Rd	Class IV (Cycle Track)	Roselle Ave to Snedigar Rd	\$1,897,100	2031 - 2049	Bike/Ped	I
S235	Stanislaus County	Claus Rd	Class IV (Cycle Track)	Kentucky Ave to Briggsmore Ave	\$4,745,267	2031 - 2049	Bike/Ped	I
S236	Stanislaus County	Terminal Ave/Sante Fe Ave	Class IIB (Buffered Bicycle Lane)	Townsend Ave to Briggsmore Ave	\$3,766,067	2031 - 2049	Bike/Ped	I
M145	Modesto	Merle Ave	Class III (Bicycle Route)	Oakdale Rd to Claus Rd	\$1,217,167	2031 - 2049	Bike/Ped	I
S237	Stanislaus County	Patterson Rd	Class IIB (Buffered Bicycle Lane)	Snedigar Rd to Albers Rd	\$5,686,900	2031 - 2049	Bike/Ped	I
W29	Waterford	MID Lower Lateral Number 11 Path	Class I (Multi-Use Path)	Vineyard Rd to Bentley St	\$12,569,167	2031 - 2049	Bike/Ped	I
S238	Stanislaus County	6th St	Class II (Bicycle Lane)	Montpelier Rd to Hickman Rd	\$621,600	2031 - 2049	Bike/Ped	I
S239	Stanislaus County	Montpelier Rd	Class II (Bicycle Lane)	6th St to Lake Rd	\$733,600	2031 - 2049	Bike/Ped	I
S240	Stanislaus County	Lake Rd	Class II (Bicycle Lane)	Montpelier Rd to Hickman Rd	\$517,000	2031 - 2049	Bike/Ped	I
S241	Stanislaus County	Santa Fe Ave	Class IIB (Buffered Bicycle Lane)	0.30 miles south of East Ave to Main St	\$3,293,400	2031 - 2049	Bike/Ped	I
S242	Stanislaus County	Main St	Class IIB (Buffered Bicycle Lane)	Monte Vista Ave to Sante Fe Ave	\$1,199,800	2031 - 2049	Bike/Ped	I
S243	Stanislaus County	Lander Ave	Class IIB (Buffered Bicycle Lane)	Mathisen Ln to Main St	\$2,242,700	2031 - 2049	Bike/Ped	I
T67	Turlock	Main St	Class III (Bicycle Route)	Locust St to Arbor Way	\$576,400	2031 - 2049	Bike/Ped	I
T68	Turlock	Berkeley Ave	Class IIB (Buffered Bicycle Lane)	Hawkeye Ave to Arbor Way	\$331,200	2031 - 2049	Bike/Ped	I
T69	Turlock	Hawkeye Ave	Class IV (Cycle Track)	Quincy Rd to Golden State Blvd	\$2,406,700	2031 - 2049	Bike/Ped	I
T70	Turlock	Quincy Rd	Class III (Bicycle Route)	Monte Vista Ave to East Ave	\$733,100	2031 - 2049	Bike/Ped	I
T71	Turlock	Grant St	Class III (Bicycle Route)	Chestnut St to Main St	\$333,700	2031 - 2049	Bike/Ped	I
T72	Turlock	Canal Dr	Class IIB (Buffered Bicycle Lane)	Golden State Blvd to Geer Rd	\$140,186	2031 - 2049	Bike/Ped	I
S244	Stanislaus County	Nunes Rd	Class IV (Cycle Track)	9th St to 7th St	\$257,086	2031 - 2049	Bike/Ped	I
T73	Turlock	Dels Ln	Class IV (Cycle Track)	Hawkeye Ave to Monte Vista Ave	\$1,058,786	2031 - 2049	Bike/Ped	I
T74	Turlock	Crowell Rd	Class III (Bicycle Route)	Monte Vista Ave to Ansel Adams Blvd	\$155,286	2031 - 2049	Bike/Ped	I

StanCOG 2026 RTP/SCS Tier I Project List								
PID	Jurisdiction	Location	Description	Project Limits	Project Cost	Opening Year	RTP Project Category	Tier
S245	Stanislaus County	Monte Vista Ave	Class IIB (Buffered Bicycle Lane)	Main St to Sante Fe Ave	\$587,686	2031 - 2049	Bike/Ped	I
S246	Stanislaus County	Geer Rd	Class IIB (Buffered Bicycle Lane)	Golden State Blvd to Santa Fe Ave	\$4,655,600	2031 - 2049	Bike/Ped	I
T75	Turlock	Chestnut St/Canal Dr	Class IIB (Buffered Bicycle Lane)	Grant St to Golden State Blvd	\$847,700	2031 - 2049	Bike/Ped	I
T76	Turlock	Main St	Class IIB (Buffered Bicycle Lane)	Soderquist Rd to West Ave	\$802,100	2031 - 2049	Bike/Ped	I
T77	Turlock	Main St	Class III (Bicycle Route)	West Ave to Locust St	\$726,300	2031 - 2049	Bike/Ped	I
S247	Stanislaus County	Keyes Rd	Class IIB (Buffered Bicycle Lane)	Hickman Rd to Gratton Rd	\$2,232,100	2031 - 2049	Bike/Ped	I
S248	Stanislaus County	Gratton Rd/Taylor Rd	Class IIB (Buffered Bicycle Lane)	Keyes Rd to Main St	\$2,012,100	2031 - 2049	Bike/Ped	I
S249	Stanislaus County	Main St	Class IIB (Buffered Bicycle Lane)	Gratton Rd to Sante Fe Ave	\$851,500	2031 - 2049	Bike/Ped	I
S250	Stanislaus County	Santa Fe Ave	Class IIB (Buffered Bicycle Lane)	Geer Rd to Highway 132	\$4,856,700	2031 - 2049	Bike/Ped	I
T78	Turlock	Crowell Rd	Class IIB (Buffered Bicycle Lane)	Christoffersen Pkwy to Taylor Rd	\$878,983	2031 - 2049	Bike/Ped	I
S251	Stanislaus County	Crowell Rd Path	Class I (Multi-Use Path)	Taylor Rd to Paseo Belleza	\$791,183	2031 - 2049	Bike/Ped	I
S252	Stanislaus County	Taylor Rd	Class IIB (Buffered Bicycle Lane)	Walnut Rd to Crowell Rd	\$605,983	2031 - 2049	Bike/Ped	I
S253	Stanislaus County	Walnut Rd	Class IIB (Buffered Bicycle Lane)	Taylor Rd to Service Rd	\$2,767,783	2031 - 2049	Bike/Ped	I
S254	Stanislaus County	Service Rd	Class IIB (Buffered Bicycle Lane)	Tully Rd to Geer Rd	\$1,417,583	2031 - 2049	Bike/Ped	I
S255	Stanislaus County	TID Upper Lateral Number 2 Path	Class I (Multi-Use Path)	Tully Rd to Washington Rd	\$5,761,483	2031 - 2049	Bike/Ped	I
S256	Stanislaus County	Washington Rd	Class IIB (Buffered Bicycle Lane)	TID Upper Lateral Number 2 Path to Nunes Rd	\$1,811,983	2031 - 2049	Bike/Ped	I
S257	Stanislaus County	Nunes Rd	Class IIB (Buffered Bicycle Lane)	Washington Rd to 9th St	\$621,083	2031 - 2049	Bike/Ped	I
S258	Stanislaus County	Tully Rd	Class IIB (Buffered Bicycle Lane)	Service Rd to Fox Rd	\$1,614,783	2031 - 2049	Bike/Ped	I
H25	Hughson	Fox Rd	Class IIB (Buffered Bicycle Lane)	Tully Rd to Geer Rd	\$1,425,183	2031 - 2049	Bike/Ped	I
H26	Hughson	Tully Rd	Class III (Bicycle Route)	Fox Rd to Hatch Rd	\$603,383	2031 - 2049	Bike/Ped	I
H27	Hughson	Charles St	Class IIB (Buffered Bicycle Lane)	Hughson Ave to Sante Fe Ave	\$659,083	2031 - 2049	Bike/Ped	I
S259	Stanislaus County	Grayson Rd	Class IIB (Buffered Bicycle Lane)	Crows Landing Rd to Central Ave	\$1,708,767	2031 - 2049	Bike/Ped	I
S260	Stanislaus County	Central Ave	Class IIB (Buffered Bicycle Lane)	Keyes Rd to Hackett Rd	\$2,088,067	2031 - 2049	Bike/Ped	I
S261	Stanislaus County	Keyes Rd	Class IIB (Buffered Bicycle Lane)	Central Ave to Faith Home Rd	\$1,723,967	2031 - 2049	Bike/Ped	I
S262	Stanislaus County	Faith Home Rd	Class IIB (Buffered Bicycle Lane)	Keyes Rd to Starlite Dr	\$790,967	2031 - 2049	Bike/Ped	I
S263	Stanislaus County	Starlite Dr	Class IIB (Buffered Bicycle Lane)	Rohde Rd to Faith Home Rd	\$267,567	2031 - 2049	Bike/Ped	I
S264	Stanislaus County	Rhode Rd/7th St	Class IIB (Buffered Bicycle Lane)	Nunes Rd to Mitchell Rd	\$2,133,567	2031 - 2049	Bike/Ped	I
S265	Stanislaus County	Ladd Rd/Patterson Rd	Class IV (Cycle Track)	Saint John Rd to Callander Ave	\$3,997,963	2031 - 2049	Bike/Ped	I
R49	Riverbank	Callander Ave	Class IIB (Buffered Bicycle Lane)	Patterson Rd to Sierra St	\$778,463	2031 - 2049	Bike/Ped	I
R50	Riverbank	Sierra St	Class IIB (Buffered Bicycle Lane)	Callander Ave to Railroad Ave	\$884,663	2031 - 2049	Bike/Ped	I
R51	Riverbank	Railroad Ave	Class IIB (Buffered Bicycle Lane)	Sierra St to Patterson Rd	\$786,063	2031 - 2049	Bike/Ped	I
R52	Riverbank	Roselle Ave	Class IV (Cycle Track)	Patterson Rd to Claribel Rd	\$2,232,263	2031 - 2049	Bike/Ped	I
R53	Riverbank	Morrill Rd	Class IIB (Buffered Bicycle Lane)	Oakdale Rd to Roselle Ave	\$1,468,763	2031 - 2049	Bike/Ped	I
R54	Riverbank	Homewood Way	Class III (Bicycle Route)	Morrill Rd to Blacksand Creek Way	\$960,463	2031 - 2049	Bike/Ped	I
R55	Riverbank	MID Main Canal Path	Class I (Multi-Use Path)	Patterson Rd to Minniear Ave	\$7,137,263	2031 - 2049	Bike/Ped	I
M146	Modesto	Highway 108	Class IIB (Buffered Bicycle Lane)	0.06 miles north of Grecian Ave to Standiford Ave/Sylvan Ave	\$2,366,533	2031 - 2049	Bike/Ped	I
M147	Modesto	Claratina Ave	Class I (Multi-Use Path)	Highway 108 to Roselle Ave	\$10,399,233	2031 - 2049	Bike/Ped	I
S266	Stanislaus County	Roselle Ave	Class I (Multi-Use Path)	Claribel Rd to Sylvan Ave	\$6,171,633	2031 - 2049	Bike/Ped	I
M148	Modesto	Oakdale Rd	Class I (Multi-Use Path)	Claratina Ave to Sylvan Ave	\$4,000,733	2031 - 2049	Bike/Ped	I
M149	Modesto	Sylvan Ave	Class I (Multi-Use Path)	Oakdale Rd to Roselle Ave	\$4,714,833	2031 - 2049	Bike/Ped	I
M150	Modesto	Coffee Rd	Class IIB (Buffered Bicycle Lane)	Claratina Ave to Montana Dr	\$1,956,933	2031 - 2049	Bike/Ped	I
M151	Modesto	Oakdale Rd	Class IIB (Buffered Bicycle Lane)	La Force Dr to Floyd Ave	\$2,146,533	2031 - 2049	Bike/Ped	I
M152	Modesto	Lifescapes Dr/Grecian Ave/Dragoo Park Dr/Claremont Ave	Class III (Bicycle Route)	Claratina Ave to Rumble Rd	\$2,194,533	2031 - 2049	Bike/Ped	I
M153	Modesto	Sheffield Ln/Sunrise Ave/Bodem St	Class III (Bicycle Route)	Rumble Rd to Morris Ave	\$600,675	2031 - 2049	Bike/Ped	I
M154	Modesto	Morris Ave	Class III (Bicycle Route)	Johnson St to Coffee Rd	\$254,275	2031 - 2049	Bike/Ped	I
M155	Modesto	Johnson St	Class III (Bicycle Route)	Morris Ave to Downey Ave	\$130,475	2031 - 2049	Bike/Ped	I
M156	Modesto	Coffee Rd	Class IV (Cycle Track)	Briggsmore Ave to Scenic Dr	\$1,312,975	2031 - 2049	Bike/Ped	I
M157	Modesto	Brighton Ave	Class III (Bicycle Route)	Coffee Rd to Locke Rd	\$196,175	2031 - 2049	Bike/Ped	I

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PID	Jurisdiction	Location	Description	Project Limits	Project Cost	Opening Year	RTP Project Category	Tier
M158	Modesto	Locke Rd	Class III (Bicycle Route)	Coffee Rd to Brighton Ave	\$97,575	2031 - 2049	Bike/Ped	I
M159	Modesto	Wylie Dr	Class III (Bicycle Route)	Brighton Ave to Oakdale Rd	\$223,975	2031 - 2049	Bike/Ped	I
M160	Modesto	Oakdale Rd	Class IIB (Buffered Bicycle Lane)	0.07 miles south of Briggsmore Ave to 0.06 miles south of Surrey Ave	\$588,075	2031 - 2049	Bike/Ped	I
M161	Modesto	Briggsmore Ave	Class I (Multi-Use Path)	Highway 108 to Claus Rd	\$17,162,200	2031 - 2049	Bike/Ped	I
M162	Modesto	Briggsmore Ave	Class IV (Cycle Track)	Claus Rd to 0.30 miles west of Church St	\$6,606,200	2031 - 2049	Bike/Ped	I
S267	Stanislaus County	Parker Rd	Class IIB (Buffered Bicycle Lane)	0.30 miles west of Church St to Church St	\$1,135,733	2031 - 2049	Bike/Ped	I
S268	Stanislaus County	Church St	Class IIB (Buffered Bicycle Lane)	Parker Rd to Highway 132	\$2,607,333	2031 - 2049	Bike/Ped	I
S269	Stanislaus County	2nd St	Class IIB (Buffered Bicycle Lane)	Church St to 0.04 miles east of Church St	\$938,433	2031 - 2049	Bike/Ped	I
M163	Modesto	Claus Rd	Class IV (Cycle Track)	Garst Rd to Highway 132	\$1,943,133	2031 - 2049	Bike/Ped	I
M164	Modesto	Encina Ave/Riverside Dr/El Pasado Dr/Capistrano Dr/Penny Ln	Class I (Multi-Use Path)	Phoenix Ave to Lincoln Ave	\$4,792,933	2031 - 2049	Bike/Ped	I
S270	Stanislaus County	Highway 132	Class IV (Cycle Track)	I St to D St	\$7,533,900	2031 - 2049	Bike/Ped	I
M165	Modesto	14th St	Class IIB (Buffered Bicycle Lane)	Needham St to D St	\$3,775,033	2031 - 2049	Bike/Ped	I
M166	Modesto	12th St	Class IV (Cycle Track)	Needham St to D St	\$4,116,933	2031 - 2049	Bike/Ped	I
M167	Modesto	9th St	Class IV (Cycle Track)	Tully Rd to River Rd	\$5,294,033	2031 - 2049	Bike/Ped	I
M168	Modesto	D St	Class IV (Cycle Track)	9th St to 14th St	\$3,548,633	2031 - 2049	Bike/Ped	I
M169	Modesto	B St	Class IV (Cycle Track)	9th St to 7th St	\$3,386,333	2031 - 2049	Bike/Ped	I
M170	Modesto	7th St/Crows Landing Rd	Class II (Bicycle Lane)	B St to 0.04 miles north of Pecos Ave	\$3,810,533	2031 - 2049	Bike/Ped	I
M171	Modesto	H St	Class IIB (Buffered Bicycle Lane)	1st St to 2nd St	\$738,460	2031 - 2049	Bike/Ped	I
M172	Modesto	2nd St	Class III (Bicycle Route)	H St to I St	\$703,060	2031 - 2049	Bike/Ped	I
M173	Modesto	I St	Class I (Multi-Use Path)	Washington St to Downey Ave	\$4,162,660	2031 - 2049	Bike/Ped	I
M174	Modesto	Downey Ave/19th St/La Loma Ave/Rue de Yoe/James St	Class I (Multi-Use Path)	Johnson St to Morton Blvd	\$1,848,960	2031 - 2049	Bike/Ped	I
M175	Modesto	Morton Blvd	Class I (Multi-Use Path)	Rue de Yoe to B St	\$4,676,860	2031 - 2049	Bike/Ped	I
S271	Stanislaus County	Carpenter Rd	Class IV (Cycle Track)	Maze Blvd to Whitmore Ave	\$3,169,300	2031 - 2049	Bike/Ped	I
S272	Stanislaus County	Whitmore Ave	Class IIB (Buffered Bicycle Lane)	Carpenter Rd to Ustick Rd	\$891,100	2031 - 2049	Bike/Ped	I
S273	Stanislaus County	Whitmore Ave	Class IIB (Buffered Bicycle Lane)	Crows Landing Rd to Morgan Rd	\$883,600	2031 - 2049	Bike/Ped	I
S274	Stanislaus County	Rouse Ave	Class III (Bicycle Route)	Josilane to Neece Dr	\$1,762,822	2031 - 2049	Bike/Ped	I
S275	Stanislaus County	Sutter Ave	Class IIB (Buffered Bicycle Lane)	Rouse Ave to 0.19 miles south of Robertson Rd	\$2,073,822	2031 - 2049	Bike/Ped	I
S276	Stanislaus County	Sutter Ave	Class I (Multi-Use Path)	0.19 miles south of Robertson Rd to 0.33 miles south of Robertson Rd	\$1,950,322	2031 - 2049	Bike/Ped	I
S277	Stanislaus County	Sutter Ave/Ustick Rd Bridge	Class I (Multi-Use Path)	0.33 miles south of Robertson Rd to Crater Ave	\$2,007,422	2031 - 2049	Bike/Ped	I
S278	Stanislaus County	Ustick Rd	Class I (Multi-Use Path)	Whitmore Ave to Service Rd	\$4,406,922	2031 - 2049	Bike/Ped	I
S279	Stanislaus County	Hackett Rd	Class I (Multi-Use Path)	Ustick Rd to Crows Landing Rd	\$4,578,322	2031 - 2049	Bike/Ped	I
S280	Stanislaus County	Glenn Ave	Class III (Bicycle Route)	Ustick Rd to Crows Landing Rd	\$1,805,722	2031 - 2049	Bike/Ped	I
M176	Modesto	Hatch Rd	Class IV (Cycle Track)	Carpener Rd to 0.07 miles east of Dallas St	\$2,848,333	2031 - 2049	Bike/Ped	I
S281	Stanislaus County	Morgan Rd	Class IV (Cycle Track)	Hatch Rd to Whitmore Ave	\$2,300,333	2031 - 2049	Bike/Ped	I
S282	Stanislaus County	Service Rd	Class IV (Cycle Track)	Ustick Rd to 0.09 miles west of El Camino Ave	\$4,799,900	2031 - 2049	Bike/Ped	I
S283	Stanislaus County	Don Pedro Rd/Woodview Dr/Moffett Rd	Class III (Bicycle Route)	Blaker Rd to Service Rd	\$1,328,400	2031 - 2049	Bike/Ped	I
C63	Ceres	Blaker Rd	Class III (Bicycle Route)	Service Rd to Whitmore Ave	\$1,280,300	2031 - 2049	Bike/Ped	I
C64	Ceres	Hackett Rd	Class III (Bicycle Route)	0.04 miles west of Buenaventura Dr to Central Ave	\$1,391,600	2031 - 2049	Bike/Ped	I
C65	Ceres	Georgeann Pl	Class III (Bicycle Route)	Hackett Rd to Don Pedro Rd	\$1,113,500	2031 - 2049	Bike/Ped	I
C66	Ceres	Don Pedro Rd	Class III (Bicycle Route)	Georgeann Pl to Blaker Rd	\$1,095,800	2031 - 2049	Bike/Ped	I
C67	Ceres	Roeding Rd	Class III (Bicycle Route)	6th St to Moore Rd	\$510,425	2031 - 2049	Bike/Ped	I
C68	Ceres	Park St	Class III (Bicycle Route)	6th St to 9th St	\$348,625	2031 - 2049	Bike/Ped	I
C69	Ceres	Rose Ave/Glasgow Dr	Class III (Bicycle Route)	Roeding Rd to Moffett Rd	\$722,725	2031 - 2049	Bike/Ped	I
C70	Ceres	9th St/Moffett Rd	Class III (Bicycle Route)	El Camino Ave to River Rd	\$871,925	2031 - 2049	Bike/Ped	I
C71	Ceres	Garrison St	Class III (Bicycle Route)	Moffett Rd to Mitchell Rd	\$429,525	2031 - 2049	Bike/Ped	I
S284	Stanislaus County	River Rd	Class IIB (Buffered Bicycle Lane)	9th St to Herndon Rd	\$556,000	2031 - 2049	Bike/Ped	I
S285	Stanislaus County	Herndon Rd/Central Ave	Class III (Bicycle Route)	Hatch Rd to El Camino Ave	\$439,600	2031 - 2049	Bike/Ped	I
S286	Stanislaus County	El Camino Ave	Class IIB (Buffered Bicycle Lane)	Central Ave to 9th St	\$616,700	2031 - 2049	Bike/Ped	I
C72	Ceres	Richland Ave	Class IIB (Buffered Bicycle Lane)	Magic Ln to Herndon Rd	\$995,167	2031 - 2049	Bike/Ped	I
C73	Ceres	Nadine Ave	Class III (Bicycle Route)	Herndon Rd to Central Ave	\$271,967	2031 - 2049	Bike/Ped	I

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S287	Stanislaus County	Central Ave	Class III (Bicycle Route)	Nadine Ave to Hatch Rd	\$84,967	2031 - 2049	Bike/Ped	I
C74	Ceres	Richard Way	Class III (Bicycle Route)	Richland Ave to Central Ave	\$143,067	2031 - 2049	Bike/Ped	I
C75	Ceres	Caswell Ave	Class III (Bicycle Route)	Central Ave to Moffett Rd	\$143,067	2031 - 2049	Bike/Ped	I
RE291	StanCOG	Countywide	Vision Zero/Safety Study	Stanislaus County Limits	\$750,000	2028	Regional Study	I
RE292	StanCOG	Countywide	Carshare Feasibility Study	Stanislaus County Limits	\$150,000	2028	Regional Study	I
RE293	StanCOG	Countywide	Bikeshare Feasibility Study	Stanislaus County Limits	\$250,000	2028	Regional Study	I
RE294	StanCOG	Countywide	Parking Management Implementation Study	Stanislaus County Limits	\$50,000	2028	Regional Study	I

StanCOG 2026 RTP/SCS Tier II Project List

PID	Jurisdiction	Location	Description	Project Limits	Project Cost	Opening Year	RTP Project Category	Tier
S134	Stanislaus County	North County Corridor - Phase 4	Construct 6-lane Freeway	Tully Road to Coffee Road	\$318,080,000	2040	Roadway	II

Appendix G – RTP/SCS Goals, Performance Measures, and Results

This memorandum describes the goals and objectives for StanCOG's 2026 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

Methodology

The California Transportation Commission's (CTC) *2024 Regional Transportation Plan Guidelines for Metropolitan Planning Organizations* provide the framework for developing Regional Transportation Plans and Sustainable Communities Strategies (RTP/SCSs). Chapter 7, *Transportation Performance Management*, recommends a performance-based planning approach that incorporates goals, objectives, and performance measures to evaluate transportation system performance and inform investment decisions. These guidelines encourage MPOs to establish measurable outcomes that support regional priorities while addressing federal and state transportation planning requirements.

The performance measures used in the 2026 StanCOG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) were developed to align with the federal transportation planning goals established under the Infrastructure Investment and Jobs Act (IIJA), the performance management requirements of 23 U.S.C. §150, and the greenhouse gas reduction objectives of Senate Bill 375 (SB 375). While the federal performance goals are required, the State's recommended goals provide additional guidance that complements the federal framework. Together, these requirements support a comprehensive performance-based planning process that enables StanCOG to evaluate transportation investments, monitor system performance, and measure progress toward achieving the region's long-term transportation, environmental, and quality-of-life objectives.

Federal Goals:

- *Safety* - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- *Infrastructure Condition* - To maintain the highway infrastructure asset system in a state of good repair.
- *More Reliable Transportation* – To mitigate non-recurring congestion allowing more predictable travel times.
- *System Reliability* - To improve the efficiency of the surface transportation system
- *Freight Movement and Economic Vitality* - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- *Environmental Sustainability* - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- *Reduced Project Delivery Delays* - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

California Goals:

- Achieve SB 375 GHG goals
- Preserve transportation infrastructure
- Improve mobility and accessibility
- Reduce GHG emissions and improve air quality
- Reduce VMT per capita
- Improve public health, e.g., increase physical activity
- Conserve land and natural resources
- Encourage sustainable land use patterns

- Increase supply of affordable housing
- Improve jobs and housing balance
- Increase mode share for transit and active transportation
- Improve mobility and accessibility for low-income and disadvantaged communities
- Improve travel time
- Support economic development
- Increase safety and security of the transportation system for motorized and nonmotorized users

Based on a review of the Guidelines and other relevant State and federal initiatives, the following goals and objectives were approved by the Valley Vision Stanislaus Policy Board and are included in the 2026 RTP/SCS.

StanCOG 2026 RTP/SCS Goals

Goals and Objectives	
Goal	Objective
Mobility & Accessibility	Improve the ability of people and goods to move between desired locations; and provide a variety of modal and mobility options.
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.
Economic & 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.
Sustainable Development Pattern	Provide a mix of land uses and compact development patterns and encourage infill development to preserve agricultural land and natural resources.
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.
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.
System Preservation	Maintain transportation system in a state of good repair; and protect investment by maximizing use of existing transportation facilities.
Smart Infrastructure	Coordinate, monitor, and integrate planning and programming for intelligent transportation system (ITS), smart infrastructure, demand-responsive transportation, and automated vehicles.
Resiliency and Reliability	Harden infrastructure to resist, absorb, recover from, or successfully adapt to adversity or a change in conditions including climate change.
Congestion Management	Maintain or reduce congestion as compared to current levels.

Goals and Objectives	
Goal	Objective
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.

The goals established for the 2026 RTP/SCS are supported by a comprehensive set of performance measures that provide an objective framework for evaluating transportation and land use alternatives. These measures were used throughout the planning process to assess how effectively each scenario advances the Plan's goals related to mobility, accessibility, safety, economic vitality, environmental sustainability, public health, and quality of life. The results of this evaluation are presented in Chapter 9, *Scenario Evaluation*.

Based on the performance assessment and input from local jurisdictions, stakeholders, and the public, Scenario C (Mixed-Use with Jobs Focus) was selected as the Preferred Scenario for the 2026 RTP/SCS. To illustrate the benefits of the preferred approach, Scenario C was compared with Scenario A (Stay the Course), which represents the continuation of the land use growth patterns and transportation investment strategy established in the 2022 RTP/SCS. A detailed description of the development and characteristics of each planning scenario is provided in Chapter 8, *Scenario Development*.

