



Regional Transportation Plan and Sustainable Communities Strategy

Draft



Table of Contents

STANISLAUS COUNCIL OF GOVERNMENTS POLICY BOARD	vi
STANISLAUS COUNCIL OF GOVERNMENTS	viii
1. Executive Summary	1
Preferred Land Use Scenario	2
Goals and Objectives and Measures	2
Regional Transportation System.....	4
Future Conditions.....	7
Investment Plan	15
Key funding sources include:	15
System Preservation	17
Reliability and Congestion Management.....	19
Safety	23
Intelligent Transportation Systems	25
Travel Demand Management.....	26
Equity	27
Public Outreach	30
Outreach Highlights:	31
Conclusion.....	32
2. Introduction.....	34
RTP/SCS Preferred Scenario.....	34
Regulatory Setting & Planning Initiatives	34
Goals and Objectives.....	41
Federal Goals:	41
California Goals:	42
StanCOG 2026 RTP/SCS Goals.....	42
Planning Process.....	44
Outreach Highlights:	46
Transportation System.....	46
Forecasts	47
Transportation Demand	47
Financial	48
3. REGIONAL TRANSPORTATION SYSTEM	49
Roadway	49

Active Transportation.....	52
Transit.....	53
Stanislaus Regional Transit Authority (StanRTA) and Turlock Transit.....	53
Bus Rapid Transit and Transit Priority.....	54
Passenger Rail Connections.....	54
Paratransit and Demand-Response Service	54
Transportation Demand Management and Vanpool.....	55
Rail	56
Altamont Corridor Express and Valley Rail	56
Valley Rail Sacramento Service Expansion	57
Amtrak Gold Runner Expansion.....	58
Aviation.....	58
Aviation Areas of Future Focus	59
4. Future Conditions.....	61
Demographic Forecasts	61
Forecasting Process	62
Forecasts	62
Population.....	63
Employment.....	64
Commuters	65
Housing	66
Jobs-Housing Balance	67
Farmland Conservation.....	68
Travel Growth.....	68
Transportation Technology Trends	68
Transportation Improvements	71
5. Financial – Investment Plan.....	78
Recent Changes	79
Funding Sources	80
Local.....	81
State	82
Fare/fee subsidy programs.....	85
Federal.....	86
Financial Forecast	89
6. System Preservation.....	92

State of Good Repair	92
Roadway Pavement Conditions	92
Transit Operations and Cost	96
Congestion Management	97
Safety	99
Reliability	101
Intelligent Transportation Systems	102
Travel Demand Management and VMT	103
7. ENVIRONMENTAL JUSTICE	104
Introduction	104
Federal and State Requirements	104
Federal Regulations	104
California Regulations	105
Assessing Equity and Burdens	106
Performance Measures	107
Access to Transit	107
Access to Frequent Transit	110
Access to Active Transportation	112
Distribution of Roadway Expenditures	116
Proximity to Major Roadways	116
Changes in Housing Mix	117
Benefit and Burden Analysis	117
Expenditure Analysis	117
Title VI Analysis	118
Burden Analysis	119
Conclusion	138
8. Scenario Development	139
Linking Land Use and Transportation Planning	139
Scenario Development	141
Scenario A: Business as Usual (2022 RTP Preferred Alternative)	141
Scenario B: Mixed-Use with Increased Transit	143
Scenario C: Mixed-Use with Jobs Focus	146
Scenario D: Increased Housing in Neighborhoods	149
Land Use Scenarios and Objectives Summary	151
Preferred Scenario Selection	152

9. Scenario Evaluation.....	153
Scenario Testing.....	153
Preferred Scenario.....	153
Performance Measures	153
Conclusion.....	162
10. Action Plan.....	163
Project Selection and Prioritization Criteria.....	164
Project Purpose and Need.....	165
Investment Plan – Tier I Project List.....	167
Roadway Projects	168
Maintenance and Rehabilitation.....	168
Bicycle and Pedestrian Projects	168
Transit Projects	169
Safety Projects.....	169
Bridges	169
Rail Projects.....	169
Aviation Projects	169
Study Projects.....	170
Conclusion.....	171
11. Consultation and Cooperation	172
Introduction	172
Outreach Approach.....	172
Community Outreach Efforts	176
Community Outreach Findings.....	180
Agency Consultation.....	183
Appendix A: RTP Checklist.....	187

Appendices

Appendix A (RTP Checklist) is included in this document. All other appendices are provided under separate cover — see the “2026 RTP/SCS — Appendices” volume.

Appendix B – Adoption Resolutions

Appendix C – Comments and Responses

Appendix D – Public Notices

Appendix E – Spanish Executive Summary

Appendix F – Project List

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

Appendix H – SB 375 Methodology

Appendix I – Public Participation Plan

Appendix J – Travel Demand Model Validation Report

Appendix K – Project Prioritization

Appendix L – Public Outreach Materials

Appendix M – Glossary of Terms

STANISLAUS COUNCIL OF GOVERNMENTS POLICY BOARD

Buck Condit, Chairman – Stanislaus County

Casey Graham, Vice Chairman - City of Newman

Alan McFadon - City of Hughson

Rosa Escutia-Braaton - City of Modesto

David Wright – City of Modesto

Javier Lopez - City of Ceres

Sue Zwahlen - City of Modesto

Kayleigh Gilbert - City of Oakdale

Michael Clauzel - City of Patterson

Charlie Goeken - City of Waterford

Rachel Hernandez – City of Riverbank

Erika Phillips - City of Turlock

Vito Chiesa - Stanislaus County

Channce Condit - Stanislaus County

Mani Grewal - Stanislaus County

Terry Withrow - Stanislaus County StanRTA

Grace Magsayo - Caltrans Ex-Officio

Valley Vision Stanislaus Steering Committee

Rachel Hernandez, Chair – City of Riverbank

John Beckman, Vice Chair – Building Industry Association

Julian Aguirre – City of Ceres

Carla Jauregui – City of Hughson

Jessica Hill – City of Modesto

Thomas Spankowski – City of Newman

Jeff Gravel – City of Oakdale

Joel Andrews – City of Patterson

Joshua Mann – City of Riverbank

Adrienne Werner – City of Turlock

David Niskanen – City of Waterford

Angela Freitas – Stanislaus County

Sara Lytle-Pinhey – Local Agency Formation Commission

John Dinan – Citizens Advisory Committee

Edgar Garibay – Environmental Justice

STANISLAUS COUNCIL OF GOVERNMENTS

Amber Collins, Executive Director

Monica Streeter, General Counsel

José Luis Cáceres, Director of Programming and Project Delivery

Amandeep Kalkat, Financial Services Specialist I

Jennifer Graham, Senior Financial Services Specialist

Josephine Oshana, Executive Administrative Assistant

Kassandra Barrientos, Associate Planner

Nick St. Cook, Associate Planner

Shannon Silva, Manager of Human Resources

Sofia So, Assistant Planner

Tony Harris, Manager of Strategic Project Delivery

1. Executive Summary

The Stanislaus Council of Governments' 2026 Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS or Plan) specifies the policies, projects, and programs necessary over a 23-year period to improve, manage, and maintain the region's transportation system.

StanCOG is required by federal and state law to prepare and adopt a comprehensive regional transportation plan covering a minimum 20-year planning horizon. The RTP/SCS is updated every four years. The 2026 RTP/SCS sets the foundation for transportation investment and land use priorities for the years 2026 through 2049.

As the federally designated Metropolitan Planning Organization (MPO) and state-designated Regional Transportation Planning Agency (RTPA) for the Stanislaus region, StanCOG developed the 2026 RTP/SCS update through an integrated and formal planning process, referred to as Valley Vision Stanislaus. This process was carried out in collaboration with the nine cities in the Stanislaus region and the County of Stanislaus, through coordination with local, state, and federal planning partners, and through outreach to key stakeholders and the public.

Table 1.1 outlines the federal planning factors identified in 23 CFR § 450.306 and the statewide goals that inform the RTP/SCS.

TABLE 1.1 – FEDERAL PLANNING FACTORS AND STATEWIDE GOALS

Federal Planning Factors
Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
Increase the safety of the transportation system for motorized and non-motorized users
Increase the security of the transportation system for motorized and non-motorized users
Increase accessibility and mobility of people and freight
Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
Promote efficient system management and operation
Emphasize the preservation of the existing transportation system
Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation
Enhance travel and tourism
Statewide Goals
Achieve SB 375 GHG reduction goals
Preserve transportation infrastructure

Multimodal mobility
Reduce greenhouse gases (GHG) and improve air quality
Improve public health
Conserve land and natural resources
Encourage sustainable land use patterns
Increase supply of affordable housing
Improve jobs and housing balance
Improve mobility and accessibility for all, including low-income and disadvantaged communities
Support economic development
Increase safety and security of the transportation system for motorized and non-motorized users

Preferred Land Use Scenario

The 2026 RTP/SCS is based on a preferred land use and transportation scenario, referred to as Scenario C (Preferred Scenario/Mixed-Use with Jobs Focus). Scenario C defines a future growth pattern that focuses new development in existing job centers, limits growth in undeveloped areas, improves the regional jobs-housing balance, and reduces commute-related vehicle miles traveled (VMT). The scenario also seeks to accommodate a more diverse range of housing types and reduce development on prime farmland compared to Scenario A (Business as Usual). The 2026 RTP/SCS scenarios are discussed in further detail in Chapters 8 and 9.

Goals and Objectives and Measures

The development of the 2026 RTP/SCS began with the establishment of a set of goals, objectives, and measures that express the aspirations and desired outcomes of the planning process. The goals and objectives were developed to be consistent with local, state, and national goals/objectives and align the region's investment plan with state goals and objectives on climate, equity, multimodal mobility and accessibility/connectivity, safety, public health, livability, economy, environment, and infrastructure, including those in the following plans:

- The California Transportation Plan 2050,
- The 2021 Interregional Transportation Strategic Plan,
- The 2021 Climate Action Plan for Transportation Infrastructure (CAPTI),
- The California Freight Mobility Plan 2020,
- Caltrans' 2020-2024 Strategic Plan, and
- Other key state plans

The goals, objectives, and performance indicators for the 2026 RTP/SCS represent a continuing evolution that builds upon earlier successes with added refinements made based on input solicited through outreach with StanCOG's member agencies, the public, and other key stakeholders. Table 1.2 describes the goals and accompanying measures used to evaluate the 2026 RTP/SCS.

TABLE 1.2 - 2026 RTP/SCS GOALS, OBJECTIVES, AND MEASURES

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. • Average trip length • Percentage of transit/bike/walk trips per day • Peak period transit headways at major transportation hubs
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. • Percent of households within 1/2 miles of transit • Percent of low-income population using improved roadways • Percent of low-income population within 1/2 mile by LOS D or better transit frequency • Housing-type stock • Percent of dwelling unit growth at densities of at least 20 units per acre
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. • Jobs-housing balance in region • Vehicle hours of travel (VHT) in StanCOG region
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. • Acres of land consumed • Percentage of new development as infill • Overall residential density
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. • GHG reduction of 12% per capita by 2020 and 16% by 2035 (compared to 2005) • Total centerline miles of Class I, II and III bike facilities • Percentage of transit/bike/walk trips per day • CO₂ emissions per weekday for passenger vehicles • Meet countywide emission budgets established for criteria pollutants
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. • Percentage of transit/bike/walk trips per day • Percent of households within 500' of major transportation corridors • Percent of workers taking active commute to work

Goal 7. System Preservation
Maintain transportation system in a state of good repair; and protect investment by maximizing use of existing transportation facilities. Lane miles in need of rehabilitation
Goal 8. Smart Infrastructure
Coordinate, monitor, and integrate planning and programming for intelligent transportation systems (ITS), smart infrastructure, demand-responsive transportation, and automated vehicles. Regional Annual investment for Smart Infrastructure
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. Investment in planning/education for resiliency
Goal 10. Congestion Management
Maintain or reduce congestion as compared to current levels. - Level of service - Speed (Federal Performance Rule) - Level of travel time reliability
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. Federal Transportation Improvement Plan (FTIP) Project Funding Obligation Status

Specific performance measures were developed for quantifying regional goals and their accompanying objective, estimating the impacts of proposed investments, and for gauging progress toward achieving the goals/objectives over time.

Regional Transportation System

The regional transportation system in Stanislaus County, shown in Figure 1.1, consists of a multimodal network of roads, railways, bicycle and pedestrian routes, airports, and freight hubs. This system facilitates the movement of people and goods within Stanislaus County and connects the region to broader state and national transportation networks. Interstate 5 (I-5) and State Route 99 (SR 99) serve as the primary backbones of regional travel, linking the county's cities and unincorporated communities to other parts of California.

National, regional, and local transit services provide safe, reliable, affordable, and more environmentally sustainable alternatives to driving. In rural parts of Stanislaus County, where land use patterns are more dispersed, traveling by modes other than a private vehicle can be challenging. However, the county continues to expand its bicycle and pedestrian network to support active transportation, and the newly consolidated Stanislaus Regional Transit Authority (StanRTA) provides more streamlined and integrated transit service connecting communities throughout the county.

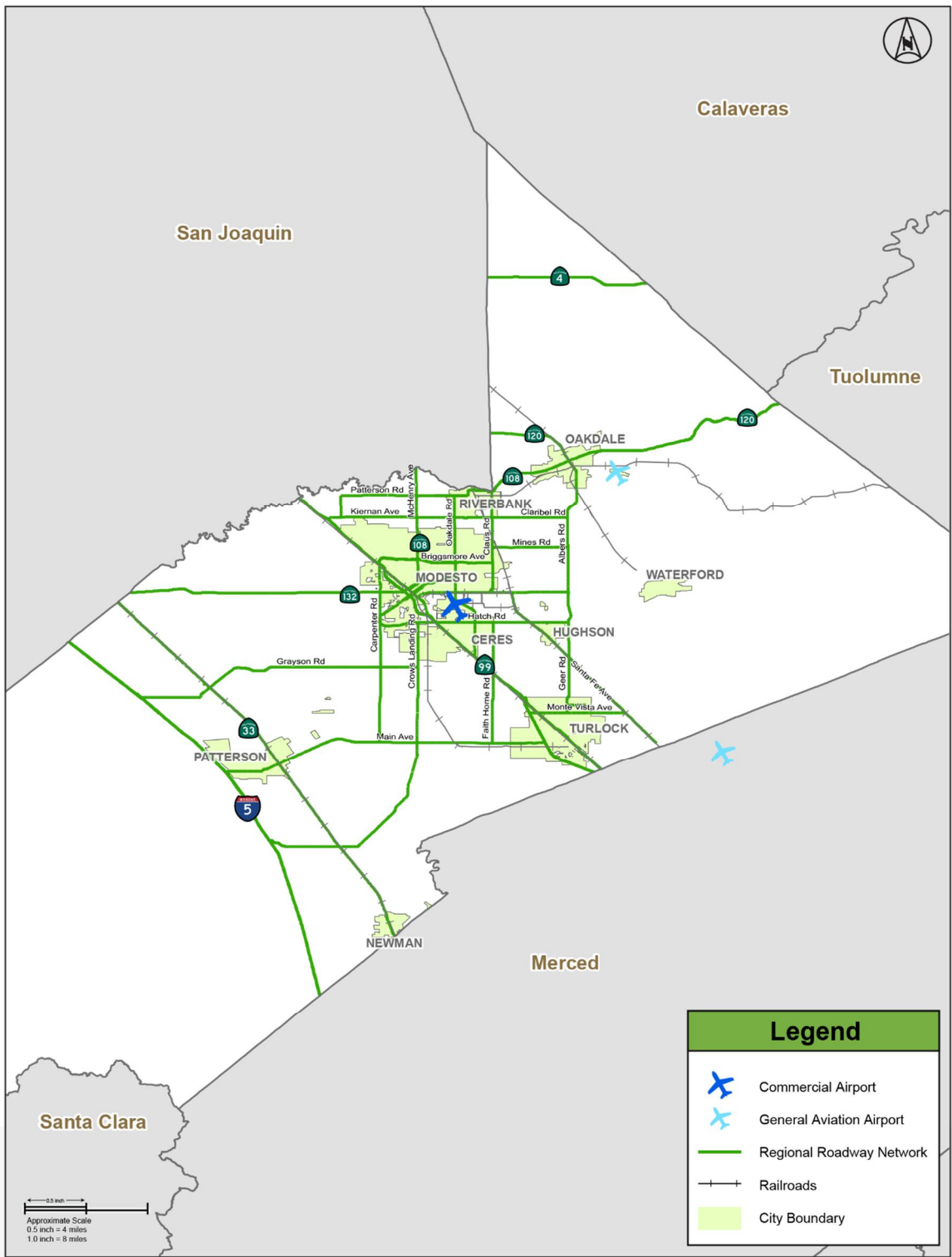
The 2026 RTP/SCS seeks to expand multimodal travel options throughout Stanislaus County by increasing investments in transit, bicycle, and pedestrian systems while continuing to improve roadway efficiency and reduce vehicle miles traveled in congested conditions. The Plan also identifies opportunities to enhance transportation system performance through infrastructure improvements, service



enhancements, and more effective management of transportation resources. For example, local roadway improvements may be paired with new or upgraded bicycle facilities and sidewalks, while pavement rehabilitation can improve travel conditions for motorists, transit riders, and bicyclists.

Understanding existing transportation conditions is an important step in identifying regional needs and developing strategies to address them. The following sections describe existing conditions across the major transportation modes that make up the Stanislaus County regional transportation system.

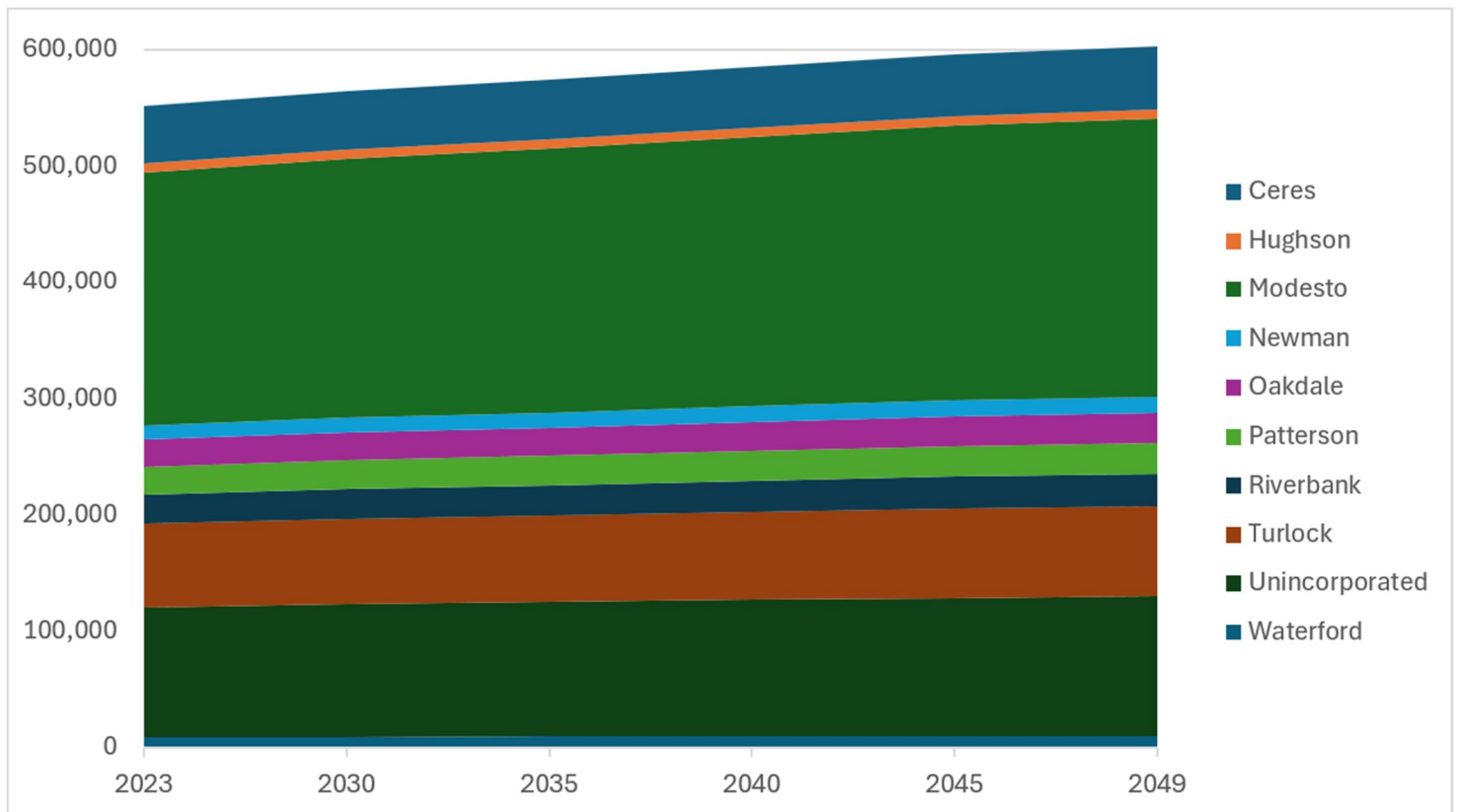
FIGURE 1.1 – REGIONAL FACILITY MAP



Future Conditions

Stanislaus County is projected to experience modest long-term growth through 2049, reflecting broader demographic shifts occurring across California. Based on the demographic forecasts prepared for the 2026 RTP/SCS, the county's population is projected to increase from 551,297 in 2023 to 602,220 in 2049, an increase of approximately 9.2 percent. This growth rate indicates continued population growth, but at a more moderate pace than periods of rapid expansion. Population growth by jurisdiction is shown in Figure 1.2.

FIGURE 1.2 – STANISLAUS COUNTY POPULATION PROJECTIONS, 2023 – 2049



Demographic change is also expected to affect the county's age structure, housing needs, workforce availability, and demand for transportation services. As the population grows and ages, the region will need to continue planning for a transportation system that supports access to jobs, healthcare, education, services, and daily destinations for residents with a range of mobility needs.

Employment is projected to grow somewhat faster than population, increasing from 269,939 jobs in 2023 to 291,900 jobs in 2049, or approximately 8.1 percent. This forecast suggests continued employment growth over the RTP/SCS planning horizon, with implications for commute patterns, goods movement, transit demand, and the relationship between future housing and employment locations.

Overall, the forecast suggests a period of moderate long-term growth rather than rapid expansion. The 2026 RTP/SCS responds to these trends by coordinating land use and transportation investments, supporting the Scenario C (Preferred Scenario/Mixed-Use with Jobs Focus), and identifying investments

that improve regional mobility, strengthen multimodal access, reduce commute-related vehicle miles traveled (VMT), and support a better regional jobs-housing balance.

The 2026 RTP/SCS addresses these growth and travel demand trends through a range of multimodal investments in its Tier I project list, including expansion of the bicycle and pedestrian system, enhancements to the Modesto City-County Airport, improved bus service provided by StanRTA and Turlock Transit, and expanded passenger rail connections through the Valley Rail program. 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. Key projects included in the RTP/SCS are shown in Figures 1.3A – 1.3F.

In addition to the fiscally constrained Tier I project list, the 2026 RTP/SCS includes a Tier II project list to identify significant long-term transportation improvements that are not expected to be implemented within the Plan's 2049 planning horizon. The Tier II list recognizes projects that remain important to the region's long-range transportation vision but currently lack sufficient funding or are anticipated to advance beyond the timeframe of this RTP/SCS.

For the 2026 RTP/SCS, Phase 4 of the North County Corridor is the only project included in the Tier II project list. While the North County Corridor remains a critical regional transportation investment that will enhance east-west mobility, improve freight movement, and support future economic development, current implementation schedules indicate that Phase 4 is expected to be constructed after 2049. Including the project in the Tier II list preserves its long-term regional significance and provides a framework for future planning and funding efforts as additional resources become available.