RTP/SCS		
Metric	Tool/Source	Technical Notes
Mobility & Accessibility		
<i>Improve the ability of people and goods to move between desired locations; and provide a variety of modal and mobility options.</i>		
Average trip length	Travel Demand Model	Based on VMT/Trips by Trip Purpose (scripted)
Percentage of transit/bike/walk trips per day (Also Environmental Quality and Safety & Health)	Travel Demand Model	Trips by Mode (scripted)
Daily hours of congestion	Travel Demand Model	VHT Unconstrained Assignment - VHT Capacity Constrained Assignment
Peak period transit headways at major transportation hubs	Travel Demand Model Assumptions/ Operator Inputs	
Social Equity		
<i>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.</i>		
Percentage of housing/population within 1/2 mile of transit	Transit Coverage GIS Tool	
Percent of low/medium/high income population using improved roadways	Travel Demand Model	Select Link Analysis on Major Capacity Increasing Projects (scripted)
Percent of low/medium/high population served within 1/2 mile by LOS D or better transit frequency	Transit Coverage GIS Tool	
Housing-type stock	UrbanFootprint with GIS	The percent shares of different housing types
Percent of dwelling unit growth at densities of at least 20 units per acre	UrbanFootprint with GIS	

RTP/SCS		
Metric	Tool/Source	Technical Notes
Share of growth in quality transit areas (headways less than 30 minutes)	UrbanFootprint with GIS	
Median housing price	American Community Survey (US Census)	
Economic & Community Vitality		
<i>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.</i>		
Jobs-housing balance in region	GIS / Land Use Data	
Vehicle hours of travel (VHT) of heavy vehicles on major goods movement corridors	Travel Demand Model	Compute VHT on CMP Network Links (scripted)
Vehicle miles of travel (VMT) of heavy vehicles on major goods movement corridors	Travel Demand Model	Compute VMT on CMP Network Links (scripted)
Sustainable Development Pattern		
<i>Provide a mix of land uses and compact development patterns and encourage infill development to preserve agricultural land and natural resources.</i>		
Acres of land consumed per capita	UrbanFootprint	
Percentage of new development as infill	UrbanFootprint	
Overall residential density	UrbanFootprint	
Total acres of land consumed	UrbanFootprint	
Environmental Quality		
<i>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.</i>		
Greenhouse gas emissions (GHG) by 12% in 2020 ⁺ and 16% in 2035 based on 2005 numbers	Travel Demand Model/EMFAC	
Total centerline miles of Class I, II and III bike facilities (Also Safety and Health)	GIS/CIP Lists	

RTP/SCS		
Metric	Tool/Source	Technical Notes
Percentage of transit/bike/walk trips per day (Also Safety & Health)	Travel Demand Model	Trips by Mode (scripted)
Meet countywide emission budgets established for criteria pollutants	Travel Demand Model/EMFAC	
Safety & Health		
<i>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.</i>		
Percentage of transit and bike/walk trips per day (Also Environmental Quality)	Travel Demand Model/GIS	Trips by Mode (scripted)
Percent of Population/Housing within ½ mile from Parks and Open Space	GIS / Land Use Data	
Percentage of households within 500' of major transportation corridor (> 100,000 ADT)	GIS / Land Use Data	
Accident rate per 100,000 vehicle miles traveled	Travel Demand Model	Statewide Accident Rates * VMT/Safety Benefit of Roadway Projects
Percent of workers taking active commute to work	Stanislaus County Health Service Assessment 2020	
Percent of population classified as overweight	Stanislaus County Health Service Assessment 2020	
Percent of population classified as obese	Stanislaus County Health Service Assessment 2020	
Percent of population with poor general health	Stanislaus County Health Service Assessment 2020	
System Preservation		
<i>Maintain transportation system in a state of good repair; and protect investment by maximizing use of existing transportation facilities.</i>		
Lane miles in need of rehabilitation	Local Agency PMS / GIS	
Smart Infrastructure		
<i>Coordinate, monitor, and integrate planning and programming for intelligent transportation system (ITS), smart infrastructure, demand-responsive transportation, and automated vehicles.</i>		

RTP/SCS		
Metric	Tool/Source	Technical Notes
Regional investment for Smart Infrastructure	Dollars spent on Smart Infrastructure	
Resiliency and Reliability		
<i>The ability to resist, absorb, recover from, or successfully adapt to adversity or a change in conditions including Climate Change.</i>		
Investment in planning/education for resiliency	Dollars spent on planning/education for resiliency	
Congestion Management		
<i>Maintain or reduce congestion at current levels.</i>		
Congestion – level of service	Travel Demand Model	Segment LOS Results (% of lane miles at LOS E or worse) – or v/c > 0.85
Congestion (Federal Performance Rule) – speed	NPMRSD Data Processing	Congested speed 60% or less of Free Flow Speed
Level of travel time reliability	NPMRSD Data Processing	Buffer Time Index
Project Delivery		
<i>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.</i>		
FTIP project funding obligation status	FTIP Documentation	

Performance Metric Category	2026 RTP/SCS Goals & Performance Measures	2049	
		Scenario A	Scenario C
Goal 1. Mobility & Accessibility			
Average Trip Length	Average vehicle trip length (miles)	7.51	7.51
	Average vehicle commute trip length (miles)	8.86	8.83
Percentage of transit/bike/walk trips per day	Mode Share (Daily)		
	SOV (% of trips)	34.13%	34.27%
	HOV (% of trips)	51.90%	51.55%
	Transit (% of trips)	2.88%	2.98%
	Non-motorized (% of trips)	10.53%	10.64%
Peak period transit headways at major transportation hubs		10-15 minutes	
Additional Travel	New Project trip generation (vehicles)	115,691	96,950
	Residential Trips	47,849	42,406
	Retail Trips	17,196	15,777
	Work Trips	15,910	14,126

Performance Metric Category	2026 RTP/SCS Goals & Performance Measures	2049	
		Scenario A	Scenario C
	Other Trips	34,736	24,642
	New Project VMT	702,252	696,198
	Residential Trips	443,255	507,385
	Retail Trips	133,717	126,867
	Work Trips	170,348	149,035
	Other Trips	258,997	188,813
	% of new households within 1/2 mile of transit	63.2%	74.2%
	% VMT growth by scenario (2023 - 2049)	11%	10%
	Total vehicle miles traveled (VMT)	13,012,130	12,863,205
Goal 2. Social Equity			
Percent of households within 1/2 mile of transit	Total Households	191,751	191,751
	# of households within 1/2 mile of transit	126,690	127,536
	% of households within 1/2 mile of transit	66.1%	66.5%
	% of households within 1/2 mile of transit that are minorities	62.3%	62.3%
	% of households within 1/2-mile of transit that are low-income	37.2%	37.2%
	EJ Score of households within 1/2 mile of transit	49.76	49.77
% households using improved roadways		100%	100%
Housing-Type Stock	Overall Housing Mix		
	Single-Family Housing #	148,975	146,831
	% single-family housing units	78%	77%
	Total multi-family housing units #	42,776	44,920
	% multi-family housing units	22%	23%
Percent of dwelling unit growth at densities of at least 20 units per acre		68%	52%
New Housing Mix	Single-Family Housing #	12,637	10,493
	% single-family housing units	78%	65%
	Total multi-family housing units #	3,562	5,762
	% multi-family housing units	22%	35%
Goal 3. Economic & Community Vitality			
% of Households in Job-Rich Areas		51%	84%
Goal 4. Sustainable Development Pattern			
Acres of land consumed	Acres of farmland converted	1,004	542
Percentage of new development as infill		84%	90%
Overall residential density of new development		16.6	14.7
Goal 5. Environmental Quality			
GHG reduction of 12% per capita by 2020 and 16% by 2035 (to 2005)	GHG reduction per capita by 2020 (compared to 2005)	-13.2%	-13.2%
	GHG reduction per capita by 2035 (compared to 2005)	-7.7%	-18.3%

Performance Metric Category	2026 RTP/SCS Goals & Performance Measures	2049	
		Scenario A	Scenario C
CO2 Emissions per weekday for Passenger Vehicles		3,699	3,649
Goal 6. Safety and Health			
Percentage of transit/bike/walk trips per day	Percentage of transit/bike/walk trips per day		
	Transit (% of trips)	2.88%	2.98%
	Non-motorized (% of trips)	10.53%	10.64%
Goal 7. System Preservation			
Total new local roadway lane miles		107	
Goal 8. Smart Infrastructure			
Regional investment in Smart Infrastructure		\$154,239,000	
Goal 9. Resiliency and Reliability			
Regional investment in Infrastructure Resiliency		\$36,026,000	

Appendix H – SB 375 Methodology

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1.0 Introduction

Senate Bill 375 (SB 375) requires each Metropolitan Planning Organization (MPO) to prepare a Sustainable Communities Strategy (SCS) that demonstrates how the region will integrate transportation, land use, and housing planning to help achieve the greenhouse gas (GHG) emission reduction targets established by the California Air Resources Board (CARB). As part of this process, MPOs must document the technical methodology used to estimate transportation-related GHG emissions and evaluate whether the preferred land use and transportation strategy is expected to achieve the applicable regional targets.

To support development of the 2026 StanCOG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), StanCOG undertook a comprehensive technical analysis that included updates to the regional travel demand model, coordination with CARB staff regarding modeling assumptions and analytical methodologies, development and evaluation of alternative land use and transportation scenarios, and extensive public and stakeholder engagement throughout the planning process. These activities provided the technical foundation for evaluating the performance of the Preferred Scenario and estimating future transportation-related GHG emissions.

Methodological Framework

StanCOG's methodology for the 2026 RTP/SCS includes the following key components:

- **Travel Demand Model Update:** StanCOG updated its regional travel demand model (StanCOG Model) to reflect a 2023 base year and 2049 horizon year. The model incorporates updated land use data, demographic forecasts, and transportation network assumptions to ensure consistency with the region's current planning context.
- **Off Model Adjustments:** The StanCOG Model is not sensitive to the impacts of all transportation policy and program strategies. In these instances, "off-model" adjustments that use methodologies commonly used in literature, previously approved or cited by public agencies, and consistent with other MPOs were used to quantify the VMT reductions associated with these strategies. These adjustments are described in further detail within this document.
- **GHG Estimation:** Vehicle activity outputs from the model and off-model adjustments (e.g., VMT by speed bin and facility type) was post-processed using CARB's EMFAC model and tools consistent with CARB's GHG quantification methodologies. This ensures compatibility with CARB's technical review standards.
- **Scenario Development and Analysis:** StanCOG evaluated alternative land use and transportation investment scenarios to inform the SCS. Each scenario reflects different assumptions about growth patterns, mobility investments, and policy strategies to identify the most effective pathway for reducing per capita GHG emissions.
- **Coordination with CARB:** Ongoing consultation with CARB staff occurred through the RTP/SCS process to review technical assumptions and ensure methodological alignment.

- **Public and Stakeholder Engagement:** Outreach included activities with member agencies, stakeholders, and the public to validate scenario inputs, modeling assumptions, and policy trade-offs.

GHG Target Context

Every eight years, CARB establishes regional passenger vehicle GHG emission reduction targets for each MPO pursuant to SB 375 and periodically updates these targets to reflect changes in state policy, demographic forecasts, and modeling methodologies. The targets represent the required percentage reduction in per capita passenger vehicle GHG emissions relative to 2005 levels for specified milestone years. For the 2026 RTP/SCS, StanCOG's per capita reduction targets remain unchanged from the 2022 cycle. The reduction targets are shown in **Table 1**.

Table 1 – StanCOG Per Capita GHG Reduction Targets

MPO	2020 Target	2035 Target
StanCOG	-12%	-16%

Analysis Years

Table 2 summarizes the years that will be used for modeling and compliance with SB 375.

Table 2 – StanCOG's 2026 RTP/SCS Analysis Years

Analysis Year	Purpose
2005	Base Year for SB 375 GHG Emission Reduction Target Setting
2020	SB 375 GHG Emission Reduction Target
2023	Base Year for 2026 RTP/SCS
2035	SB 375 GHG Emission Reduction Target
2049	Horizon Year for 2026 RTP/SCS

2.0 Overview of Existing Conditions

Since the adoption of the 2022 RTP/SCS, the region has experienced continued job and housing growth driven by economic expansion throughout California and escalating home prices in surrounding regions. Modesto, the region's largest jurisdiction, adopted its most recent General Plan in 2019 and is working proactively to reduce barriers to housing production through an SB2-funded housing plan and its REAP 2.0 suballocation distributed by StanCOG. The regional increase in annual residential permits between 2020 and 2024 is summarized in **Table 3** below.

Table 3 – StanCOG Residential Permits (2020 - 2023)

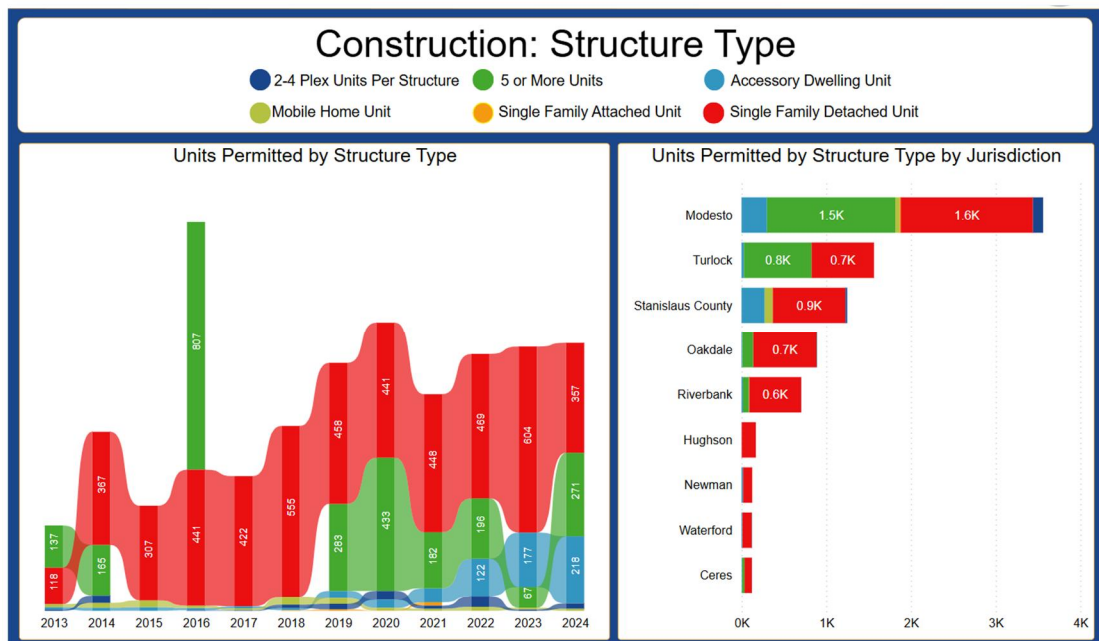
Income Level	Submitted	Entitled	Permitted	Completed
Very Low Income Units*	132	105	150	268
Low Income Units	1,032	570	267	132
Moderate Income Units	1,466	766	368	166
Above Moderate Income Units	5,593	2,168	2,549	1,908
Total Units	8,223	3,609	3,334	2,474

*Very Low Income Units include Extremely Low Income Units

Source: California Department of Housing and Community Development Housing Element Implementation and APR Dashboard

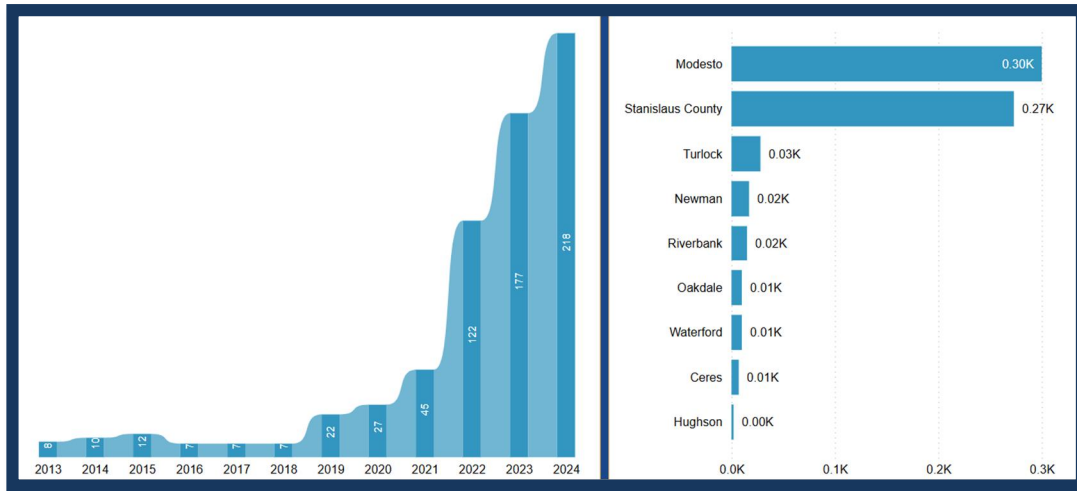
Aside from progress made at the local level to implement General Plans and invest in transportation infrastructure, new state statutes have also influenced development patterns across the region. These include policies to reduce vehicle miles traveled (VMT) (SB 743), policies aimed at encouraging auxiliary dwelling units (ADUs) (AB 68, AB 881, AB 670), and the work performed under the Regional Early Action Planning Grants of 2019 (REAP 1.0), which have likely influenced increased ADU production in the region, especially in 2022 through 2024, as shown in **Figure 1** and **Figure 2**. In addition, the San Joaquin Valley Working Group, which all eight RTPAs including StanCOG participated in, developed a template ADU program using REAP 1.0 funding, likely helped spur the increase in ADU construction. Further, Stanislaus County, in partnership with the cities of Ceres, Modesto, Oakdale, Riverbank, Turlock, and Waterford, have developed seven different ADU plans for detached new construction, each with multiple options for exterior finishes, available free to property owners to further streamline the construction of ADUs in the region.

Figure 1 – StanCOG Region Units Permitted by Structure Type (2013-2024)



Source: California Department of Housing and Community Development Housing Element Implementation and APR Dashboard

Figure 2 – StanCOG Region ADUs Permitted (2013-2024)



Source: California Department of Housing and Community Development Housing Element Implementation and APR Dashboard

As shown in **Figure 1** and **Figure 2**, as well as in **Table 4** and **Table 5** below, ADU construction in Stanislaus County has grown significantly in recent years. The City of Modesto and Unincorporated Stanislaus County have seen the largest share of ADU growth, but many of StanCOG’s member agencies have also seen an increase in the construction of ADUs, which can provide low-cost housing to the region’s residents.

Table 4 – Annual Growth in Accessory Dwelling Units (ADUs) Permitted from 2013 through 2024

Year	ADUs	Annual Percent Change
2013	8	
2014	10	25%
2015	12	20%
2016	7	-42%
2017	7	0%
2018	7	0%
2019	22	214%
2020	27	23%
2021	45	67%
2022	122	171%
2023	177	45%
2024	218	23%
Total	662	

Source: HCD’s Housing Element Implementation and APR Dashboard

Table 5 – 2013- 2024 Accessory Dwelling Units (ADUs) Permitted by Jurisdiction

Jurisdiction	ADUs
1. Modesto	300
2. Stanislaus	273
3. Turlock	28
4. Newman	17
5. Riverbank	15
6. Oakdale	10
7. Waterford	10
8. Ceres	7
9. Hughson	2
10. Patterson	--
Total	662

Source: HCD's Housing Element Implementation and APR Dashboard

Note: Data not reported for the City of Patterson

3.0 Population and Employment Growth Forecasts

The University of the Pacific (UOP) Center for Business and Policy Research prepared updated population, housing, and employment forecasts for use in the StanCOG 2026 RTP/SCS. These forecasts were developed using the REMI (Regional Economic Models, Inc.) econometric model, which integrates dynamic feedback between economic and demographic variables. The REMI model relies on historical data from multiple government sources and first produces national-level forecasts, which are then used to inform regional projections.

The demographic forecast for the 2026 RTP/SCS produced by UOP utilizes REMI PI+ v3.2.0, which was released in May 2024. It is a 27-region, 70-industry model of the U.S. and California economy in which Stanislaus County is defined as a unique region in California. The historical data is current through 2022, the latest year for which Bureau of Economic Analysis (BEA) personal income and other key economic data is available, and the model forecast period runs from 2025 to 2050. The REMI model allows users to update and benchmark the model to 2023 and 2024 data when available, as well as to customize the forecast to include known future events and user judgement about local conditions.

UOP generated county-level forecasts for Stanislaus County, the smallest geography supported by REMI. These county-level estimates were further disaggregated into local jurisdictions based on recent local growth trends, market conditions, and input from local agency staff. However, after UOP completed their forecasts and submitted the projections for Stanislaus County, the DOF released updated population projections through 2050. When comparing the UOP population projections to the updated DOF population projections, it was found that the UOP population projections were less than 3-percent of what DOF projects for Stanislaus County's population for 2050. Thus, the most recent DOF population projections were used for StanCOG's 2026 RTP/SCS.

UOP used data from the Bureau of Labor Statistics (BLS) to update employment data for each industry to their 2023 annual value. As REMI uses the Bureau of Economic Analysis (BEA) definition of employment, which includes both employees and the self-employed (i.e., 1099), whereas BLS data sources focus on payroll (i.e., W-2) jobs only, the BLS data could not be directly entered into REMI. Thus, UOP adjusted the percent change in employment between 2022 and 2023 for each industry in REMI to match the percent change in industry employment from the BLS data. This refinement better reflects the employment categories most relevant to transportation modeling used to develop roadway volumes for the 2026 RTP/SCS forecast year (2049). Because the StanCOG travel demand model generates work and non-work trips for each employee record, excluding employment categories that do not typically generate travel is essential for maintaining model accuracy.

Similar to trends seen across much of California, Stanislaus County experienced a slowdown in population growth in recent years, including a decline in total population between 2020 and 2023. While population growth is expected to resume in future years, the pace of growth is projected to be slower than what was assumed in the 2022 RTP/SCS. These updated forecasts account for recent demographic shifts and are used throughout this RTP/SCS, including in the 2049 horizon year, which was interpolated to meet long-range modeling and planning requirements. A summary of the updated demographic forecasts is presented in **Table 6**.

Table 6 – Summary of StanCOG Demographic Forecasts

StanCOG	2005	2020	2023	2025	2030	2035	2040	2045	2049 *
Total Population	503,191	552,878	551,297	556,900	564,427	574,019	585,015	595,566	602,220
Total Households	171,960	176,738	175,552	177,337	179,733	182,788	186,273	189,633	191,751
Total Employment	178,368	244,300*	269,939	267,255	269,469	275,725	281,340	287,050	291,900

Source: 2025 Stanislaus County Demographic and Employment Forecast (University of Pacific), January 24, 2025, U.S. 2020 Census and California Department of Finance (DOF)

*Interpolated to meet the analysis requirements of the RTP/SCS

For the purposes of estimating travel within the Stanislaus region, the UrbanFootprint planning software was used to transform the population and employment estimates into scenarios that were analyzed using StanCOG's travel demand model. While the location of the growth forecasted for 2049 varies between the scenarios, the control totals for population, households, and employment, summarized in **Table 6** above, remained constant countywide and by jurisdiction.

4.0 2026 RTP/SCS Scenario Development

In addition to relying on the population and employment forecasts presented in the prior section, StanCOG's scenario development process relied heavily on community engagement. As outlined in the 2026 RTP/SCS Public Participation Plan (PPP), StanCOG's comprehensive community engagement process was designed to solicit input from stakeholders and community members on priorities for the region's long-term transportation future. The overall community engagement process was continuous, coordinated, and comprehensive, with public engagement throughout the RTP/SCS planning process.

As noted in the previous section, the scenario development process for the 2026 RTP/SCS is grounded in demographic and economic growth forecasts prepared by UOP. Based on the demographic projections, four land use scenarios and transportation investments were developed to accommodate regional growth. Each scenario is organized around a defined theme to maintain internal consistency between land use assumptions and transportation investments. Land use assumptions address development patterns and growth allocation, such as the relative emphasis on neighborhood infill versus development in undeveloped areas, the density of new development, the complementary uses and infrastructure new development would be located around such as employment and transit, and the housing types used to accommodate forecasted demand, including the relative proportions of single-family and multi-family housing and the role of missing-middle housing forms and accessory dwelling units where applicable.

The preferred alternative from the previous 2022 StanCOG RTP/SCS, “Neighborhood Infill”, was evaluated as the ‘Business as Usual’ scenario, or Scenario A, representing a scenario that stays the course with existing approved development patterns and infrastructure investments. For the 2026 RTP/SCS, three additional scenarios were developed as alternatives:

- Scenario B: Mixed-Use with Increased Transit
- Scenario C: Mixed-Use with Jobs Focus
- Scenario D: Increased Housing in Neighborhoods

All four scenarios exhibit differing investments into mixed-use development, the balance of multi-family and single-family housing, transit services, and active transportation facilities. The four scenarios are described in detail in the following sections

5.0 Quantification Approaches

StanCOG’s integrated modeling and forecasting system served as a conduit between local jurisdictions and StanCOG by:

- Integrating locally vetted data and plans into StanCOG models for the analysis of regional plan performance; and
- Providing directional and order-of-magnitude impacts of local land use and policy decisions that assist in the development of regional plans and associated scenario analyses.

Table 7 below details the quantification approaches that were undertaken in support of reporting required SB 375 GHG results.

Table 7 – StanCOG 2026 RTP/SCS Strategy Quantification Approaches

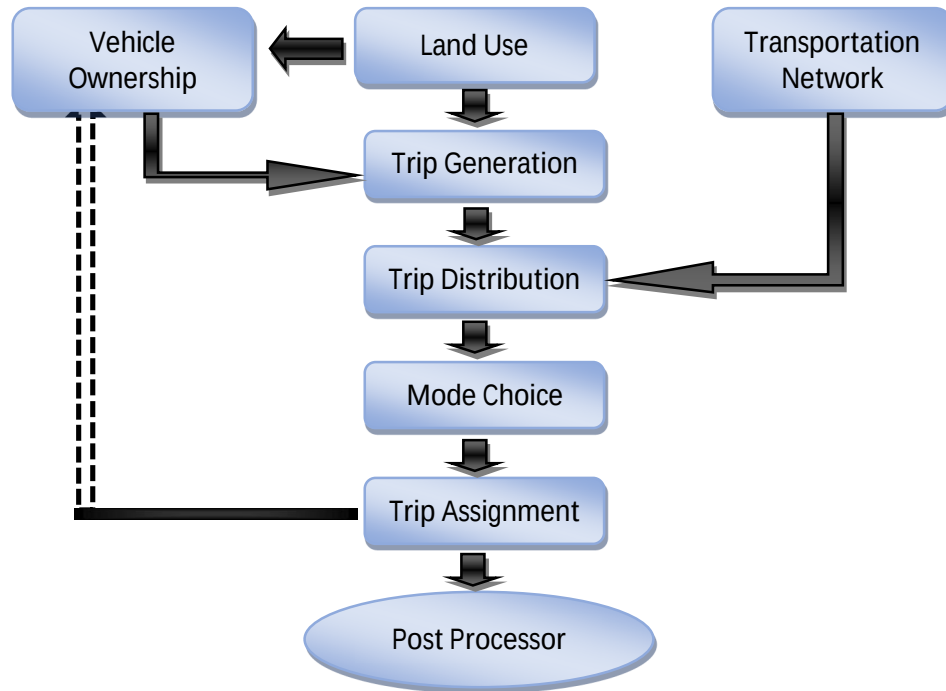
RTP/SCS Strategy	Quantification Approach
Targeted infill/increase density	Travel Demand Model
Active Transportation Projects	Off-Model

Bus Rapid Transit	Off-Model
Valley Rail - ACE Extension	Off-Model
Telecommuting	Off-Model
Rule 9410	Off-Model
StanisCruise (StanCOG's Transportation Demand Management TDM Program)	Off-Model
Parking Management	Off-Model
Transportation System Management/Intelligent Transportation Systems (TSM/ITS)	Off-Model
Carshare/Bikeshare	Off-Model
Electric Vehicle Charging/Incentives	Off-Model

6.0 Land Use/Travel Demand Modeling

StanCOG develops and applies state-of-the-art models, integrated into a comprehensive modeling and forecasting framework to develop growth projections, travel forecasts, and emissions estimates to support the Region's various planning programs. StanCOG is updating the land use and roadway network assumptions for each analysis year in its sub-area version of the MIP2 travel demand model for the 2026 RTP/SCS (StanCOG Model). The StanCOG Model is a sub-area version reduced the 3-County MIP2 travel demand model to a 1-County model covering only the Stanislaus County area for the purposes of improving model performance and validation. The StanCOG Model was originally developed as a part of the 2022 RTP/SCS and as part of the 2026 RTP/SCS, the updates to the StanCOG Model include the sociodemographic detail (as described in Section 3.0) and the roadway network to reflect planned projects to support the development of the 2026 RTP/SCS. **Figure 3** below displays the StanCOG Modeling Framework.

Figure 3 – StanCOG Modeling and Forecasting Framework



Model Sensitivity Discussion

The StanCOG Model does not require a sensitivity analysis as it is a sub area model of the prior MIP2 3-County model and retains the prior models' assumptions and modeling methodologies. Model output has been evaluated to confirm that the updated model's performance is consistent.

Proposed Induced Demand and VMT Analysis Framework for StanCOG's RTP/SCS

Incorporating induced demand analysis into the 2026 RTP/SCS is important for accurately estimating the long-term VMT and GHG impacts of roadway capacity projects. However, a context-sensitive approach is needed to ensure results are meaningful and reflect actual travel behavior and land use patterns within the Stanislaus region.

The StanCOG Model is the most appropriate tool for estimating short-term induced travel effects associated with capacity projects. These effects may include changes in routing, modest increases in trip length, or latent trips due to improved travel conditions. Because the StanCOG Model reflects local land use patterns, roadway networks, and travel costs, it captures behavioral responses within a realistic regional context including trip-making, route choice, and traffic redistribution.

Long-term induced demand, particularly development-related changes in VMT, should only be estimated when a project is expected to meaningfully reduce travel times (typically by more than 15 minutes) and open access to large amounts of undeveloped land. In many cases for the projects included in the 2026 RTP/SCS, capacity increasing projects are located in already developed or

rural settings without significant congestion or constraints on latent demand. In such cases, travel behavior is less likely to change in response to additional roadway capacity, and applying a default elasticity-based tool is likely to overstate impacts.

The NCST Induced Travel Calculator, which was used to estimate induced VMT for StanCOG's 2022 RTP/SCS, was designed using empirical data from large, congested urban areas. Its elasticity assumptions do not account for differences in regional growth patterns, network redundancy, or land development constraints typical of the San Joaquin Valley. Applying it uniformly across Stanislaus County would assign significant VMT increases even in areas where congestion may be minimal and land use changes are unlikely. This would mischaracterize the impacts of routine widening projects and undermine the credibility of the RTP/SCS. Therefore, a different approach to estimating induced VMT for projects in StanCOG's 2026 RTP/SCS will be undertaken.

Induced Demand Methodology

Given the complementary strengths and limitations of travel demand models and elasticity-based methods such as using the NCST Induced Demand Calculator, the induced demand assessment for the 2026 RTP/SCS was conducted using both an elasticity-based approach and a hybrid approach to evaluate induced VMT effects.

The hybrid approach incorporates the StanCOG Model to evaluate short-term induced travel effects associated with changes in roadway capacity, which are then deducted from the total induced demand estimate from the NCST Induced Demand Calculator, an elasticity-based approach to evaluate longer-term induced VMT effects associated with broader behavioral adjustments and system-wide travel responses over time. The resultant induced demand VMT estimate reflects only the long-term additional VMT that was then added to the total VMT for each scenario.

The results of this analysis are presented in **Table 8**. As shown in **Table 8**, the 2035 long-term induced demand resulting from planned transportation improvements is estimated to be 234,325 daily VMT.

Table 8 – 2035 SB 375 Induced Demand Analysis

Roadway Classification	2035 Total Lane Miles	2035 Lane Mile Increase	2035 Induced VMT (Long-Term Only)
Freeway (1)	295.25	4.27	71,611
Expressway & Major Arterial (2 & 3)	3,766.33	72.91	95,482
<i>Total</i>	<i>4,061.88</i>	<i>77.18</i>	<i>167,093</i>

7.0 List of Variables and Assumptions for Use in the RTP/SCS

Table 9 lists the major variables and assumptions that influence the outcome of travel demand modeling completed in support of evaluating the RTP/SCS.

The auto operating cost shown in **Table 9** is based on a weighted average of auto operating costs for gasoline powered vehicles, diesel powered vehicles, electric powered vehicles and plug-in hybrid electric vehicles. The operating cost for each type of vehicle is developed using costs for fuel, fuel efficiency of the vehicles, and non-fuel-related operating costs. The weighted average operating cost is calculated by taking the operating cost for each type of vehicle and weighted the average based on the total VMT produced within the Stanislaus region for each vehicle type.

Auto operating costs were updated for the 2026 RTP/SCS consistent with CARB's SCS Program and Evaluation Guidelines.

Table 9 – List of Exogenous Variables for use in the 2026 RTP/SCS

Category of Variable (as applicable)	Variable Specification in Model	Current Assumptions for 2035
Demographics	Population, Households & Employment	Population: 574,019 Households: 182,788 Employment: 275,725
Auto Operating Cost	Fuel and non-fuel related costs	Dollars/mile: \$0.30
Vehicle Fleet Efficiency	EMFAC 14 model	Average fuel economy: 21.7
Household Income	Census Tract distribution	Median income: \$79,661
Household Demographics	Household size, workers, age	HH Size: 3.14 Workers: 1.38
MPO Travel Demand Model Version		StanCOG MIP2 Subarea Version of Trip-based Model

8.0 Per Capita GHG Emissions from Prior RTP/SCS

StanCOG tested the 2022 RTP/SCS's Preferred Scenario (Stay the Course) using the updated exogenous variables for the 2026 RTP/SCS for a plan over plan comparison.

9.0 Off-Model Strategies

Similar to other traditional four-step travel demand models, the StanCOG Model is not sensitive to the impacts of all transportation policy and program strategies. In these instances, StanCOG relies on “off-model” adjustments using methodologies commonly used in literature, previously approved or cited by public agencies, and consistent with other MPOs. Where appropriate, methodologies reflect input or pending refinements associated with StanCOG's ongoing REAP-funded study regarding regional VMT mitigation strategy development and other associated programs/projects. Specifically, the following off-model adjustments were performed for quantification of GHG reduction benefits:

Active Transportation Projects (Tier I Bike Improvements)

StanCOG's 2026 RTP/SCS includes a number of bicycle infrastructure investments expected to support mode shift from private automobiles to active transportation modes, particularly for

utilitarian trips. These improvements were developed in coordination with StanCOG's member agencies and the Active Transportation Plan currently in development. They were analyzed using the methodology described in the National Cooperative Highway Research Program (NCHRP) 552 methodology provided in the *Guidelines for Analysis of Investment in Bicycle Facilities*. The NCHRP 552 report provides national level research that suggests commute mode share can be used to extrapolate a more general mode share for bicycles using a best fit formula. In subsequent validation, the report suggests that the results of this analysis are typically within the 95% confidence interval, and when they are not, they provide a conservative estimate. NCHRP 552 provides the methodology and assumptions to measure and forecast the demand for bicycling based on population and employment data.

Data Sources:

- StanCOG 2026 RTP/SCS Capital Improvement Program
- StanCOG Regional Travel Demand Model (base and 2035 land use)
- National Cooperative Highway Research Program (NCHRP) 552 methodology

Methodology:

1. Estimate base year and future year population and employment within 0.5 miles, 1.0 miles, and 1.5 miles of each new bicycle project.
2. Estimate the current and projected bicycle mode share within Stanislaus County using the StanCOG Model.
3. Estimate the number of new child and adult cyclists using NCHRP 552 calculations.
4. Estimate the current average bicycle trip length using the StanCOG Model or Replica big data platform.
5. Apply trip reductions based on average number of recreational bicycle trips.
6. Estimate VMT reduction using the average bicycle trip length and estimated new bicycle trips.
7. Apply CO₂ emission factors from EMFAC.
8. Estimate GHG reductions.

As a result of implementing this strategy, and as shown in **Table 10**, the region's VMT and GHG would be reduced by 1.63%, accounting for 59.62 tons of daily GHG emissions.

Bus Rapid Transit

StanCOG is evaluating three Bus Rapid Transit (BRT) projects connecting residential and employment centers within Stanislaus County. These projects are anticipated to provide improved headways and transit accessibility to allow residents to complete trips without driving a car. The analysis estimates reductions in VMT and GHG emissions due to mode shift to BRT service.

Data Sources:

- Existing and projected ridership from StanRTA and StanCOG

- StanCOG Regional Travel Demand Model
- BRT Practitioners Guide
- National Transit Database

Methodology:

1. Establish baseline transit ridership in the corridor.
2. Estimate ridership increases using elasticity assumptions.
3. Determine displaced VMT using the travel demand model.
4. Apply land use multipliers for density-based trip length adjustment.
5. Estimate vehicle occupancy.
6. Estimate average displaced trip lengths.
7. Calculate displaced VMT.
8. Estimate CO₂ emissions reductions using EMFAC.
9. Account for GHG emissions from new transit service.
10. Determine net GHG impact.

Operational assumptions and alignment will be refined as part of StanRTA's ongoing REAP-funded study. As a result of implementing this strategy, and as shown in **Table 10**, the region's VMT and GHG would be reduced by a combined 0.91%, accounting for 33.37 tons of daily GHG emissions.

ACE Extension (passenger rail service extension)

The ACE extension from Stanislaus to San Jose and Sacramento will improve interregional access. The method estimates displaced VMT and resulting GHG reductions from new rail ridership.

Data Sources:

- Longitudinal Employer-Household Dynamics (LEHD)
- StanCOG Regional Travel Demand Model
- Travel distance and ACE station access assumptions

Methodology:

1. Establish service assumptions.
2. Identify potential ACE users based on origin-destination proximity.
3. Estimate displaced auto trips.
4. Estimate displaced VMT using trip lengths.
5. Estimate GHG reductions using emission factors.

This analysis will be supported by interregional coordination and may be further refined based on REAP-funded modeling improvements. As a result of implementing this strategy, and as shown in **Table 10**, the region's VMT and GHG would be reduced by 0.37%, accounting for 13.50 tons of daily GHG emissions.

Telecommuting

StanCOG's telecommute analysis estimates VMT and GHG reductions associated with increased remote work. As StanCOG's travel demand model does not incorporate telecommute data, this off-model adjustment addresses that and incorporates additional telecommuting associated with efforts associated with the StanisCruise program, estimated to be a 3-percent increase in telecommuting in the region by 2035.

Data Sources:

- Current commute trip length data from the StanCOG Travel Demand Model representing base year conditions
- Telecommute data from Replica representing current conditions
- Telecommute data from the 2022 Central California Household Travel Survey
- StanCOG Regional Travel Demand Model

Methodology:

1. Establish baseline telecommuting rates.
2. Estimate increased participation from TDM efforts.
3. Forecast participation over time.
4. Estimate avoided HBW trips.
5. Determine average trip length.
6. Apply rebound factor.
7. Estimate GHG reductions using EMFAC.

As a result of implementing this strategy, and as shown in **Table 10**, the region's VMT and GHG would be reduced by 4.50%, accounting for 164.19 tons of daily GHG emissions.

Rule 9410 – Employer Trip Reduction

Rule 9410 requires large employers to reduce commute-related trips. StanCOG uses the TRIMMS tool to quantify VMT and GHG reductions.

Data Sources:

- California EDD (employment by firm size)
- TRIMMS model assumptions
- StanCOG Regional Travel Demand Model

Methodology:

1. Estimate Rule 9410-eligible employers.
2. Apply participation rates to calculate trip reductions.
3. Estimate reduced VMT.
4. Apply EMFAC-based emission factors to estimate GHG reduction.

As a result of implementing this strategy, and as shown in **Table 10**, the region's VMT and GHG would be reduced by 1.05%, accounting for 38.29 tons of daily GHG emissions.

StanCOG Vanpool Expansion (StanisCruise)

StanCOG's StanisCruise TDM program includes expanded vanpooling through partnership with Commute with Enterprise. The program is eligible for reinvestment via FTA's NTD. As a partnership between StanisCruise and Enterprise, implementation of this strategy is expected to increase the number of vanpools in the region by approximately 3 per year, resulting in 130 vanpools operating by 2035.

Data Sources:

- Commute with Enterprise vanpool data
- StanCOG Travel Demand Model

Methodology:

1. Estimate vanpool fleet size and average ridership per van.
2. Estimate displaced private auto trips.
3. Adjust for pickup-related VMT.
4. Calculate net VMT reduction.
5. Estimate CO₂ reductions using EMFAC.

As a result of implementing this strategy, and as shown in **Table 10**, the region's VMT and GHG would be reduced by 0.23%, accounting for 8.24 tons of daily GHG emissions.

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

TSM/ITS investments improve network flow and reduce stop-and-go traffic.

Data Sources:

- RTP/SCS project list
- StanCOG Travel Demand Model (hourly speed and VMT)
- EMFAC model
- Empirical TSM benefit research

Methodology:

1. Identify funding.
2. Determine unit costs and scale.
3. Map affected corridors.
4. Estimate speed increases.
5. Calculate changes in emission rates.
6. Estimate net CO₂ reductions.

As a result of implementing this strategy, and as shown in **Table 10**, the region's VMT and GHG would be reduced by 0.21%, accounting for 7.77 tons of daily GHG emissions.

Carshare/Bikeshare Programs

StanCOG will study the feasibility of implementing carshare and bikeshare programs for their ability to reduce private vehicle use and encourage multimodal travel. Note this proposed methodology is new to the 2026 RTP/SCS but the methodology follows CARB's 375 guidelines.

Data Sources:

- National Association of City Transportation Officials (NACTO) bikeshare metrics
- Local jurisdiction pilot data
- StanCOG travel demand model for baseline VMT

Methodology:

1. Estimate projected number of carshare/bikeshare users.
2. Estimate trip displacement from private auto.
3. Estimate VMT per trip displaced.
4. Calculate total VMT reduction.
5. Estimate GHG savings using EMFAC.

As a result of implementing this strategy, and as shown in **Table 10**, the region's VMT and GHG would be reduced by 1.05%, accounting for 38.29 tons of daily GHG emissions.

Parking Management

StanCOG will study the implementation of parking management infrastructure such as wayfinding for public parking facilities and real-time message boards showing parking availability on public parking garages. Parking management infrastructure will reduce the time a vehicle spends searching for parking to reduce VMT and GHG. Other parking management strategies will reduce single vehicle commute trips. Note this proposed methodology is new to the 2026 RTP/SCS but the methodology follows CARB's 375 guidelines.

Data Sources:

- Average speed data from Replica
- StanCOG travel demand model

Methodology:

1. Determine average speed on local roads used to search for parking.
2. Estimate displaced auto trips and VMT.
3. Estimate net GHG reduction.

As a result of implementing this strategy, and as shown in **Table 10**, the region's VMT and GHG would be reduced by 0.05%, accounting for 1.99 tons of daily GHG emissions.

Electric Vehicle Incentives

An off-model analysis was performed to quantify the benefits of implementing a strategy to incentivize residents to switch from internal combustion engine (ICE) vehicles to electric or zero emission vehicles (ZEV). StanCOG's RTP/SCS documented these analyses and the associated Greenhouse Gas (GHG) emission reductions that result as a separate document in the technical appendices of the 2022 RTP/SCS. The GHG emission reduction calculations were completed using the following steps:

- 1) Identify the total funding (Total Program Funds) allocated for the subsidy/rebate program established by StanCOG.
- 2) Identify the individual ZEV subsidy/rebate amount for the subsidy/rebate program established by StanCOG.
- 3) Estimate the number of new ZEV's (Total Program ZEV) that could be purchased through the subsidy/rebate program established by StanCOG.
- 4) Identify the average trip length of vehicle trips to be replaced by a ZEV. One option includes using the daily usage for a vehicle (miles per day per vehicle) from EMFAC.
- 5) Calculate the average total eVMT from all trip purposes (ZEV VMT) associated with new ZEVs purchased through the incentive program
- 6) Obtain the average regional GHG emission factors for new non-ZEVs replaced by new ZEVs purchased through the incentive program from the most recent version of EMFAC.
- 7) In addition to StanCOG's incentive program, if other rebate or incentive programs are utilized for the Electric Vehicle Incentive strategy (e.g., CVRP), calculate StanCOG's fraction of overall EV incentives provided.
- 8) Calculate GHG emission reductions from new non-ZEVs replaced by new ZEVs purchased through the incentive program. For this strategy a battery electric vehicle is required to be purchased, thus the ZEV EF can be assumed to be 0 g/mi.

As a result of implementing this strategy, and as shown in **Table 10**, the region's VMT and GHG would be reduced by less than 0.01%, accounting for 0.02 tons of daily GHG emissions.

Electric Vehicle Infrastructure Charging Incentive Program

An off-model analysis was performed to quantify the benefits of providing additional electric vehicle charging infrastructure estimated to be 500 chargers in the County by 2035.

StanCOG's RTP/SCS documented these analyses and Greenhouse Gas (GHG) emission reductions that result as a separate document in the technical appendices of the 2022 RTP/SCS. The GHG emission reduction calculations were completed using the following method:

- 1) Estimate CO2 emission reductions from PHEV eVMT based on estimated average VMT shift per PHEV from gasoline to electricity (cVMT to eVMT) as a result of increased workplace and public charges.
 - a. Part 1: Estimate EV population associated with the strategy

- i. Identify the number of workplace EV chargers to install in the region as part of the strategy based on funding commitment and/or policies
 - ii. Estimate the average number of PHEVs per charger installed
 - iii. Identify the number of PHEVs in the region that could use EV chargers installed as a result of the strategy
- b. Part 2: Estimate eVMT associated with the strategy
 - i. Estimate the average increase in eVMT per PHEV for the region as PHEV operating mode is shifted from gasoline to electric through increased workplace EV charging as a result of strategy implementation
 - ii. Estimate the total increased PHEV eVMT in the region resulting from strategy implementation
- c. Part 3: Estimate CO₂ emissions associated with the strategy
 - i. Obtain average emission factor for decreased PHEV gasoline consumption as PHEV operating mode is shifted from gasoline to 100% electric through increased workplace EV charging as a result of strategy implementation.
 - ii. Determine total regional GHG emission reductions due to the shift in PHEV operating mode from gasoline to electric

As a result of implementing this strategy, and as shown in **Table 10**, the region's VMT and GHG would be reduced by 0.27%, accounting for 9.93 tons of daily GHG emissions.

10.0 Analysis and Results

The following four scenario themes were developed for StanCOG's 2026 RTP/SCS based on input from the Valley Vision Stanislaus Steering Committee (VVS), general public, and other stakeholders:

- *Scenario A: Stay the Course* - The region chooses to move forward with the investments and policies in the 2022 RTP/SCS.
- *Scenario B: Mixed-Use with Increased Transit* - Concentrates new growth in horizontal mixed-use formats within high quality transit corridors and in transit-oriented communities.
- *Scenario C: Mixed-Use with Jobs Focus* - Directs a greater share of growth toward existing job centers, with limited growth in undeveloped areas, to improve the regional job-housing balance and reduce commute-related vehicle miles traveled.
- *Scenario D: Increased Housing in Neighborhoods* - Emphasizes incremental, neighborhood-scale intensification rather than a structural shift in the regional development pattern, similar to Scenario A.

During the course of the 2026 RTP/SCS development, StanCOG refined these scenarios based on input received and their ability to meet federal ambient air quality requirements and state greenhouse gas reduction targets. StanCOG also refined these scenarios in consideration of the reducing VMT to offset the increased VMT likely to result from capacity enhancing projects due to

induced travel demand. Specifically, the analyses undertaken addressed all prior requirements along with the following new SCS requirements:

Scenario Refinement and Analysis

The refinement of the scenarios included a particular focus on reducing VMT by using residential VMT per capita to concentrate development in areas of below-average VMT. Note that care was taken during the redistribution of growth to maintain consistency with the original development themes identified for each scenario.

Although Scenario D was identified as being the environmentally preferred option for the purposes of CEQA due to producing the lowest total VMT, based on input received from the outreach conducted, it was determined that Scenario C would best serve the needs of the community while at the same time supporting the Goals and Objectives of the RTP/SCS. In addition, Scenario C also allows the 2026 RTP/SCS to meet federal ambient air quality requirements and state greenhouse gas reduction targets.

Off-Model Strategies

As described, the StanCOG Model was used to evaluate the land use and transportation project scenarios for the RTP/SCS Update. The StanCOG Model provided VMT estimates and other performance metrics for each scenario. Despite significant improvements to the policy sensitivity and multi-modal utility of travel demand models, the effects of implementing some programs in support of some of the SCSs developed must still be handled by post-processing techniques/operations (Off-Model). Specifically, the model has limitations in its ability to calculate the benefits of transportation improvements/programs such as bike and pedestrian projects, implementation of bus rapid transit (BRT) routes, passenger rail service extension, electrical vehicle market incentives, Transportation Demand Management/Intelligent Transportation Systems (TSM/ ITS) projects, and Travel Demand Management programs such as vanpools, telecommuting, car sharing, and parking management.

By applying off-model strategies, the benefits of GHG reducing programs included in the Plan, which cannot be estimated by the Travel Demand Model, were accounted for in determining whether the 2026 SCS, when implemented, would meet the regional greenhouse gas emission reduction targets for both 2020 and 2035, as show in **Table 10**.

Table 10 – StanCOG 2026 RTP/SCS Strategy Quantification Approaches

RTP/SCS Strategy	Quantification Approach	2005	2020		2035 Scenario C	
		GHG (tons)	GHG (tons)	GHG Change (%)	GHG (tons)	GHG Change (%)
Population	UoP Forecast	503,191	560,580		574,019	
VMT	Travel Demand Model	9,129,097	9,159,585		8,311,602	
Intial GHG Results		GHG (tons)	GHG (tons)	GHG Change (%)	GHG (tons)	GHG Change (%)
GHG Scenario Results	EMFAC	3,531.34	3,413.00		3,586.64	
Long-Term Induced Demand	EMFAC				61.92	1.70%
Total GHG with Induced Demand		3,531.34	3,413.00		3,648.56	
Off Model Reductions						
Modesto BRT	Off-Model				-13.54	-0.37%
Additional BRT Routes (Riverbank and Ceres East)	Off-Model				-19.83	-0.54%
Agency Bicycle Projects (NCHRP 552 Methodology)	Off-Model				-35.89	-0.98%
Stanislaus ATP Bike Projects (NCHRP 552 Methodology)	Off-Model				-23.73	-0.65%
Bike Share	Off-Model				0.00	0.00%
Telecommuting	Off-Model		-27.16	-0.80%	-164.19	-4.50%
Rule 9410	Off-Model		-67.67	-1.98%	-45.21	-1.24%
Car Sharing	Off-Model				-38.29	-1.05%
Parking Management	Off-Model		0.00	0.00%	-1.99	-0.05%
Electric Vehicle Incentive	Off-Model				-0.02	0.00%
Electric Vehicle Charging	Off-Model				-9.93	-0.27%
TSM-ITS	Off-Model		0.00	0.00%	-7.77	-0.21%
ACE Extension (passenger rail service extension)	Off-Model				-13.50	-0.37%
VMT Mitigation Banking/Exchange	Off-Model				0.00	0.00%
Vanpools	Off-Model				-8.24	-0.23%
Results						
Total Off Model Reductions (CO2 Tons)			-94.83		-382.14	
Total CO2 Emissions Per Weekday			3,318.17		3,266.42	
EMFAC Adjustment				-2%		-3%
GHG/Capita Change from 2005				-13%		-16%
GHG/Capita Target				-12%		-16%

Appendix I – Public Participation Plan

2026

Draft Regional Transportation Plan/Sustainable
Communities Strategy

Public Participation Plan



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Introduction

The 2026 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) serves to prioritize and guide the region's transportation development through the year 2049. The RTP/SCS is the comprehensive blueprint for transportation investment (transit, highway, local roads, bicycle, pedestrian, and aviation projects) and establishes the financial foundation for how the region invests in its surface transportation system by identifying how much funding is available to address critical transportation needs and setting the policy on how projected revenues are to be spent. The RTP/SCS provides the earliest and the best opportunity to shape regional policy and investment priorities for the transportation network.

At a minimum, developing the RTP/SCS requires a technical analysis of the interplay between potential transportation investments and land uses considering projected population growth and economic development. However, developing a vibrant and effective RTP/SCS requires much more than technical analysis. During preparation of each RTP/SCS update and the associated EIR, StanCOG actively engages the public on the critical aspects of the plan, seeking input from a wide variety of stakeholders and soliciting their feedback at critical junctures of the planning effort. The public outreach component of the RTP/SCS update brings the Stanislaus County community into the transportation planning process. StanCOG is using an engagement approach that ensures the development of equitable plans that are fully informed by the ideas, insights, and the diversity of perspectives of those active on the ground. Only through an open, transparent planning process and extensive public involvement can the RTP/SCS reflect the shared values and priorities of the region.

With the COVID-19 pandemic upended traditional public involvement processes, a hybrid outreach process was developed for the 2022 RTP/SCS to address the social and technological changes. This process included a greater emphasis on equity in decision making, as well as an increase in online access and improved online tools for participation. A hybrid approach that includes both in-person and online outreach opportunities allows for the widest diversity of input from the public. This approach will be applied in the outreach approach for the development of the 2026 RTP/SCS, but online/remote participation options may be needed to a lesser extent than during the COVID-19 pandemic.

This 2026 RTP/SCS Public Participation Plan (PPP) outlines how the public will be engaged throughout RTP/SCS development and identifies the specific outreach public engagement activities. The RTP/SCS PPP is consistent with StanCOG's agency-wide Public Participation Plan (adopted in 2020) and fulfills the requirements of the Sustainable Communities and Climate Protection Act of 2008 (Senate Bill 375).

The PPP for the 2026 RTP/SCS update includes the following activities:

- Broad range of outreach activities to engage a diverse range of stakeholders in the planning process;
- Informational meetings with elected officials;
- Consultation with local, state, and federal agencies and planning partners, including tribal governments and appropriate resource agencies;
- Two rounds of five community workshops held at central locations in jurisdictions across the region to inform and empower public input on key policy decisions;
- A project website that will contain an input form that will enable members of the public to provide a single request to receive notices, information, and updates on the project;
- Presentations tailored to communities and relevant stakeholder groups; and

- Circulation of the draft Sustainable Communities Strategy (SCS) not less than 55 days before final plan adoption.

Relevant State and Federal Requirements

Regional agencies are required by state and federal regulations to adopt and implement a public participation plan specifically for the development of the RTP/SCS.

The key public engagement related requirements identified in the Federal Code of Regulations, SB 375, and California Government Code are identified below.

Federal Requirements

The following list identifies federal codes of regulations that are directly relevant to StanCOG's agency-wide Public Participation Plan, and which are called out in the California Transportation Commission's (CTC's) 2024 RTP/SCS Guidance¹.

1. Title 23 CFR Part 450.316 requires that the MPO shall develop and use a documented participation plan that defines a process for providing reasonable opportunities for all parties to comment and be involved in the metropolitan transportation planning process.
2. Title 23, CFR 450.316(a)(3) states that a minimum public comment period of 45 calendar days shall be provided before the initial or revised participation plan is adopted by an MPO. It also identifies that copies of the approved participation plan are to be provided to the FHWA and the FTA for informational purposes and shall be posted on the World Wide Web, to the maximum extent practicable.
3. Title 23 CFR Part 450.316(c) requires MPOs to involve the federally recognized Native American Tribal Governments in the development of the RTP and FTIP.
4. Per Title 23 CFR part 450.316(a)(1), the participation plan shall be developed by the MPO in consultation with all interested parties and shall, at a minimum, describe explicit procedures, strategies, and desired outcomes. The requirement of including interested parties in the development of the participation plan and the RTP would include federally recognized or non-federally recognized tribes.
5. Title 23 CFR 450.316(d) requires that when the metropolitan planning area includes Federal public lands, the MPO shall appropriately involve the Federal Land Management Agencies in the development of the metropolitan transportation plan and the TIP.
6. Federal regulations require private sector involvement as a component of the regional transportation planning process. Title 23 U.S.C. Part 134 (g)(4), Title 23 U.S.C. Section 135(e), and Title 23 CFR Part 450.316(a) require the transportation planning process to include input from the goods movement industry and other transportation organizations.
7. Title 23 CFR part 450.324(g) states that MPOs shall consult, as appropriate, with state and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation during the development of their RTP.
8. Title 23 CFR Part 450.324(j) provides the list of interested parties that shall be provided with a reasonable opportunity to comment on the RTP using the Public Participation Plan developed under 450.316(a).

¹ 2024 Regional Transportation Guidelines for Metropolitan Planning Organizations. California Transportation Commission. 2024.

9. The MPO shall provide the following interested parties with reasonable opportunity to comment on the proposed RTP.
 - a. Individuals
 - b. Affected public agencies
 - c. Representatives of public transportation employees
 - d. Public ports
 - e. Freight shippers
 - f. Private providers of transportation
 - g. Representatives of users of public transportation
 - h. Representatives of users of pedestrian walkways and bicycle transportation facilities
 - i. Representatives of people with disabilities
 - j. Providers of freight transportation services
 - k. Other interested parties

State Requirements - Senate Bill 375

The Sustainable Communities and Climate Protection Act of 2008, known as Senate Bill 375 (also referred to as SB 375) identifies requirements specific to public engagement outreach associated with the Sustainable Communities Strategy (SCS).

1. According to SB 375, prior to starting the public participation process, the MPO shall submit a description to the California Air Resources Board (CARB) of the technical methodology it intends to use to estimate the greenhouse gas emissions from its Sustainable Communities Strategy.
2. The MPO shall conduct at least two informational meetings in each county within the region for members of the board of supervisors and city councils on the Sustainable Communities Strategy.
3. The MPO may conduct only one informational meeting if it is attended by representatives of the county Board of Supervisors and city council members representing a majority of the cities representing a majority of the population in the incorporated areas of that county.
4. Notice of the meeting shall be sent to the clerk of the board of supervisors and to each city clerk. The purpose of the meeting shall be to present a draft of the Sustainable Communities Strategy to the members of the board of supervisors and the city council members in that county and to solicit and consider their input and recommendations.
5. Each MPO shall adopt a public participation plan, for development of the Sustainable Communities Strategy, that includes workshops throughout the region to provide the public with the information and tools necessary to provide a clear understanding of the issues and policy choices. At least one workshop shall be held in each county in the region. For counties with a population greater than 500,000, at least three workshops shall be held.
6. Preparation and circulation of a draft Sustainable Communities Strategy and an alternative planning strategy, if one is prepared, not less than 55 days before adoption of a final Regional Transportation Plan.
7. A process for enabling members of the public to provide a single request to receive notices, information, and updates.

California Government Code PPP Related Requirements

1. Consistent with California Government Code (GC) Section 65080(b)(2)(D), the MPO shall adopt a Public Participation Plan in advance of developing an SCS and/or APS to also include

consultation with congestion management agencies, transportation agencies, and transportation commissions.

2. GC Section 65080.5 states that prior to adoption of the RTP, a public hearing shall be held after publishing notice of the hearing. One copy of the RTP should be sent to the CTC and two copies should be submitted to the appropriate Caltrans district office. The Caltrans district office will send one copy of the RTP to the headquarters of the Division of Transportation Planning.
3. Pursuant to GC Section 65080(b)(2)(E) and (F), consultation is required to provide outreach to all local elected officials and their member jurisdictions affected by the SCS.

StanCOG's agency-wide PPP and the 2026 RTP/SCS PPP address the above state and federal requirements. The state and federal requirements are also reflected in the goals and objectives of the 2026 RTP/SCS and serve as the foundation for an inclusive, transparent, and collaborative planning process (see below).

Goals and Objectives for the 2026 RTP/SCS

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.

Outreach Approach

In accordance with Senate Bill (SB) 375, the RTP/SCS outreach effort is designed to encourage the active participation of a broad range of stakeholder groups in the planning process. As with the 2022 StanCOG RTP/SCS, this update has the following two high-level outreach goals:

- Engage a broad cross section of Stanislaus County residents, businesses and transportation providers in planning for our future transportation needs.
- Make the planning process accessible, interactive and engaging.

In developing the 2026 RTP/SCS, StanCOG will engage audiences that include residents that use the roads, public transportation systems, alternative mode facilities (bicycle and pedestrian facilities) in Stanislaus County, organizations advocating or representing underserved communities, business and economic development interests that operate in the region, elected and appointed officials from across the county, and local news media.

After defining the overall outreach goals for the RTP/SCS development process, the target audiences, and the key messages, StanCOG will employ a multi-pronged communications strategy to reach regional stakeholders. The communications strategy will employ a branded website (www.valleyvision2049.com), development and maintenance of a stakeholder database through the project lifecycle, and the sharing of information through stakeholder networks, social media, and traditional media channels.

For the 2026 RTP/SCS, StanCOG will use a diverse engagement approach and tools to reach and engage the widest section of the community as possible, especially underrepresented community members. This ensured feedback reflects the unique community characteristics of the region. With research showing high broadband (96% coverage) and computer (85%) access in Stanislaus County and typical access rates for underserved communities including Hispanic (95% internet; 85% smartphone) and rural residents (90% use internet), StanCOG will initiate a hybrid outreach approach with in-person and online engagement options. Dial-in options will be available for outreach events that include a virtual option (hybrid and virtual-only outreach events) to reach those with limited to no internet access.

Accessibility and Limited English Proficiency

StanCOG will employ the following outreach approach to support community members with limited English proficiency:

- Provide a certified bilingual (Spanish/English) interpreter for all public meetings;
- Spanish translation of the 2026 RTP/SCS Executive Summary, Public Meeting Presentation Boards, Flyers, and Frequently Asked Questions (FAQs), as well as other select materials;
- Advertising/noticing in Spanish and English; and
- A Spanish-language version of the project website.

Project Collateral, Content and Platforms

Project information, project goals and objectives, participation opportunities (e.g., surveys), and digital platforms (e.g., website, Facebook) will go through three cycles of development and update to:

- Introduce purpose and need, existing conditions and needs, and collect input related to scenario development and the RTP/SCS goals, objectives and indicators (metrics),
- Present information on scenario performance and collect input on scenario preferences and

- Present environmental impact report findings and the draft RTP/SCS.

Each round will introduce the current process and purpose and share how public input has influenced the RTP/SCS to date. The 1st and 2nd updates will include surveys and comment forms.

Website

StanCOG is developing a project website, www.valleyvision2049.com, and will update it regularly to post relevant information, including the features identified below. The project website will host all of the project's collaborative and interactive online features and is available in English and Spanish. Features that will be hosted on the project website include:

- Project information, overview and purpose of the RTP and SCS, including webinars and short presentations;
- Meetings notices and agendas;
- Presentations (including both presentation recordings and slide decks) and materials produced for public meetings and workshops;
- Goals and objectives of the RTP and SCS; and
- RTP/SCS documents for public review and comment.

Public Input and Contact

SB 375 requires a process for enabling members of the public to provide a single request to receive notices, information, and updates. StanCOG will provide an input form on the project website, which was launched in January 2025, for members of the public to provide direct input on the project. In addition, StanCOG will provide a way for the public to stay updated on upcoming meetings and obtain updated project information. Interested persons will be able to complete a short online form and provide their name, email address, and ZIP Code to be directly contacted regarding meetings and project information.

Promotional Approach

StanCOG will regularly distribute news releases on the RTP/SCS development process, milestones and workshops using both social media channels and traditional media channels. Information regarding the RTP/SCS and public hearing notices will be disseminated via media outlets in both English and Spanish languages.

Print Media

Press releases for public meetings, hearings or workshops will be issued to the following local daily and weekly papers for public notices and reviews: Ceres Courier, Hughson Chronicle, Modesto Bee, Oakdale Leader, Patterson Irrigator, Riverbank News, Turlock Journal, Waterford News, and the Westside Index (Newman).

Translated public notices in Spanish will be published in the above newspapers to elicit the participation of the Spanish-speaking population of the Stanislaus region.

Social Media

Over the course of the project, StanCOG will use Facebook in multiple ways. StanCOG will promote upcoming public meetings such as project workshops, opportunities for online information and participation (such as webinars and topic-specific surveys), and provide information regarding the RTP/SCS process such as the release of the Draft Environmental Impact Report (EIR). StanCOG will work with partner agencies and stakeholders to share project information and participation opportunities to their own social media channels.

Agency Consultation

Valley Vision Stanislaus Steering Committee

The Valley Vision Stanislaus (VVS) Steering Committee is a StanCOG Standing Committees formed in 2011 to collaboratively address the requirements of SB 375, which calls on StanCOG to prepare an integrated land use and transportation plan as part of all future RTP updates. The integrated plan sets a development pattern for the region, which when combined with transportation policies, reduce greenhouse gas (GHG) emissions from vehicles. Members of the VVS include a representative from each of StanCOG's local member agencies (the Planning and Development Directors or their designees), a representative from the Policy Board, the Local Agency Formation Commission (LAFCO) and other representatives (one building industry representative, one environmental justice representative, and one representative from the Citizens Advisory Committee (CAC)).

The role of the VVS Committee is to advise and make recommendations to StanCOG staff and the Policy Board on matters related to the development of the Sustainable Communities Strategy (SCS) in development of the 2026 SCS.

The VVS Steering Committee meetings are open to the public, and there is an opportunity on every agenda for the public to offer comments.

StanCOG Policy Board

StanCOG is governed by a decision-making body called the Policy Board. It is comprised of sixteen elected officials from StanCOG's member agencies. This includes five representatives from the Stanislaus County Board of Supervisors, three representatives from the Modesto City Council, and one representative from each of the other eight City Councils in Stanislaus County. There is a designated Public Transportation Provider representative from among the members that operate public transit. Additionally, a California Department of Transportation (Caltrans) representative serves as an "ex-officio" member on the Policy Board.

The Policy Board is responsible for approval of the 2026 RTP/SCS and the certification of the accompanying Environmental Impact Report (EIR).

StanCOG Advisory Committees

Another avenue for outreach to interested stakeholders and the public is through the following StanCOG standing committees.

- Bicycle/Pedestrian Advisory Committee (BPAC),
- Citizens Advisory Committee (CAC),
- Executive Committee,
- Management and Finance Committee (MFC),
- Social Services Transportation Advisory Council (SSTAC), and
- Technical Advisory Committee (TAC)

City Council/Board of Supervisors Presentations

StanCOG will request time to present either in person or virtually to each of StanCOG's member agency's City Councils and the County Board of Supervisors. StanCOG will use these opportunities to promote the 2026 RTP/SCS and collect stakeholder and public feedback. The list of local member agencies and their typical meeting times are listed below.

1. City of Ceres – 2nd and 4th Monday of each month at 6:00 PM
2. City of Oakdale – 1st and 3rd Monday of each month at 7:00 PM
3. City of Waterford – 1st and 3rd Thursday of each month at 6:30 PM
4. City of Hughson – 2nd and 4th Monday of each month at 6:00 PM
5. City of Turlock – 2nd and 4th Tuesday of each month at 6:00 PM
6. City of Riverbank – 2nd and 4th Tuesday of each month at 6:00 PM
7. City of Newman – 2nd and 4th Tuesday of each month at 7:00 PM
8. City of Modesto – 1st, 2nd and 4th Tuesday of each month at 5:30 PM
9. City of Patterson – 1st and 3rd Tuesday of each month at 7:00 PM
10. Stanislaus County – 1st, 2nd and 4th Tuesday of each month at 9:00 AM; 3rd Tuesday of each month at 6:30 PM

Federal Land Management Agencies and Tribal Organizations

Pursuant to federal and state law, Metropolitan Planning Organizations are required to consult federally recognized Native American Tribal governments and must appropriately involve federal land management agencies in the development of its RTP/SCS and FTIP. Under federal law, Tribal government concerns should be considered in developing planning documents pursuant to U.S. Code Title 23, Section 135, paragraphs e and f. Specifically, the applicable provisions concerning such process is set forth in U.S. Department of Transportation's (DOT's) joint Federal Highway Administration (FHWA) and Federal Transit Agency (FTA) planning regulations, 23 CFR Section 450.316 b-e.