FIGURE 1.3A – PROJECT MAP: STANISLAUS COUNTY

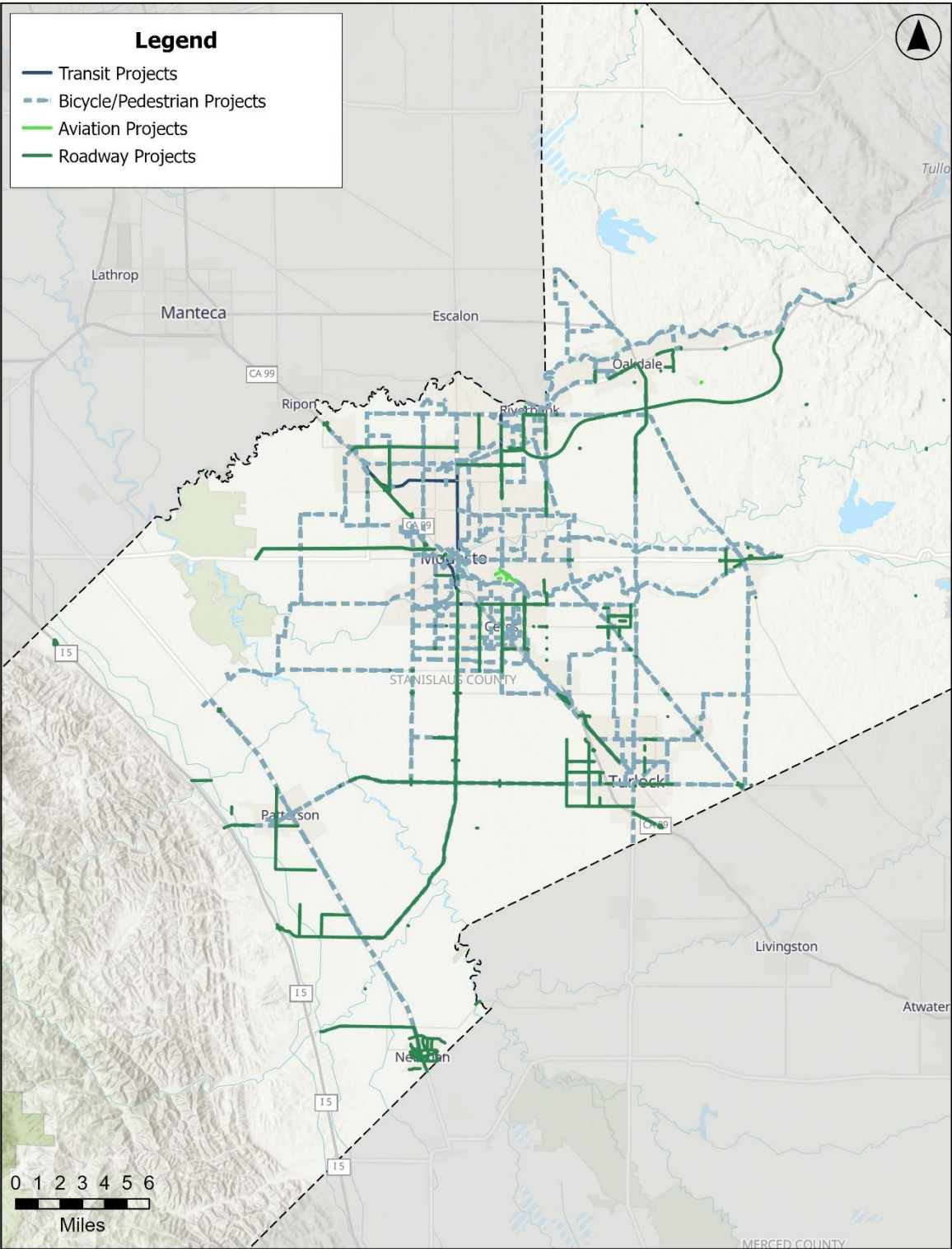


FIGURE 1.3B – PROJECT MAP: MODESTO & RIVERBANK

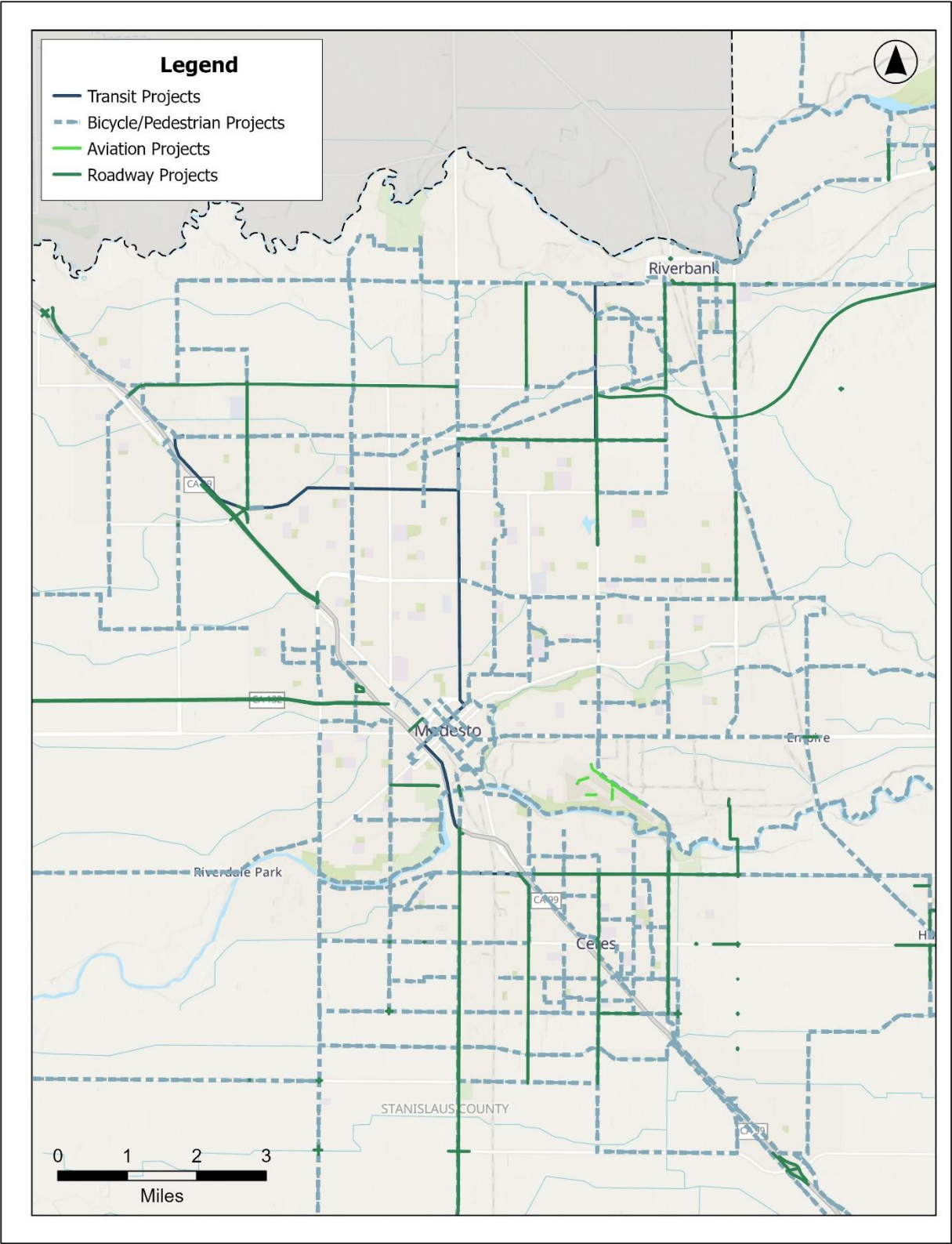


FIGURE 1.3C – PROJECT MAP: OAKDALE

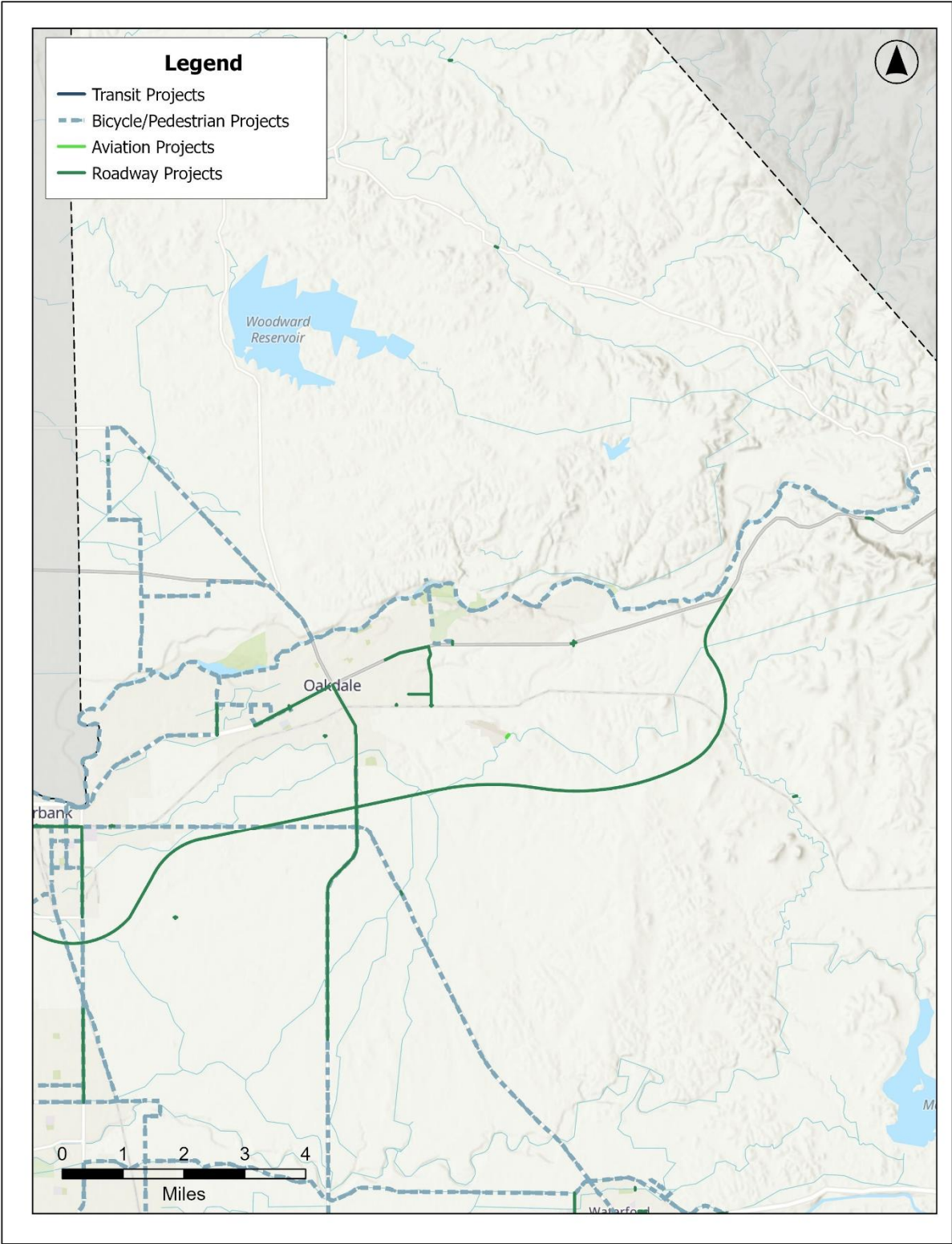


FIGURE 1.3D – PROJECT MAP: HUGHSON AND WATERFORD

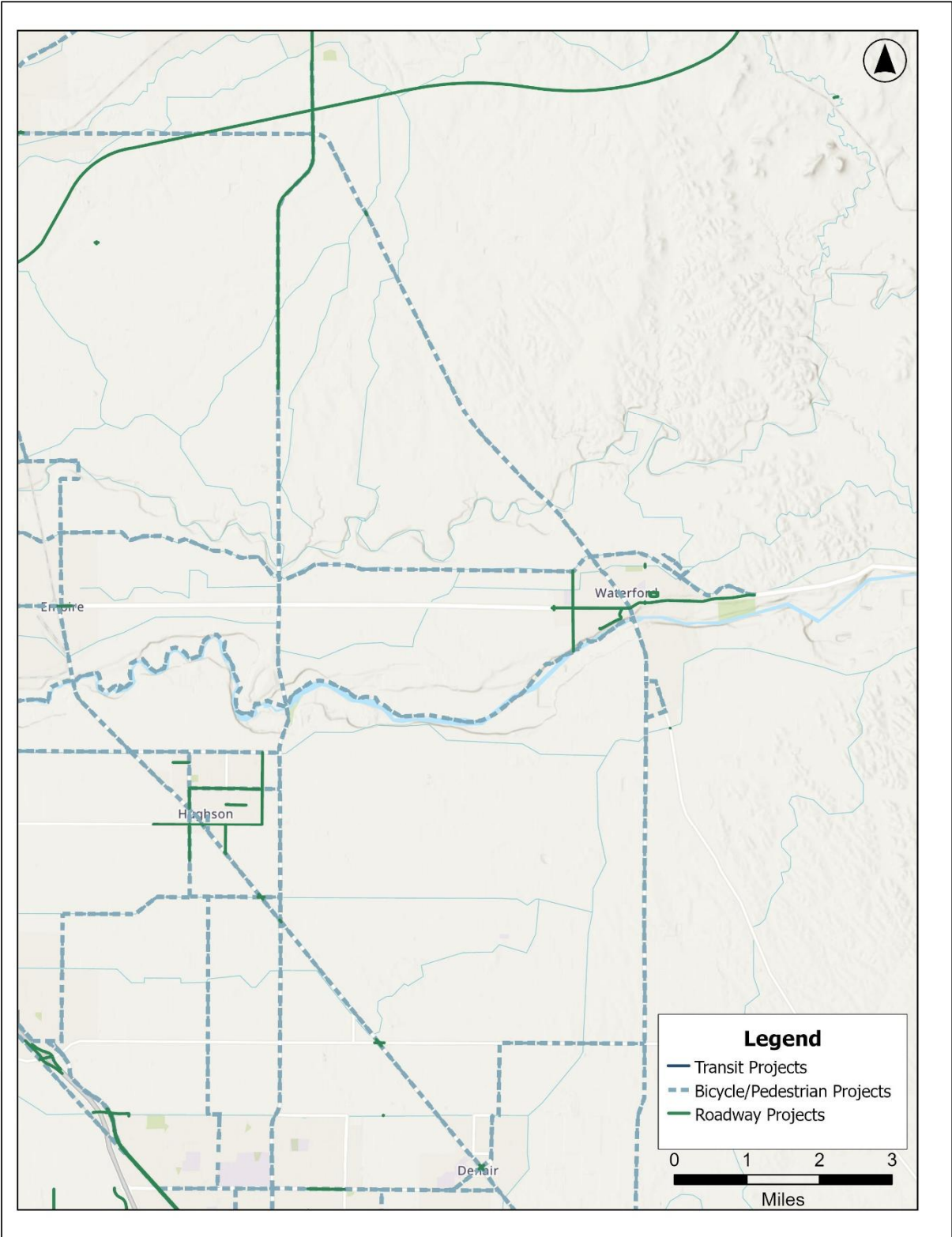


FIGURE 1.3E – PROJECT MAP: TURLOCK

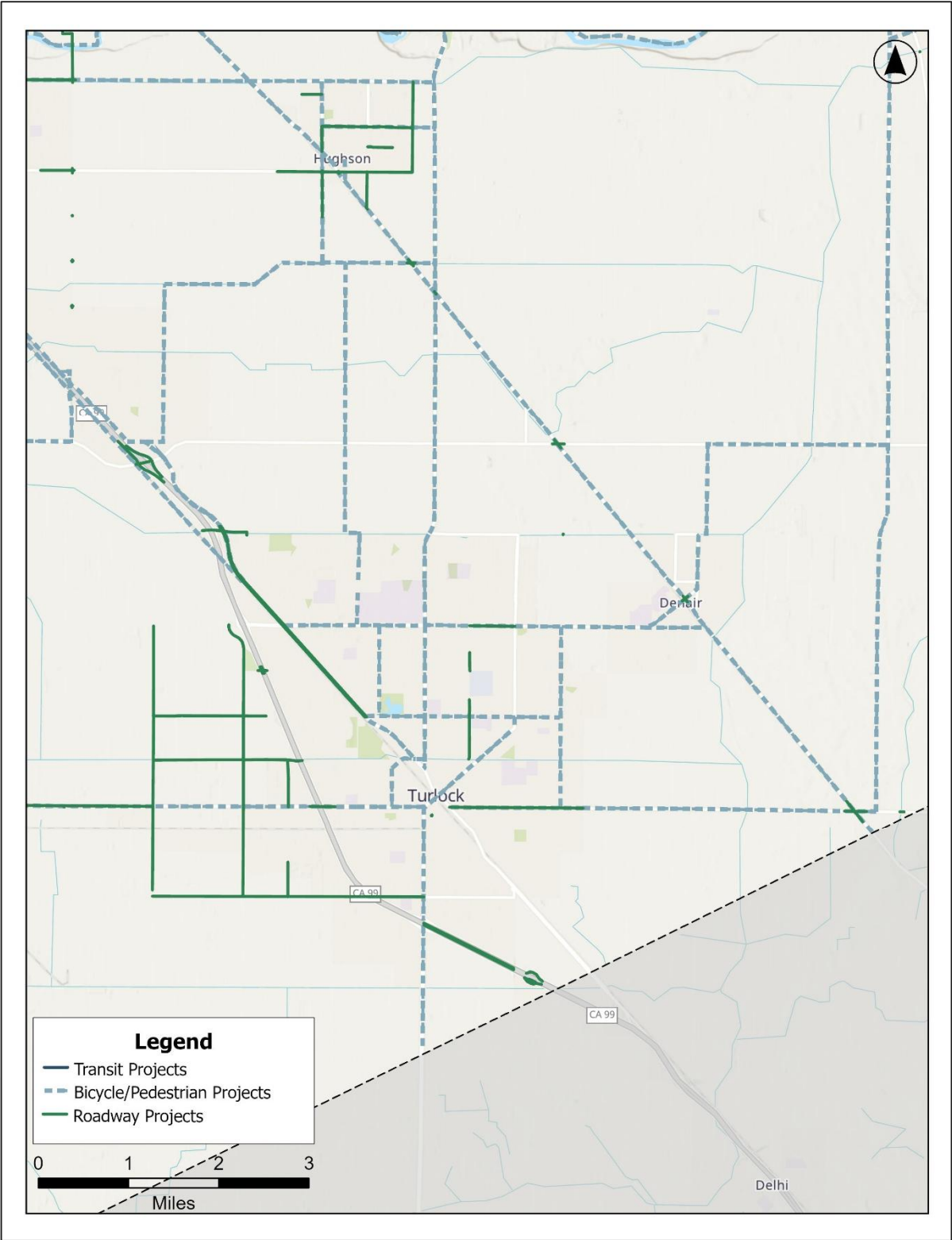
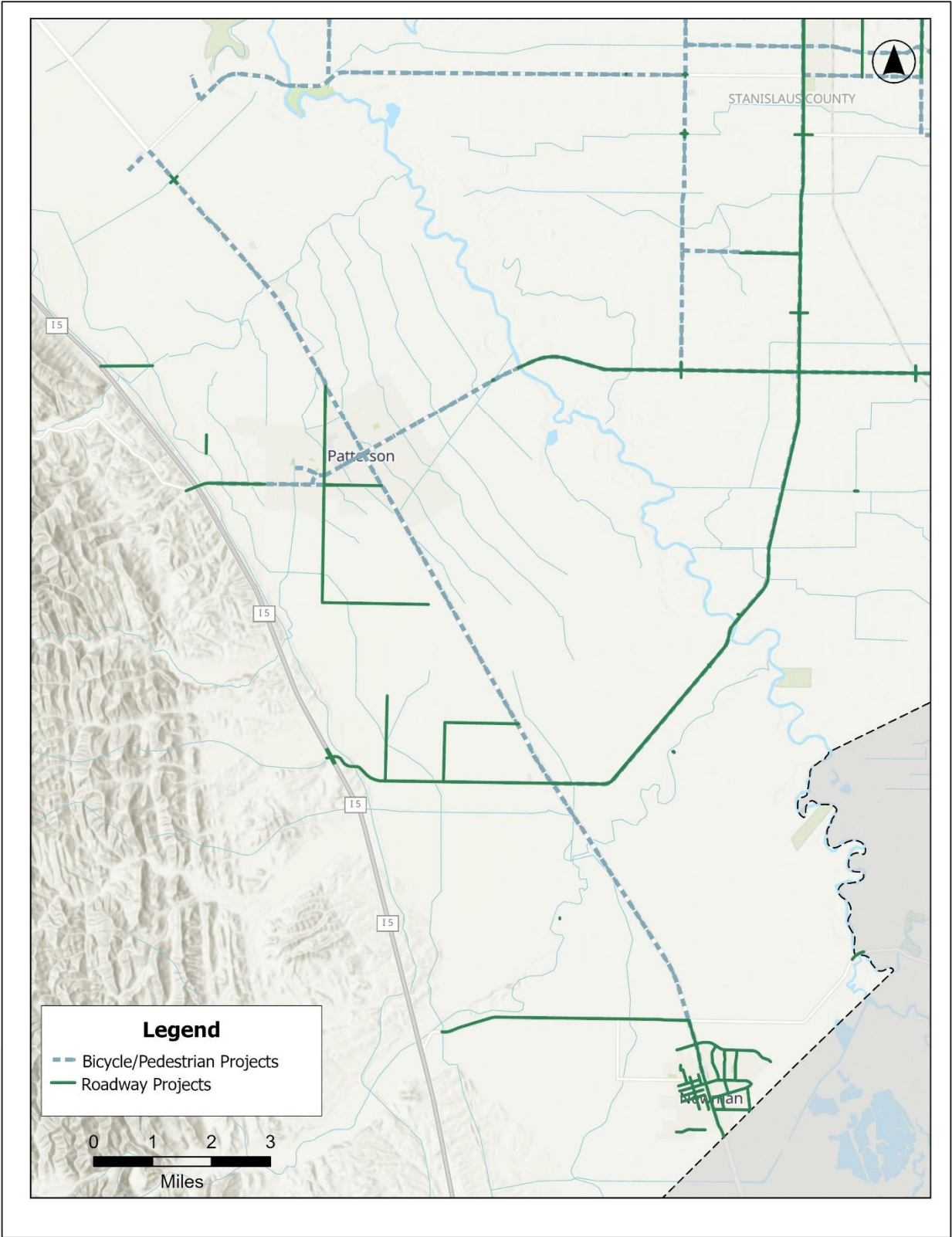


FIGURE 1.3F – PROJECT MAP: PATTERSON & NEWMAN



Investment Plan

The 2026 RTP/SCS Project List, provided in Appendix F, identifies the financially constrained Tier I transportation investments included in the Plan. The Tier I project list includes approximately \$8.4 billion in transportation investments through 2049 and reflects the investment priorities identified under Scenario C (Preferred Scenario/Mixed-Use with Jobs Focus). The RTP/SCS financial forecast identifies approximately \$12.1 billion in reasonably available local, state, and federal revenues over the same period, demonstrating that sufficient eligible funding is available to support the financially constrained investment program.

Key funding sources include:

- State Transportation Improvement Program (STIP), which provides state and federal transportation funds for eligible transportation improvements, including projects on the state highway system.
- State Highway Operation and Protection Program (SHOPP), which focuses on safety, rehabilitation, maintenance, and operation of the state highway system.
- Measure L, a half-cent transportation sales tax approved by Stanislaus County voters in November 2016 that provides dedicated local funding for transportation improvements throughout the county.
- Road Maintenance and Rehabilitation Program (SB 1), which provides state funding for transportation projects through formula distributions to regional and local agencies and competitive grant programs for eligible improvements.
- SB 132, which provides funding for passenger rail expansion, including Altamont Corridor Express (ACE) extension improvements serving Stanislaus County and the broader San Joaquin Valley.
- Active Transportation Program (ATP), which funds bicycle and pedestrian projects that improve safety, connectivity, and access for people walking and bicycling.
- Congestion Mitigation and Air Quality (CMAQ) Program, which funds transportation projects and programs that help the region attain or maintain National Ambient Air Quality Standards for ozone, carbon monoxide, PM10, and PM2.5.
- Cap-and-Trade funded programs, which support greenhouse gas-reducing transportation investments, including projects that benefit disadvantaged communities.
- U.S. Department of Transportation discretionary and formula programs, including Federal Highway Administration programs, and Federal Transit Administration programs such as Bus and Bus Facilities, Capital Investment Grants, and Enhanced Mobility of Seniors and Individuals with Disabilities.