Additionally, California State Assembly Bill (AB) 52 (also known as Chapter 532, Statutes of 2014) (AB 52), which became effective July 1, 2015, amended CEQA to establish a formal consultation process for California Tribes. AB 52 requires that public agencies, including Metropolitan Planning Organizations (MPOs), consult with California Native American tribes traditionally and culturally affiliated with a project area and analyze the impacts to Native American cultural resources during the California Environmental Quality Act (CEQA) process.

While there are no federally recognized Native American Tribal Governments located in Stanislaus County, StanCOG has coordinated with the California Native American Heritage Commission (NAHC) for the 2026 RTP/SCS update to identify recognized tribal governments with ancestral ties to the Stanislaus region, as listed below:

1. Amah Mutsun Tribal Band
2. Muwekma Ohlone Tribe of the SF Bay Area
3. Northern Valley Yokut / Ohlone Tribe
4. Southern Sierra Miwuk Nation
5. Tule River Indian Tribe
6. Wilton Rancheria
7. Wuksachi Indian Tribe / Eshom Valley Band

StanCOG will contact the tribal organizations in accordance with AB 52 and CEQA requirements and best practices, about whether they would like to undertake a formal consultation regarding the 2026 RTP/SCS and, in accordance with the Federal requirements, will appropriately contact the Federal Land Management Agencies.

Community Outreach

Community Workshops

In order to comply with SB 375 requirements and provide ample opportunity for participation in the regional planning process, StanCOG has designed a community outreach approach that is built around community workshops. StanCOG will schedule and oversee community workshops broken into two rounds of five in-person workshops. Workshop materials will be available on the project website on or before the day of the workshop for those unable to attend.

For these in-person workshops, StanCOG will develop a wide range of collateral materials for the 2026 RTP/SCS for distribution at public meetings and online. These materials may include a PowerPoint presentation on the RTP/SCS process, a Project Overview document, exhibits and displays. The workshops will employ interactive activities to engage the public.

Every workshop will include a certified Spanish translator. If additional workshops are conducted virtually, using Zoom or other video conferencing platforms, attendees will be able to switch audio to Spanish to hear live certified interpretation of the presentation in real-time. Recordings of virtual workshops will be uploaded to the project website once the workshops are completed.

Round 1

The first round of workshops will be held at five of StanCOG's nine member agencies. The dates and locations for the first round of workshops will be advertised on social media and in local news outlets, as well as placed on the project website and emailed to interested parties. These workshops are intended to provide an overview of the RTP/SCS update process and provide region-wide information, as well as information specific to each community. Residents living in Unincorporated Stanislaus County will be encouraged to attend the meeting in the city nearest to them. The five agencies selected for the first round of workshops include:

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

Round 2

The second round of community workshops will be held at the four remaining incorporated cities in Stanislaus County, and again in the City of Modesto, the County's largest incorporated City. As with the first round of workshops, residents living in Unincorporated Stanislaus County will be encouraged to attend the meeting in the city nearest to them.

The second round of workshops will also be advertised with their dates and locations on social media and in local news outlets, as well as placed on the project website and emailed to interested parties.

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

Community Outreach Presentations

In addition to the two rounds of workshops, community outreach presentations will be held during the course of the development of the 2026 RTP/SCS. These outreach presentations will be targeted at businesses, advocacy groups, and Community Based Organizations (CBOs) throughout Stanislaus County. To try and achieve the highest amount of participation in each of these presentations, individual businesses, advocacy groups, and CBOs will be contacted by phone and email to schedule the presentations to ensure they are available to attend. Follow-up calls will also be made to those businesses, advocacy groups, and CBOs that did not respond to the first round of contact.

Draft Sustainable Communities Strategy (SCS)

SB 375 requires the preparation and circulation of a draft SCS not less than 55 days before adoption of a final Regional Transportation Plan. StanCOG will provide a public notice stating it will release the Draft 2026 RTP/SCS for a 55-day public review and comment period in enough time to ensure it meets the SB 375 requirements. The notice will specify that:

- The 2026 RTP/SCS will be the region's long-range transportation plan through 2049 for the Stanislaus County metropolitan region;
- The 2026 RTP/SCS will be the long-term coordinated transportation/land use strategy and provides a framework for transportation investment out to the year 2049;
- StanCOG will host the SCS and EIR public hearings together.

Draft Program Environmental Impact Report (DPEIR)

All public noticing and public review periods will be adhered to as required by CEQA, including the publishing of a Notice of Preparation (NOP) and release of the Draft Programmatic Environmental Impact Report (DPEIR) for public review. The DPEIR will provide a programmatic analysis of environmental impacts related to the implementation of the 2026 RTP/SCS, as listed in the CEQA Guidelines' Appendix G, the Environmental Checklist Form. The DPEIR will disclose any significant effects on the resource categories listed in the Environmental Checklist Form including aesthetics, agriculture, air quality, biology, cultural resources, energy, geology and soils, hazards and hazardous materials, hydrology and water quality, land use, population/housing.

A Notice of Preparation (NOP) will be distributed per CEQA Guidelines for a 30-day public comment period seeking public, tribal, and agency input on environmental issues to be studied in the EIR. The NOP will be uploaded to the State Clearinghouse via CEQA Submit for distribution to identified State agencies, and to other agencies via certified mail. StanCOG will post a copy of the NOP to the 2026 RTP/SCS project website and the StanCOG website. Tribes will also be notified via the AB 52 letters described previously. A notice will be provided to the Stanislaus County Clerk's office as well.

The DPEIR will be released for a minimum 45-day review period ahead of a hearing to certify the PEIR. The release of the DPEIR will be coordinated with the public release of the SCS for public review. A Notice of Availability will be provided to the Stanislaus County Clerk's office and to a local paper of circulation noticing the 45-day public review period for the DPEIR.

A Final PEIR will be prepared that includes all the comments received, a response to all comments received on the DPEIR, and any minor changes and corrections to address public and agency comments.

Appendix J – Travel Demand Model Validation Report

TECHNICAL MEMORANDUM

Date: 6/30/2026

To: Stanislaus Council of Governments

From: Lawrence Liao, ETG

Subject: StanCOG 2026 RTP/SCS Model Validation Memo

This memorandum presents the development and validation of the Stanislaus Council of Governments (StanCOG) travel forecast model in support of 2026 StanCOG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

INTRODUCTION

The 2022 RTP/SCS StanCOG model contains 2019, and 2046 model years. Year 2023 was chosen as the base year for 2026 RTP/SCS model update after reviewing the population and employment projections in the latest DOF report “*California Department of Finance. Demographic Research Unit. Report P-2A: Total Population Projections, California Counties, 2020-2070 (Baseline 2024 Population Projections; Vintage 2026 Release). Sacramento: California. March 2026.*” and the “2025 Stanislaus County Demographic and Employment Forecast” report by University of the Pacific (UOP) Center for Business & Policy Research.

2023 MODEL DEVELOPMENT

A 2023 model year scenario was developed to represent the base year conditions for the 2026 RTP/SCS model.

1. 2023 SOCIOECONOMIC DATA

The total 2023 household and population in Stanislaus County were based on the latest DOF projections; while the total 2023 employment in Stanislaus County were based on the UOP projection as follows:

Table 1. 2023 Socioeconomic Data in Stanislaus County

	Household	Population	Employment
Stanislaus County	175,552	551,297	269,939

The distribution of 2023 household, population and employment among the local areas in Stanislaus County were calibrated based on the 2025 projects in UOP report, as shown below.

Table 2. Local Area Population Forecast in Stanislaus County

Location	2025	2030	2035	2040	2045	2050
Ceres City	49,212	49,471	50,097	50,786	51,625	52,514
Hughson City	7,465	7,511	7,621	7,743	7,891	8,049
Modesto City	218,093	219,259	222,097	225,167	228,914	232,868
Newman City	12,317	12,412	12,642	12,898	13,210	13,544
Oakdale City	23,132	23,271	23,607	23,977	24,429	24,909
Patterson City	23,811	24,016	24,594	25,062	25,669	26,263
Riverbank City	24,817	24,954	25,283	25,646	26,088	26,557
Turlock City	72,504	72,794	73,382	74,256	75,270	76,414
Waterford City	9,104	9,150	9,263	9,387	9,537	9,697
Unincorporated Central	72,536	72,766	73,319	73,925	74,658	75,430
Unincorporated Northeast	10,054	10,105	10,227	10,361	10,524	10,697
Unincorporated South	20,241	20,325	20,526	20,747	21,014	21,297
Unincorporated West	8,620	8,669	8,786	8,916	9,074	9,242
<i>(Sub-Total Unincorporated)</i>	<u>111,452</u>	<u>111,865</u>	<u>112,859</u>	<u>113,949</u>	<u>115,271</u>	<u>116,665</u>
Stanislaus County	551,907	554,704	561,445	568,871	577,903	587,479

Table 3. Local Area Household Forecast in Stanislaus County

Location	2025	2030	2035	2040	2045	2050
Ceres City	13,467	13,534	13,696	13,875	14,092	14,322
Hughson City	2,376	2,391	2,428	2,469	2,519	2,572
Modesto City	73,564	73,942	74,879	75,872	77,090	78,368
Newman City	3,612	3,638	3,702	3,773	3,859	3,951
Oakdale City	8,138	8,186	8,302	8,431	8,588	8,755
Patterson City	6,469	6,534	6,746	6,873	7,051	7,205
Riverbank City	7,265	7,307	7,407	7,518	7,653	7,797
Turlock City	23,953	24,033	24,153	24,437	24,752	25,132
Waterford City	2,617	2,630	2,662	2,697	2,740	2,786
Unincorporated Central	21,458	21,543	21,749	21,975	22,249	22,538
Unincorporated Northeast	3,631	3,650	3,694	3,743	3,802	3,865
Unincorporated South	6,536	6,564	6,634	6,711	6,805	6,903
Unincorporated West	2,653	2,667	2,702	2,741	2,789	2,839
<i>(Sub-Total Unincorporated)</i>	<u>34,278</u>	<u>34,424</u>	<u>34,779</u>	<u>35,170</u>	<u>35,644</u>	<u>36,146</u>
Stanislaus County	175,744	176,627	178,771	181,134	184,009	187,057

Table 4. Local Area Employment Forecast in Stanislaus County

Location	2024	2025	2030	2035	2040	2045	2050
Ceres City	24,716	24,626	24,779	25,347	25,844	26,350	26,880
Hughson City	1,315	1,310	1,317	1,346	1,370	1,395	1,420
Modesto City	112,867	112,638	113,860	116,719	119,270	121,952	124,788
Newman City	2,217	2,215	2,237	2,287	2,334	2,382	2,435
Oakdale City	9,383	9,340	9,381	9,585	9,765	9,943	10,125
Patterson City	10,973	10,996	11,295	11,760	12,198	12,641	13,126
Riverbank City	5,408	5,387	5,392	5,481	5,566	5,660	5,765
Turlock City	37,272	37,165	37,420	38,236	38,970	39,727	40,531
Waterford City	1,060	1,054	1,063	1,097	1,125	1,152	1,180
Unincorporated Central	43,938	43,767	43,946	44,820	45,617	46,382	47,170
Unincorporated Northeast	2,908	2,894	2,903	2,966	3,017	3,057	3,095
Unincorporated South	10,456	10,426	10,455	10,629	10,782	10,909	11,033
Unincorporated West	5,442	5,436	5,420	5,451	5,482	5,499	5,516
<i>(Sub-Total Unincorporated)</i>	<u>62,743</u>	<u>62,524</u>	<u>62,723</u>	<u>63,867</u>	<u>64,899</u>	<u>65,847</u>	<u>66,814</u>
Stanislaus County	267,954	267,255	269,469	275,725	281,340	287,050	293,063

2. 2023 HIGHWAY NETWORK

The 2023 highway network was developed as follows:

- based on the 2024 network from 2025 FTIP analysis
- removed any highway projects that were not completed by 2023
- reviewed and updated link attributes, e.g., freeflow speed, facility type, area type, ..., as needed
- reviewed and updated distance on gateway links for SB743 VMT calculation

3. 2023 TRANSIT NETWORK

The 2024 transit network from 2025 FTIP analysis was used as the 2023 transit network since there were no changes between 2023 and 2024.

4. AUTO OPERATING COST

The auto operating costs in the model were provided by CARB in 2010\$.

5. OTHER EXTERNAL TRIP TABLES

Other 2023 external trip tables, such as, internal-external/external-internal/external-external trips and external truck trips, were developed by applying annual growth rates estimated based on UOP socioeconomic projections to 2019 external trip tables.

2023 MODEL VALIDATION

The 2026 RTP/SCS model was calibrated so that the 2023 VMT is within $\pm 3\%$ of the HPMS VMT.

Table 5. 2023 StanCOG VMT in HPMS Report

2023 Miles, Lane-Miles and Daily Vehicle Miles of Travel by Metropolitan Planning Organization			
MPO	Miles	Lane Miles	DVMT (thousands)
AMBAG	4,267.02	10,967.36	17,461.47
BCAG	2,079.08	5,096.79	4,351.56
FCOG	7,388.21	18,405.14	23,239.90
KCAG	1,841.37	4,616.22	4,442.00
KCOG	7,552.10	19,395.46	25,440.80
MCAG	2,717.37	6,915.66	7,824.26
MCTC	2,704.79	6,251.78	5,317.06
MTC	21,916.85	58,616.12	148,756.58
SACOG	12,774.43	31,967.56	55,435.10
SANDAG	8,818.77	24,230.46	74,421.61
SBCAG	2,158.57	5,804.67	9,336.16
SCAG	55,970.20	152,817.47	405,248.23
SJCOG	3,553.97	9,308.03	18,327.35
SLOCOG	2,651.31	6,833.39	8,744.34
SRTA	2,505.45	6,492.52	4,952.73
STANCOG	3,061.14	8,139.94	11,921.87
TCAG	5,404.26	13,214.84	11,645.73
TRPA	522.31	1,174.73	836.66
Not in any MPO	29,688.46	68,617.77	32,970.54
STATEWIDE TOTAL	177,575.67	458,865.93	870,673.95

The calibrated 2023 daily VMT was around 11.6 million, which is within $\pm 3\%$ of the HPMS VMT.

Trip Assignment – 2023 VMT vs Model (STANCOG)			
Evaluation Criterion	HPMS	Model	% Deviation
+/-3%	11,921,870	11,568,174	-2.97%

Notes: Daily Vehicle Miles Traveled. Highway Performance Management System – 2023 California Public Road Data, Table 9

The AM/PM peak period assigned volumes were compared to demand data from REPLICA for validation. The validation result meets all criteria.

Validation Metric	Thresholds	AM Period	PM Period
(Model-Count)/Count Ratio	< 10%	1.3%	-2.4%
% of Total Links within Caltrans Max Deviations	> 75%	85%	86%
% RMSE	< 40%	33%	32%
Correlation Coefficient	> 0.88	0.96	0.95

Appendix K – Project Prioritization

StanCOG RTP - Transit Project Prioritization (Multi-Criteria Scoring)

Criteria scored 0-3 on a common scale so modeled and unmodeled projects reach the VMT criterion through different evidence.

PID	Jurisdiction	Description	Total Cost (\$)	25% A. VMT / GHG Reduction	20% B. Social Equity / DAC Benefit	15% C. Mobility & Accessibility	10% D. Congestion Mgmt & Reliability	10% E. Smart Infrastructure &	15% F. System Preservation (SGR)	5% G. Project Readiness / Delivery	100% Weighted Score	Rank	Priority Group
M86	StanRTA	Implement Bus Rapid Transit and Operate Service (Various Locations)	\$43,500,000	3	3	3	3	2	1	2	2.55	1	Group 1 - High
M95	StanRTA	Transit facilities amenities: Bus Stop Shelters/Facilities & Solar lighting	\$8,500,000	3	3	3	1	2	2	2	2.50	2	Group 1 - High
M88	StanRTA	Operation of Fixed Routes	\$565,000,000	3	3	3	2	0	2	2	2.40	3	Group 1 - High
T54	Turlock	Operating and Transit Costs	\$100,000,000	3	3	3	2	0	2	2	2.40	4	Group 1 - High
T55	Turlock	Improvements to reduce transit headways	\$2,000,000	3	2	3	2	1	1	2	2.15	5	Group 1 - High
M87	StanRTA	Rideshare Program	\$4,010,000	3	2	2	2	1	0	2	1.85	6	Group 1 - High
M96	StanRTA	Install ITS with Traffic Signal Priority (TSP) in StanRTA service area	\$14,000,000	2	1	2	3	3	1	2	1.85	7	Group 1 - High
M82	StanRTA	Purchase Buses (Expansion)	\$12,000,000	2	2	2	1	1	2	2	1.80	8	Group 1 - High
M98	StanRTA	Ceres Mobility Hub Design/Planning/Construction	\$6,000,000	2	2	3	1	1	1	2	1.80	9	Group 2 - Medium
M99	StanRTA	Vintage Faire Mall Transit Hub Design/Planning/Construction	\$6,000,000	2	2	3	1	1	1	2	1.80	10	Group 2 - Medium
T50	Turlock	Capital Purchases (Buses, Bus Stop & Station Improvements, Support Equip.)	\$17,684,600	1	2	2	1	1	3	2	1.70	11	Group 2 - Medium
M91	StanRTA	Short/Long Term Transit and BRT Planning	\$1,200,000	2	2	2	1	1	1	2	1.65	12	Group 2 - Medium
M89	StanRTA	Operation of Paratransit	\$61,600,000	1	3	2	0	0	2	2	1.55	13	Group 2 - Medium
T58	Turlock	Construct facility improvements at Roger K. Fall Transit Center	\$7,000,000	1	2	2	1	1	2	2	1.55	14	Group 2 - Medium
T51	Turlock	Acquisition of zero emission transit buses and related fueling infrastructure	\$16,500,000	1	1	1	1	3	2	2	1.40	16	Group 2 - Medium

PID	Jurisdiction	Description	Total Cost (\$)	A. VMT / GHG Reduction	B. Social Equity / DAC Benefit	C. Mobility & Accessibility	D. Congestion Mgmt & Reliability	E. Smart Infrastructure &	F. System Preservation (SGR)	G. Project Readiness / Delivery	Weighted Score	Rank	Priority Group
T57	Turlock	Safe Route to Transit (SRTT) non-motorized improvements	\$8,000,000	2	2	2	1	0	1	2	1.55	17	Group 3 - Supporting
T53	Turlock	Upgrades to fareboxes, AVL, GIS, computer systems & other tech	\$1,500,000	1	1	1	1	3	2	2	1.40	17	Group 3 - Supporting
M90	StanRTA	Upgrade Fareboxes	\$26,000,000	1	1	1	1	2	2	2	1.30	18	Group 3 - Supporting
M92	StanRTA	Purchase Buses (Replacement)	\$78,000,000	0	1	1	1	1	3	2	1.10	19	Group 3 - Supporting
M81	StanRTA	Preventative Maintenance	\$211,691,000	0	1	1	1	0	3	2	1.00	20	Group 3 - Supporting
M83	StanRTA	Support Equipment/Tools	\$11,000,000	0	1	1	0	1	3	2	1.00	21	Group 3 - Supporting
M97	StanRTA	Operations and Maintenance Facility Design/Planning/Construction	\$91,000,000	0	1	1	0	1	3	2	1.00	22	Group 3 - Supporting
T49	Turlock	Transit Operations Facility (parking, fueling, cleaning, support bldg)	\$20,000,000	0	1	1	0	1	3	2	1.00	23	Group 3 - Supporting
M84	StanRTA	Training/Education	\$1,850,000	0	1	1	0	0	2	2	0.75	24	Group 3 - Supporting

StanCOG RTP - Active Transportation Project Prioritization (Multi-Criteria Scoring)

Criteria were scored using a raster-based method, each cell grid assigned up to 80 points across eight equally weighted factors.

Group Project Number	PID	Jurisdiction	Location	Limit 1	Limit 2	Proposed ATP Facility	Length (Miles)	Daily Users	Total Cost	Score
39	M153	Modesto	Sheffield Ln/Sunrise Ave/Bodem St	Rumble Rd	Morris Ave	Class III (Bicycle Route)	2.24	2,412	\$3,404,200	408.5
	M154	Modesto	Morris Ave	Johnson St	Coffee Rd	Class III (Bicycle Route)	0.87			
	M155	Modesto	Johnson St	Morris Ave	Downey Ave	Class III (Bicycle Route)	0.38			
	M156	Modesto	Coffee Rd	Briggsmore Ave	Scenic Dr	Class IV (Cycle Track)	1.26			
	M157	Modesto	Brighton Ave	Coffee Rd	Locke Rd	Class III (Bicycle Route)	0.64			
	M158	Modesto	Locke Rd	Coffee Rd	Brighton Ave	Class III (Bicycle Route)	0.25			
	M159	Modesto	Wylie Dr	Brighton Ave	Oakdale Rd	Class III (Bicycle Route)	0.75			
52	M160	Modesto	Oakdale Rd	0.07 miles south of Briggsmore Ave	0.06 miles south of Surrey Ave	Class IIB (Buffered Bicycle Lane)	0.73	1,290	\$2,689,900	264.0
	C72	Ceres	Richland Ave	Magic Ln	Herndon Rd	Class IIB (Buffered Bicycle Lane)	1.29			
	C73	Ceres	Nadine Ave	Herndon Rd	Central Ave	Class III (Bicycle Route)	1.01			
	S287	Ceres/Stanislaus County	Central Ave	Nadine Ave	Hatch Rd	Class III (Bicycle Route)	0.27			
	C58	Ceres	Central Ave	Hatch Rd	Whitmore Ave	Class IV (Cycle Track)	1.02			
	C74	Ceres	Richard Way	Richland Ave	Central Ave	Class III (Bicycle Route)	0.50			
	C75	Ceres	Caswell Ave	Central Ave	Moffett Rd	Class III (Bicycle Route)	0.50			
50	C52	Ceres/Stanislaus County	Moore Rd	Rohde Rd	Roeding Rd	Class I (Multi-Use Path)	0.91	1,778	\$6,824,300	214.2
	C67	Ceres	Roeding Rd	6th St	Moore Rd	Class III (Bicycle Route)	0.82			
	C54	Ceres	5th St/Magnolia St/6th St	Whitmore Ave	Roeding Rd	Class III (Bicycle Route)	0.57			
	C56; C55	Ceres	Pine St/Park St	Central Ave	6th St	Class IIB (Buffered Bicycle Lane)	0.38			
	C68	Ceres	Park St	6th St	9th St	Class III (Bicycle Route)	0.18			
	C69	Ceres	Rose Ave/Glasgow Dr	Roeding Rd	Moffett Rd	Class III (Bicycle Route)	1.66			
	C70	Ceres	9th St/Moffett Rd	El Camino Ave	River Rd	Class III (Bicycle Route)	2.25			
	C71	Ceres	Garrison St	Moffett Rd	Mitchell Rd	Class III (Bicycle Route)	0.50			
51	S284	Stanislaus County	River Rd	9th St	Herndon Rd	Class IIB (Buffered Bicycle Lane)	0.70	907	\$1,890,100	167.2
	S181; C62	Stanislaus County	Herndon Rd	River Rd	Hatch Rd	Class III (Bicycle Route)	1.00			
	S285	Stanislaus County	Herndon Rd/Central Ave	Hatch Rd	El Camino Ave	Class III (Bicycle Route)	1.64			
	S286	Stanislaus County	El Camino Ave	Central Ave	9th St	Class IIB (Buffered Bicycle Lane)	0.78			
27	S246	Turlock/Stanislaus County	Geer Rd	Golden State Blvd	Santa Fe Ave	Class IIB (Buffered Bicycle Lane)	5.33	1,286	\$7,031,700	148.8
	T75	Turlock	Chestnut St/Canal Dr	Grant St	Golden State Blvd	Class IIB (Buffered Bicycle Lane)	0.31			
	T76	Turlock	Main St	Soderquist Rd	West Ave	Class IIB (Buffered Bicycle Lane)	0.25			
	T77	Turlock	Main St	West Ave	Locust St	Class III (Bicycle Route)	0.45			
44	M165	Modesto	14th St	Needham St	D St	Class IIB (Buffered Bicycle Lane)	0.78	1,247	\$23,931,500	136.8
	M166	Modesto	12th St	Needham St	D St	Class IV (Cycle Track)	0.92			
	M167	Modesto	9th St	Tully Rd	River Rd	Class IV (Cycle Track)	2.08			
	M168	Modesto	D St	9th St	14th St	Class IV (Cycle Track)	0.36			
	M169	Modesto	B St	9th St	7th St	Class IV (Cycle Track)	0.20			
	M170	Modesto	7th St/Crows Landing Rd	B St	0.04 miles north of Pecos Ave	Class II (Bicycle Lane)	0.84			

Group Project Number	PID	Jurisdiction	Location	Limit 1	Limit 2	Proposed ATP Facility	Length (Miles)	Daily Users	Total Cost	Score
24	S243	Turlock/Stanislaus County	Lander Ave	Mathisen Ln	Main St	Class IIB (Buffered Bicycle Lane)	2.66	1,844	\$9,142,100	129.2
	T67	Turlock	Main St	Locust St	Arbor Way	Class III (Bicycle Route)	1.39			
	T68	Turlock	Berkeley Ave	Hawkeye Ave	Arbor Way	Class IIB (Buffered Bicycle Lane)	0.14			
	T69	Turlock	Hawkeye Ave	Quincy Rd	Golden State Blvd	Class IV (Cycle Track)	2.15			
	T70	Turlock	Quincy Rd	Monte Vista Ave	East Ave	Class III (Bicycle Route)	2.01			
	T71	Turlock	Grant St	Chestnut St	Main St	Class III (Bicycle Route)	0.43			
	T46; T45	Turlock	Main St	Washington Rd	Soderquist Rd	Class IV (Cycle Track)	2.26			
13	M129	Modesto	Carver Rd	Bangs Ave	9th St	Class III (Bicycle Route)	3.26	3,554	\$14,890,200	125.0
	M130	Modesto	Pelandale Ave	Salida Blvd	Union Pacific Railroad	Class IV (Cycle Track)	3.80			
	M28	Modesto	Virginia Corridor	Woodrow Ave	Pelandale Ave	Class I (Multi-Use Path)	1.04			
	M131	Modesto	Dale Rd	Pelandale Ave	Standiford Ave	Class IV (Cycle Track)	1.05			
	M132	Modesto	Standiford Ave	Dale Rd	0.12 miles east of Dale Rd	Class II (Bicycle Lane)	0.12			
	M133	Modesto	Standiford Ave	0.12 miles east of Dale Rd	0.02 miles west of Hahn Dr	Class IIB (Buffered Bicycle Lane)	0.12			
48	M134	Modesto	Sisk Rd	Standiford Ave	0.03 miles north of Rumble Rd	Class I (Multi-Use Path)	0.17	2,190	\$10,336,400	102.8
	M176	Modesto	Hatch Rd	Carpener Rd	0.07 miles east of Dallas St	Class IV (Cycle Track)	1.72			
	S174	Stanislaus County	Hatch Rd	0.07 miles east of Dallas St	Herndon Rd	Class I (Multi-Use Path)	1.43			
41	S281	Stanislaus County	Morgan Rd	Hatch Rd	Whitmore Ave	Class IV (Cycle Track)	1.18	2,423	\$17,981,600	102.5
	S267	Stanislaus County	Parker Rd	0.30 miles west of Church St	Church St	Class IIB (Buffered Bicycle Lane)	0.30			
	S268	Stanislaus County	Church St	Parker Rd	Highway 132	Class IIB (Buffered Bicycle Lane)	2.24			
	S269	Stanislaus County	2nd St	Church St	0.04 miles east of Church St	Class IIB (Buffered Bicycle Lane)	0.04			
	M163	Modesto	Claus Rd	Garst Rd	Highway 132	Class IV (Cycle Track)	1.02			
		Modesto	Lakewood Ave/Lincoln Ave	Briggsmore Ave	Highway 132	Class I (Multi-Use Path)	1.98			
	M164	Modesto	Encina Ave/Riverside Dr/El Pasado Dr/Capistrano Dr/Penny Ln	Phoenix Ave	Lincoln Ave	Class I (Multi-Use Path)	1.36			



Group Project Number	PID	Jurisdiction	Location	Limit 1	Limit 2	Proposed ATP Facility	Length (Miles)	Daily Users	Total Cost	Score
49	S282	Ceres/Stanislaus County	Service Rd	Ustick Rd	0.09 miles west of El Camino Ave	Class IV (Cycle Track)	3.72	995	\$12,383,400	101.2
	C16	Ceres	Service Rd	0.09 miles west of El Camino Ave	Moore Rd	Class IIB (Buffered Bicycle Lane)	0.46			
	S283	Ceres/Stanislaus County	Don Pedro Rd/Woodview Dr/Moffett Rd	Blaker Rd	Service Rd	Class III (Bicycle Route)	1.20			
	C63	Ceres	Blaker Rd	Service Rd	Whitmore Ave	Class III (Bicycle Route)	1.01			
	C64	Ceres	Hackett Rd	0.04 miles west of Buena Ventura Dr	Central Ave	Class III (Bicycle Route)	1.45			
	C65	Ceres	Georgeann Pl	Hackett Rd	Don Pedro Rd	Class III (Bicycle Route)	0.35			
	C66	Ceres	Don Pedro Rd	Georgeann Pl	Blaker Rd	Class III (Bicycle Route)	0.28			
45	M171	Modesto	H St	1st St	2nd St	Class IIB (Buffered Bicycle Lane)	0.08	1,661	\$12,130,000	100.7
	M172	Modesto	2nd St	H St	I St	Class III (Bicycle Route)	0.10			
	M173	Modesto	I St	Washington St	Downey Ave	Class I (Multi-Use Path)	1.22			
	M174	Modesto	Downey Ave/19th St/La Loma Ave/Rue de Yoe/James St	Johnson St	Morton Blvd	Class I (Multi-Use Path)	0.41			
	M175	Modesto	Morton Blvd	Rue de Yoe	B St	Class I (Multi-Use Path)	1.40			
43	S173	Modesto/Ceres/Stanislaus County	El Vista Ave/Mitchell Rd	Scenic Dr	Rohde Rd	Class IV (Cycle Track)	5.67	1,522	\$16,628,600	87.3
47	S274	Stanislaus County	Rouse Ave	Josilane	Neece Dr	Class III (Bicycle Route)	0.84	1,704	\$24,383,800	86.6
	S275	Stanislaus County	Sutter Ave	Rouse Ave	0.19 miles south of Robertson Rd	Class IIB (Buffered Bicycle Lane)	0.69			
	S276	Stanislaus County	Sutter Ave	0.19 miles south of Robertson Rd	0.33 miles south of Robertson Rd	Class I (Multi-Use Path)	0.14			
	S277	Stanislaus County	Sutter Ave/Ustick Rd Bridge	0.33 miles south of Robertson Rd	Crater Ave	Class I (Multi-Use Path)	0.16			
	S176	Stanislaus County	Ustick Rd	Crater Ave	Whitmore Ave	Class III (Bicycle Route)	0.84			
	S278	Stanislaus County	Ustick Rd	Whitmore Ave	Service Rd	Class I (Multi-Use Path)	1.00			
	S279	Stanislaus County	Hackett Rd	Ustick Rd	Crows Landing Rd	Class I (Multi-Use Path)	1.06			
	S280	Stanislaus County	Glenn Ave	Ustick Rd	Crows Landing Rd	Class III (Bicycle Route)	1.01			
42	S175; C50	Stanislaus County	TID Lateral Number 1 Path	Ustick Rd	Hatch Rd	Class I (Multi-Use Path)	0.87	1,144	\$7,533,900	74.3
	S270	Modesto/Stanislaus County	Highway 132	I St	D St	Class IV (Cycle Track)	5.01			