The financially constrained Tier I investment program includes a balanced portfolio of roadway, maintenance and rehabilitation, bicycle and pedestrian, transit, rail, bridge, safety, aviation, and planning study projects. Approximately \$2.376 billion, or 28 percent of the total investment, is allocated to roadway capital improvements; \$2.034 billion, or 24 percent, to maintenance and rehabilitation; \$1.185 billion, or 14 percent, to bicycle and pedestrian projects; \$1.3 billion, or 16 percent, to transit projects; \$1.046 billion, or 12 percent, to rail projects; \$270 million, or 3 percent, to bridge projects; \$123 million, or 2 percent, to safety projects; \$67 million, or about 1 percent, to aviation projects; and \$12.5 million, or less than 1 percent, to planning studies.

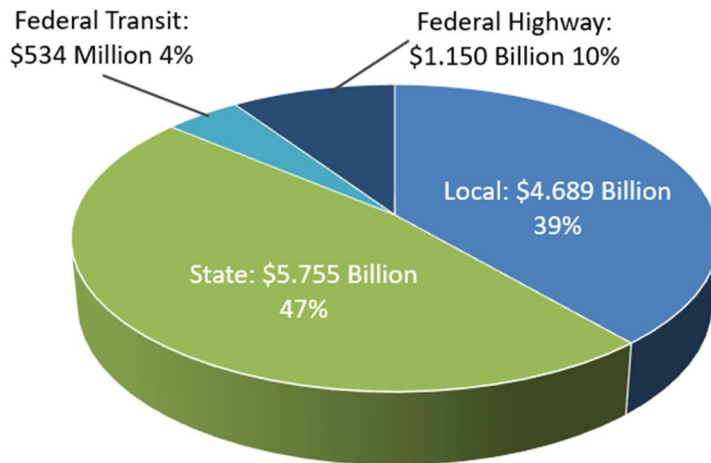
Figure 1.4 shows the distribution of transportation investments by project type and revenue source. Financially constrained projects are included in the 2026 RTP/SCS Project List, provided in Appendix F.

FIGURE 1.4 – PROJECT COST AND REVENUE THROUGH YEAR 2049

2026 RTP/SCS

Total Revenue by Project Category

Total Revenue: \$12.1 Billion



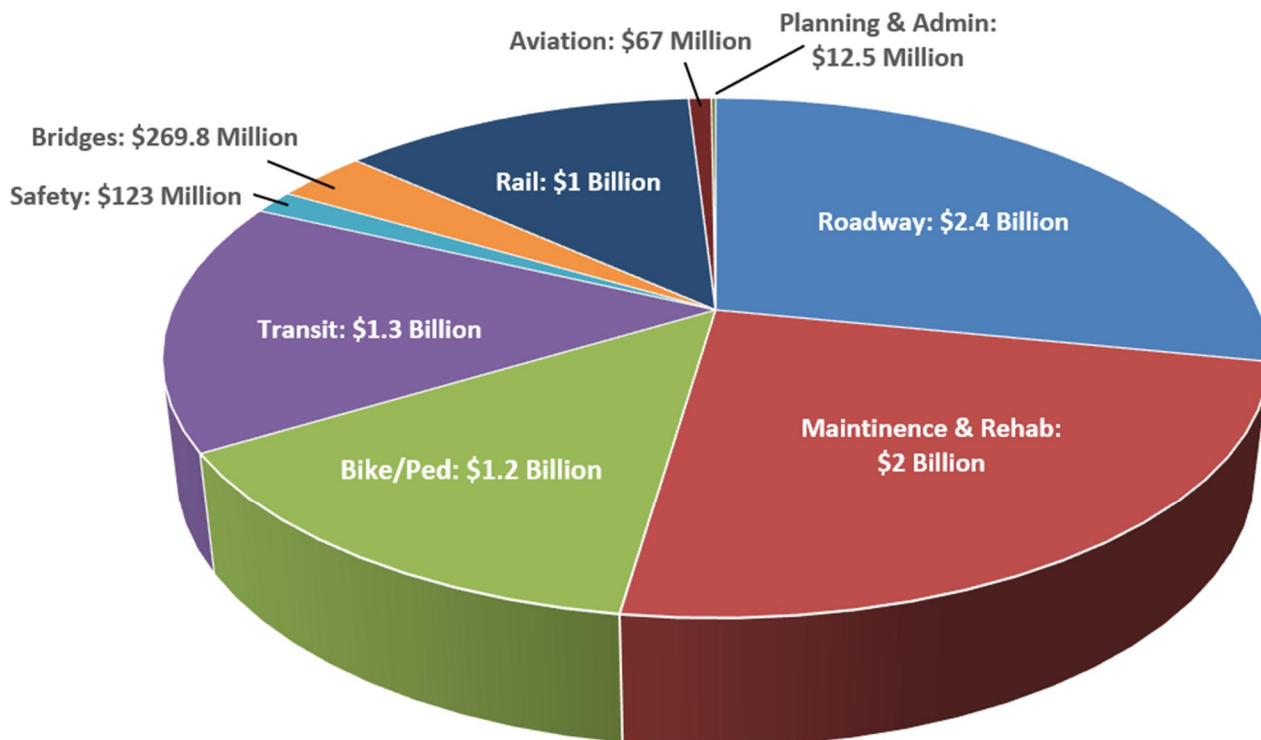
FISCALLY CONSTRAINED PLAN

With approximately \$12.1 billion in anticipated funding and approximately \$8.4 billion in project costs, the RTP has created a financially constrained project list that can be implemented using known available funding through 2049.

2026 RTP/SCS

Total Cost by Funding Source

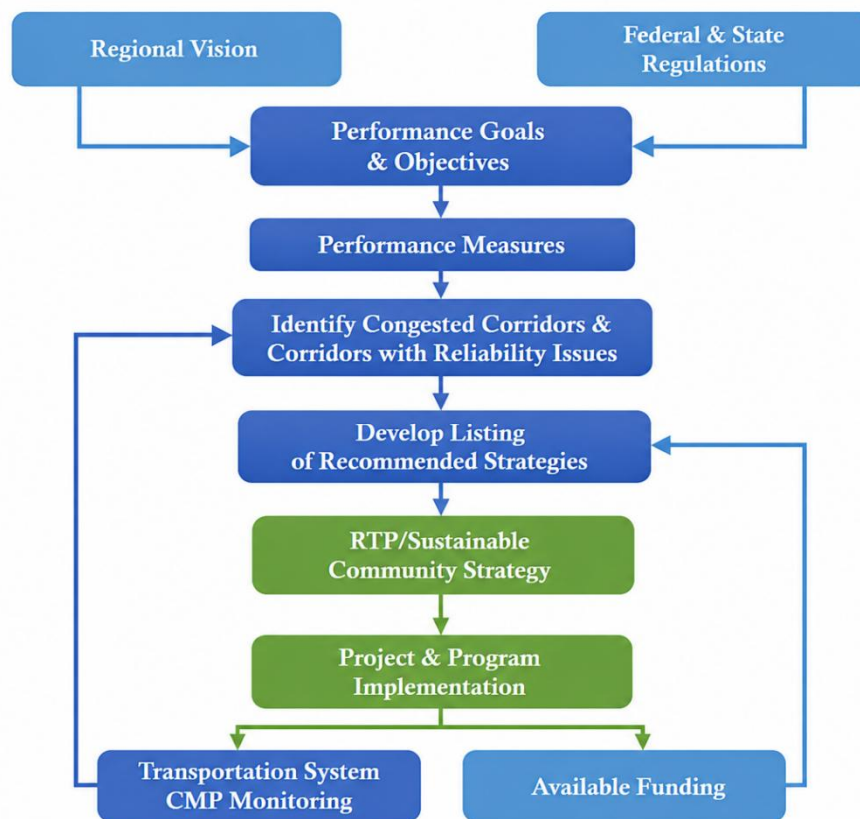
Total Cost: \$8.4 Billion



System Preservation

The RTP/SCS is focused not only on expanding transportation capacity and developing new infrastructure, but also on maintaining the existing transportation system in a state of good repair. The Plan identifies resources, programs, and strategies to preserve existing infrastructure, extend the useful life of transportation assets, improve safety and reliability, and manage the system more efficiently. System preservation includes roadway pavement conditions, transit operations and cost, congestion management, safety, reliability, intelligent transportation systems, and travel demand management.

Congestion management is a key component of system preservation in the Stanislaus region. The Congestion Management Process (CMP) is a systematic, regionally coordinated approach for identifying, managing, and reducing congestion on the transportation system. It supports the movement of people and goods by monitoring system performance, identifying congestion locations and causes, evaluating congestion management strategies, and integrating those strategies into the regional transportation planning process.



Federal regulations require a CMP in metropolitan areas designated as Transportation Management Areas (TMAs). TMAs are urbanized areas with populations greater than 200,000 and are officially designated by the U.S. Secretary of Transportation following each decennial census. Under 23 CFR 450.322, the metropolitan transportation planning process in a TMA must address congestion management through a process that provides for the safe and effective integrated management and operation of a multimodal transportation system.

Federal requirements also place additional conditions on certain capacity-increasing projects in TMAs that are designated as nonattainment areas for ozone or carbon monoxide under the Clean Air Act. In these areas, federal funds may not be programmed for a project that would significantly increase carrying capacity for single-occupancy vehicles, such as a new general-purpose highway on a new alignment or the addition of general-purpose lanes, unless the project is addressed through a CMP that meets federal requirements. Exceptions are provided for safety improvements and bottleneck-elimination projects.

StanCOG also administers funding that supports local jurisdictions in achieving their maintenance and transit operational needs, two additional components of the system preservation process. Roadways in Stanislaus County are periodically evaluated for their condition measured as Pavement Condition Index (PCI). PCI is used to rate the condition of roadways and the roadway network. The PCI provides a numerical rating for the condition of roadway segments within the transportation network, where 0 is the worst condition and 100 is the best.

The regionwide pavement network consists of approximately 2,827 centerline miles of streets, which represents a substantial investment; the region-wide pavement network replacement cost is estimated to be approximately \$4.4 billion. Table 1.3 summarizes the region-wide network by agency.

TABLE 1.3 REGION-WIDE SUMMARY STATISTICS

Agency	No. of Sections	Centerline Miles	% Network by Pavement Area
Ceres	961	134.0	5.6
Hughson	213	28.1	1.0
Modesto	4,070	618.4	27.1
Newman	312	40.7	2.0
Oakdale	638	83.4	3.9
Patterson	478	84.9	3.6
Riverbank	549	74.4	3.1
Stanislaus County	4,432	1,485.5	41.8
Turlock	1,816	253.0	11.0
Waterford	178	24.5	0.9
Region-Wide Total	13,647	2,826.9	100.0

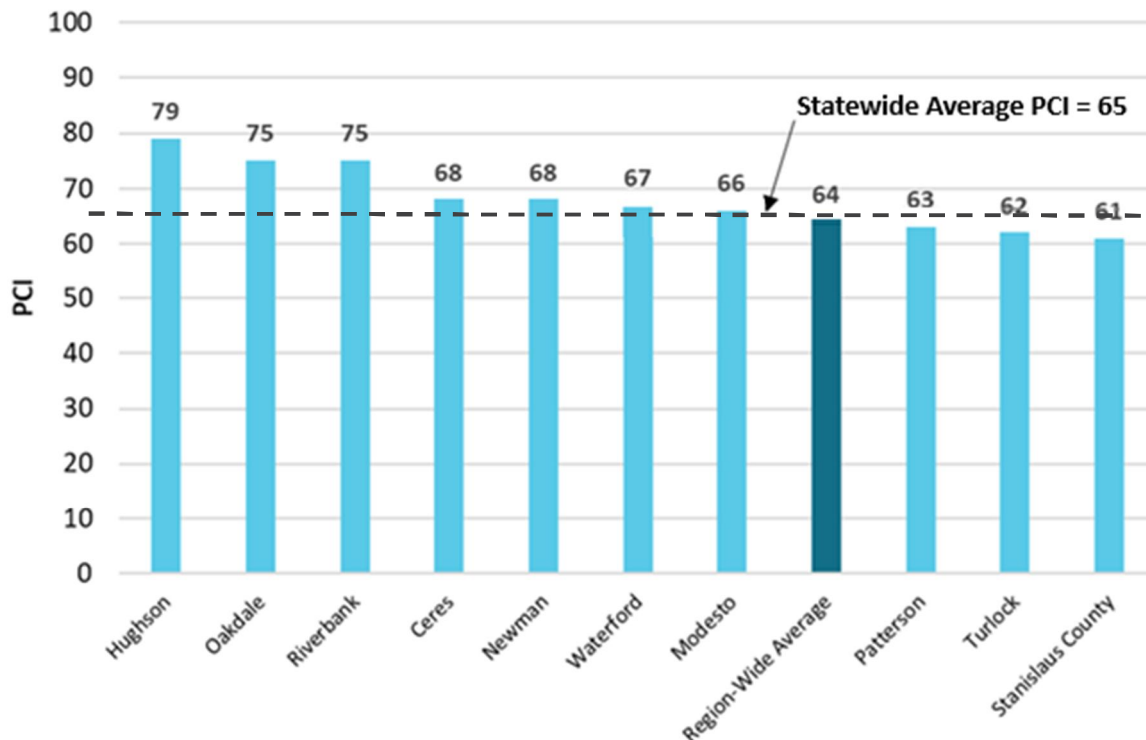
Source: 2021/2022 Pavement Management Program Update Stanislaus Council of Governments, July 2022.

In 2021, StanCOG solicited interest among its member agencies in participating in a collaborative region-wide pavement management program (PMP) update. In 2021 and 2022, pavement condition data was collected in each of StanCOG's member jurisdictions. The results of the conditions analysis show the region-wide pavement network to be in "Fair" condition, currently, with an average PCI of 64. Approximately 50.9 percent of the network is in "Good" condition, while approximately 17.6 percent of pavements are in "Poor" condition and 6.2 percent are in "Failed" condition.

As shown in Figure 1.5, the average pavement condition index for local jurisdictions in the Stanislaus Region is 64 while the statewide average PCI is 65. StanCOG's current region-wide average PCI of 64 is an area-weighted calculation based on the condition surveys performed in 2021-2022. Figure 1.5 presents

the average PCI for each of StanCOG's member agencies for comparison against the region-wide and statewide average PCIs (the statewide average is from the 2020 California Statewide Local Streets and Roads Needs Assessment). As illustrated, the regionwide average PCI falls slightly below the statewide average.

FIGURE 1.5 – AGENCY AVERAGE PCI COMPARED TO REGION-WIDE AVERAGE PCI AND 2020 STATEWIDE AVERAGE PCI



Source: 2021/2022 Pavement Management Program Update. Stanislaus Council of Governments, July 2022.

Reliability and Congestion Management

Roadway users in Stanislaus County may experience longer travel times during peak periods on some regional roadways and highways. StanCOG's Congestion Management Process (CMP) provides a systematic, regionally coordinated approach for identifying, monitoring, managing, and reducing congestion on the transportation system. The CMP evaluates roadway performance, identifies congested corridors and reliability concerns, and supports the development of strategies that improve the safe and effective operation of the multimodal transportation system.

Congestion management strategies may include roadway operational improvements, bottleneck relief, safety improvements, signal coordination, intelligent transportation systems, transit priority treatments, transportation demand management, and investments that provide alternatives to single-occupancy vehicle travel. The 2024 CMP informed the 2026 RTP/SCS by providing performance-monitoring data and identifying congestion and reliability issues for consideration in regional planning and project development. A summary of the CMP is available under separate cover on the StanCOG website (www.stancog.org).