StanCOG Regional Transportation Plan and Sustainable Communities Strategy



Group Project Number	PID	Jurisdiction	Location	Limit 1	Limit 2	Proposed ATP Facility	Length (Miles)	Daily Users	Total Cost	Score
25	T72	Turlock	Canal Dr	Golden State Blvd	Geer Rd	Class IIB (Buffered Bicycle Lane)	0.10	2,079	\$11,186,300	63.9
	T14; T15; S172	Turlock/Stanislaus County	Golden State Blvd	Canal Dr	Nunes Rd	Class IV (Cycle Track)	4.72			
	S244	Stanislaus County	Nunes Rd	9th St	7th St	Class IV (Cycle Track)	0.19			
	T73	Turlock	Dels Ln	Hawkeye Ave	Monte Vista Ave	Class IV (Cycle Track)	0.98			
	T37	Turlock	Monte Vista Ave	Golden State Blvd	Main St	Class IV (Cycle Track)	4.01			
	T74	Turlock	Crowell Rd	Monte Vista Ave	Ansel Adams Blvd	Class III (Bicycle Route)	0.36			
	S245	Stanislaus County	Monte Vista Ave	Main St	Sante Fe Ave	Class IIB (Buffered Bicycle Lane)	0.69			
46	S271	Stanislaus County	Carpenter Rd	Maze Blvd	Whitmore Ave	Class IV (Cycle Track)	3.00	2,003	\$7,925,500	59.3
	S272	Stanislaus County	Whitmore Ave	Carpenter Rd	Ustick Rd	Class IIB (Buffered Bicycle Lane)	1.01			
	C60	Stanislaus County	Whitmore Ave	Ustick Rd	Crows Landing Rd	Class I (Multi-Use Path)	1.00			
	S273	Stanislaus County	Whitmore Ave	Crows Landing Rd	Morgan Rd	Class IIB (Buffered Bicycle Lane)	1.00			
	M135	Modesto	Carpenter Rd	Sisk Rd	9th St	Class IIB (Buffered Bicycle Lane)	0.24			
14	M136	Modesto	Carpenter Rd	Collegiate Ln/Fire Science Ln	Kansas Ave	Class IIB (Buffered Bicycle Lane)	1.06	1,727	\$11,193,200	54.5
	M137	Modesto	Rosemore Ave	Blue Gum Ave	Woodland Ave	Class III (Bicycle Route)	0.50			
	M138	Modesto	Shaddox Ave	Rosemore Ave	Carpenter Rd	Class III (Bicycle Route)	0.23			
	M139	Modesto	Woodland Ave	Rosemore Ave	Carpenter Rd	Class III (Bicycle Route)	0.51			
	M140	Modesto	Granite Ln	Carpenter Rd	Emerald Ave	Class IIB (Buffered Bicycle Lane)	0.21			
	M141	Modesto	Woodland Ave	Emerald Ave	9th St	Class IIB (Buffered Bicycle Lane)	0.50			
	M142	Modesto	Emerald Ave	Granite Ln	Maze Blvd	Class IIB (Buffered Bicycle Lane)	1.41			
	M31	Modesto	MID Lateral Number 4 Path	Carpenter Rd	Martin Luther King Dr	Class I (Multi-Use Path)	1.08			
	M143	Modesto	Martin Luther King Dr/Sutter Ave	Laurel Ave	Rouse Ave	Class III (Bicycle Route)	1.45			
	S220	Modesto/Stanislaus County	Wade Ave	Paradise Rd	Rouse Ave	Class III (Bicycle Route)	0.08			
	S221	Modesto/Stanislaus County	Rouse Ave	Wade Ave	Neece Dr	Class III (Bicycle Route)	1.12			
	M144	Modesto	New Path to Tuolumne River	Neece Dr	Tuolumne River	Class I (Multi-Use Path)	0.11			
18	S153	Stanislaus County	Highway 108/Atchison St	0.08 miles east of Brady Rd	8th St	Class IV (Cycle Track)	2.88	649	\$8,963,500	54.3
	R43	Riverbank	8th St	Highway 108/Atchison St	Patterson Rd	Class III (Bicycle Route)	0.35			
	R44	Riverbank	8th St	Patterson Rd	Townsend Ave	Class IIB (Buffered Bicycle Lane)	0.69			
	R45	Riverbank	Townsend Ave	Terminal Ave	Claus Rd	Class IIB (Buffered Bicycle Lane)	0.50			
	R46	Riverbank	California Ave	Terminal Ave	Claus Rd	Class IIB (Buffered Bicycle Lane)	0.50			
	R47	Riverbank	Terminal Ave	Patterson Rd	Townsend Ave	Class IIB (Buffered Bicycle Lane)	0.69			
	R48	Riverbank	Patterson Rd	Roselle Ave	Snedigar Rd	Class IV (Cycle Track)	1.50			
40	M161	Modesto	Briggsmore Ave	Highway 108	Claus Rd	Class I (Multi-Use Path)	4.04	3,074	\$23,768,400	54.0
	M162	Modesto	Briggsmore Ave	Claus Rd	0.30 miles west of Church St	Class IV (Cycle Track)	0.97			



Group Project Number	PID	Jurisdiction	Location	Limit 1	Limit 2	Proposed ATP Facility	Length (Miles)	Daily Users	Total Cost	Score
2	P28	Patterson	Sperry Ave	Rogers Rd	Ward Ave	Class I (Multi-Use Path)	1.90	765	\$10,205,000	34.0
	P29	Patterson	Kestrel Dr	American Eagle Ave	Las Palmas Ave	Class III (Bicycle Route)	0.42			
	P23	Patterson/Stanslaus County	Las Palmas Ave	Sperry Ave	Sycamore Ave	Class IIB (Buffered Bicycle Lane)	2.50			
38		Stanislaus County	Highway 108	Ladd Rd/Patterson Rd	0.06 miles north of Grecian Ave	Class IV (Cycle Track)	2.34	3,014	\$38,183,800	30.9
	M146	Modesto	Highway 108	0.06 miles north of Grecian Ave	Standiford Ave/Sylvan Ave	Class IIB (Buffered Bicycle Lane)	0.67			
	M147	Modesto	Claratina Ave	Highway 108	Roselle Ave	Class I (Multi-Use Path)	2.99			
	S266	Modesto/Stanslaus County	Roselle Ave	Claribel Rd	Sylvan Ave	Class I (Multi-Use Path)	1.51			
	M148	Modesto	Oakdale Rd	Claratina Ave	Sylvan Ave	Class I (Multi-Use Path)	0.75			
	M149	Modesto	Sylvan Ave	Oakdale Rd	Roselle Ave	Class I (Multi-Use Path)	1.00			
	M150	Modesto	Coffee Rd	Claratina Ave	Montana Dr	Class IIB (Buffered Bicycle Lane)	0.13			
	M151	Modesto	Oakdale Rd	La Force Dr	Floyd Ave	Class IIB (Buffered Bicycle Lane)	0.38			
37	M152	Modesto	Lifescapes Dr/Grecian Ave/Dragoo Park Dr/Claremont Ave	Claratina Ave	Rumble Rd	Class III (Bicycle Route)	1.33	1,127	\$18,245,900	29.6
	S265	Riverbank/Stanslaus County	Ladd Rd/Patterson Rd	Saint John Rd	Callander Ave	Class IV (Cycle Track)	3.24			
	R49	Riverbank	Callander Ave	Patterson Rd	Sierra St	Class IIB (Buffered Bicycle Lane)	0.09			
	R50	Riverbank	Sierra St	Callander Ave	Railroad Ave	Class IIB (Buffered Bicycle Lane)	0.23			
	R51	Riverbank	Railroad Ave	Sierra St	Patterson Rd	Class IIB (Buffered Bicycle Lane)	0.10			
	R52	Riverbank	Roselle Ave	Patterson Rd	Claribel Rd	Class IV (Cycle Track)	1.50			
	R53	Riverbank	Morrill Rd	Oakdale Rd	Roselle Ave	Class IIB (Buffered Bicycle Lane)	1.00			
	R54	Riverbank	Homewood Way	Morrill Rd	Blacksand Creek Way	Class III (Bicycle Route)	0.99			
16	R55	Riverbank	MID Main Canal Path	Patterson Rd	Minnear Ave	Class I (Multi-Use Path)	2.25	265	\$8,738,400	26.4
	S222	Stanislaus County	Stanislaus River Trail Bridge near Kerr Park	Stearns Rd	Amerine Ln	Class I (Multi-Use Path)	0.27			
	S223	Stanislaus County	Stearns Rd	Kerr Park	0.04 miles south of Belsera Dr	Class II (Bicycle Lane)	0.54			
	S224	Stanislaus County	Plaza de Oro Dr	Stearns Rd	Deo Gloria Dr	Class II (Bicycle Lane)	0.35			
	S225	Stanislaus County	Stanislaus River Trail Bridge near Kerr Community Park	0.21 miles west of Stearns Rd	Stanislaus River	Class I (Multi-Use Path)	0.07			
	S226	Stanislaus County	Valley View Dr Path	River Bluff Dr	Stanislaus River	Class I (Multi-Use Path)	0.05			
	S227	Stanislaus County	River Rd Path	River Rd	Stanislaus River	Class I (Multi-Use Path)	0.05			
	S228	Stanislaus County	Stanislaus River Trail Path Connection	Crane Rd	Stanislaus River	Class I (Multi-Use Path)	0.10			

StanCOG Regional Transportation Plan and Sustainable Communities Strategy



Group Project Number	PID	Jurisdiction	Location	Limit 1	Limit 2	Proposed ATP Facility	Length (Miles)	Daily Users	Total Cost	Score
19	S235	Riverbank/Stanislaus County/Modesto	Claus Rd	Kentucky Ave	Briggsmore Ave	Class IV (Cycle Track)	3.97	1,780	\$9,728,500	16.4
	S236	Riverbank/Stanislaus County	Terminal Ave/Sante Fe Ave	Townsend Ave	Briggsmore Ave	Class IIB (Buffered Bicycle Lane)	4.02			
	M145	Modesto	Merle Ave	Oakdale Rd	Claus Rd	Class III (Bicycle Route)	1.98			
35	M32	Stanislaus County	MID Lateral Number 6 Path	Carver Rd	Oakdale Rd	Class I (Multi-Use Path)	4.10	1,234	\$21,626,700	13.7
36	M26; S155	Stanislaus County	Hetch Hetchy Path	Semallon Dr	Terminal Ave	Class I (Multi-Use Path)	4.33	1,051	\$31,874,900	11.0
8	S164	Stanislaus County	Shiloh Rd	Grayson Rd	Paradise Rd	Class IIB (Buffered Bicycle Lane)	3.43	266	\$12,847,400	8.5
	S165	Stanislaus County	Paradise Rd	Shiloh Rd	Carpenter Rd	Class IIB (Buffered Bicycle Lane)	5.63			
	S259	Stanislaus County	Grayson Rd	Crows Landing Rd	Central Ave	Class IIB (Buffered Bicycle Lane)	2.00			
34	S260	Stanislaus County	Central Ave	Keyes Rd	Hackett Rd	Class IIB (Buffered Bicycle Lane)	2.50	488	\$8,712,900	8.4
	S261	Stanislaus County	Keyes Rd	Central Ave	Faith Home Rd	Class IIB (Buffered Bicycle Lane)	2.02			
	S262	Stanislaus County	Faith Home Rd	Keyes Rd	Starlite Dr	Class IIB (Buffered Bicycle Lane)	0.79			
	S263	Stanislaus County	Starlite Dr	Rohde Rd	Faith Home Rd	Class IIB (Buffered Bicycle Lane)	0.10			
	S264	Stanislaus County	Rhode Rd/7th St	Nunes Rd	Mitchell Rd	Class IIB (Buffered Bicycle Lane)	2.56			
	S142	Stanislaus County	East Ave	Hickman Rd	Daubenberger Rd	Class IV (Cycle Track)	3.26			
23	S241	Stanislaus County	Santa Fe Ave	0.30 miles south of East Ave	Main St	Class IIB (Buffered Bicycle Lane)	3.32	794	\$10,466,400	7.5
	S242	Stanislaus County	Main St	Monte Vista Ave	Sante Fe Ave	Class IIB (Buffered Bicycle Lane)	0.56			
	T13	Turlock/Stanislaus County	East Ave	Daubenberger Rd	Golden State Blvd	Class IIB (Buffered Bicycle Lane)	1.47			
5	S201	Stanislaus County	Crows Landing Rd	Main St	Whitmore Ave	Class IIB (Buffered Bicycle Lane)	7.03	268	\$5,482,600	6.5
30	T78	Turlock	Crowell Rd	Christoffersen Pkwy	Taylor Rd	Class IIB (Buffered Bicycle Lane)	0.53	1,043	\$18,958,500	5.5
	S251	Stanislaus County	Crowell Rd Path	Taylor Rd	Paseo Belleza	Class I (Multi-Use Path)	0.11			
	S252	Turlock/Stanislaus County	Taylor Rd	Walnut Rd	Crowell Rd	Class IIB (Buffered Bicycle Lane)	0.17			
	S253	Stanislaus County	Walnut Rd	Taylor Rd	Service Rd	Class IIB (Buffered Bicycle Lane)	3.02			
	S254	Stanislaus County	Service Rd	Tully Rd	Geer Rd	Class IIB (Buffered Bicycle Lane)	1.24			
	S255	Stanislaus County	TID Upper Lateral Number 2 Path	Tully Rd	Washington Rd	Class I (Multi-Use Path)	1.85			
	S256	Stanislaus County	Washington Rd	TID Upper Lateral Number 2 Path	Nunes Rd	Class IIB (Buffered Bicycle Lane)	1.76			
	S257	Stanislaus County	Nunes Rd	Washington Rd	9th St	Class IIB (Buffered Bicycle Lane)	0.19			
	S258	Stanislaus County	Tully Rd	Service Rd	Fox Rd	Class IIB (Buffered Bicycle Lane)	1.50			
	H25	Hughson	Fox Rd	Tully Rd	Geer Rd	Class IIB (Buffered Bicycle Lane)	1.25			
	H26	Hughson	Tully Rd	Fox Rd	Hatch Rd	Class III (Bicycle Route)	0.50			
	H27	Hughson	Charles St	Hughson Ave	Sante Fe Ave	Class IIB (Buffered Bicycle Lane)	0.24			

StanCOG Regional Transportation Plan and Sustainable Communities Strategy



Group Project Number	PID	Jurisdiction	Location	Limit 1	Limit 2	Proposed ATP Facility	Length (Miles)	Daily Users	Total Cost	Score
11	S139	Stanislaus County	Pirrone Rd/Kiernan Ct	Hammett Road Opas	Highway 219	Class IIB (Buffered Bicycle Lane)	1.83	695	\$12,672,000	5.4
	S179	Stanislaus County	Broadway/Highway 219	Finney Rd/Sequoia St	Sisk Rd	Class IV (Cycle Track)	0.85			
	S180	Stanislaus County	Sisk Rd	Highway 219	Pelandale Ave	Class IV (Cycle Track)	0.98			
	S212	Stanislaus County	Highway 219	Sisk Rd	Stoddard Rd	Class IIB (Buffered Bicycle Lane)	0.50			
	S213	Stanislaus County	Stoddard Rd	Highway 219	Ladd Rd	Class IIB (Buffered Bicycle Lane)	1.50			
	S214	Stanislaus County	Pirrone Rd	Stoddard Rd	Dale Rd	Class I (Multi-Use Path)	1.00			
	S215	Stanislaus County	Dale Rd	Pirrone Rd	Highway 219	Class I (Multi-Use Path)	0.50			
32	S172; S168	Stanislaus County	Golden State Highway Path	Christoffersen Pkwy	Mitchell Rd	Class I (Multi-Use Path)	4.23	482	\$22,054,300	5.2
17	S229	Stanislaus County	River Rd	Sawyer Ave	0.21 miles east of Sawyer Ave	Class III (Bicycle Route)	0.21	307	\$4,478,400	4.9
	S230	Stanislaus County	Sawyer Ave/Pleasant Valley Rd/Pioneer Ave	River Rd	Lone Tree Rd	Class III (Bicycle Route)	4.48			
	S231	Stanislaus County	Lone Tree Rd	Pioneer Ave	Valley Home Rd	Class III (Bicycle Route)	0.22			
	S232	Stanislaus County	Valley Home Rd	Lone Tree Rd	Stanislaus River	Class III (Bicycle Route)	4.69			
	S233	Stanislaus County	Wilkins Ave/Cleveland Ave/Lon Dale Rd	Sawyer Ave	Valley Home Rd	Class III (Bicycle Route)	2.40			
	O36	Oakdale	6th Ave	F St	G St	Class IIB (Buffered Bicycle Lane)	0.09			
	O37	Oakdale	G St	4th Ave	6th Ave	Class IIB (Buffered Bicycle Lane)	0.11			
	O38	Oakdale	Yosemite Ave	G St	H St	Class III (Bicycle Route)	0.09			
	O39	Oakdale	Wood Ave	F St	G St	Class IIB (Buffered Bicycle Lane)	0.07			
	O40	Oakdale	F St	Willowood Dr	Wood Ave	Class IIB (Buffered Bicycle Lane)	0.64			
	O41	Oakdale	Lee Ave	Pontiac St	F St	Class III (Bicycle Route)	0.20			
	O42	Oakdale	Willowood Dr	Pontiac St	F St	Class III (Bicycle Route)	0.36			
	O43	Oakdale	Pontiac St	Crane Rd	Lee Ave	Class III (Bicycle Route)	0.88			
	S234	Oakdale/Stanislaus County	Crane Rd	F St	Stanislaus River	Class III (Bicycle Route)	0.96			
10	S209	Stanislaus County	Blue Gum Ave	Shoemaker Ave	Morse Rd	Class IIB (Buffered Bicycle Lane)	2.64	213	\$5,303,200	3.5
	S210	Stanislaus County	Dakota Ave	Blue Gum Ave	Salida Blvd	Class IIB (Buffered Bicycle Lane)	2.47			
	S211	Stanislaus County	Salida Blvd	Murphy Rd/Dakota Ave	Pelandale Ave	Class IIB (Buffered Bicycle Lane)	0.53			
31	C41; S167; H14	Ceres/Hughson/Stanislaus County	Hatch Rd	Boothe Rd	Geer Rd	Class I (Multi-Use Path)	4.61	540	\$25,696,000	2.9
12	S216	Stanislaus County	Ladd Rd	Stoddard Rd	Saint John Rd	Class IIB (Buffered Bicycle Lane)	3.53	220	\$5,547,200	2.8
	S217	Stanislaus County	Saint John Rd	Ladd Rd	Del Cielo Way	Class IIB (Buffered Bicycle Lane)	0.69			
	S218	Stanislaus County	Country Club Dr/Hillcrest Dr/Thunderbird Dr	Saint John Rd	Carver Rd	Class III (Bicycle Route)	1.08			
	S219	Stanislaus County	Carver Rd	Thunderbird Dr	Bangs Ave	Class IIB (Buffered Bicycle Lane)	2.70			



Group Project Number	PID	Jurisdiction	Location	Limit 1	Limit 2	Proposed ATP Facility	Length (Miles)	Daily Users	Total Cost	Score
21	W17	Waterford	MID Main Canal	Oakdale Waterford Highway	Highway 132	Class I (Multi-Use Path)	2.50	585	\$66,558,100	2.2
	W29	Waterford	MID Lower Lateral Number 11 Path	Vineyard Rd	Bentley St	Class I (Multi-Use Path)	0.61			
	S170	Stanislaus County	MID Lateral Number 2 Path	Claus Rd	Oakdale Waterford Highway	Class I (Multi-Use Path)	8.82			
9	S206	Stanislaus County	Hart Rd	Paradise Rd	Shoemake Ave	Class IIB (Buffered Bicycle Lane)	4.01	201	\$6,553,900	2.1
	S207	Stanislaus County	Shoemake Ave	Hart Rd	Finney Rd	Class IIB (Buffered Bicycle Lane)	2.03			
	S208	Stanislaus County	Finney Rd	Shoemake Ave	Sequoia St	Class IIB (Buffered Bicycle Lane)	2.60			
1	S288	Newman/Stanislaus County	Highway 33	Yolo St	Stuhr Rd	Class IIB (Buffered Bicycle Lane)	0.94	554	\$20,835,700	2.1
	S160	Stanislaus County	Highway 33	Stuhr Rd	Bartch Ave	Class IV (Cycle Track)	9.90			
	S289	Patterson/Stanislaus County	Highway 33	Bartch Ave	Howard Rd/Grayson Rd	Class IV (Cycle Track)	7.57			
	S290	Stanislaus County	Howard Rd	340' W of Livingston Cir	310' W of Kern St	Class IV (Cycle Track)	0.34			
33	C50	Stanislaus County	Lower Lateral Number 2 Path	Carpenter Rd	Rohde Rd	Class I (Multi-Use Path)	5.45	446	\$32,039,200	2.0
29	S247	Stanislaus County	Keyes Rd	Hickman Rd	Gratton Rd	Class IIB (Buffered Bicycle Lane)	2.00	259	\$15,122,200	1.6
	S248	Stanislaus County	Gratton Rd/Taylor Rd	Keyes Rd	Main St	Class IIB (Buffered Bicycle Lane)	1.71			
	S249	Stanislaus County	Main St	Gratton Rd	Sante Fe Ave	Class IIB (Buffered Bicycle Lane)	0.18			
	S184	Stanislaus County	Santa Fe Ave	Main St	Geer Rd	Class IV (Cycle Track)	4.39			
	S250	Hughson/Stanislaus County	Santa Fe Ave	Geer Rd	Highway 132	Class IIB (Buffered Bicycle Lane)	5.46			
28	S169	Stanislaus County	Tuolumne River Trail	Hickman Rd	Carpenter Rd	Class I (Multi-Use Path)	20.19	1,155	\$104,985,200	1.4
26	S140	Stanislaus County	Geer Rd/Albers Rd	Sante Fe Ave	Warnerville Rd	Class IV (Cycle Track)	12.07	116	\$21,898,000	1.2
22	W20	Waterford	Oakdale Waterford Highway/F St	MID Main Canal	Dorsey St	Class IV (Cycle Track)	0.54	18	\$13,379,000	0.1
	W21; W22; S185	Waterford/Stanislaus County	F St/Hickman Rd	Bentley St	Lake Rd	Class IV (Cycle Track)	1.24			
	S137	Stanislaus County	Hickman Rd	TID Main Canal	East Ave	Class IV (Cycle Track)	8.34			
	S238	Stanislaus County	6th St	Montpelier Rd	Hickman Rd	Class II (Bicycle Lane)	0.28			
	S239	Stanislaus County	Montpelier Rd	6th St	Lake Rd	Class II (Bicycle Lane)	0.43			
	S240	Stanislaus County	Lake Rd	Montpelier Rd	Hickman Rd	Class II (Bicycle Lane)	0.14			



Group Project Number	PID	Jurisdiction	Location	Limit 1	Limit 2	Proposed ATP Facility	Length (Miles)	Daily Users	Total Cost	Score
4	S143	Stanislaus County	Crows Landing Rd	Highway 33	Main St	Class IIB (Buffered Bicycle Lane)	8.97	4	\$19,029,200	0.1
6	S202	Stanislaus County	Carpenter Rd	Main Ave	Monte Vista Ave	Class IV (Cycle Track)	2.00	23	\$7,356,800	0.4
	S203	Stanislaus County	Carpenter Rd	Monte Vista Ave	Whitmore Ave	Class IIB (Buffered Bicycle Lane)	4.99			
	S204	Stanislaus County	Monte Vista Ave	Carpenter Rd	Crows Landing Rd	Class IIB (Buffered Bicycle Lane)	2.00			
3	S161	Stanislaus County	Las Palmas Ave/Main St	Sycamore Ave	Washington Rd	Class IV (Cycle Track)	11.80	92	\$23,224,100	1.0
15	S150	Stanislaus County	Stanislaus River Trail	Sonora Rd	1st St	Class I (Multi-Use Path)	21.29	490	\$110,721,200	0.6
7	S205	Stanislaus County	River Rd	Minnie St	Grayson Rd	Class IV (Cycle Track)	0.45	29	\$16,019,400	0.5
	S163	Stanislaus County	Grayson Rd	River Rd	Carpenter Rd	Class IIB (Buffered Bicycle Lane)	8.52			
20	S237	Stanislaus County	Patterson Rd	Snedigar Rd	Albers Rd	Class IIB (Buffered Bicycle Lane)	4.02	78	\$15,498,700	0.5
	S183	Stanislaus County	Oakdale Waterford Highway	Albers Rd	MID Main Canal	Class IV (Cycle Track)	7.07			

Appendix L – Public Outreach Materials

Consultation and Cooperation Appendices

Appendix L: Project Information Flier



**REGIONAL
TRANSPORTATION PLAN**
Sustainable Communities Strategy

What is the RTP and SCS?

The StanCOG Regional Transportation Plan (RTP) and Sustainable Communities Strategies (SCS) is a 25-year plan that guides regional growth by aligning transportation improvements with housing planning.

COMMUNITY
ENHANCEMENT
ZONE PLANS



VEHICLE MILES
TRAVELED (VMT)
MITIGATION STRATEGY



SUSTAINABLE
COMMUNICATIONS
STRATEGY (SCS) BICYCLE
AND PEDESTRIANS PLANS





Projects Advancing the Valley Vision

Community Enhancement Zones, VMT Mitigation, and Sustainable Community Strategies work together to support sustainable, equitable growth across the region by improving mobility, investing in infill housing, and expanding multimodal transportation options. Together, they prioritize safer, more enjoyable travel—especially for people walking, biking, and commuting—while strengthening communities for the future.

**To find out more
visit our website:**
valleyvision2049.com





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COMMUNITY
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valleyvision2049.com





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Appendix L: Scenario Feedback Form

¡Escanea el código QR y completa el formulario en línea!





StanCOG Regional Transportation Plan Feedback Form

El Plan Regional de Transporte (RTP) de StanCOG proyecta 25 años hacia el futuro para guiar la inversión en vivienda, carreteras, transporte público, ciclismo y peatones. Lea atentamente los siguientes escenarios que muestran diferentes maneras en que el crecimiento y las inversiones en transporte podrían alinearse, cada uno con sus posibles ventajas y desventajas.

Clasifica cada uno de estos escenarios en el orden que más apoyes, siendo 1 el escenario que apoyes más.

Todo sigue igual

1 2 3 4

Este escenario **mantiene los planes actuales**, añadiendo pequeñas viviendas como dúplex y continuando con los proyectos de transporte ya aprobados, incluyendo una nueva ruta de tránsito rápido en autobús y carriles para bicicletas.

Posible contrapartida: Opción menos disruptiva, pero menos oportunidad de cambiar las tendencias de desarrollo actuales.

Uso Mixto con Enfoque en Empleo

1 2 3 4

Este escenario se **enfoca en añadir viviendas cerca de los centros** de empleo y expande las redes de transporte y bicicletas regionales para conectar mejor los vecindarios con los trabajos.

Posible contrapartida: Reduce las distancias de desplazamiento, pero el desarrollo se enfoca en los centros de trabajo en lugar de en los vecindarios.

Uso mixto con conexiones de transporte público

1 2 3 4

Este escenario **reúne viviendas, empleos y servicios** a lo largo de las principales rutas de tránsito y añade un servicio rápido de autobuses con mejor acceso peatonal y ciclista para que las personas puedan llegar al tránsito sin conducir.

Posible contrapartida: Reduce la dependencia de los autos, pero concentra el desarrollo en áreas específicas.

Aumento de Viviendas en los Vecindarios

1 2 3 4

Este escenario **aumenta la cantidad de viviendas y pequeñas casas en los vecindarios existentes** mientras mejora el transporte local y las opciones de caminar y andar en bicicleta en los vecindarios.

Posible contrapartida: Fomenta el desarrollo en muchas áreas, pero muchas comunidades pueden sentir el impacto del crecimiento rápido



Por favor, proporcione comentarios adicionales para ayudarnos a comprender qué es importante para usted.

Sus comentarios nos ayudarán a dar forma al futuro del desarrollo en las comunidades del condado de Stanislaus.

Pensando en el escenario que clasificaste como número 1, ¿cuáles de los siguientes aspectos son los más importantes para ti?

- | | |
|--|--|
| ☐ Más inversión en transporte/tránsito | ☐ Menos tráfico |
| ☐ Opciones de vivienda asequibles | ☐ Menos emisiones |
| ☐ Menor tiempo de desplazamiento | ☐ Flexibilidad para el crecimiento futuro |
| ☐ Mayor seguridad para peatones y ciclistas | ☐ Otros |
| ☐ Cambios mínimos en los barrios existentes | |

¿En qué aspectos te sientes confuso o con dudas? ¿Hay algún escenario que te guste más pero que tenga algún detalle preocupante?

valleyvision2049.com

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 @Stan_COG
 @StanCOG

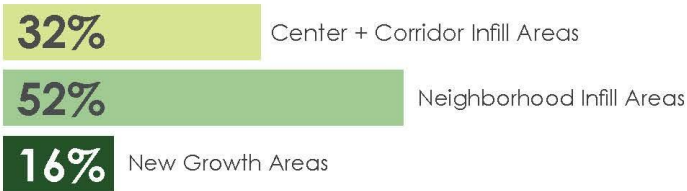


A Business as Usual

Overview

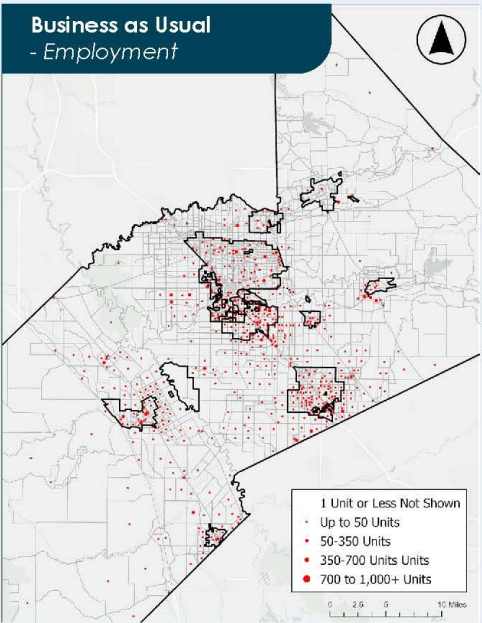
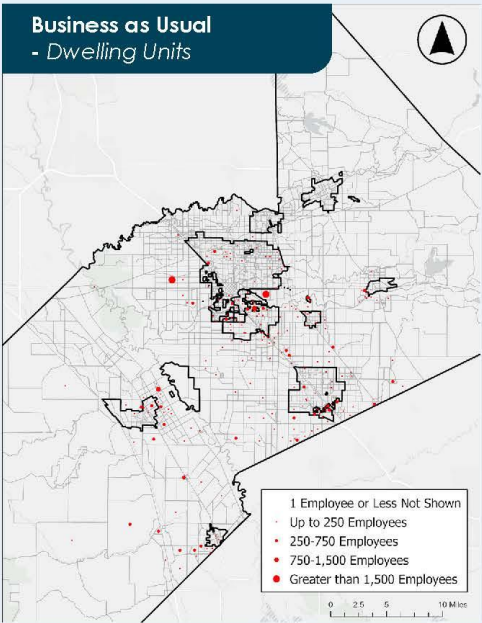
 This scenario maintains current plans, adding small homes like duplexes and continuing with already approved transportation projects, including a new bus rapid transit route and bike lanes.

Growth Location



Performance Metrics

13,212,912 Total VMT	19% of 15+ Multifamily Housing Growth	1004 Acres of Prime Farmland Consumed	16.6 Units per Gross Acre of Residential Density
68% New DUs Provided at 20+ Units/Acre	51% Households in Jobs-Rich Areas	45% MFU Growth	55% SFU Growth



Appendix L: Scenario Overview Fact Sheets

A Todo sigue Igual

Descripción general



Este escenario mantiene los planes actuales, añadiendo pequeñas viviendas como dúplex y continuando con los proyectos de transporte ya aprobados, incluyendo una nueva ruta de tránsito rápido en autobús y carriles para bicicletas.

Ubicación del crecimiento

32%

Áreas de relleno en centros y corredores

52%

Áreas de relleno dentro de los vecindarios

16%

Nuevas áreas de crecimiento

Indicadores de desempeño

13,212,912

VMT (Millas recorridas por vehículos) Total

19%

del crecimiento de vivienda multifamiliar de 15 unidades o más

1004

acres de tierra agrícola de alta calidad convertidos para desarrollo

16.6

unidades por acre bruto de densidad residencial

68%

Nuevas unidades de vivienda a 20+ unidades por acre

51%

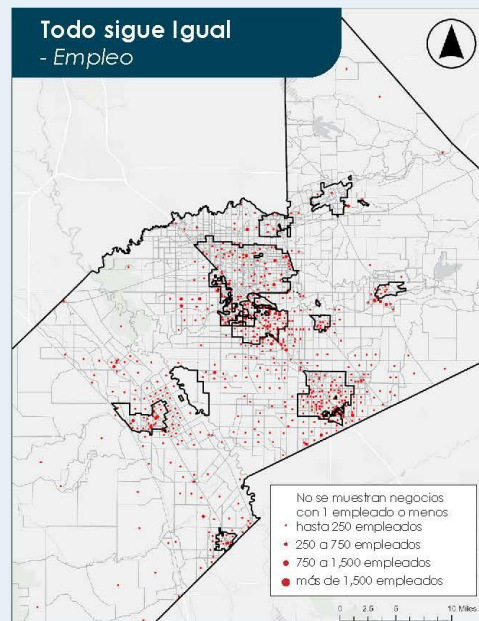
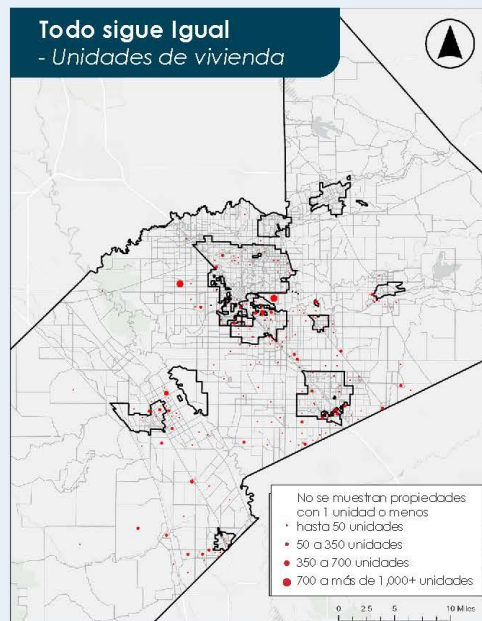
Viviendas en lugares con muchos empleos

45%

Crecimiento de Viviendas Multifamiliares

55%

Crecimiento Viviendas Unifamiliares



B Mixed Use With Increased Transit

Overview



This scenario brings homes, jobs, and services together along major transit routes and adds fast bus service with better walking and biking access so people can reach transit without driving.

Growth Location

60% Center + Corridor Infill Areas

25% Neighborhood Infill Areas

15% New Growth Areas

Performance Metrics

13,087,156
Total VMT

39%
of 15+ Multifamily
Housing Growth

574
Acres of Prime
Farmland
Consumed

23.5
Units per Gross
Acre of Residential
Density

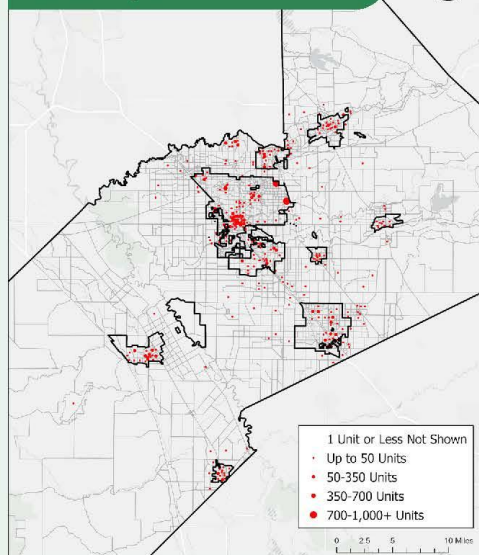
79%
New DUs
Provided at 20+
Units/Acre

78%
Households in
Jobs-Rich Areas

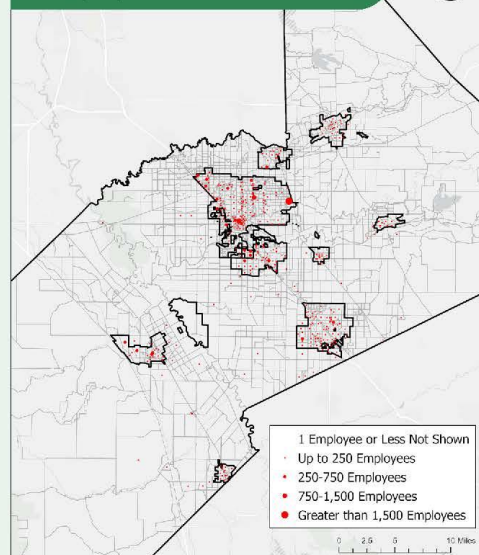
70%
MFU Growth

30%
SFU Growth

Mixed Use with Increased Transit
- Dwelling Units



Mixed Use with Increased Transit
- Employment

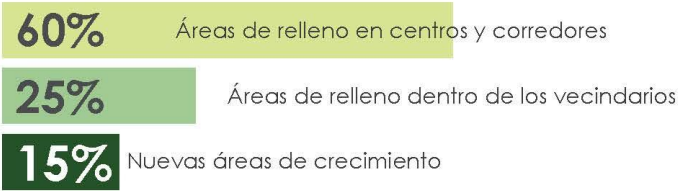


B Uso Mixto con Conexiones de Transporte Público

Descripción general

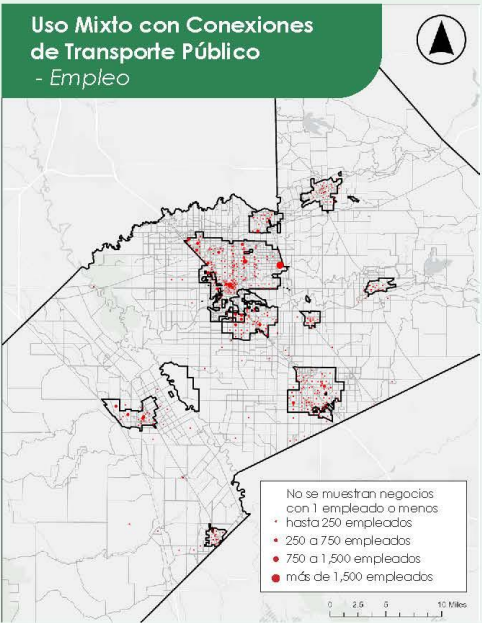
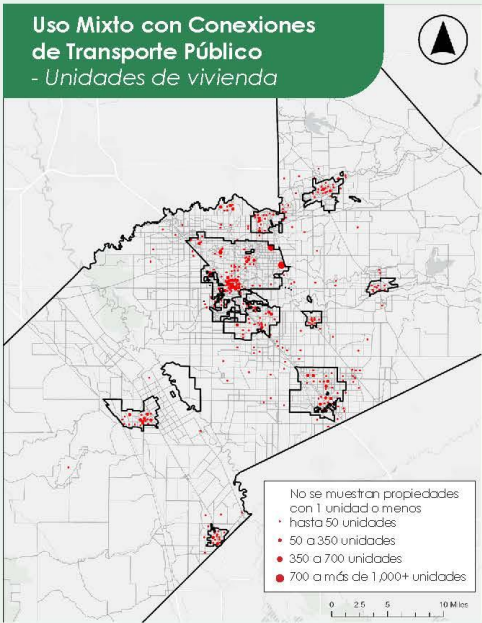
 Este escenario **reúne viviendas, empleos y servicios** a lo largo de las principales rutas de tránsito y añade un servicio rápido de autobuses con mejor acceso peatonal y ciclista para que las personas puedan llegar al tránsito sin conducir.

Ubicación del crecimiento



Indicadores de desempeño

13,087,156 VMT (Millas recorridas por vehículos) Total	39% del crecimiento de vivienda multifamiliar de 15 unidades o más	574 acres de tierra agrícola de alta calidad convertidos para desarrollo	23.5 unidades por acre bruto de densidad residencial
79% Nuevas unidades de vivienda a 20+ unidades por acre	78% Viviendas en lugares con muchos empleos	70% Crecimiento de Viviendas Multifamiliares	30% Crecimiento Viviendas Unifamiliares



C Mixed Use With Job Focus

Overview

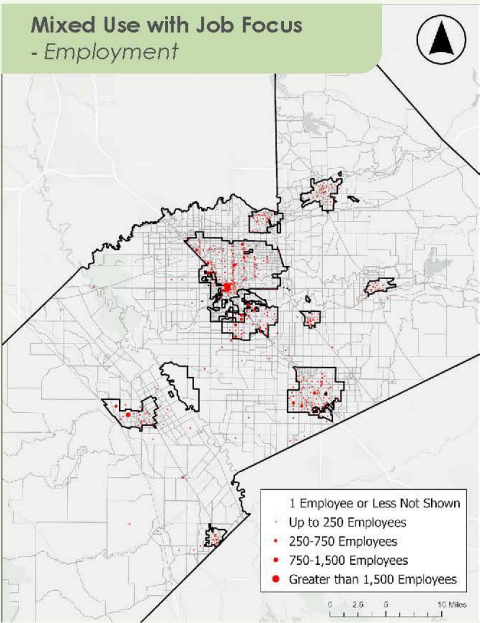
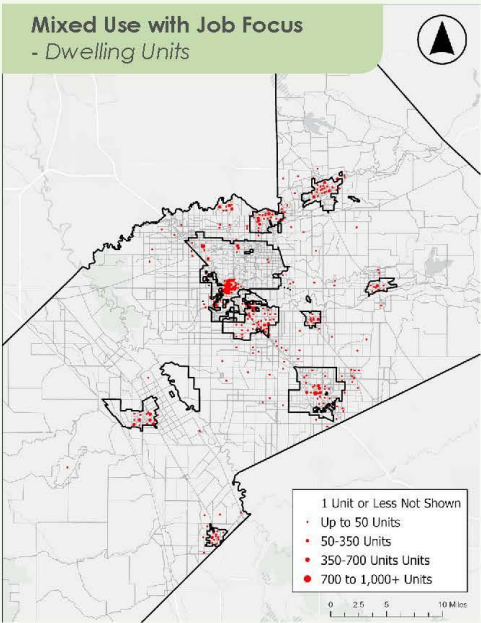
 This scenario focuses on adding housing near employment centers and expands transit and regional bike networks to better connect neighborhoods to jobs.

Growth Location



Performance Metrics

13,059,197 Total VMT	27% of 15+ Multifamily Housing Growth	542 Acres of Prime Farmland Consumed	14.7 Units per Gross Acre of Residential Density
52% New DUs Provided at 20+ Units/Acre	84% Households in Jobs-Rich Areas	60% MFU Growth	40% SFU Growth



C Uso Mixto con Enfoque en Empleo

Descripción general



Este escenario se enfoca en añadir viviendas cerca de los centros de empleo y expande las redes de transporte y bicicletas regionales para conectar mejor los vecindarios con los trabajos.

Ubicación del crecimiento

70%

Áreas de relleno en centros y corredores

20%

Áreas de relleno dentro de los vecindarios

10%

Nuevas áreas de crecimiento

Indicadores de desempeño

13,059,197

VMT (Millas recorridas por vehículos) Total

27%

del crecimiento de vivienda multifamiliar de 15 unidades o más

542

acres de tierra agrícola de alta calidad convertidos para desarrollo

14.7

unidades por acre bruto de densidad residencial

52%

Nuevas unidades de vivienda a 20+ unidades por acre

84%

Viviendas en lugares con muchos empleos

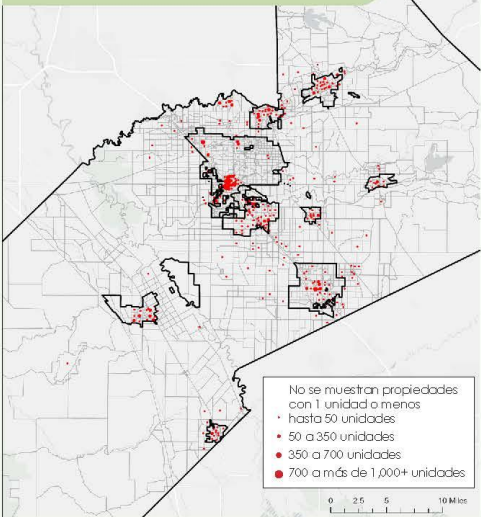
60%

Crecimiento de Viviendas Multifamiliares

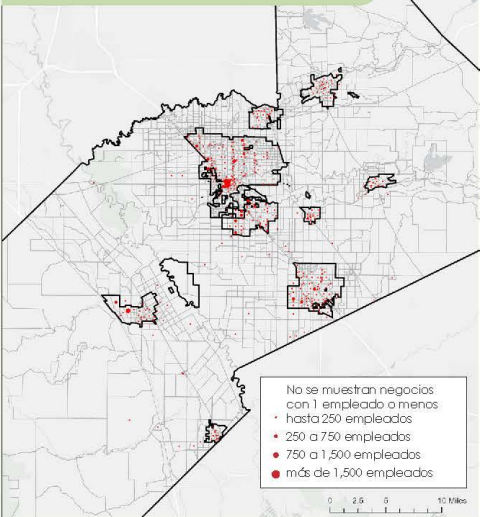
40%

Crecimiento Viviendas Unifamiliares

Uso Mixto con Enfoque en Empleo - Unidades de vivienda



Uso Mixto con Enfoque en Empleo - Empleo



D Increased Housing in Neighborhoods

Overview

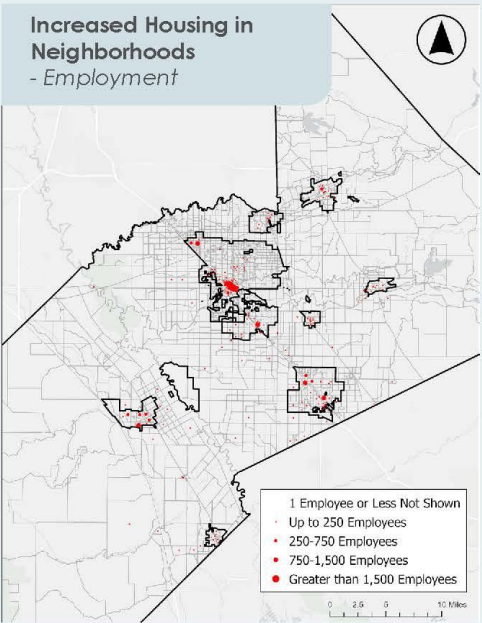
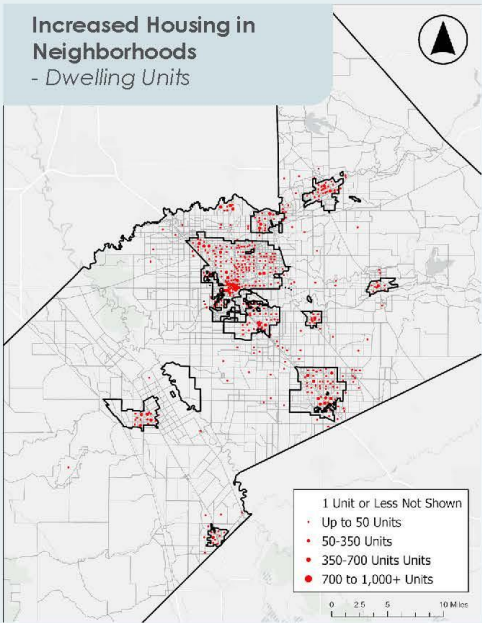
 The scenario increases small homes and accessory dwelling units in existing neighborhoods while improving local transit and neighborhood walking and biking options.

Growth Location



Performance Metrics

12,989,136 Total VMT	12% of 15+ Multifamily Housing Growth	1219 Acres of Prime Farmland Consumed	11.5 Units per Gross Acre of Residential Density
30% New DUs Provided at 20+ Units/Acre	46% Households in Jobs-Rich Areas	50% MFU Growth	50% SFU Growth

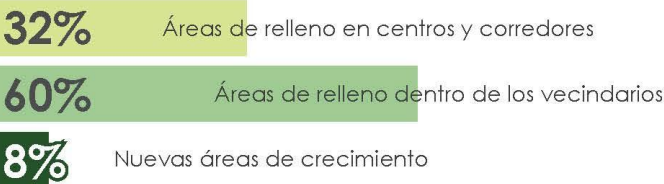


D Aumento de Viviendas en los Vecindarios

Descripción general

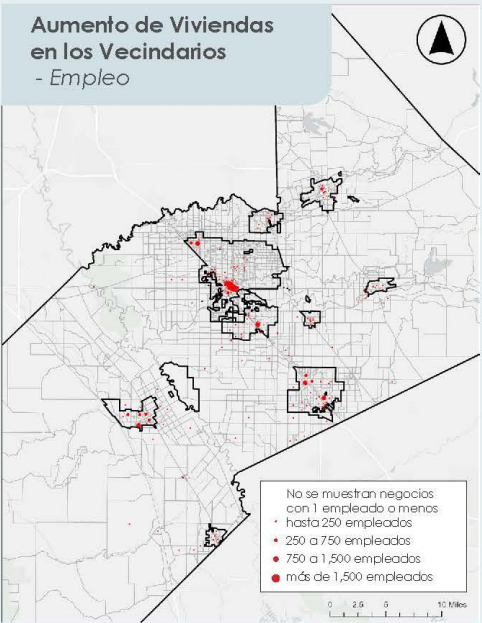
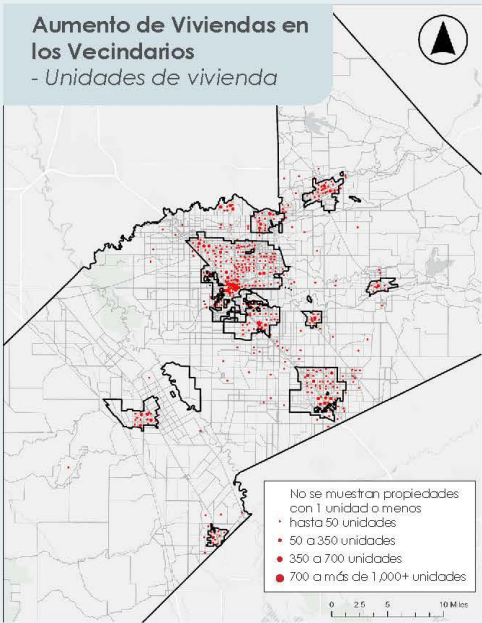
 Este escenario **aumenta la cantidad de viviendas y pequeñas casas en los vecindarios existentes** mientras mejora el transporte local y las opciones de caminar y andar en bicicleta en los vecindarios.

Ubicación del crecimiento



Indicadores de desempeño

12,989,136 VMT (Millas recorridas por vehículos) Total	12% del crecimiento de vivienda multifamiliar de 15 unidades o más	1219 acres de tierra agrícola de alta calidad convertidos para desarrollo	11.5 unidades por acre bruto de densidad residencial
30% Nuevas unidades de vivienda a 20+ unidades por acre	46% Viviendas en lugares con muchos empleos	50% Crecimiento de Viviendas Multifamiliares	50% Crecimiento Viviendas Unifamiliares



Regional Transportation Plan (RTP)

Vote for your preferred scenario by placing a dot next to it.

A Business As Usual

Overview	Growth Location		
The scenario depicts a household that remains in its current location, continuing with already approved housing options in the city and a new house located in the city center.	32%	Center + Corridor Hill Area	
	52%	Established Hill Area	
	16%	New Growth Area	
Performance Metrics			
14,240,333 Total MP	19% of the Metro Area's Total MP	1004 Acres of prime farmland Converted	16.6 Acres of prime farmland Converted to Developed Land
68% New Jobs Produced in City Center	51% New Jobs Produced in Job-Ready Areas	45% Mid-Careers	55% High-Careers

B Mixed Use With Increased Transit

Overview	Growth Location		
The scenario depicts a household that remains in its current location, continuing with already approved housing options in the city and a new house located in the city center.	60%	Center + Corridor Hill Area	
	25%	Established Hill Area	
	15%	New Growth Area	
Performance Metrics			
14,102,437 Total MP	39% of the Metro Area's Total MP	574 Acres of prime farmland Converted	23.5 Acres of prime farmland Converted to Developed Land
79% New Jobs Produced in City Center	78% New Jobs Produced in Job-Ready Areas	70% Mid-Careers	30% High-Careers

C Mixed Use With Job Focus

Overview	Growth Location		
The scenario depicts a household that remains in its current location, continuing with already approved housing options in the city and a new house located in the city center.	70%	Center + Corridor Hill Area	
	20%	Established Hill Area	
	10%	New Growth Area	
Performance Metrics			
14,074,517 Total MP	27% of the Metro Area's Total MP	542 Acres of prime farmland Converted	14.7 Acres of prime farmland Converted to Developed Land
52% New Jobs Produced in City Center	84% New Jobs Produced in Job-Ready Areas	60% Mid-Careers	40% High-Careers

D Increased Housing in Neighborhoods

Overview	Growth Location		
The scenario depicts a household that remains in its current location, continuing with already approved housing options in the city and a new house located in the city center.	32%	Center + Corridor Hill Area	
	60%	Established Hill Area	
	8%	New Growth Area	
Performance Metrics			
13,999,327 Total MP	12% of the Metro Area's Total MP	1219 Acres of prime farmland Converted	11.5 Acres of prime farmland Converted to Developed Land
30% New Jobs Produced in City Center	46% New Jobs Produced in Job-Ready Areas	50% Mid-Careers	50% High-Careers

Additional feedback to share?
Add your thoughts on a Post-it Note!

Appendix L: Scenario Overview Outreach Board

I like bus increases, but i want it to be as fast as possible; Previous question also selected affordable housing options, shorter commute times, safer walking and biking, and less emissions

previous question also selected shorter commute times, minimal changes to existing neighborhoods, less traffic, less emissions, Flexibility for future growth

previous question also selected affordable housing options, safer walking and biking minimal changes to existing neighborhoods

Appendix L: Scenario Overview Outreach Board Results



Valley Vision 2049

HOME

GET INVOLVED

PROJECT RESOURCES

SCS PROJECTS

RTP SCENARIOS

CONTACT US

RTP SCENARIOS

The Stanislaus Council of Governments (StanCOG) is planning for the next 25 years of growth, transportation, and housing in our region. Your feedback is essential in guiding how we invest in roads, transit, biking, and walking options. Below, review the four growth and transportation scenarios and share your preferences to help shape our communities' future.

TAKE THE SURVEY



EXPLORE OUR GROWTH & TRANSPORTATION SCENARIOS

A

Business as Usual



This scenario maintains current plans, adds small homes like duplexes, and continues already approved transportation projects (including a new bus rapid transit route and bike lanes).

LEARN MORE

B

Mixed Use With Increased Transit



Brings homes, jobs, and services together along major transit routes and adds fast bus service with improved walking and biking access, enabling people to reach transit without driving.

LEARN MORE

C

Mixed Use With



D

Increased Housing



English

TrustedSource



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Appendix L: Scenario Feedback Form SurveyMonkey Dashboard



Valley Vision 2049

HOME

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D

Increased Housing



English

TrustedSite



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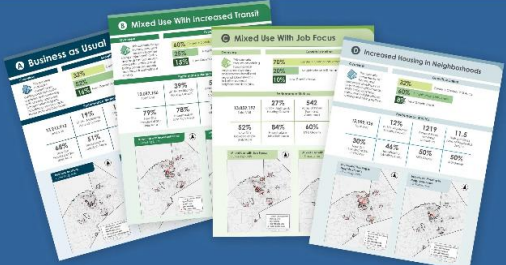
**Valley Vision 2049**

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[LEARN MORE](#)

English ▼

TrustedSite

Mixed Use With

Increased Housing

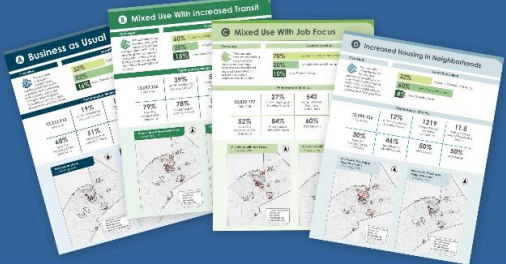
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[LEARN MORE](#)

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[LEARN MORE](#)

English ▼

TrustedSite

Mixed Use With

Increased Housing

Appendix L: Project Website



Appendix M – Glossary of Terms

AAM

Advanced Air Mobility

AB 1779

Assembly Bill 1779. This bill was passed in August 2012, and authorized regional government agencies to form the San Joaquin Joint Powers Authority (SJIPA) to take over the administration and management of the existing Amtrak San Joaquin Rail Service from the state.

AB 32

Assembly Bill 32, the Global Warming Solutions Act of 2006 requires that the State reduce greenhouse gas emissions to 1990 levels by the year 2020.

AB 617

Assembly Bill 617 requires the California Air Resources Board (CARB) and California air districts to develop and implement additional emissions reporting, monitoring, reduction plans, and measures in an effort to reduce air pollution exposure in disadvantaged communities.

AB 90

Assembly Bill 90. This bill was approved by the Governor on June 29, 2020. It prohibits the imposition of financial penalties associated with the TDA's requirements that transit agencies obtain specified fixed percentages of their operating budgets from passenger fares (TDA farebox recovery requirements) during 2019-20 and 2020-21 fiscal years (FYs).

ACE

Altamont Corridor Express

ACE Forward

Passenger Rail Service Extension

ACS

American Community Survey

ADA

Americans with Disabilities Act

ADT

Average Daily Traffic

ADUs

Accessory Dwelling Units

Air Cargo

Revenue producing items in domestic or international commerce, composed of freight, express, and mail, but excluding passenger baggage.

Air Carrier

An aviation operator who provides regular round-trips per week between two or more points and publishes flight schedules that specify the times, days of the week, and places between which such flights are performed. The air carrier at the Modesto City- County Airport is United Express.

Alternative Fuels

Low-polluting fuels that are used to propel a vehicle instead of high-sulfur diesel or gasoline. Examples include methanol, ethanol, propane, compressed natural gas, liquid natural gas, low-sulfur or “clean” diesel, and electricity.

Amtrak

A federal governmental agency that provides intercity railroad passenger service Amtrak also provides commuter rail passenger service by contract.

Annual Service Miles

The number of miles that all transit vehicles travel each year in scheduled transit service operations, or when carrying passengers in door-to-door (or demand responsive) transit service.

AOC

Auto Operating Costs

APS

Alternate Planning Strategy

APTA

American Public Transportation Association

ARB

Air Resources Board

ARC

Appalachian Regional Commission. It was created by Congress in 1965 in response to the persistent socioeconomic challenges in the Appalachian region.

ATMS

Active Traffic Management System

ATP

Active Transportation Program

AV

Autonomous Vehicles

AVO

Average Vehicle Occupancy

BART

Bay Area Rapid Transit

BEA

Bureau of Economic Analysis

BEVs

Battery-Electric Vehicles

Bikeway Classifications

As defined by the Caltrans Highway Design Manual:

- Class I Bike Path: A paved path within an exclusive right-of-way.
- Class II Bike Lane: Signed and striped lanes within a street right-of-way.
- Class III Bike Route: Preferred routes on existing streets identified by signs only.

BIL

Bipartisan Infrastructure Law

BLS

Bureau of Labor Statistics

BLST

Bus Line Service of Turlock

BPAC

Bicycle/Pedestrian Advisory Committee. A standing StanCOG advisory committee to the Policy Board

BRT

Bus Rapid Transit - typically a travel corridor that allows buses to operate at higher speeds in their own right-of-way minimizing conflicts with automobiles

BTA

Bicycle Transportation Account

BUILD/TIGER

Former name of the Rebuilding American Infrastructure with Sustainability and Equity Act (RAISE)

CAA

Clean Air Act. Federal legislation which establishes criteria for attaining and maintaining the federal air quality standards for allowable concentrations and exposure limits for various air pollutants. The legislation also provides emission standards for specific vehicles and fuels.

CAAA

Clean Air Act Amendments. These amendments require RTPs conform to the applicable SIP.

CAC

Citizen's Advisory Committee. A standing StanCOG advisory committee to the Policy Board.

CalSTA

California State Transportation Agency

Caltrans

California Department of Transportation

Calvans

Van Pool Program sponsored by the California Vanpool Authority.

CAPTI

Climate Action Plan for Transportation Infrastructure

CARB

California Air Resources Board

Carpool

Two or more people sharing the use and cost of privately owned automobiles.

CASP

California Aviation System Plan

CAT

Ceres Area Transit

CBO

Community Based Organizations

CCAA

California Clean Air Act passed in 1988 that provides the basis for air quality planning and regulation independent of federal regulations.

CCI

Construction Cost Index measures the inflation rate in the cost of major construction projects.

CDC

Center for Disease Control Prevention

CEQA

California Environmental Quality Act

CFR

Code of Federal Regulations

CHP

California Highway Patrol

CHSRA

California High-Speed Rail Authority

CIP

Capital Improvement Program

CIRIS

California Interregional Intermodal System

CLIBP

Crows Landing Industrial Business Park

CLIBP

Crows Landing Industrial Business Park

CMIA

Corridor Mobility Improvement Account. A \$4.5 billion congestion relief component of the nearly \$19.9 billion Proposition 1B Infrastructure Bonds approved by voters in November 2006.

CMA

Congestion Management Agency. A countywide agency responsible for preparing and implementing a Congestion Management Program (CMP). StanCOG is the CMA for the Stanislaus region.

CMAQ

Congestion Mitigation and Air Quality Program. A category of funds contained in TEA-21 for projects and activities that reduce congestion and improve air quality in regions not yet attaining federal air quality standards.

CMP

Congestion Management Process. A federally required process, under 23 CFR 450.322, in metropolitan areas designated as Transportation Management Areas (TMAs) — urbanized areas with populations over 200,000. It provides for the effective management and operation of the multimodal transportation system through performance monitoring, performance measures, and congestion-reduction strategies, and must be consistent with the Regional Transportation Plan (RTP). It is distinct from California's Congestion Management Program (Government Code 65089), administered by the county Congestion Management Agency (CMA).

CO

Carbon Monoxide

COG

Council of Governments

Community Plan

More specific versions of the General Plans, generally dealing with smaller geographical areas, but having the same force of law. See General Plan.

Commuter Rail

Conventional rail passenger service within a metropolitan area, usually operating over existing, inter-city railroad tracks.

Complete Streets

Complete Streets is a transportation policy and design approach that requires streets to be planned, designed, operated, and maintained to enable safe, convenient and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation.

Conformity

A demonstration of whether a federally-supported activity is consistent with the State Implementation Plan (SIP) — per Section 176 (c) of the Clean Air Act.

Congestion

Congestion is usually defined as travel time or delay in excess of that normally experienced under free-flow traffic conditions.

Corridor

A broad geographical band that follows a general directional flow connecting major trip origins and destinations. A corridor may contain a number of streets, highways and transit route alignments.

CPI

Consumer Price Index developed by the Bureau of Labor Statistics of the U.S. Department of Labor to provide a measurement of the inflation rate in the general economy of a given metropolitan area.

CRRSAA

Coronavirus Response and Relief Supplemental Appropriations Act of 2021

CRS

Congressional Research Service

CTA

California Transit Association

CTC

California Transportation Commission

CTP 2050

California Transportation Plan 2050

CTSA

Consolidated Transportation Services Agency

CVO

Commercial Vehicle Operations

DAR

Dial-a-ride. A transit service that is pre-arranged by phone or by application

Deficient Segment

As used in the RTP, a portion of freeway experiencing a Level of Service where demand exceeds capacity.

Demand-Responsive Service

Transit service that is provided in response to a pre-ordered or telephone reservation.

Development Impact Fee

A fee charged to private developers, usually on a per dwelling unit or per square foot basis, to help pay for infrastructure improvements necessitated as a result of the development.