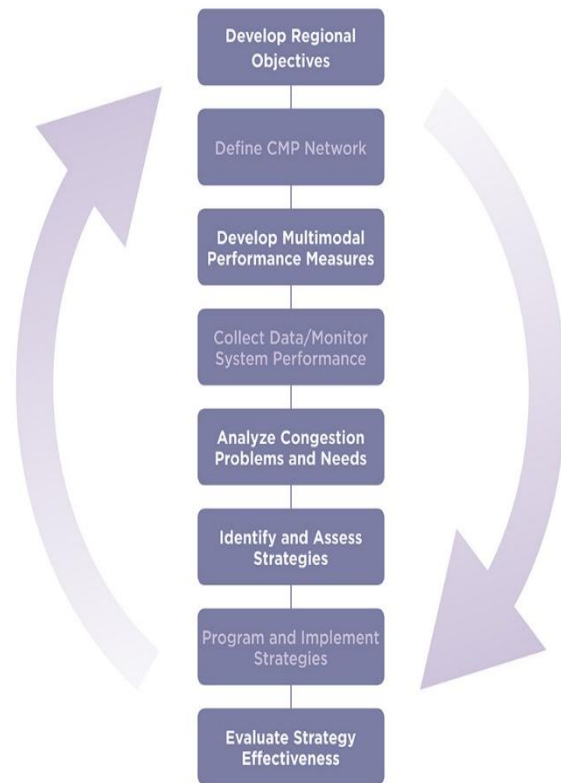
StanCOG completed an update to its CMP in 2024 in coordination with the CMP Steering Committee, which included representatives from StanCOG member agencies, the Federal Highway Administration, and Caltrans. The 2024 CMP builds on the data-driven approach established in the 2020 CMP by continuing to use commercially available roadway speed and travel time data and expanding multimodal monitoring through transit ridership and automated vehicle location data. The update used calendar year 2023 INRIX XD data to evaluate roadway level of service, peak-hour speed as a share of free-flow speed, and Planning Time Index. It also used the FHWA National Performance Management Research Data Set to evaluate travel time reliability and freight reliability on the National Highway System.

In addition to managing recurring congestion, improving travel time reliability is an important component of system preservation. Travel time reliability measures the consistency and predictability of travel times across the transportation network, including roadway travel, transit service, freight movement, and access to airports and other regional destinations. A transportation facility may experience congestion during peak periods, but reliability focuses on whether travel times are consistent enough for travelers, transit operators, and freight carriers to plan trips with confidence.

The 2024 CMP evaluates reliability using the Planning Time Index, which compares near-worst travel conditions to free-flow travel time. Higher Planning Time Index values indicate less reliable travel conditions and greater variability in travel times. The CMP also evaluates reliability using federal National Performance Management Measures, including Level of Travel Time Reliability for passenger travel and Truck Travel Time Reliability for freight movement.

Improving reliability supports both passenger and goods movement. More reliable travel times allow residents, workers, transit riders, freight carriers, emergency responders, and service providers to make more informed decisions about routes, departure times, and mode choices. Reliability also supports regional economic activity by reducing uncertainty for businesses and freight operators that depend on predictable travel conditions.

The 2026 RTP/SCS includes projects and programs that support congestion management and travel time reliability through roadway operations, system preservation, safety improvements, intelligent transportation systems, transit improvements, travel demand management, and targeted corridor improvements. Examples include adaptive and coordinated signal systems, traffic signal priority for Bus



Source: FHWA Congestion Management

Rapid Transit, queue jumps and other transit-priority treatments, and operational strategies that help agencies make better use of existing transportation infrastructure.

Each CMP update cycle compares newly computed performance measures with previously reported congestion and reliability metrics to monitor changes in transportation system performance over time. These measures help StanCOG and its partner agencies evaluate congestion trends, identify locations where reliability concerns exist, and assess how capital improvement projects, operational strategies, and other congestion management programs affect travel conditions. Table 1.4 lists corridors with significant congestion that are addressed by projects included in the 2026 RTP/SCS.

TABLE 1.4 – CORRIDORS WITH SIGNIFICANT CONGESTION

Facility	From	To	Tier I Project Description	Project ID	Notes
CA 99	Service Rd	Hatch Rd	Construct New Interchange - Phase I	C02	
			Construct NB & SB auxiliary lanes	CA29	
CA 99	Hatch Rd	Service Rd	Construct New Interchange - Phase I	C02	
			Construct NB & SB auxiliary lanes	CA29	
CA 99	Hatch Rd	Maze Blvd	Construct NB & SB auxiliary lanes	CA28	
			Reconstruct Interchange	S02	
CA 99	Maze Blvd	Hatch Rd	Construct NB & SB auxiliary lanes	CA28	
			Reconstruct Interchange	S02	
CA 99	Briggsmore Ave	Kiernan Ave	Install Ramp Metering, Add HOV Lanes, and Mixed Flow Lanes. Modify On-ramp & Ramp Intersections	CA01	
			Collision Severity Reduction	CA19	
			Construct NB & SB auxiliary lanes	CA27	Between Carpenter Rd and Beckwith Rd
			Widen Sisk Rd/Pelandale Intersection to the south-west corner of the intersection, construct a second left-turn lane from EB Pelandale to NB Sisk Rd, a third dedicated through lane on EB Pelandale, and a dedicated right-turn lane from EB Pelandale to SB Sisk Rd.	M15	SR-99/Pelandale Interchange (Phase 2)

Facility	From	To	Tier I Project Description	Project ID	Notes
			Reconstruct Interchange	M18	Briggsmore Interchange
			Reconstruct Interchange	M19	Standiford/Beckwith Interchange
CA 99	Kiernan Ave	North County Line	Construct HOV lanes	CA03	
			Reconstruct Interchange	S04	SR-99 Interchange with Hammett Road
CA 99	Service Rd	Taylor Rd	Construct auxiliary lanes	CA06	On SR 99 from Keyes Rd to Taylor Rd
			Construct NB and SB SR-99 auxiliary lanes between Monte Vista Rd and Taylor Rd	CA12	
			Reconstruct Interchange	S135	SR-99 Interchange with Keyes Road
			Reconstruct existing Interchange	T26	Taylor Rd
CA 99	Briggsmore Ave	Maze Blvd	Collision Severity Reduction	CA19	
			Reconstruct Interchange	M18	Briggsmore Interchange
			Freeway to Freeway connections between SR 132 and SR 99	RE83	SR 132 West Phase 2A (SR 99 to Dakota Ave)
			Split from M83; Widen SR 132 from 2 to 4 lanes from N. Dakota Ave to Needham St. Overcrossing. On SR 132, west of Carpenter Road add On and Off Ramps	RE84	SR 132 West Phase 2B (SR 99 to Dakota Ave)
			Construct 2 lane divided expressway or freeway	RE85	SR 132 Phase 3A (Dakota Avenue to Gates Road)
			Split from S101; Widen SR 132 from 2 to 4 lanes from Dakota to Gates. At Gates Rd and Russel Rd, construct new interchange. At SR 132 and Hart Rd, construct new interchange	RE86	SR 132 Phase 3B (Dakota Ave to Gates Road)
Whitmore Ave	Mitchell Rd	CA 99	Signage/Striping	C42	Mitchell Rd to Blaker Rd
Maze Blvd	Carpenter Rd	CA 99	Freeway to Freeway connections between SR 132 and SR 99	RE83	SR 132 West Phase 2A (SR 99 to Dakota Ave)

Facility	From	To	Tier I Project Description	Project ID	Notes
			Split from M83; Widen SR 132 from 2 to 4 lanes from N. Dakota Ave to Needham St. Overcrossing. On SR 132, west of Carpenter Road add On and Off Ramps	RE84	SR 132 West Phase 2B (SR 99 to Dakota Ave)
Countywide			Transportation Technology Strategy for Stanislaus County	RE20	Caltrans Sustainable Transportation Planning Grant
Countywide			Alternative Fuel and Emissions Reduction Program (Electric Vehicle Charging Incentive Program and Countywide VMT Mitigation Bank Program)	RE24	CMAQ
Countywide			Implement Bus Rapid Transit and Operate Service (Various Locations)	M86	LTF, STA, 5339,5307 5337, Measure L, Fares

Safety

Safety is one of the goal areas for which the state and Federal Highway Administration (FHWA) have made significant progress towards implementation of National Transportation Performance Management Requirements. FHWA released three Performance Management (PM) rules under which California sets five Safety Performance Management Targets (SPMTs), which include the following:

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

Each MPO is required to establish targets for the same five safety performance measures for all public roads in the MPO's planning area within 180 days after the State establishes its targets. The MPO targets will be established in coordination with the State, to the maximum extent practicable. StanCOG has agreed to support Caltrans' targets based on the five categories listed above and is coordinating with Caltrans to identify areas of concern and performance measures for all public roads. In addition, StanCOG is incorporating these targets into the 2026 RTP/SCS and 2027 FTIP.

The programmed projects that support progress toward the state's safety and performance targets include a range of bicycle, pedestrian, roadway, bridge, and safety improvements identified in the financially constrained Tier I Project List in Appendix F. Bicycle and pedestrian projects include sidewalks, sidewalk gap closures, bikeways, bike paths, pedestrian crossings, Safe Routes to School improvements, ADA improvements, and other facilities that improve safety, access, and regional connectivity for people walking and bicycling.

Roadway, bridge, and safety projects also contribute to these targets by improving the condition, operation, and safety of the transportation system. These projects include intersection improvements, traffic signal upgrades, railroad crossing improvements, bridge rehabilitation and replacement, roadway lighting, guardrail installations, operational improvements, and other countermeasures intended to reduce crash risk, improve reliability, and maintain the regional transportation network in a state of good repair.

Recent collision data indicate that more than 7,000 vehicle collisions occurred in Stanislaus County in 2025, as shown in Table 1.5. Most reported collisions involved motor vehicles, which accounted for the majority of countywide collisions. Collisions involving pedestrians, bicyclists, and motorcyclists represented smaller shares of total collisions but remain an important safety focus because these users are generally more vulnerable to severe injury when crashes occur. Urban areas accounted for approximately 63 percent of reported collisions, while rural areas accounted for approximately 37 percent. These patterns indicate the need for safety strategies that address both urban and rural conditions, including higher-volume urban corridors, intersections, pedestrian and bicycle conflict points, and rural roadways where travel speeds and roadway context may contribute to crash severity.

TABLE 1.5 - STANISLAUS COUNTY 2025 COLLISIONS

Stanislaus County 2025 Collisions		Number of Collisions	Percentage
Crash Involvement	Motor Vehicle	6,526	92%
	Pedestrian	222	2%
	Bicycle	169	2%
	Motorcycle	185	3%
	Total	7,102	100 %
Geography	Rural	2,606	37%
	Urban	4,496	63%
	Total	7,102	100 %

Sources: California Crash Reporting System (CCRS), Stanislaus County, 2025; Transportation Injury Mapping System (TIMS), Stanislaus County, 2025. Motorcycle collisions from TIMS data, all other figures from CCRS.



In support of California's safety goals, the 2026 RTP/SCS includes significant investments intended to improve transportation safety across the Stanislaus region. These investments include roadway preservation and operational improvements, intersection and corridor safety projects, bicycle and pedestrian facilities, transit access improvements, and other strategies that can reduce conflict points, improve visibility, support safer speeds, and provide more comfortable and connected travel options.

Since the 2022 RTP/SCS, StanCOG has continued to support safety through both capital investments and regional planning programs. StanCOG's Bicycle and Pedestrian Advisory Committee provides a forum for local agencies, community representatives, and active transportation stakeholders to review bicycle and pedestrian needs, identify priority improvements, and support implementation of

regional active transportation goals. The Committee helps promote safety by advising on projects, plans, and programs that improve walking and bicycling conditions, close gaps in the active transportation network, and enhance access to schools, transit, employment, and community destinations.

StanCOG has also developed an Active Transportation Toolkit to help local agencies advance bicycle and pedestrian safety. The toolkit identifies funding opportunities, outreach strategies, and data analysis resources that can support project development and implementation. These efforts complement the bicycle and pedestrian projects included in the RTP/SCS and help local jurisdictions pursue additional safety improvements as funding becomes available.

StanCOG will continue to advance projects and programs that support progress toward state and federal safety performance targets. Through a combination of roadway, bridge, transit, active transportation, operational, and planning investments, the 2026 RTP/SCS supports safer travel for all users of the regional transportation system.

Intelligent Transportation Systems

Intelligent Transportation Systems (ITS) use technology, communications, and data to improve the safety, efficiency, reliability, and management of the transportation network. ITS strategies support system preservation by helping agencies make better use of existing infrastructure, reduce the impacts of congestion and incidents, improve traffic flow, and provide more timely information to travelers without relying solely on roadway expansion.

ITS can be applied across multiple parts of the transportation system. Examples include coordinated and adaptive traffic signals, traffic management centers, vehicle detection systems, closed-loop signal systems, emergency vehicle preemption, transit signal priority, traveler information systems, dynamic or changeable message signs, queue warning systems, and technologies that support incident and work zone management. These tools can help reduce delay, improve response times, support safer operations, and increase the reliability of roadway, transit, and freight travel.

ITS strategies also support transit reliability. Traffic signal priority for Bus Rapid Transit (BRT), queue jumps for buses, real-time transit information, and improved coordination between transit operations and traffic management systems can reduce delay and make transit service more dependable. More reliable transit service can improve the usefulness of transit for everyday trips and support the RTP/SCS goals of expanding travel choices and reducing VMT.

Within Stanislaus County, local agencies have used ITS investments to improve corridor operations and traffic management. For example, the City of Modesto has invested in a communications network that connects traffic signals with its traffic operations center. This system supports active traffic management by allowing signal operations to respond to traffic conditions and allocate green time more effectively along corridors where demand is greatest.

The 2026 RTP/SCS includes nearly \$71 million in funding for ITS-related projects and programs. These investments support the region's ability to modernize traffic operations, improve system monitoring, enhance traveler information, support transit and emergency response operations, and make more efficient use of existing transportation infrastructure. As transportation technology continues to evolve, improved communication among vehicles, infrastructure, transit systems, and operations centers will

create additional opportunities to manage congestion, improve safety, support transit operations, and respond more effectively to changing travel conditions.

Travel Demand Management

Transportation investments that improve mobility and access must be paired with strategies that reduce overall travel demand and make more efficient use of the existing transportation system. Travel Demand Management (TDM) strategies are intended to reduce single-occupancy vehicle travel, support alternatives such as carpooling, vanpooling, transit, walking, and bicycling, and reduce VMT, particularly during peak travel periods.

The 2026 RTP/SCS includes several strategies that support reduced VMT and lower demand for single-occupancy vehicle travel, including:

- Active transportation investments
- Bus Rapid Transit improvements
- ACE service expansion
- Employer trip reduction and vanpool programs
- StanisCruise commute options and trip-planning tools
- The VMT Mitigation Program

StanCOG's regional TDM program is implemented through StanisCruise, the region's travel platform for commute options and trip planning. StanisCruise works with commuters, employers, member agencies, and community organizations to promote carpooling, vanpooling, transit, bicycling, and walking. Program elements include trip-planning tools, outreach and presentations, vanpool subsidies, an Emergency Ride Home program, employer assistance, and support for compliance with the San Joaquin Valley Air Pollution Control District Rule 9410 Employer Trip Reduction Implementation Plan requirements.

Vanpooling is a major component of the region's TDM strategy because many Stanislaus County residents travel long distances for work, including intercounty commute trips that are difficult to serve efficiently with fixed-route transit. With the launch of StanisCruise in 2022, StanCOG increased its vanpool subsidy from \$250 to \$700 for vanpools that originate or are destined for Stanislaus County. As of 2025, StanisCruise had approximately 3,400 accounts, users had logged more than 340,000 trips, and the program had reduced VMT by almost 10 million miles annually. In 2025, the program supported an average of 95 active vanpools carrying more than 16,500 passengers per month.

Rule 9410, the San Joaquin Valley Air Pollution Control District's Employer Trip Reduction rule, requires large employers to implement programs that encourage employees to use ridesharing and alternative transportation options to reduce air pollution from commute travel. Affected employers may support compliance through strategies such as participation in StanisCruise, promotion of carpooling and vanpooling, transit incentives, active transportation support, flexible work arrangements, and other measures that reduce drive-alone commute trips. Employee participation in these commute options remains voluntary.

Together, StanisCruise, employer trip reduction programs, vanpool subsidies, active transportation investments, transit improvements, ACE expansion, and the VMT Mitigation Program help reduce peak-

period demand, improve the efficiency of existing transportation facilities, support air quality goals, and advance the RTP/SCS objective of reducing VMT.

Equity

Environmental Justice (EJ) is defined in the California Government Code as the fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies. For the 2026 RTP/SCS, the EJ analysis is intended to identify whether the Plan would result in disproportionately high and adverse effects on low-income and minority communities in Stanislaus County and to evaluate whether transportation benefits and burdens are distributed equitably across the region.

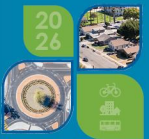
StanCOG's EJ analysis uses demographic and transportation data to evaluate how Scenario C, Mixed Use with Jobs Focus, affects EJ communities compared to Scenario A, Business as Usual, and to countywide conditions. The analysis identifies low-income households and minority populations using 2020–2024 American Community Survey 5-Year Estimates, allocates these data to Traffic Analysis Zones used in StanCOG's travel demand model, and applies a combined EJ Score based on the share of low-income households and minority population in each area. Figure 1.6 displays the location of EJ communities in Stanislaus County based on the EJ score.