DOF

Department of Finance

DOT

Department of Transportation

DP-36

Director's Policy 36, a new Road Safety Policy released by Caltrans on February 15, 2022. It sets the goal of zero roadway fatalities and serious injuries in California by 2050.

DPEIR

Draft Program Environmental Impact Report

DRMT

Division of Rail and Mass Transportation (DRMT)

EIR

Environmental Impact Report. A detailed statement prepared under the California Environmental Quality Act

(CEQA) describing and analyzing the significant environmental effects of a project and discussing ways to mitigate or avoid the effects.

EMFAC

Emission Factor. CARB model used to calculate CO2 emissions.

EMP

Environmental Mitigation Program. Provides funding for the mitigation of local and regional transportation projects and additional funding for activities that help implement the region's habitat preservation plans

Environmental Justice (EJ)

The fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws and policies.

ERH

Emergency Ride Home

ET

Envision Tomorrow. This is a suite of planning tools that can be used to model the development of buildings on a site-by-site basis, as well as create and evaluate multiple land use scenarios at a regional scale.

EV

Electric Vehicle

Expressway

Similar to a freeway but with signal-controlled intersections.

FAA

Federal Aviation Administration:

Fare Structure

The various fees charged to use transit typically delineated by age, type of service, trip length and/or time of day.

Farebox Recovery Ratio (FRR)

Measure of the proportion of operating expenses covered by passenger fares. The ratio divides the farebox revenue by the total operating expenses.

Farebox Revenue

Value of cash, tickets, and pass receipts given by passengers for payment for rides on public transit.

FARS

Fatality Analysis Reporting System

FAST Act

The Fixing America's Surface Transportation Act

FFY

Federal Fiscal Year. Typically October 1 through September 30 of each year

FHWA

Federal Highway Administration:

Fixed-Route Service

Service provided on a regular, fixed-schedule basis along a specific route with vehicles stopping to pick up and deliver passengers to specific locations.

Freeway

Multilane divided roadway, grade separated from other roadways, with fully controlled access and egress.

FTA

Federal Transit Administration

FTIP

Federal Transportation Improvement Plan

FY

Fiscal Year. For local public agencies, this is typically July 1 through June 30 of each year

Gas Tax

The tax applied on each gallon of fuel sold. Currently, the federal tax is 18.3 cents per gallon and the state tax is 18 cents per gallon tax.

General Plan

A policy document required of cities and counties by state law which describes a jurisdiction's future development in text and map form. All land use decisions must derive from the GP. The General Plan must contain seven mandatory elements: Land Use, Circulation, Housing, Conservation, Open Space, Noise, and Safety.

GHG

Greenhouse gas. Gases that effect global climate change. They include: carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride.

GIS

Geographic Information System.

GPS

Global Positioning System

Grade Separation

A vertical separation between intersecting roads and or railway tracks.

GRH

Guaranteed Ride Home Program which provides a free taxicab ride or 24-hour car rental to those who carpool, vanpool, use premium bus service or bike to work

HBP

Highway Bridge Program. HBP provides for construction and maintenance of bridges that were not on the State Highway System, such as bridges on rural minor collectors and local roads.

HBW

Home Based Work

HCD

The California State Housing and Community Development (HCD) Department

HCM

Highway Capacity Manual

Heavy Rail

Railroad services that operate in a mixed-user environment on conventional railroad tracks.

HM

Highway Maintenance

HOT

High Occupancy Toll

Household (HH)

All people living in a housing unit, regardless of whether they are related to each other. Housing units include houses, apartments, and mobile homes.

HOV

High Occupancy Vehicle that carries more than one passenger. Examples include carpools, vanpools, shuttles, and buses.

HOV Lane

Exclusive road or traffic lane limited to HOVs that typically has a higher operating speed and lower traffic volumes than a general purpose or mixed flow lane.

HSIP

Highway Safety Improvement Program. This program allows states to target funds to their most critical safety needs.

HSR

High-Speed Rail is railroad passenger service that, as defined by California state law, operates at maximum speeds of over 200 miles per hour.

HSRA

High-Speed Rail Authority

HTF

Highway Trust Fund. A federal program for transportation funding

I-5

Interstate 5

ICE

Internal Combustion Engine

ICM

Integrated Corridor Management

IIJA

Infrastructure Investment and Jobs Act

IIP

Interregional Improvement Program

IMI

Integrated Mobility Innovation

INFRA

Infrastructure for Rebuilding America. INFRA (known statutorily as the Nationally Significant Multimodal Freight & Highway Projects) awards competitive grants for multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas.

Integrated Corridor Management (ICM)

An approach to managing a roadway corridor, generally major corridors within a jurisdiction, as a multimodal system and make operational decisions for the benefit of the corridor as a whole. Can include the implementation of infrastructure support technology such as managed lanes and ramp metering.

Inter-city Rail

Railroad passenger service which primarily serves longer trips such as those between major cities or regions

Intermodal

Passenger or freight transportation services which involve or use more than one type of transportation facility (or mode).

IOS

Initial Operating Section

IOT

Internet of Things

IRI

International Roughness Index

ITI

Intelligent Transportation Infrastructure

ITIP

Interregional Transportation Improvement Program

ITS

Intelligent Transportation Systems use transportation technologies, management tools, and electronic services to improve operational efficiencies.

JARC

Jobs Access Reverse Commute. The SAFETEA-LU formula fund program which provides support for capital or operating costs for transportation services and facilities designed to facilitate reverse commute employment related travel for persons of limited means.

KARGO

Kern Area Regional Goods Movement Operations

LAFCO

Local Agency Formation Commission

LEHD

Longitudinal Employment and Housing Dynamic

LOS

Level of Service. A qualitative measure describing operational conditions within a traffic stream and motorists' perception of those conditions. LOS ratings typically range from LOS A, which represents free flow conditions, to LOS F, which is characterized by forced flow, heavy congestion, stop and go traffic, and long queues.

LPP

Local Partnership Program

LRSP

Long-Range Statewide Transportation Plans

LSRP

Local Streets and Roads Program

LTA

Local Transportation Authority

LTF/Local

Local Transportation Fund

MAP-21

Moving Ahead for Progress in the 21st Century Act (P.L. 112-141), was signed into law by President Obama on July 6, 2012. Funding surface transportation programs at over \$105 billion for fiscal years (FY) 2013 and 2014, MAP-21 is the first long-term highway authorization enacted since 2005. By transforming the policy and programmatic framework for investments to guide the system's growth and development, MAP-21 creates a streamlined and

performance-based surface transportation program and builds on many of the highway, transit, bike, and pedestrian programs and policies established in 1991.

MAX

Modesto Area Express. The City of Modesto's fixed-route transit service

Measure L

Measure L (Local Roads First) is a half-cent sales tax referendum passed in November 2016 by the voters of Stanislaus County to increase funding for needed transportation improvements in Stanislaus County. Measure L Funds are provided for the following categories: Local Streets and Roads, Traffic Management, Bike and Pedestrian Improvements, Regional Projects, and Transit Providers.

MEGA

A U.S. Department of Transportation program which supports the safe efficient accessible and convenient movement of people and goods.

MFC

Management and Finance Committee. A standing StanCOG advisory committee to the Policy Board

MIP2

StanCOG Valley Model Improvements, Phase 2 travel demand model.

MITC

Merced Intermodal Track Connector

Mixed-Use

The combining of commercial, office, and residential land uses to provide easy pedestrian access and reduce the public's dependence on the automobile.

Mode

One of various forms of transportation, including automobile, transit, bicycle, and walking.

Mode Split

The percent of trips that use each of the various travel modes.

MPO

Metropolitan Planning Organization is the federally-designated agency that is responsible for regional transportation planning in each metropolitan area. StanCOG is the MPO for the Stanislaus region.

MPPP

Mid-Performance Period Progress

MSA

Metropolitan Statistical Area

MTCE

Maintenance

MTP

Metropolitan Transportation Plan

NAAQS

National Ambient Air Quality Standards

NAHC

Native American Heritage Commission

NCHRP

National Cooperative Highway Research Program

NHFP

National Ambient Air Quality Standards

NHPP

National Highway Performance Program

NHS

National Highway System

NHTSA

National Highway Transportation Safety Administration

NMTP

Non-Motorized Transportation Plan. A document, prepared by StanCOG, that addresses all non-motorized modes of transportation.

Non-attainment Area

A geographic area identified by the U.S. Environmental Protection Agency (EPA) and/or the California Air Resources Board (CARB) as not meeting either the national or California Ambient Air Quality Standards for a given pollutant.

NOP

Notice of Preparation

NRSS

National Roadway Safety Strategy released by USDOT on January 27, 2022 to support the reduction of fatalities and serious injuries along roadways.

OTS

Office of Traffic Safety

OWP

Overall Work Program

Paratransit

The range of demand-responsive (or on-request) transit providing service from a trip origin to trip destination.

Park and Ride

A travel option where commuters park their personal vehicles in a publicly provided lot or other location, and continue their trip via carpool, vanpool, or transit.

PCI

Pavement Condition Index

PHEVs

Plug-in Hybrid Electric Vehicles

PM

Performance Management

PM##

Particulate Matter, as in PM10 and PM 2.5

PMP

Pavement Management Program

PPP

Public Participation Plan

PSR

Project Study Report. A preliminary engineering report which documents agreement on the scope, a set of reasonable and feasible alternatives, schedule, and estimated cost of a project so that the project can be included in a future State Transportation Improvement Program (STIP).

Public Transportation

Travel by bus, rail, or other vehicle, either publicly or privately owned, which provides general or specialized service on a regular or continuing basis.

RAISE

Rebuilding American Infrastructure with Sustainability and Equity. The RAISE Discretionary Grant program provides investments in road, rail, transit and port projects that have a significant local or regional impact and meet achieve national objectives.

REMI

Regional Economic Models Inc. Forecasting model used to develop UOP demographic forecasts.

Reverse Commute

Travel in the direction opposite to the main flow of peak period commute traffic.

RHNA

Regional Housing Needs Assessment

RHNP

Regional Housing Needs Plan

RIP

Regional Improvement Funds

ROI

Return on Investment

ROW

Right-of-Way. The land required for the construction and operation of a transportation facility.

RPA

Regional Planning Agency

RTAC

Regional Targets Advisory Committee

RTIP

Regional Transportation Improvement Program (RTIP). A listing of major highway and transit projects including project costs, funding sources, and development schedules.

RTP

Regional Transportation Plan. A minimum 20-year plan that is required by state and federal law to guide the development of the region's transportation system.

RTPA

Regional Transportation Planning Agency. A state-designated agency responsible for preparing the RTP and the RTIP and administering state transportation funds. StanCOG is the RTPA in the Stanislaus region.

SAF

Sustainable Aviation Fuel

Safe Routes to School

A state and federal program which funds education, encouragement campaigns, and infrastructure improvements to help reduce the amount of traffic congestion around schools.

SAFETEA-LU

Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users. Federal legislation signed into law on August 10, 2005 authorizing \$244.1 billion for Federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005-2009.

SB 1

Senate Bill 1. The State legislature passed this bill in 2017, increasing several transportation related taxes and fees while creating the Road Maintenance and Rehabilitation Program to address deferred maintenance on the State highway system and the local street and road system.

SB 10

Senate Bill 10. This bill allows local governments to zone any parcel for up to 10 residential units if located within a transit priority area enabling them to be exempted from the California Environmental Quality Act (CEQA).

SB 132

Senate Bill 132. This bill was adopted in April 2017, assigning \$400 million for the purpose of extending the Altamont Corridor Express into Ceres and Merced by the year 2027.

SB 32

Senate Bill 32 extends the reductions of GHG emissions required by AB 32 by specifying a GHG reduction of at least 40 percent below 1990 levels by the year 2030.

SB 375

Senate Bill 375. California senate legislation that helps implement the requirements of Assembly Bill 32, by addressing the greenhouse gas emissions produced by cars and light trucks—which account for nearly 40% of the state's total emissions.

SB 45

Senate Bill 45. Commonly referred to as the STIP Reform Bill. This bill created the procedures for administering local grant projects in the State Transportation Improvement Program (STIP) and responsibilities of Regional Transportation Planning Agencies (RTPAs).

SB 743

Senate Bill 743. California state legislation that helps reduce vehicle miles traveled (VMT).

SB 9

Senate Bill 9. This bill enables homeowners to more easily subdivide their current residential lot.

SB 903

Senate Bill 903. This legislation was sponsored by StanCOG and became effective July 16, 2018. It provides Operators with relief and maintains existing transit service.

SCCP

Solution for Congested Corridors Program

SCS

Sustainable Communities Strategy. A SCS is an enhanced land use element, developed as part of each Regional Transportation Plan (RTP) update, that sets forth a growth strategy for the region which combined with the transportation plan strives towards achieving GHG emissions reductions.

SED

Socioeconomic Data

SHOPP

State Highway Operation and Protection Program. Caltrans' three-year program to address traffic safety, roadway rehabilitation, roadside rehabilitation, or operations needs on the state highway system.

RMRA

Road Maintenance and Rehabilitation Account

SHSMP

State Highway System Management Plan

SIP

State Implementation Plan. A document that shows the steps planned to meet federal air quality standards.

SJJPA

San Joaquin Valley Joint Powers Authority

SJRRC

San Joaquin Regional Rail Commission

SJRTD

San Joaquin Regional Transit District

SJV

San Joaquin Valley

SJVAPCD

San Joaquin Valley Air Pollution Control District is the governmental agency that regulates sources of air pollution within Stanislaus County.

SJVR

San Joaquin Valley Railroad

Smart Growth

A compact, efficient, and environmentally-sensitive pattern of development that provides people with additional travel, housing, and employment choices by focusing future growth away from rural areas and closer to existing and planned job centers and public facilities, while preserving open space and natural resources.

SOV

Single occupant vehicle

SPMT

Safety Performance Management Targets

SR

State Route, as in State Route 99 (SR-99)

SR2S

State Safe Routes to School

SS4A

Safe Streets for All

SSTAC

Social Services Transportation Advisory Council. A standing StanCOG advisory committee to the Policy Board

STA

State Transit Assistance. STA is a portion of the Transportation Development Act (TDA) dollars derived from the statewide general sales tax on diesel fuel. These funds are available only for transportation planning and mass transportation operating and capital purposes.

StanCOG

Stanislaus Council of Governments

StanRTA

Stanislaus Regional Transit Authority. It was formed in 2021 when StaRT and Modesto Area Express (MAX) were merged to reduce operating costs in future years.

StaRT

Stanislaus Regional Transit. Stanislaus County's fixed-route transit service.

STBGP

Surface Transportation Block Grant Program. The STBG program provides flexible funding for projects on any Federal-Aid highway, bridges on public roads, transit capital projects, and intra-city and inter-city bus terminals and facilities on a formula basis.

STIP

State Transportation Improvement Program. A multi-year program of major transportation projects to be funded by the state. The CTC adopts the STIP every two years based on projects proposed in RTIPs and from Caltrans.

STP

Surface Transportation Program. A federal program originally established in the federal ISTEA legislation which provides flexible funding allocated by regional agencies like StanCOG for a range of projects including highways, transit, local streets and roads, and bicycles.

Sustainability 3Es

Environmental Quality, Economic Vitality, Social Equity

SWITRS

Statewide Integrated Traffic Records System

TAC

Technical Advisory Committee. An informal StanCOG advisory committee.

TAP

Transportation Alternatives Program

TAZ

Traffic Analysis Zone

TCEP

Trade Corridor Enhancement Program. This program distributes \$300 million annually for projects related to transportation infrastructure vital to California's trade and freight economy.

TCM

Transportation Control Measure. A transportation strategy intended both to reduce vehicle miles traveled (VMT) and to make VMT more efficient. TCMs include transportation system management (TSM) and transportation demand management (TDM) elements. Examples include carpooling, transit, and computer-optimized traffic signals.

TCRP

Transportation Congestion Relief Program

TDA

Transportation Development Act. TDA funds are generated from a tax of one-quarter of one percent on all retail sales in each county and are used for transit, specialized transit for disabled persons, and bicycle and pedestrian purposes.

TDM

Transportation (Travel) Demand Management. Programs to reduce demand by automobiles on the transportation system, such as telecommuting, flextime, bicycling, walking, transit use, staggered work hours, and ridesharing.

Tier I

Transportation improvements and programs that are fully fundable by 2040 based on revenue projections

Tier II

Transportation improvements and programs that are desired, but are not fully fundable by 2040 based on revenue projections

TIP

Transportation Improvement Program

TMA

Transportation Management Area

TMS

Transportation Management System

TNC

Transportation Network Center

TRIMMS

Software for estimating the GHG emissions for Transportation Demand Measures

TSM

Transportation System Management. Strategies that maximize the number of persons traveling in a corridor or facility. These strategies include traffic flow improvements, ramp metering, and park-and-ride lots.

TSP

Traffic Signal Priority

TTS

Transportation Technology Strategy

TTTR

Truck Travel Time Reliability

U.S. DOT

United States Department of Transportation

U.S. EPA

United States Environmental Protection Agency

UOP

University of the Pacific

UPRR

Union Pacific Railroad

USC 130

Railway-Highway Crossings. The focus of this program is to reduce the number of fatalities and injuries at public highway-rail grade crossings through the elimination of hazards and/or the installation and upgrade of protective devices crossings.

V/C Ratio

Volume to Capacity Ratio. The volume of traffic divided by the capacity of a transportation facility.

VAMOS

Valley Flex smartphone trip planning application

Vanpool

A vehicle operating as a ridesharing arrangement, providing transportation to a group of individuals traveling directly between their homes and a regular destination within the same geographic area.

VHT

Vehicle Hours of Travel

VHTS

San Joaquin Valley Household Travel Survey

VMT

Vehicle Miles Traveled. The total number of miles traveled on all roadways by all vehicles.

VVS

Valley Vision Stanislaus

ZERO

Zero Emissions Route Operations

ZEV

Zero Emission Vehicle

Appendix N – System Performance Report

APPENDIX N – SYSTEM PERFORMANCE REPORT

MAP-21 Performance Management Requirements

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) promote the use of an objectives-driven, performance-based approach to planning for operations as an effective way to integrate operations into planning and programming. This approach focuses on short- and long-term system performance rather than simply focusing on implementation of projects as a measure of success.

FHWA defines Transportation Performance Management as a strategic approach using system information to make investment and policy decisions to achieve national performance goals. It is systematically applied and a regular ongoing process; provides key information to help decision makers by allowing them to understand the consequences of investment decisions across transportation assets or modes; improves communication between decision makers, stakeholders, and the traveling public; and ensures that performance targets and measures are developed through cooperative partnerships and based on data and objective information.

As a part of Moving Ahead for Progress in the 21st Century (MAP-21), and continued under the Fixing America's Surface Transportation (FAST) Act, states are to invest resources in projects that, collectively, will make progress toward achieving seven national goal areas that include:

- Safety
- Infrastructure Condition
- Congestion Reduction
- System Reliability
- Freight Movement and Economic Vitality
- Environmental Sustainability
- Reduced Project Delivery Delay

The performance management requirements are being instituted by the U.S. Department of Transportation (USDOT), by rulemakings. The dates the rules were promulgated in the Federal Register, the dates by which they became effective and the relevant regulatory chapters of the Code of Federal Regulations for each of the key FHWA-established measures are presented in Table 1.

Table 1: Transportation Performance Management Rule Making

TPM-Related Rulemaking	Final Rule Published	Effective Date	Regulatory Chapter
Safety Performance Measures (PM1)	March 15, 2016	April 14, 2016	23 CFR 490 (Subpart B)
Highway Safety Improvement Program (HSIP)	March 15, 2016	April 14, 2016	23 CFR 924
Statewide and Non-Metropolitan Planning; Metropolitan Planning	May 27, 2016	June 27, 2016	23 CFR 450
Highway Asset Management Plans for National Highway System (NHS) NHS	October 24, 2016	October 2, 2017	23 CFR 515 & 667

TPM-Related Rulemaking	Final Rule Published	Effective Date	Regulatory Chapter
Pavement and Bridge Condition Measures (PM2)	January 18, 2017	May 20, 2017	23 CFR 490 (Subpart C & D)
Performance of the NHS, Freight, and CMAQ Measures (PM3)	January 18, 2017	May 20, 2017	23 CFR 490 (Subpart E, F, G, H)

Source: FHWA, Office of Transportation Performance Management

Metropolitan planning organizations (MPOs) are required to establish targets for safety, bridge and pavement condition, air quality, freight movement, and for performance of the National Highway System (NHS) and to use the performance measures to track their progress toward meeting those targets.

The California Department of Transportation (Caltrans) and FHWA have focused on three measures: Safety, Pavement and Bridge Condition, National Highway System (NHS), Freight, and the Congestion Mitigation and Air Quality Improvement (CMAQ) Program (referred to as PM1, PM2 and PM3, respectively) for initiating the objectives-driven, performance-based approach to planning for operations.

Table 2 presents the schedule established for PM1 through PM3 for the current round of performance target setting. The Safety Performance Targets (PM1) are set annually by the State Department of Transportation (State DOT) and MPOs. PM2 and PM3 targets are currently in their third round of performance setting. Two-year and four-year targets for PM2 and PM3 are set every four years by State DOTs and MPOs. However, the PM3 CMAQ reductions measure performance period does not begin at the beginning of every calendar year.

Table 2: Transportation Performance Management Final Rules

Transportation Performance Management Rules	Final Rule Effective Date	Current Performance Period Start Date	Current Performance Period End Date
Safety Performance Measures (PM1)	4/14/2016	01/01/2026	12/31/2026
Pavement and Bridge Condition Measures (PM2)	5/20/2017	01/01/2026	12/31/2029
Performance of the NHS and Freight Measures (PM3)	5/20/2017	01/01/2026	12/31/2029
Performance of the CMAQ Measure (PM3)	5/20/2017	10/01/2025	9/30/2029

The FHWA published the Highway Safety Improvement Program (HSIP) and Safety Performance Management Measures (Safety PM) Final Rules in the Federal Register on March 15, 2016, with an effective date of April 14, 2016. The HSIP Final Rule updates the HSIP regulation under 23 CFR Part 924 to be consistent with MAP-21 and the FAST Act, and clarifies existing program requirements. The Safety Performance Measures Final Rule adds Part 490 to title 23 of the Code of Federal Regulations to implement the performance management requirements in 23 U.S.C. 150. The Safety PM rule supports

the HSIP, as it establishes safety performance measures to carry out the HSIP and to assess serious injuries and fatalities on all public roads.

The FHWA also published a final rule in the Federal Register (82 FR 5886) with an effective date of May 20, 2017, establishing performance measures for State DOTs to use in managing pavement and bridge performance on NHS. The rule, which was published in the Federal Register on January 18, 2017, establishes measures for state departments of transportation to use to carry out the National Highway Performance Program (NHPP) and to assess the condition of pavements on NHS (excluding the Interstate System), bridges carrying the NHS (including on- and off-ramps connected to the NHS), and pavements on the Interstate System.

The final rule for the Performance of the NHS, Freight, and CMAQ Measures (PM3), was published in the Federal Register (p. 5970 of Volume 82, Part 11) on January 18, 2017 with an effective date of May 20, 2017. The PM3 measures in this final rule are to be employed by State DOTs and MPOs to assess the performance of the Interstate and non-Interstate NHS for the purpose of carrying out NHPP; to assess freight movement on the Interstate System; and to assess traffic congestion and on-road mobile source emissions for the purpose of carrying out the CMAQ Program.

23 CFR 490.101 defines a target as “a quantifiable level of performance or condition, expressed as a value for the measure, to be achieved within a time period required by the Federal Highway Administration.” The performance period during which each target for PM1 through PM3 are measured is identified in Table 2.

Safety Performance Management (PM1)

Safety was the first national performance goal area for which states and MPOs were required to set performance targets. The Safety Performance Measures Final Rule supports the HSIP as it establishes safety performance management requirements for the purpose of carrying out the HSIP and assesses fatalities and serious injuries on all public roads.

The Safety Performance Management Final Rule establishes five performance measures:

1. Number of Fatalities
2. Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)
3. Number of Serious Injuries
4. Rate of Serious Injuries per 100 million VMT
5. Number of Non-motorized Fatalities and Non-motorized Serious Injuries

The PM1 Final Rule also establishes the process for State DOTs and MPOs to establish and report their safety targets, and the process that FHWA will use to assess whether State DOTs have met or made significant progress toward meeting those targets. The Safety PM Final Rule also establishes a common national definition for serious injuries.

The State is required to establish annual safety targets for each of the five measures identified above, and is required to report updated targets to FHWA by August 31 of each year. MPOs must establish their own targets or elect to support the State's targets within 180 days after the State targets have been reported to FHWA.

The State of California established their 2026 safety targets in August 2025. In March 2026, the Stanislaus Council of Governments (StanCOG) adopted these targets. The targets adopted for the 2026 calendar year are presented in Table 3 below.

Table 3: 2022 and 2026 Performance Measures and Targets

Performance Measure	5-Yr. Rolling Average Target for 2022*	Annual Percent Change for 2022*	5-Yr. Rolling Average Target for 2026*	Annual Percent Change for 2026*
Number of Fatalities	3,491.8	3.61%	3,933.2	12.64%
Rate of Fatalities (per 100M VMT)	1.042	2.00%	1.2	15.16%
Number of Serious Injuries	16,704.2	1.66%	16,016.9	-4.11%
Rate of Serious Injuries (per 100M VMT)	4.879	1.66%	5.205	6.68%
Number of Non-Motorized Fatalities and Non-Motorized Severe Injuries	4,684.4	-3.61%	4,402.50	-6.02%

*A 5-year rolling average is the unweighted mean of the previous 5 values from the previous 5 years

If an MPO elects to support the State's targets, they are required to work and coordinate with the State to identify areas of concern and performance measures for all public roads and incorporate the targets into the metropolitan planning process. The MPO must also include a description in their plans of the effect its investments would have on reaching the State's targets. In the previous rounds of safety target setting, StanCOG agreed to support the State's 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, and 2026 Safety Performance Targets to contribute toward State efforts to achieve safer public roads

States are considered to have met or made significant progress toward meeting their safety targets when at least 4 of the 5 targets are met or the outcome for the performance measure is better than the baseline performance the year prior to the target year.

If FHWA determines a State has either not met or made significant progress toward meeting its performance targets, the State will be required to use funding equal to HSIP funding amount used in the baseline year only for safety projects and submit an HSIP Implementation Plan detailing the actions Caltrans will take to meet or make significant progress towards meeting its targets in the following years.

FHWA has determined that the State of California has not met or made significant progress toward the 2018, 2019, 2020, 2021, 2022, or 2023 calendar year targets. FHWA is expected to notify State DOTs of calendar year 2025 target determinations by March 31, 2027.

In early 2022, both the federal government and the state of California adopted safety goals to support the goal of zero fatalities on the roadway. On January 27, 2022, the USDOT released the National Roadway Safety Strategy (NRSS) to support the reduction of fatalities and serious injuries along roadways. The NRSS sets a long-term goal of zero fatalities. Following the release of the NRSS, on February 15, 2022, Caltrans released a new Road Safety Policy, also known as Director's Policy 36 (DP-36), that sets the goal of zero roadway fatalities and serious injuries in California by 2050. Both Director's Policy 36 and the NRSS employ a Safe System Approach to achieve a long-term goal of zero injuries and fatalities.

StanCOG continues to coordinate with FHWA and Caltrans for setting its targets to reduce serious injuries and fatalities. State targets required by FHWA are submitted annually to FHWA on August 31st. StanCOG sets their targets six months after the State submits their targets to FHWA. Three of the five safety targets must be coordinated with the Highway Safety Plan, administered by the Office of Traffic Safety (OTS), which must submit their targets to the National Highway Traffic Safety Administration (NHTSA) by June 30th of each year. The following table identifies the deadlines associated with PM1 target setting and reporting.

Table 4: Safety Performance Management (PM1) Schedule/Next Steps

Safety Performance Management (PM1) Schedule				
Date	Action	MPO	State	FHWA
March 2026	FHWA reports whether the State has met or made significant progress toward meeting CY 2024 safety targets.			●
7/1/2025	The OTS sets Statewide PM1 Targets for three of the five Targets (Number of Fatalities, Number of Serious Injuries and Rate of Fatalities) with NHTSA.		●	
8/31/2025	Caltrans sets Calendar Year 2026 Statewide PM1 Targets with FHWA in HSIP.		●	
9/30/2025	Caltrans will prepare a white paper documenting target-setting coordination with MPOs and explaining the analytical methodology used to calculate statewide PM1 safety targets.		●	
2/27/2026	MPOs must document with Caltrans whether they: 1) agree to plan and program projects so that they contribute toward the accomplishment of Caltrans 2026 PM1 target for that performance measure; or 2) commit to a quantifiable 2026 PM1 target for that performance measure for their metropolitan planning area. (Note: Caltrans will provide MPOs an MPO Target Reporting Template).	●	●	
7/1/2026	OTS sets Statewide PM1 Targets for 3 of the 5 Targets (Number of Fatalities, Number of Serious Injuries and Rate of Fatalities) with NHTSA.		●	

Safety Performance Management (PM1) Schedule				
Date	Action	MPO	State	FHWA
8/31/2026	Caltrans sets Calendar Year 2027 Statewide PM1 Targets with FHWA in HSIP.		●	●
9/30/2026	Caltrans will prepare a white paper documenting target-setting coordination with MPOs and explaining the analytical methodology used to calculate statewide PM 1 safety targets.		●	
2/27/2027	MPOs must document with Caltrans whether they: 1) agree to plan and program projects so that they contribute toward the accomplishment of Caltrans 2027 PM1 target for that performance measure; or 2) commit to a quantifiable 2027 PM1 target for that performance measure for their metropolitan planning area. (Note: Caltrans will provide MPOs with their Target Reporting Template).	●		
March 2027	FHWA reports whether the State has met or made significant progress toward meeting CY 2025 safety targets.			●

Source: Transportation Performance Management & Asset Management Plan – Key Implementation Dates (<https://www.fhwa.dot.gov/tpm/rule/timeline.pdf>)

Regional Support for State's 2026 Safety Performance Targets

On March 18, 2026, the StanCOG Policy Board unanimously voted to support Caltrans' 2026 Safety Performance Targets presented in Table 3, above. To date, there have been eight rounds of target setting. StanCOG has agreed to support the State's 2018, 2019, 2020, 2021, 2022, 2023, 2024, and 2025 Safety Performance Targets to contribute toward State efforts for reducing serious injuries and fatalities. StanCOG will continue to reassess, on an annual basis, whether to support the State's safety performance targets or to set MPO targets.

Progress and Next Steps

Safety is a national transportation performance goal area and is a priority for StanCOG and its member agencies. As indicated above, StanCOG has participated in all eight rounds of safety target setting by Caltrans and opted to support the State's targets. StanCOG has been and will continue to invest in programs and projects to reduce fatalities and injuries on all public roads. StanCOG will accomplish this through continued coordination with our planning partners and member agencies through its planning and programming efforts.

Safety is taken into account in a wide array of planning activities undertaken by StanCOG. StanCOG solicits input from the general public and other stakeholders regarding safety during public involvement activities, such as during the Regional Transportation Plan update, the annual Unmet Transit Needs Assessment, and special studies/projects. StanCOG actively seeks opportunities to promote safety in the region. For example, in 2021, StanCOG conducted a region-wide Bicyclist and Pedestrian Safety and Education Campaign where StanCOG teamed with community leaders and advocates in a collaborative effort to

improve road user safety behavior, increase motorist awareness of and empathy towards active transportation users, and increase walking and bicycling throughout Stanislaus County.

As shown in Table 5, the five metrics were collected for Stanislaus County representative of 2025 conditions and compared against the targets. As the targets apply statewide, StanCOG's performance was measured against the rates, Fatalities per 100 million VMT and Serious Injuries per 100 million VMT. For both metrics, StanCOG did not achieve the targets for 2025.