According to the 2020–2024 ACS 5-Year Estimates, racial and ethnic minority populations comprise just over 64 percent of Stanislaus County's total population. Low-income households are defined as households earning 80 percent or less of the countywide median household income, or \$65,174, based on a countywide median household income of \$81,468. Using this threshold, approximately 36.6 percent of households in Stanislaus County are identified as low income.

The EJ analysis evaluates six performance measures to assess the distribution of transportation benefits and burdens under Scenario C: access to transit, access to frequent transit, access to active transportation, distribution of roadway expenditures, proximity to major roadways, and changes in housing mix. These measures compare expected 2049 outcomes for EJ populations with countywide conditions and with Scenario A.

The regional EJ analysis does not identify a regional pattern of disproportionate burdens on EJ communities under Scenario C. At the regional scale, the distribution of transportation benefits for low-income and minority populations is generally comparable to, or greater than, the distribution of benefits for non-EJ populations. Scenario C provides comparable or improved access to transit, frequent transit service, and active transportation infrastructure, while also supporting a more diverse countywide housing mix relative to Scenario A.

Scenario C would result in a greater number of households located within 500 feet of major transportation facilities compared to Scenario A. This outcome is largely attributable to Scenario C's more compact growth pattern, which concentrates additional housing in urban centers where state highways often function as surface arterials through established communities. While this pattern increases the number of residents located near major roadways, it also supports shorter trip lengths and improved feasibility for transit, walking, and bicycling, consistent with the RTP/SCS goals of reducing vehicle miles traveled and transportation-related greenhouse gas emissions.

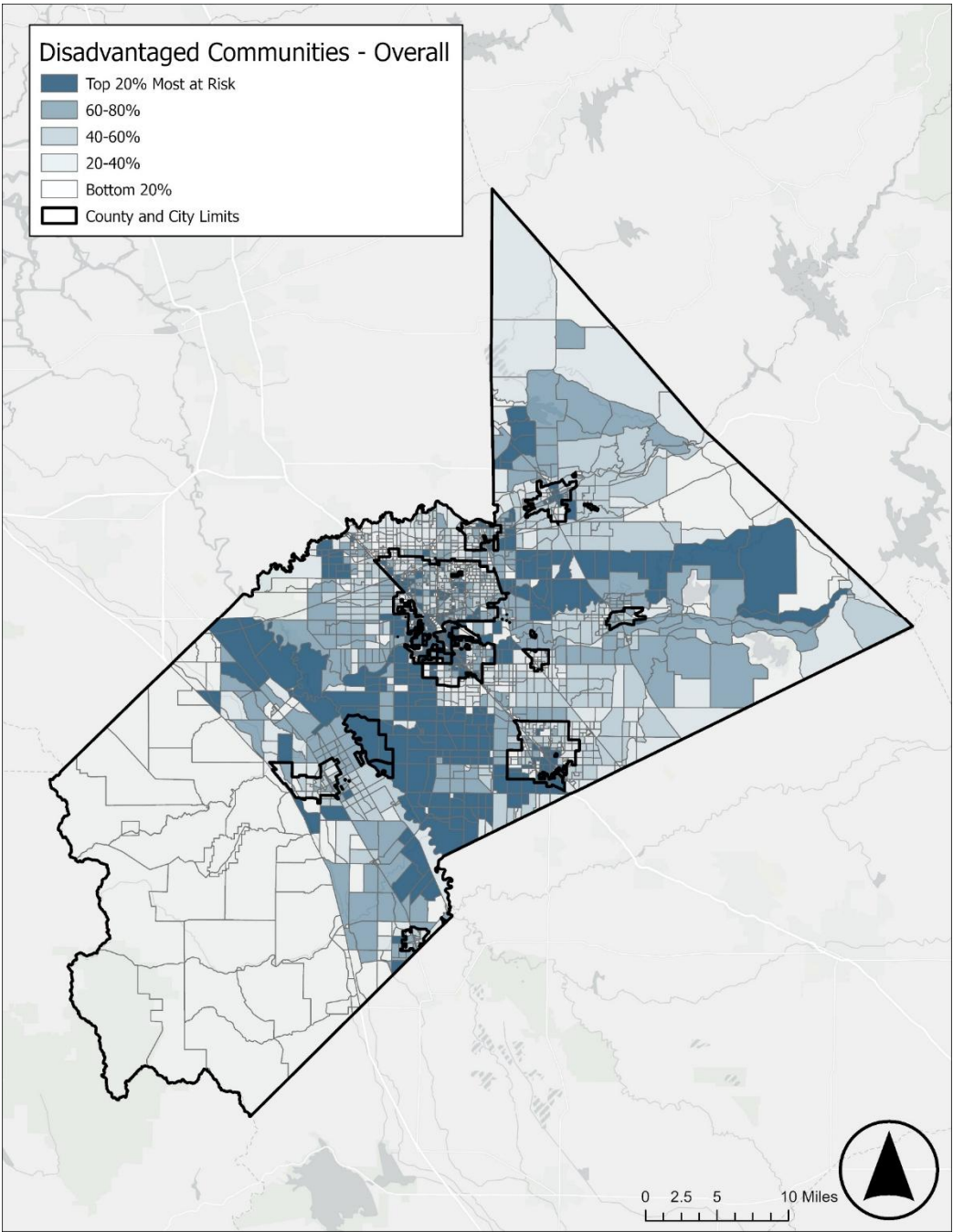


The benefit and burden analysis indicates that total per capita transportation expenditures are higher for low-income workers than for non-low-income workers, primarily due to bicycle and pedestrian investments. The Title VI transit funding analysis also indicates that minority populations receive a higher per capita share of state and federal transit funding benefits than non-minority populations, based on transit commute mode share.

The roadway burden analysis indicates that, when project-level EJ Scores are weighted by project cost, Scenario C has a lower cost-weighted EJ Score than Scenario A. This suggests that higher-cost roadway projects under the Preferred Scenario are less concentrated in areas with higher EJ Scores. However, individual projects located in or near EJ communities may still result in localized construction-related effects. These effects should be evaluated during subsequent project-level environmental review and addressed through appropriate avoidance, minimization, or mitigation measures.

StanCOG will continue to consider environmental justice, equity, and meaningful public participation in future planning processes. StanCOG is also committed to refining its EJ performance measures over time to improve how the benefits and burdens of regional transportation investments are evaluated for EJ populations throughout the Stanislaus region.

FIGURE 1.6 – DISADVANTAGED COMMUNITIES IN STANISLAUS COUNTY



Public Outreach

Public outreach was a central component of the 2026 RTP/SCS update. The Plan represents a regional vision for improving mobility, access, safety, sustainability, and quality of life throughout Stanislaus County. Because the RTP/SCS will guide long-term transportation investments and land use priorities through 2049, StanCOG implemented a comprehensive outreach program to ensure that residents, local jurisdictions, community organizations, public agencies, businesses, advocacy groups, and other stakeholders had opportunities to help shape the Plan.

The outreach program for the 2026 RTP/SCS was conducted through the Valley Vision Stanislaus planning process. This process was designed to provide meaningful and inclusive opportunities for public input at key stages of the Plan's development, including identification of transportation needs, discussion of land use and transportation scenarios, review of project priorities, and consideration of the Preferred Scenario. Outreach activities were intended to inform the public, gather feedback on regional priorities, and ensure that the Plan reflects the needs of Stanislaus County's diverse communities.

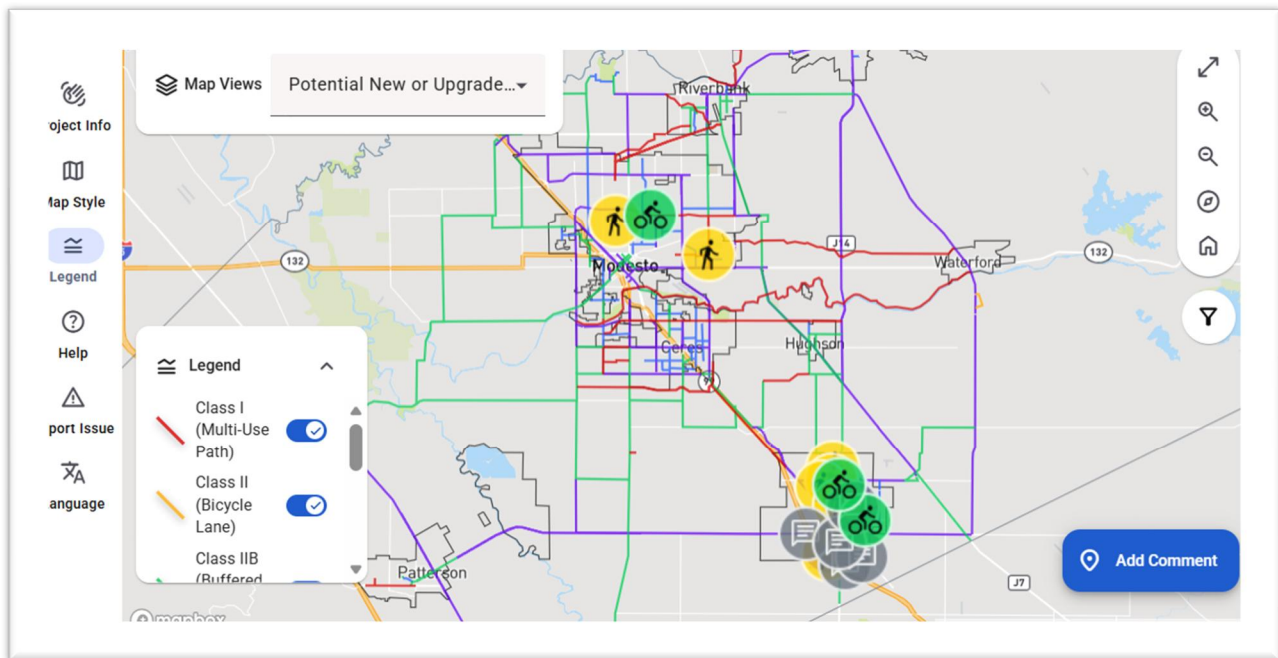
StanCOG used a variety of outreach methods to reach residents and stakeholders across the county. These included community workshops and open houses, pop-up events, stakeholder meetings, presentations to City Councils and the Board of Supervisors, and coordination with local, state, and federal planning partners. StanCOG also established the Valley Vision Stanislaus Steering Committee, which included representatives from agencies and organizations throughout the region and provided input throughout the planning process.



Image of March 10, 2026, City of Turlock Council Meeting

To broaden participation, StanCOG maintained a project website that served as a central location for project information, meeting materials, workshop recordings, outreach updates, and opportunities to provide feedback. The website was designed to be accessible and was made available in English and Spanish. Outreach materials were also prepared in both English and Spanish, and translation services were provided at public meetings to support participation by Spanish-speaking residents.

Public input was also collected through online and in-person engagement tools. A public survey was distributed to gather feedback on RTP/SCS scenarios, and a digital engagement and mapping tool allowed residents to identify transportation needs, concerns, and opportunities throughout the county, as shown in the graphic below. In addition, StanCOG conducted outreach presentations and pop-up events in communities across Stanislaus County, including events at local libraries, farmers markets, community celebrations, and youth-focused events.



PublicCoordinate Results: Potential New or Enhanced Bicycle Facilities Layer

The outreach program also included targeted engagement with community-based organizations, advocacy groups, housing organizations, economic and business groups, developers, and other stakeholders with knowledge of regional transportation, housing, land use, equity, and economic development needs. This targeted outreach helped ensure that the Plan considered a broad range of perspectives, including those of residents and communities that have historically been underrepresented in regional planning processes.

Input received through the outreach process helped inform the development and evaluation of the RTP/SCS scenarios, the selection of Scenario C (Preferred Scenario/Mixed-Use with Jobs Focus), and the identification of transportation investments included in the Plan. Through this process, StanCOG sought to develop an RTP/SCS that is technically sound, responsive to local priorities, and reflective of the needs of the people and communities it is intended to serve.

Outreach Highlights:

- Established a “Valley Vision Stanislaus” Steering Committee to provide input and direction throughout the planning process. The committee was comprised of representatives from 15 agencies/organizations within the Stanislaus region.
- Developed a project website, www.valleyvision2049.com, using the GoDaddy platform to serve as a central hub for project information, regular updates, and outreach event details.

The website was designed to ensure the community could easily access information about the 2026 RTP/SCS and participate by providing their feedback. The website is fully ADA-compliant and available in both English and Spanish.

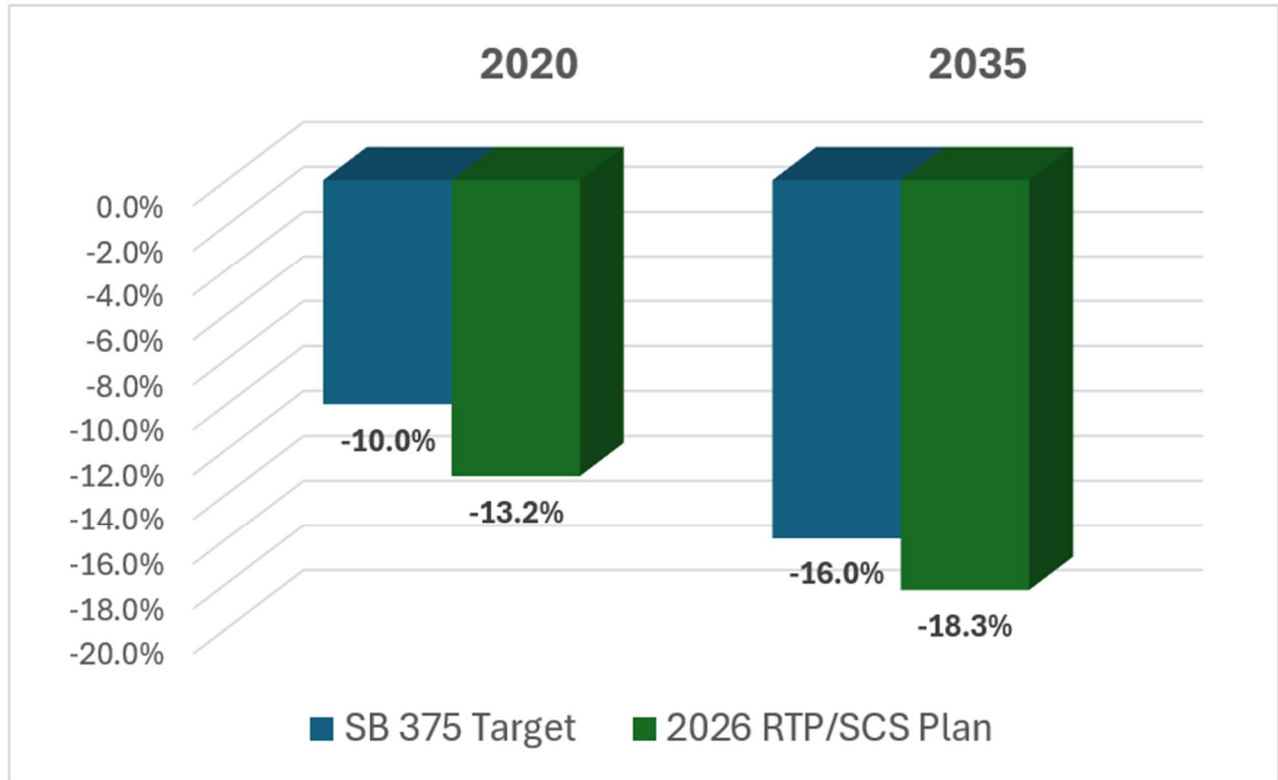
- English and Spanish language outreach materials were created and placed on the project website.
- The project website was consistently updated with information, presentations, and workshop recordings.
- A survey was developed allowing participants to choose their preferred RTP/SCS Scenario, offered both online and as hard copies, and 101 responses were received.
- A digital engagement and mapping tool to encourage public feedback was developed and 40 comments from the public were placed on it.
- Presentations on the 2026 RTP/SCS were given at nine City Council and Board of Supervisors meetings with pop-up tables held at the local library prior to the meetings.
- 11 total stakeholder meetings were held with CBOs, Advocacy Groups, Housing Authorities, Economic/Business Groups, and Developers.
- 7 total Community Workshops/Open Houses and 13 total Community Pop-ups were held throughout the County. Pop-ups were held at Farmers Markets, Local Celebrations, and the Youth Empowerment Conference.
- Translation of project materials into Spanish and translation services provided at public meetings.

Conclusion

This 2026 Plan was developed by StanCOG in accordance with state and federal requirements, including the Sustainable Communities and Climate Protection Act (SB 375) and the State's broader climate goals. It is an expression of the collective regional goals and priorities of the Stanislaus region. Importantly, it promotes integrated regional transportation and land use planning and a performance-based approach to planning.

By guiding future land use to be more compact and providing a transportation system that provides alternatives to driving alone and that connects everyday destinations, the Stanislaus region can be economically competitive while helping achieve statewide climate change goals. As shown in Figure 1.7, with this plan the Stanislaus region can meet and exceed the greenhouse gas reduction targets, shown as GHG/capita percent reduction, provided under SB 375 while making real progress toward achieving other stated goals.

FIGURE 1.7 - COMPARISON OF SB 375 EMISSION REDUCTION TARGETS AND PLAN REDUCTIONS BY PER CAPITA GHG REDUCTION



2. Introduction

The Stanislaus Council of Governments' 2026 Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS or 'Plan') specifies the policies, projects, and programs necessary over a 23-year period to improve, manage, and maintain the region's transportation system.

As the federally designated Metropolitan Planning Organization (MPO) and state designated Regional Transportation Planning Agency (RTPA) for the Stanislaus region, StanCOG has developed the 2026 RTP/SCS update through an integrated and formal planning process, referred to as Valley Vision Stanislaus. This process was executed in collaboration with the nine cities in the Stanislaus region and the County of Stanislaus through coordination with local, state, and federal planning partners and outreach to key stakeholders and the public.

The Plan serves as a guide for transportation investment and land use across Stanislaus County through 2049. It presents a roadmap for accommodating anticipated growth and development and identifies a transportation investment strategy for achieving regional goals that link air quality, land use, and transportation.

RTP/SCS Preferred Scenario

The 2026 RTP/SCS is based on a preferred land use and transportation scenario, referred to as Scenario C (Preferred Scenario/Mixed-Use with Jobs Focus), which defines a pattern of future growth for the region in existing job centers, with limited growth in undeveloped areas, to improve the regional job-housing balance and reduce commute-related vehicle miles traveled (VMT). Scenario C also seeks to accommodate a more diverse range of housing types and reduce development on prime farmland as compared to Scenario A (Business as Usual). The 2026 RTP/SCS scenarios are discussed in further detail in Chapters 8 and 9.

This chapter first describes the regulatory setting and planning initiatives that govern the development of the 2026 RTP/SCS. Second, it outlines StanCOG's goals and objectives used to evaluate different transportation investment and land use scenarios and presents the performance framework used to quantify and describe the performance of the RTP/SCS. Third, it summarizes the steps StanCOG followed, including public outreach and involvement, for the 2026 RTP/SCS planning process. Lastly, it presents a summary of forecasting efforts that informed this plan.

Regulatory Setting & Planning Initiatives

This 2026 RTP/SCS sets the foundation for transportation investment and land use priorities for years 2026 through 2049. A number of federal and state statutes and regulations direct the content of the Plan and the process by which it is developed. Additionally, regional planning initiatives also affect the priorities of the Plan. A few of the key statutes, regulations, and initiatives are listed below.

On November 15, 2021, President Biden signed the Surface Transportation Authorization Act, the Infrastructure Investment and Jobs Act (IIJA), aka Bipartisan Infrastructure Law (BIL). The IIJA/BIL followed Fixing America's Surface Transportation Act (FAST Act). Like the FAST Act, the IIJA/BIL continues the performance-based planning and programming stipulations established in the Moving Ahead for

Progress in the 21st Century Act (P.L. 112-141) (MAP-21), which required MPOs to implement a performance-based approach in the scope of the Metropolitan Transportation

Planning process. MPO federally required responsibilities are identified in Title 23 U.S.C. Section 134 and Title 23 Code of Federal Regulations (CFR) Part 450.300. Per 23 CFR 450.306, the scope of the metropolitan planning process is to provide for consideration and implementation of projects, strategies and services that will address the following factors:

- 1) Support the economic vitality of the metropolitan area by enabling global competitiveness, productivity, and efficiency;
- 2) Increase the safety of the transportation system for motorized and non-motorized users;
- 3) Increase the security of the transportation system for motorized and non-motorized users;
- 4) Increase accessibility and mobility of people and freight;
- 5) Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between (regional) transportation improvements and state and local planned growth and economic development patterns;
- 6) Enhance the integration and connectivity of the transportation system, across all modes, for people and freight;
- 7) Promote efficient system management & operation;
- 8) Emphasize the preservation of the existing transportation system;
- 9) Improve the resiliency and reliability of the transportation system;
- 10) Reduce or mitigate stormwater impacts of surface transportation; and
- 11) Enhance travel and tourism.

California Environmental Quality Act (CEQA). CEQA directs governmental agencies to consider cumulative regional impacts and analyze the environmental consequences of proposed projects. Development of an RTP/SCS requires a program-level Environmental Impact Report (EIR) be prepared to consider the collection of projects it contains. StanCOG is designated as the lead agency to prepare the environmental review associated with this RTP/SCS.

Title VI of the Civil Rights Act of 1964. This law prohibits discrimination on the basis of race, color or national origin by recipients of federal funds such as state and local government agencies. Additionally, Title VI imposes obligations on recipients of federal funds to take affirmative action to assure, among other things, “that no person is excluded from participation in or denied the benefits of the program or activity on the grounds of race, color, or national origin.” These prohibitions against discrimination were later supported by additional state and federal actions including Presidential Executive Order 12898 on environmental justice (EJ), which requires that federal agencies and recipients of federal funding “identify and address, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations.”

Although Executive Order 12898 was revoked in 2025 by the Trump administration, environmental justice principles remain an important component of transportation planning. StanCOG recognizes the importance of ensuring that transportation investments provide equitable access to opportunities and services while avoiding disproportionate burdens on disadvantaged and historically underserved communities. As part of the 2026 RTP/SCS, StanCOG continues to evaluate transportation needs, engage diverse communities, and consider the distribution of project benefits and impacts across the region. Incorporating environmental justice considerations into the planning process helps support a

transportation system that is safe, accessible, and responsive to the needs of all residents, regardless of income, race, age, disability status, or geographic location.

Regional Housing Need Assessment (RHNA). Under California law, StanCOG is responsible for preparing and allocating the RHNA for jurisdictions within Stanislaus County. For the 6th Cycle RHNA, the California Department of Housing and Community Development (HCD) determined that the County must plan for 34,344 additional housing units through 2031 to accommodate projected housing demand across all income levels.

Consistent with SB 375, the SCS must not only accommodate the housing needs identified in the RHNA planning period but also provide sufficient capacity to accommodate projected population and housing growth through the full 2049 RTP/SCS planning horizon. In addition, the RHNA process seeks to distribute housing needs throughout the region in a manner that promotes equity, supports a range of housing types and affordability levels, encourages infill development, and improves the balance between housing and employment opportunities.

To support these objectives, the 2026 RTP/SCS was developed in coordination with StanCOG's 6th Cycle RHNA Allocation Plan. This integrated planning effort helps align future transportation investments with anticipated housing growth patterns, supports implementation of local housing plans, and advances regional goals related to sustainable development, mobility, housing choice, and economic opportunity.

Clean Air Act Amendments (1990). Pursuant to Section 176 (c)(4) of the 1990 Federal Clean Air Act Amendments (CAAA), MPOs such as StanCOG must demonstrate that the RTP conforms to the applicable State Implementation Plan (SIP). This process is described in the Federal Transportation Air Quality Conformity Rule. The purpose of conformity is to ensure that regional transportation planning and programming remain consistent with state and local air quality planning efforts to expeditiously achieve and/or maintain the health-based National Ambient Air Quality Standards (NAAQS). Specifically, the following activities/tests are required to be documented when making conformity determinations of regional transportation plans in the Stanislaus region:

- 1) Expeditious Implementation of Transportation Control Measures Test (Conformity Regulation, Section 93.113)
- 2) Emission Budget Test (Conformity Regulation, Section 93.118)
- 3) Transportation Plan is financially constrained (Section 93.108)
- 4) Interagency Consultation and Public Participation Procedures (Section 93.110)

California Global Warming Solutions Act of 2006 (AB 32 and SB 32). AB 32 requires that GHG emissions within California must be at 1990 levels by the year 2020. AB 32 identifies GHGs as specific air pollutants that are responsible for global warming and climate change, and it directs the Air Resources Board (ARB) to implement the regulatory and market mechanisms necessary to achieve the specified reductions in GHG emissions. These efforts include reducing emissions through land use and transportation planning. SB 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 32 also authorizes the ARB to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective GHG emissions reductions. ARB is directed to carry out the process to achieve GHG emissions reductions in a manner that benefits the state's most disadvantaged communities.

Sustainable Communities and Climate Protection Act of 2008 (SB 375). SB 375 requires that California's 18 MPOs, including StanCOG, incorporate an integrated Sustainable Communities Strategy (SCS) as part of

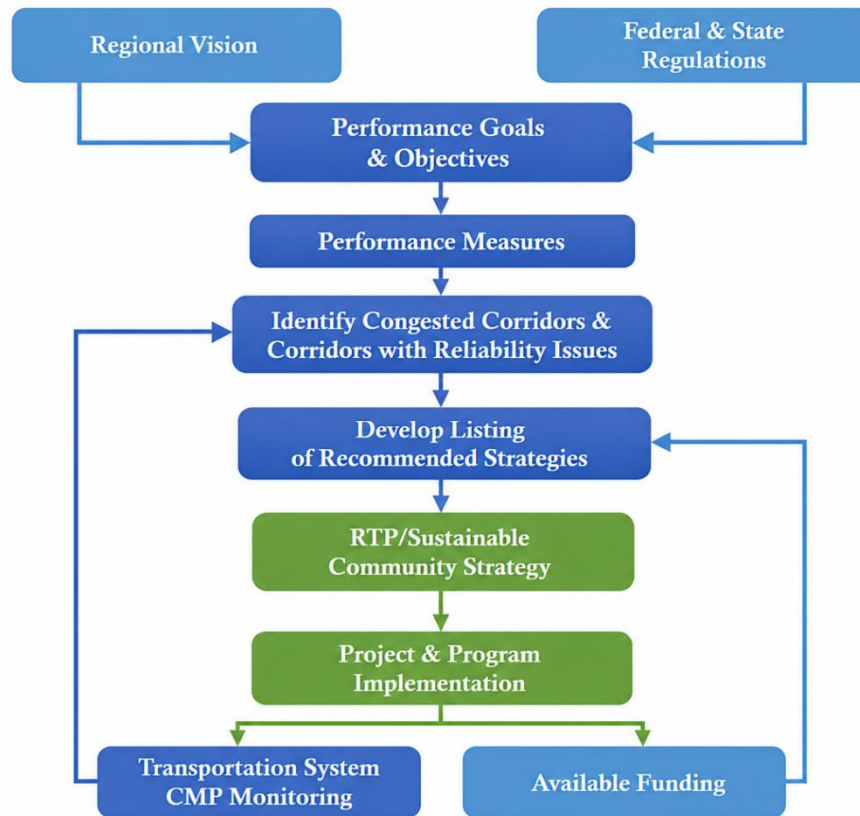
the RTP/SCS. Specifically, SB 375 requires the alignment of three major components within the regional transportation planning process – land use planning, transportation planning and funding, and State housing mandates – to reduce GHG emissions from cars and light trucks.

The SCS is required to be based on realistic planning assumptions; consider adopted general plans and spheres of influence; and consider natural resources and farmland. It must be consistent with both the transportation and financing elements of the RTP, and the adopted Regional Housing Needs Allocation. Finally, the SCS must be able to achieve the GHG reduction targets established by the ARB.

Federal Congestion Management Process (CMP). Federal law requires metropolitan areas with a population exceeding 200,000, known as Transportation Management Areas (TMAs), to develop a congestion management process as an ongoing process that is fully integrated into the MPO planning process. Federal law also states that “In a TMA designated as a nonattainment area for ozone or carbon monoxide pursuant to the Federal Clean Air Act, federal funds may not be programmed for any project that will result in a significant increase in the carrying capacity for single occupant vehicles (i.e., new general purpose highway on a new location or adding general purpose lanes, with the exception of safety improvements or the elimination of bottlenecks), unless the project is addressed through a congestion management process.”

The federal congestion management process must include the following elements, and the process is outlined in the diagram below:

1. Develop Regional Objectives
2. Define CMP Network
3. Develop Multimodal Performance Measures
4. Collect Data/Monitor System Performance
5. Analyze Congestion Problems and Needs
6. Identify and Assess Strategies
7. Program and Implement Strategies
8. Evaluate Strategy Effectiveness



As part of performance management, recipients of federal-aid highway funds, such as StanCOG, are required to make transportation investments to achieve performance targets that make progress toward the following national goals:

- Congestion Reduction: To achieve a significant reduction in congestion on the National Highway System (NHS).
- System Reliability: To improve the efficiency of the NHS.
- 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.

Congestion Management Program. The Congestion Management Program is the state-mandated program (Government Code 65089) aimed at reducing congestion on highways and roads in California. The congestion management program establishes a designated roadway network of regional significance, roadway service standards, multi-modal performance standards, and a land use analysis element to identify and mitigate multi-jurisdictional transportation impacts resulting from local land use decisions. Federal, state and local transportation funding is contingent upon local agency compliance with the congestion management program. StanCOG is the designated Congestion Management Agency for Stanislaus County. StanCOG's Congestion Management Process was updated and adopted in 2024 and is available under separate cover on the StanCOG website (www.stancog.org).

In addition to managing recurring congestion, improving the travel time reliability of the transportation system is an important component of system preservation. Travel time reliability measures the consistency or dependability in travel times, and applies to both vehicular travel and transit systems, as well as freight carriers and air travelers. As traffic volume approaches the roadway's capacity, it is more likely that a collision or weather event will cause delays, even when the road normally operates well. As congestion increases further, the road becomes reliably congested. Therefore, poor reliability is most associated with roadways that are not yet over capacity, but are no longer resilient enough to handle disruptions to normal operation. While travel time reliability does not directly address issues of congestion, it plays an important role in traffic management and operational activities. Knowing the reliability of a roadway or system allows travelers to make more informative decisions about the specific routes they take, or the time of day in which they make a trip.

Travel time reliability is monitored throughout Stanislaus County. Like the congestion performance measures, travel time reliability performance measures are compared to the previously reported reliability measures to track trends in the StanCOG roadway network's reliability, and to gain insights into how capital improvement projects (as they become operational) help to improve the reliability of travel on the County's roadway system.

Table 2.1 lists the corridors with significant congestion that are addressed with projects in the 2026 RTP/SCS.