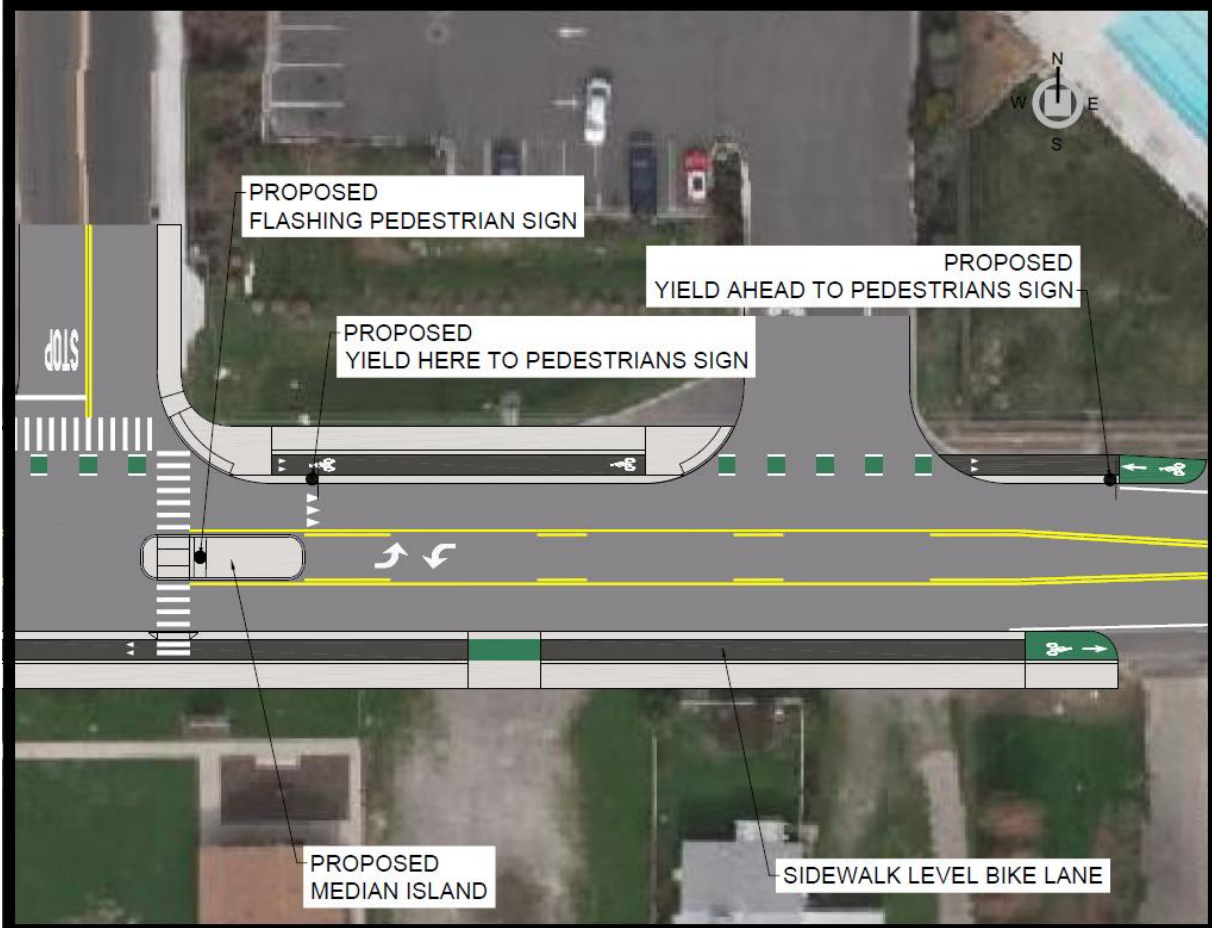
Table 5: Safety Performance vs Targets

Performance Measure	2025 Data	Statewide 5-Yr. Rolling Average Target for 2026*	Achieved?
Number of Fatalities	62	3,933.2	N/A
Rate of Fatalities (per 100M VMT)	1.37	1.2	No
Number of Serious Injuries	246	16,016.9	N/A
Rate of Serious Injuries (per 100M VMT)	5.47	5.205	No
Number of Non-Motorized Fatalities and Non-Motorized Severe Injuries	74	4,402.50	N/A

StanCOG participates in project level planning efforts as a sponsor and project lead on roadway improvement projects, environmental analyses, feasibility studies and other regional planning efforts. In 2025, StanCOG launched the development of a comprehensive Active Transportation Plan (ATP) for the Stanislaus region. StanCOG's ATP includes proposed recommendations for the regional bikeway network to better connect residents to key destinations, encourage biking and walking, and facilitate inter-jurisdictional travel. During the ATP development, StanCOG worked closely with community-based organizations, members of the public, public health officials, school districts, bicycle and pedestrian advocates, and StanCOG's member agencies to solicit input on the Plan. In total, the ATP recommends 190 projects that are included in the 2026 RTP/SCS project list, building on local active transportation projects that were identified by StanCOG's member agencies.

Building off of the 2022 RTP/SCS, StanCOG launched a Community Transportation Needs Assessment. The purpose of the Needs Assessment was to conduct a more focused study in disadvantaged, unincorporated communities within Stanislaus County to identify potential needs and improvement strategies for increasing mobility for all modes, promoting bicycling and walking, reducing Greenhouse Gas emissions, removing transportation barriers, and decreasing traffic fatalities and serious injuries.

Figure 1: Preliminary Design Concept Developed for StanCOG's Community Transportation Needs Assessment



Pictured above is a preliminary design concept produced for StanCOG's Community Transportation Needs Assessment in 2022.

The assessment was conducted in the communities of Bystrom and Empire. One of the outcomes of the study was the development of design concepts which identify proposed improvements along two high-need corridors within each community, as pictured above.

Consistent with the Safety and Health goal of the 2026 RTP/SCS, StanCOG strives to operate and maintain the transportation system to ensure public safety and security for Stanislaus residents. Below are a few example projects identified in the 2026 RTP/SCS, which include strategies for enhancing safety that will support the State in reaching Safety Performance Management Targets. These projects include highway safety and pedestrian safety improvements, and bicycle safety improvements.

- Pedestrian and Bicycle Safety Improvements around Modesto High School – Paradise Road from Sheridan to 1st, S. Jefferson from Paradise to Vine, 1st from Vine to Sierra and G St from Sierra to 2nd
- Highway and pedestrian safety improvements – On SR-33 from the Merced County line northward to Yolo Avenue in the City of Newman
- School Traffic Safety Project – Various locations in the City of Riverbank
- Roadway Safety Improvements – Various locations in Stanislaus County

- Install Sidewalks, upgrade ADA-compliant ramps, install and/or enhance crosswalks – Various locations in the City of Oakdale
- Rectangular Rapid Flashing Beacons – Various locations in the City of Modesto

There are numerous other safety-related projects included in the 2026 RTP/SCS Project List (see Appendix F).

Pavement and Bridge Performance Measures (PM2)

FHWA published in the Federal Register (82 FR 5886) a final rule, which became effective as of May 20, 2017, establishing performance measures for State DOTs to use in managing pavement and bridge performance on NHS.

State DOT targets are determined from asset management analyses and procedures and reflect investment strategies that work toward achieving a state of good repair over the life cycle of assets at minimum practicable cost. State DOTs may establish additional measures and targets that reflect asset management objectives. The rule applies to bridges carrying the NHS, including on- and off-ramps connected to the NHS. If for 3 consecutive years more than 10.0% of a State DOT's NHS bridges' total deck area is classified as Structurally Deficient, the State DOT must obligate and set aside NHPP funds for eligible projects on bridges on the NHS. Deck area of all border bridges counts toward both State DOTs' totals. The Final Rule establishes the Pavement Performance Measures as follows.

1. % of Interstate pavements in Good condition
2. % of Interstate pavements in Poor condition
3. % of non-Interstate NHS pavements in Good condition
4. % of non-Interstate NHS pavements in Poor condition

Table 6 presents the pavement condition criteria for rating a pavement as good, fair, or poor, based on four metrics: International Roughness Index (IRI), Cracking, Rutting and Faulting. If all metrics receive a rating of good, then the pavement condition is considered to be good. If two or more metrics are determined to be poor, then the pavement is considered to be in poor condition.

Table 6: Pavement Condition Criteria

Parameter	Good	Fair	Poor
IRI ¹ (in/mi)	<95	95-170	>170
Cracking (%)	<5	5-10 (CRCP ²) 5-15 (JPCP ³) 5-20 (AP ⁴)	>10 (CRCP ¹) >15 (JPCP ²) >20 (AP ³)
Rutting ⁴ (in)	<0.2	0.2-0.4	>0.4
Faulting (in)	<0.10	0.10-0.15	>0.15

¹ International Roughness Index ² Continuously reinforced concrete pavement ³ Jointed plain concrete pavement ⁴ Asphalt pavement ⁵ Rutting is applicable to asphalt pavement only. ⁵ Faulting is applicable to jointed plain concrete pavement only.

The Final Rule also establishes the Bridge Performance Measures as:

1. % of NHS bridges by deck area classified as in Good condition
2. % of NHS bridges by deck area classified as in Poor condition

Table 7: National Bridge Inventory (NBI) Condition Rating and Associated Asset Classification

Asset Classification	Lowest NBI Condition Rating
Good	9
	8
	7
Fair	6
	5
Poor	4
	3
	2
	1
	0

State DOTs must establish targets for all bridges carrying the NHS, including on- and off-ramps connected to the NHS and bridges carrying the NHS that cross a State border, regardless of ownership.

In May 2018, Caltrans set the first round of Statewide two-year and 4-year pavement and bridge condition targets in its California Transportation Asset Management Plan (TAMP). The most recent TAMP, released in 2026, provides updated NHS pavement and bridge performance targets for the current performance period. Table 8 presents the current two-year and 4-year target compared to the targets set in the 2022 RTP/SCS.

Table 8: 2018 and 2026 Statewide Pavement and Bridge Performance Targets

Pavement and Bridge Performance Measures		2018 2-Year NHS Targets		2018 4-Year NHS Targets		2026 2-Year NHS Targets		2026 4-Year NHS Targets	
		Good	Poor	Good	Poor	Good	Poor	Good	Poor
Pavements on NHS	Interstate	45.10%	3.50%	44.5%	3.80%	48%	2.3%	49%	2.35
	Non-Interstate	28.20%	7.30%	29.90%	7.20%	26%	7.5%	26.7%	7.5%
Bridges on the NHS		69.10%	4.60%	70.50%	4.40%	41.4%	7.2%	40.2%	5.8%

MPOs have the option to either support the relevant State DOT four-year targets or establish their own targets for pavement and bridges within 180 days after the State DOT targets are established. StanCOG voted to adopt the targets. Under these state targets, StanCOG must meet certain condition levels to contribute to the State's overall targets. The condition level targets for StanCOG are shown in Table 9 and Table 10 below.

Table 9: 2022 and 2026 StanCOG PM2 Pavement Targets

Pavement and Bridge Performance Targets	2022 4-Year NHS Targets				2026 4-Year NHS Targets			
	Good		Poor		Good		Poor	
	Lane Miles	%	Lane Miles	%	Lane Miles	%	Lane Miles	%
Pavements on NHS: Non-Interstate	28.7	13.1%	29.6	13.5%	22.2	10.1%	27.5	12.5%

Table 10: 2022 and 2026 StanCOG PM2 Bridge Targets

Bridge Performance Targets	2022 4-Year NHS Targets				2026 4-Year NHS Targets			
	Good		Poor		Good		Poor	
	Square Feet	%	Square Feet	%	Square Feet	%	Square Feet	%
Bridges on the NHS: Non-Interstate	46,293.5	24.6%	27,663.1	14.7%	93,387.6	48.2%	52,040.1	26.8%

If FHWA determines the State DOT's Interstate pavement condition falls below the minimum level for the most recent year, the State DOT must obligate a portion of NHPP and transfer a portion of Surface Transportation Program (STP) funds to address Interstate pavement condition. If for 3 consecutive years more than 10.0% of a State DOT's NHS bridges' total deck area is classified as Structurally Deficient, the State DOT must obligate and set aside NHPP funds for eligible projects on bridges on the NHS.

On October 1, 2024, the Mid Performance Progress Report for PM2 was due to FHWA for the second performance period. During this period, the targets for PM2 may be adjusted. The next PM2 reporting milestone is October 1, 2026, when the Full Performance Period Progress Report for the Second Performance Period and the Baseline Performance Period Report for the Third Performance Period are due.

On December 31, 2025, the Second Performance Period for PM2 ended and the Third Performance Period commenced. On October 1, 2026, a Full Performance Period Progress Report on the 2nd Performance Period will be due. In addition, the Baseline Performance Period Report for the Third Performance Period will be due. This report will provide the State DOT two-year and four-year targets for PM2. The schedule for the PM2 Second Performance Period is shown below in Table 11.

Table 11: Pavement and Bridge Performance Management (PM2) Schedule/Next Steps

Pavement and Bridge (PM2) Schedule			
Date	Action	FHWA	State
10/01/2026	A Full Performance Period Progress Report for the 2 nd Performance Period is due. FHWA will determine the Significant Progress and notify the State DOT toward the achievement of its NHPP and NHFP targets	●	●

Pavement and Bridge (PM2) Schedule			
Date	Action	FHWA	State
10/01/2026	State DOTs will release the Baseline Performance Period Report for the 3 rd Performance Period. In this report, the two-year and four-year PM2 Targets will be reported.		●
10/01/2028	State DOTs must submit the Mid Performance Period Progress Report to FHWA. FHWA will determine the Significant Progress and notify the State DOT of the outcome.	●	●
10/01/2030	State DOTs must submit the Full Performance Period Progress Report for the 3 rd Performance Period. FHWA will determine the Significant Progress and notify the State DOT toward the achievement of its NHPP and NHFP targets	●	●

Source: Transportation Performance Management & Asset Management Plan – Key Implementation Dates (<https://www.fhwa.dot.gov/tpm/rule/timeline.pdf>)

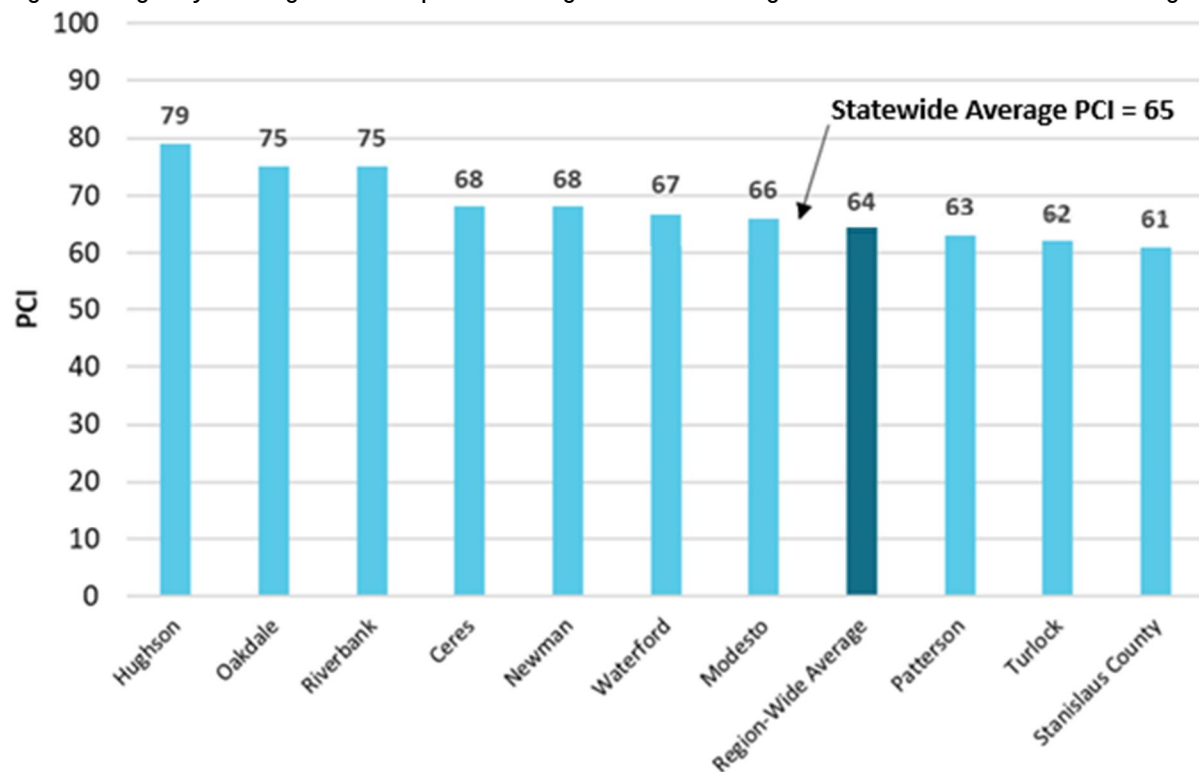
Progress and Next Steps

In 2021, the Stanislaus Council of Governments (StanCOG) solicited interest among its member agencies in participating in a collaborative region-wide pavement management program (PMP) update. This project is locally funded by member agencies and StanCOG is responsible for collaborating closely with the member agencies' technical and management staff in order to ensure the success of the PMP update. To support the PMP Update, in 2021 and 2022, pavement condition data was collected in the 9 cities and the county in the Stanislaus region. As identified in the PMP, the region-wide pavement network consists of approximately 2,827 centerline miles of streets, which represents a substantial investment of approximately \$4.4 billion.

The results of the conditions analysis show the region-wide pavement network to be in "Fair" condition, currently, with an average pavement condition index (PCI) of 64. Approximately 50.9 percent of the network is in "Good" condition while 23.8 percent is in "Poor" or "Failed" condition. Approximately 17.6 percent of pavements are in "Poor" condition with 6.2 percent in "Failed" condition. Figure 2 presents the average PCI for each of StanCOG's member agencies for comparison against the region-wide (PCI-64) and statewide average PCI (PCI=65, as determined by the 2023 California Statewide Local Streets and Roads Needs Assessment).

Comparing to the targets provided in Table 9, StanCOG is meeting the target for roadways in Good condition but exceeding the target for roadways in Poor condition. While the condition of the Bridges in Stanislaus County are not reported here, their performance and annual condition of the roadways will be rolled into StanCOG's annual monitoring process.

Figure 2: Agency Average PCI Compared to Region-Wide Average PCI and 2025 Statewide Average PCI



System Performance (PM3)

A final rule, published in the Federal Register (82 FR 5970) on January 18, 2017, establishes performance measures that State DOTs and MPOs will use to report on the performance of the Interstate and non-Interstate NHS to carry out the NHPP; freight movement on the Interstate system to carry out the National Highway Freight Program (NHFP); and traffic congestion and on-road mobile source emissions for the purpose of carrying out CMAQ Program.

The final rule, effective as of May 20, 2017, establishes six performance measures:

1. Percent of reliable person-miles traveled on the Interstate
2. Percent of reliable person-miles traveled on the non-Interstate NHS
3. Percentage of Interstate system mileage providing for reliable truck travel time - Truck Travel Time Reliability (TTTR) Index
4. Total emissions reductions by applicable pollutants under the CMAQ program
5. Annual hours of peak hour excessive delay per capita
6. Percent of non-single occupancy vehicle travel which includes travel avoided by telecommuting.

State DOTs must have established two-year and four-year targets for each of the PM3 performance measures by May 20, 2018 and reported those targets to FHWA by October 1, 2018 in the Baseline Performance Period Report.

MPOs had the option to either support the relevant State DOT targets or establish their own targets within 180 days of the State establishing their targets. MPOs must document with Caltrans whether they: 1) agree to plan and program projects so that they contribute toward the accomplishment of Caltrans PM3

target for that performance measure; or 2) commit to a quantifiable PM3 target for their metropolitan planning area. On November 14, 2018, StanCOG Policy Board affirmed its support for Caltrans' targets by motion. For the 2026 RTP/SCS, PM3 enters the third performance period, which began January 1, 2026, and ends on December 31, 2029. Separately, the CMAQ emissions reduction measure began on October 1, 2025, and ends September 30, 2029. The PM3 targets are shown below in Table 12.

Table 12: PM3 Targets

Performance Measure	2017 Baseline Data	2-year Target	4-year Target	2022 Baseline Data	2-year Target	4-year Target
PM3 – National Highway System						
Percent of reliable person-miles traveled on the Interstate ¹	64.6%	65.1% (+0.5%)	65.6% (+1%)	73.80%	74.3% (+0.5%)	74.8% (+1%)
Percent of reliable person-miles traveled on the non-Interstate NHS ¹	73.0%	N/A	74.0% (+1%)	83.70%	84.2% (+0.5%)	84.7% (+1%)
PM3 – Freight Movement						
Percentage of Interstate system mileage providing reliable truck travel time (Truck Travel Time Reliability Index) ¹	1.69	1.68 (-0.01)	1.67 (-0.02)	1.6	1.60 (no proposed change)	1.60 (no proposed change)
PM3 – CMAQ Program						
Annual hours of peak hour excessive delay per capita*				8.1 Hours	8.1 Hours	8.1 Hours
Total Emissions Reductions by Applicable Pollutants under the CMAQ Program²						
VOC (kg/day)	951.83	961.35 (+1%)	970.87 (+2%)	2,551.00	2,862.00	5,724.00
CO (kg/day)	6863.26	6931.90 (+1%)	7000.54 (+2%)	21,771.00	12,798.00	25,596.00
NOx (kg/day)	1753.36	1770.89 (+1%)	1788.43 (+2%)	7,213.00	4,317.00	8,635.00
PM10 (kg/day)	2431.21	2455.52 (+1%)	2479.93 (+2%)	3,830.00	2,152.00	4,305.00
PM2.5 (kg/day)	904.25 (+2%)	913.29 (+1%)	922.34	1,537.00	1,830.00	3,659.00
*Annual hours of peak hour excessive delay per capita - N/A, Stanislaus population <1M Data provided by Caltrans Department of Planning and Modal Program, May 2018, from the sources listed below. ¹ Source: NPMRDS Analytics Tool (https://npmrds.ritis.org/analytics/) ² Source: CMAQ Public Access System (https://fhwaapps.fhwa.dot.gov/cmaq_pub/)						

Caltrans submitted the Mid-Performance Period Progress Report for the second PM3 performance period, which covers 2022 through 2025 for most PM3 measures. The PM3 measures address system reliability, freight reliability, traffic congestion, non-single occupancy vehicle travel, and CMAQ on-road mobile source emissions reductions. As part of the mid-performance period reporting process, Caltrans reviewed progress toward the adopted statewide PM3 targets and coordinated with metropolitan planning organizations, including StanCOG, on target-setting and reporting responsibilities for the remainder of the second performance period and the transition to the third performance period.

The second PM3 performance period ended on December 31, 2025, except for the CMAQ emissions measure, which followed the federal fiscal year and ended on September 30, 2025. The third PM3 performance period began in 2026 and covers the 2026 through 2029 reporting cycle. Caltrans' schedule anticipates final reporting for Cycle 2 and submittal of Cycle 3 targets in 2026, with mid-cycle reporting for Cycle 3 in 2028 and final reporting in 2030. The schedule is provided below in Table 13.

FHWA's October 1, 2021 applicability determination expanded the CMAQ traffic congestion measure requirements for the second performance period by lowering the applicable urbanized-area population threshold from more than 1 million to more than 200,000, where the urbanized area also includes NHS mileage and overlaps a nonattainment or maintenance area for ozone, carbon monoxide, PM10, or PM2.5 National Ambient Air Quality Standards. Under this determination, the Modesto urbanized area and StanCOG are subject to the CMAQ traffic congestion performance measures. Accordingly, StanCOG is required to establish or support applicable targets for the annual hours of peak-hour excessive delay per capita and percent non-single occupancy vehicle travel measures, in coordination with Caltrans and other applicable agencies, and to reflect these targets and related system performance information in the 2026 Regional Transportation Plan.

Table 13: System Performance (PM3) Schedule/Next Steps

System Performance (PM3) Schedule				
Date	Action	MPO	FHWA	State
10/01/2026	A Full Performance Period Progress Report for the 2 nd Performance Period is due. FHWA determines Significant Progress and notifies State DOT of outcome.		●	●
10/01/2026	State DOTs will release the Baseline Performance Period Report for the 3 rd Performance Period. In this report, the two-year and four-year PM3 Targets will be reported.			●
03/30/2027	Deadline for MPOs to establish their PM3 targets.	●		
10/01/2028	State DOTs must submit the Mid Performance Period Progress Report to FHWA. FHWA will determine the Significant Progress and notify the State DOT of the outcome.		●	●
9/30/2029	End of the 3 rd performance reporting period for on-road mobile source emissions.			●

System Performance (PM3) Schedule				
Date	Action	MPO	FHWA	State
12/31/2029	End of the performance period for traffic congestion measures.			●
10/01/20230	A Full Performance Period Progress Report for the 3 rd Performance Period is due. FHWA determines Significant Progress and notifies State DOT of outcome.		●	●

Source: Transportation Performance Management & Asset Management Plan – Key Implementation Dates (<https://www.fhwa.dot.gov/tpm/rule/timeline.pdf>)

Progress and Next Steps

In November of 2024, StanCOG updated its Congestion Management Process (CMP). A Congestion Management Process (CMP) is a systematic and regionally-accepted approach for managing and reducing the impacts of congestion on the movement of people and goods. A CMP is federally required in metropolitan areas with populations exceeding 200,000, known as Transportation Management Areas (TMAs). Federal requirements state that a CMP shall be developed and implemented as an integrated part of the metropolitan transportation planning process in all TMAs. The 2024 CMP was cooperatively developed by StanCOG and a Steering Committee comprised of local, state, and federal representatives to provide a region-wide transportation strategy.

As part of the CMP update, Traffic Level of Service (LOS) was monitored on a total of 106.6 directional miles of freeways and 250.4 directional miles of arterials on the county's CMP network. The CMP corridors on I-5 and SR-99 were categorized as limited-access freeway and interstate facilities. All other CMP corridors were categorized as principal arterials. Of the roadways identified in the final CMP network, all arterial CMP reporting corridors met the CMP's LOS standard of LOS D or better and all freeway corridors evaluated met the LOS threshold (LOS D or better) in the AM peak period.

In addition, the freeway corridors improve from the 2018 performance with both AM and PM peak-hours reducing the lane miles performing at LOS B and LOS D and increasing the lane miles operating at LOS A and LOS C, respectively, as shown in Table 14.

Table 14: LOS by Directional Roadway Miles – Limited Access Freeway CMP Corridors

LOS	2018 AM Peak Hour (miles)	2018 PM Peak Hour (miles)	LOS	2023 AM Peak Hour (miles)	2023 PM Peak Hour (miles)
A	0.0	50.8	A	83.7	76.5
B	94.4	27.9	B	10.8	7.3
C	6.3	15.4	C	6.3	17.2
D	5.5	9.8	D	5.5	2.8
E	0.0	2.4	E	0.0	2.4
F	0.0	0.0	F	0.0	0.0
TOTAL	106.3	106.3	TOTAL	106.3	106.3

One CMP corridor did not meet the LOS threshold in the PM peak period; Southbound SR-99 from Briggsmore Avenue to Maze Boulevard (SR 132) in Modesto was observed to have a PM peak LOS E. However, several types of travel are exempt from the deficiency determination, including trips that originate outside the agency's boundary. A select link analysis was performed on southbound SR-99 at the San Joaquin/Stanislaus County border to identify the traffic exempt from the deficiency determination. The analysis determined that this location is not deemed a deficiency. As a result of the analysis, no local jurisdictions are required to prepare Deficiency Plans to comply with California Code.

CMP corridor travel time reliability improved overall between 2018 and 2023. As shown in Table 15 and Table 16, corridors with PTI > 2.0 decreased from 9 to 8 freeway corridors and from 7 to 2 arterial corridors compared with the prior CMP cycle. PM peak conditions remain less reliable than AM peak conditions. When compared to the targets summarized in Table 12, the freeway exceeds the target whereby 88.8% of the lane miles in the AM peak-hour and 80.1% in the PM peak-hour are considered reliable, or a PTI less than 2.0. Further, 100% of arterial roadway lane miles operate reliably in the AM peak-hour and 99.0% of the lane miles operate reliably in the PM peak-hour, well above the reliability targets.

Table 15: PTI by Directional Roadway Miles – Limited Access Freeway CMP Corridors

PTI Range	2018 AM Peak Hour (miles)	2018 PM Peak Hour (miles)	PTI Range	2023 AM Peak Hour (miles)	2023 PM Peak Hour (miles)
1.00 - 1.49	90.4	67.1	1.00 - 1.49	90.4	69.3
1.50 – 1.00	7.0	11.3	1.50 – 1.00	4.1	15.9
2.00 - 2.49	6.2	18.6	2.00 - 2.49	9.5	14.7
2.50 – 2.99	2.7	6.9	2.50 – 2.99	2.2	4.0
3.00 - 4.00	0.0	2.4	3.00 - 4.00	0.0	2.4
TOTAL	106.3	106.3	TOTAL	106.3	106.3

Table 16: PTI by Directional Roadway Miles – Arterial Roadway CMP Corridors

PTI Range	2018 AM Peak Hour (miles)	2018 PM Peak Hour (miles)	PTI Range	2023 AM Peak Hour (miles)	2023 PM Peak Hour (miles)
1.00 - 1.49	221.3	172.8	1.00 - 1.49	193.2	160.0
1.50 – 1.00	28.0	65.0	1.50 – 1.00	59.5	90.2
2.00 - 2.49	3.4	12.5	2.00 - 2.49	0.0	1.2
2.50 – 2.99	0.0	1.3	2.50 – 2.99	0.0	1.3
3.00 - 4.00	0.0	0.0	3.00 - 4.00	0.0	0.0
TOTAL	252.6	252.6	TOTAL	252.6	252.6

Countywide Truck travel time reliability (TTTR) increased from 1.80 in 2018 to 1.90 in 2023. The largest increase occurred on minor arterials, partly because additional minor arterial miles were added to NPMRDS coverage. In both cases, the 1.60 target provided in Table 12 is exceeded showing that StanCOG is meeting its target.

While specific targets were not set for transit ridership, Table 17 summarizes the changes in system-wide ridership by transit provider between 2018 and 2023. Stanislaus County was not immune from the effects of the COVID pandemic on transit ridership with annual ridership in 2023 still lagging 2018, but StanCOG continues to work to provide service that benefits the community and boost ridership beyond pre-pandemic levels. It should also be noted that transit service was consolidated between 2018 and 2023 in which StanRTA operates all transit services in the County with the exception of the City of Turlock which continues to operate its own transit service, Turlock Transit.

Table 17: Annual Transit Ridership by Transit Provider

Transit Provider	2018 Annual Ridership	2023 Annual Ridership
CAT	23,281	N/A
Turlock Transit	143,353	319,390
StaRT	309,935	N/A
MAX	2,243,093	N/A
StanRTA	N/A	2,295,054
Total -- All Agencies	2,719,662	2,614,444

Table 18 summarizes transit speeds along Stanislaus County CMP corridors in 2023. As noted in StanCOG's CMP, transit speeds along Stanislaus County CMP corridors in 2023 were generally in the range of 70 – 75% of comparable auto mode speeds. Specific transit targets will be set in future RTPs and these metrics will be rolled into StanCOG's annual monitoring process.

Table 18: Average Transit Speeds by Transit Provider, 2023

Transit Provider	AM Peak Average Auto Speeds (mph)	AM Peak Average Transit Speeds (mph)	AM Peak Transit- to-Auto Speed Ratio (%)	AM Peak Number of Data Points	PM Peak Average Auto Speeds (mph)	PM Peak Average Transit Speeds (mph)	PM Peak Transit- to-Auto Speed Ratio (%)	PM Peak Number of Data Points
StanRTA	37.1	26.6	72%	59,435	34.6	25.6	74%	60,598
Turlock Transit	27.5	19.3	71%	10,184	25.6	17.5	70%	11,338
Combined (Total)	31.7	26.4	72%	69,619	29.1	25.4	74%	71,936

StanCOG will continue to coordinate with Caltrans to support the State and ensure that it meets its PM3 targets. Additional targets for metrics will be developed for the future as StanCOG expands the metrics it includes in its annual monitoring process to ensure that it can track performance across the transportation system and compare system performance against developed targets.