Table 2.1 – Corridors with Significant Congestion

Facility	From	To	Tier I Project Description	Project ID	Notes
CA 99	Service Rd	Hatch Rd	Construct New Interchange - Phase I	C02	
			Construct NB & SB auxiliary lanes	CA29	
CA 99	Hatch Rd	Service Rd	Construct New Interchange - Phase I	C02	
			Construct NB & SB auxiliary lanes	CA29	
CA 99	Hatch Rd	Maze Blvd	Construct NB & SB auxiliary lanes	CA28	
			Reconstruct Interchange	S02	
CA 99	Maze Blvd	Hatch Rd	Construct NB & SB auxiliary lanes	CA28	
			Reconstruct Interchange	S02	
CA 99	Briggsmore Ave	Kiernan Ave	Install Ramp Metering, Add HOV Lanes, and Mixed Flow Lanes. Modify On-ramp & Ramp Intersections	CA01	
			Collision Severity Reduction	CA19	
			Construct NB & SB auxiliary lanes	CA27	Between Carpenter Rd and Beckwith Rd

Facility	From	To	Tier I Project Description	Project ID	Notes
			Widen Sisk Rd/Pelandale Intersection to the south-west corner of the intersection, construct a second left-turn lane from EB Pelandale to NB Sisk Rd, a third dedicated through lane on EB Pelandale, and a dedicated right-turn lane from EB Pelandale to SB Sisk Rd.	M15	SR-99/Pelandale Interchange (Phase 2)
			Reconstruct Interchange	M18	Briggsmore Interchange
			Reconstruct Interchange	M19	Standiford/Beckwith Interchange
CA 99	Kiernan Ave	North County Line	Construct HOV lanes	CA03	
			Reconstruct Interchange	S04	SR-99 Interchange with Hammett Road
CA 99	Service Rd	Taylor Rd	Construct auxiliary lanes	CA06	On SR 99 from Keyes Rd to Taylor Rd
			Construct NB and SB SR-99 auxiliary lanes between Monte Vista Rd and Taylor Rd	CA12	
			Reconstruct Interchange	S135	SR-99 Interchange with Keyes Road
			Reconstruct existing Interchange	T26	Taylor Rd
CA 99	Briggsmore Ave	Maze Blvd	Collision Severity Reduction	CA19	
			Reconstruct Interchange	M18	Briggsmore Interchange
			Freeway to Freeway connections between SR 132 and SR 99	RE83	SR 132 West Phase 2A (SR 99 to Dakota Ave)
			Split from M83; Widen SR 132 from 2 to 4 lanes from N. Dakota Ave to Needham St. Overcrossing. On SR 132, west of Carpenter Road add On and Off Ramps	RE84	SR 132 West Phase 2B (SR 99 to Dakota Ave)
			Construct 2 lane divided expressway or freeway	RE85	SR 132 Phase 3A (Dakota Avenue to Gates Road)

Facility	From	To	Tier I Project Description	Project ID	Notes
			Split from S101; Widen SR 132 from 2 to 4 lanes from Dakota to Gates. At Gates Rd and Russel Rd, construct new interchange. At SR 132 and Hart Rd, construct new interchange	RE86	SR 132 Phase 3B (Dakota Ave to Gates Road)
Whitmore Ave	Mitchell Rd	CA 99	Signage/Striping	C42	Mitchell Rd to Blaker Rd
Maze Blvd	Carpenter Rd	CA 99	Freeway to Freeway connections between SR 132 and SR 99	RE83	SR 132 West Phase 2A (SR 99 to Dakota Ave)
			Split from M83; Widen SR 132 from 2 to 4 lanes from N. Dakota Ave to Needham St. Overcrossing. On SR 132, west of Carpenter Road add On and Off Ramps	RE84	SR 132 West Phase 2B (SR 99 to Dakota Ave)
Countywide			Transportation Technology Strategy for Stanislaus County	RE20	Caltrans Sustainable Transportation Planning Grant
Countywide			Alternative Fuel and Emissions Reduction Program (Electric Vehicle Charging Incentive Program and Countywide VMT Mitigation Bank Program)	RE24	CMAQ
Countywide			Implement Bus Rapid Transit and Operate Service (Various Locations)	M86	LTF, STA, 5339,5307 5337, Measure L, Fares

Goals and Objectives

The California Transportation Commission (CTC) summarized Federal and State goals and objectives in its most recent version of the Regional Transportation Guidelines for Metropolitan Planning Organizations publication in 2024 (referred to as the Guidelines), which provides guidance for preparing an RTP/SCS. In the Guidelines, “Chapter 7 – Transportation Performance Management” outlines goals and objectives that should be considered for incorporation into an RTP/SCS. The following items are federal and state goals presented in the Guidelines.

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.

- Congestion Reduction: To achieve a significant reduction in congestion on the National Highway System.
- 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 reduction goals
- Preserve transportation infrastructure
- Improve mobility and accessibility
- Reduce GHG emissions and improve air quality
- Reduce VMT per capita
- Improve public health
- Conserve land and natural resources
- Encourage sustainable land use patterns
- Increase supply of affordable housing
- Improve jobs and housing balance
- 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 non-motorized users

StanCOG 2026 RTP/SCS Goals

To assess how well the 2026 RTP/SCS meets the needs of the Stanislaus County region, StanCOG developed a set of goals, objectives, and performance measures, with stakeholder and public input, for evaluating the policies and strategies contained within the Plan.

The goals and objectives reflect the values and the vision of the residents of the Stanislaus region and are consistent with federal and state requirements. The performance measures, which are tied to individual goals and objectives, provide an unbiased way of quantifying the different elements of the Plan.

In collaboration with the Valley Vision Stanislaus Steering Committee, StanCOG compiled the following list of goals and objectives and associated performance measures. These goals and objectives were also presented to the public for input during workshops at the onset of the Plan's development. The Plan's goals and related performance measures are presented in Table 2.2.

Table 2.2 - Goals & Objectives

Goal 1. Mobility & Accessibility
Improve the ability of people and goods to move between desired locations and provide a variety of modal and mobility options.

- Average trip length
- Percentage of transit/bike/walk trips per day
- Peak period transit headways at major transportation hubs

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.

- Percent of households within 1/2 miles of transit
- Percent of low-income population using improved roadways
- Percent of low-income population within ½ mile by LOS D or better transit frequency
- Housing-type stock
- Percent of dwelling unit growth at densities of at least 20 units per acre

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.

- Jobs-housing balance in region
- Vehicle hours of travel (VHT) in StanCOG region

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.

- Acres of land consumed
- Percentage of new development as infill
- Overall residential density

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.

- GHG reduction of 12% per capita by 2020 and 16% by 2035 (compared to 2005)
- Total centerline miles of Class I, II and III bike facilities
- Percentage of transit/bike/walk trips per day
- CO₂ emissions per weekday for passenger vehicles
- Meet countywide emission budgets established for criteria pollutants

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.

- Percentage of transit/bike/walk trips per day
- Percent of households within 500' of major transportation corridors
- Percent of workers taking active commute to work

Goal 7. System Preservation

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

- Lane miles in need of rehabilitation

Goal 8. Smart Infrastructure Coordinate, monitor, and integrate planning and programming for intelligent transportation systems (ITS), smart infrastructure, demand-responsive transportation, and automated vehicles. Regional Annual investment for Smart Infrastructure
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. Investment in planning/education for resiliency
Goal 10. Congestion Management Maintain or reduce congestion as compared to current levels. - Level of service - Speed (Federal Performance Rule) - Level of travel time reliability
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. Federal Transportation Improvement Plan (FTIP) Project Funding Obligation Status

Together, the 2026 RTP/SCS goals, objectives, and performance measures provide the necessary information to permit public and elected officials within the region to make informed decisions on the direction of the Plan based on an evaluation of the results. The performance measures were applied to compare the performance of the RTP/SCS scenarios and to allow for detailed comparisons between Scenario C (Preferred Scenario/Mixed-Use with Jobs Focus) and Scenario A (Business as Usual). The performance measure comparisons between Scenario C and Scenario A are presented in Chapter 9.

Planning Process

Public engagement is a critical component of each Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) update process. Throughout the development of the 2026 RTP/SCS, StanCOG actively engaged residents, community organizations, local agencies, businesses, and other stakeholders to gather input on key elements of the plan and ensure that community perspectives helped inform transportation and land use decisions. Public outreach efforts were conducted at key milestones throughout the planning process to solicit feedback, identify community priorities, and support informed decision-making.

The outreach program for the 2026 RTP/SCS was designed to foster meaningful and inclusive participation by incorporating a broad range of voices and perspectives from across Stanislaus County. StanCOG implemented an engagement approach focused on equity, accessibility, and transparency to help ensure that the resulting plan reflects the needs and priorities of the region's diverse communities.

StanCOG implemented an approach for civic engagement in accordance with the goals and procedures identified in StanCOG's Public Participation Plan and the 2026 RTP/SCS Public Participation Plan. The Public Participation Plan (PPP) serves as a guide for the StanCOG's public involvement process as well as the continuing, comprehensive and coordinated planning process among the stakeholders to ensure effective coordination between public officials at all levels of government. The PPP seeks participation of all parties, public or private, at all stages of the transportation planning process to provide

an ongoing opportunity for broad-based participation in the development and review of regional plans and programs managed and produced by StanCOG.

The four primary goals of StanCOG's public participation process are:

Goal 1: Strive for a balanced representation of all public groups, including those that are typically underrepresented in the planning process, while providing ample opportunities for public review and input with regard to all planning and programming documents.

Goal 2: Promote a culture of dialogue and partnership among residents, property owners, the business community, community based and other organizations, and public officials while educating local officials and the public in the transportation planning process.

Goal 3: Make both technical information and meeting notices involved in the planning process available in accessible formats, and provide communications and agency reports that are understandable and timely.

Goal 4: Demonstrate explicit consideration and response to public input received during the planning and programming process while treating all interested participants fairly and respectfully.

StanCOG's 2026 RTP/SCS PPP includes the following public outreach strategies:

- Encourage the active participation of a broad range of stakeholder groups in the planning process;
- Informational meetings with elected officials;
- Consultation with local, state, federal officials, and other planning partners;
- Holding community workshops throughout Stanislaus County that provide the public with the information and tools necessary to provide a clear understanding of the issues and policy choices;
- Outreach presentations to stakeholder groups relevant to this planning process;
- Preparation and circulation of a Draft Sustainable Communities Strategy not less than 55 days before adoption of a Final Regional Transportation Plan;
- At least two public hearings on the Draft Sustainable Communities Strategy in the Regional Transportation Plan; and
- A process for enabling members of the public to provide a single request to receive notices, information, and updates.

Outreach Highlights:

- Established a “Valley Vision Stanislaus” Steering Committee to provide input and direction throughout the planning process. The committee was comprised of representatives from 15 agencies/organizations within the Stanislaus region.
- Developed a project website, www.valleyvision2049.com, using the GoDaddy platform to serve as a central hub for project information, regular updates, and outreach event details. The website was designed to ensure the community could easily access information about the 2026 RTP/SCS and participate by providing their feedback. The website is fully ADA-compliant and available in both English and Spanish.
- English and Spanish language outreach materials were created and placed on the project website.
- The project website was consistently updated with information, presentations, and workshop recordings.
- A survey was developed allowing participants to choose their preferred RTP/SCS Scenario, offered both online and as hard copies and 101 responses were received.
- A digital engagement and mapping tool to encourage public feedback was developed and 40 comments from the public were placed on it.
- Presentations on the 2026 RTP/SCS were given at nine City Council and Board of Supervisors meetings with pop-up tables held at the local library prior to the meetings.
- 11 total stakeholder meetings were held with CBOs, Advocacy Groups, Housing Authorities, Economic/Business Groups, and Developers.
- 7 total Community Workshops/Open Houses and 13 total Community Pop-ups were held throughout the County. Pop-ups were held at Farmers Markets, Local Celebrations, and the Youth Empowerment Conference.
- Translation of project materials into Spanish and translation services provided at public meetings.

Transportation System

The regional transportation system in Stanislaus County consists of a multimodal network of roads, railways, bicycle and pedestrian routes, airports, and freight hubs. It facilitates the movement of people and goods through and within the County by whichever transportation mode works best for an individual. Interstate 5 (I-5) and State Route 99 (SR 99) serve as the backbones of regional travel, connecting the cities and the unincorporated parts of the county to other areas of California.

National, regional, and local transit services are available that provide safe, reliable, affordable, and environmentally friendly alternatives to driving. In rural parts of Stanislaus County, where land use patterns are more dispersed, commuting by a mode other than motor vehicle can be challenging; however, the county features a growing network of bicycle and pedestrian facilities to encourage increased participation in active transportation options and the newly consolidated Stanislaus Regional Transit Authority (StanRTA) is providing more streamlined and integrated transit service connecting Stanislaus County communities.

The 2026 RTP/SCS seeks to expand multimodal travel options throughout the county by increasing investments in transit, bicycle, and pedestrian systems while continuing to improve roadway efficiency and reduce vehicle miles traveled in congestion. The plan also identifies opportunities to enhance the

performance of the transportation system through infrastructure improvements, service enhancements, and more effective management of transportation resources. For example, local roadway improvements may be paired with new or upgraded bicycle facilities and sidewalks. Similarly, pavement rehabilitation improves travel conditions for motorists, transit riders, and bicyclists.

Forecasts

The 2026 RTP/SCS relies on regional forecasts of future demographics, travel demand, and transportation funding as key components of the planning process. Land use and transportation investment decisions are based on the region's growth forecasts. Table 2.3 presents future forecasts between 2023 and 2049 for Stanislaus County.

Table 2.3 - Future Demographic Forecast

Year	Population	Employees*
2023	551,297	269,939
2025	556,900	267,255
2030	564,427	269,469
2035	574,019	275,725
2040	585,015	281,340
2045	595,566	287,050
2049*	602,220	291,900

Source: Stanislaus County Demographic and Employment Forecast, University of the Pacific, 2025 and Department of Finance Report P-2A: Total Population Projections, 2020-2070, Updated March 13, 2026.

Growth forecasts were developed specifically for the preparation of the 2026 RTP/SCS in Stanislaus County (per the Federal FAST-ACT MPO Planning Regulations and Senate Bill 375). To support the 2026 RTP/SCS, StanCOG worked with the Center for Business and Policy Research at the University of the Pacific (UOP) to prepare updated forecasts for population, households, and employment in Stanislaus County through 2050 based on the most recent California Department of Finance (DOF) projections. The resultant demographic forecasts are presented in Chapter 4.

Transportation Demand

StanCOG previously developed a sub-area version of the Valley Model Improvements, Phase 2 (MIP2) travel demand model for the 2022 RTP/SCS. This sub-area version reduced the three-county travel demand model (covering the Merced, San Joaquin, and Stanislaus counties) down to a one-county model covering only the Stanislaus County area for the purposes of improving model performance and validation.

For the 2026 RTP/SCS, the one-county StanCOG model was updated with sociodemographic detail and current roadway network refinements reflecting planned projects to support the development of the 2026

RTP/SCS. The travel demand model allows the region's future travel behavior, modal choices, transportation and transit network performance, and interregional travel demand to be estimated. The validation report for the travel demand model developed for the 2026 RTP/SCS can be found in Appendix J and the resultant estimated future transportation demand through the 2049 horizon year is presented in Chapter 4.

Financial

Revenue forecasts were developed through coordination with StanCOG member agencies, transit operators, local jurisdictions, and the California Department of Transportation (Caltrans) to ensure that funding assumptions reflect current programming practices, anticipated revenues, and regional investment priorities. Based on these efforts, the 2026 RTP/SCS estimates approximately \$12.128 billion in total transportation funding will be available through fiscal year 2049 to support the implementation, operation, and maintenance of the regional transportation system. These revenue projections satisfy federal requirements to achieve a financially constrained RTP whereby total project costs were accounted for through available and expected funding over the life of the program.

The financial forecast incorporates a diverse range of federal, state, and local funding sources that collectively support transportation investments throughout the Stanislaus region. Federal funding sources include formula and discretionary transportation programs administered through the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and other federal agencies. State funding sources include revenues from programs such as the State Transportation Improvement Program (STIP), Senate Bill 1 (SB 1), the State Highway Operation and Protection Program (SHOPP), transit assistance programs, and other statewide transportation and climate-related funding initiatives. Local funding sources consist of local sales tax revenues, development impact fees, transit fares, local road funds, and other county and municipal transportation revenues dedicated to maintaining and improving the regional transportation network. Future revenue projections are presented in Chapter 5.

The financially constrained Tier I project list includes approximately \$8.4 billion in transportation investments through 2049. To demonstrate fiscal constraint in accordance with federal planning requirements, projected revenues were evaluated not only at the plan level but also by project category and funding eligibility. Revenue sources were matched to project types based on applicable federal and state funding rules, historical programming practices, and anticipated future funding availability. For example, transit revenues were allocated to transit capital and operating projects, active transportation funds were applied to bicycle and pedestrian improvements, and highway-related revenues were assigned to roadway, bridge, maintenance, and safety projects. This analysis confirmed that sufficient eligible funding is available within each project category to support the identified investments and that total forecasted revenues exceed total project costs. Additional details on the Tier I project list investment plan are presented in Chapter 10.

3. REGIONAL TRANSPORTATION SYSTEM

The regional transportation system in Stanislaus County is a multimodal network of roadways, rail lines, bicycle and pedestrian facilities, airports, and freight hubs. This system supports the movement of people and goods within the county and connects Stanislaus County to the broader state and national transportation network. Interstate 5 (I-5) and State Route 99 (SR 99) serve as the primary backbones of regional travel, linking cities and unincorporated communities to other parts of California.

Transit service in Stanislaus County provides a safe, reliable, affordable, and more environmentally sustainable alternative to driving. In rural areas, where development patterns are more dispersed, traveling by modes other than a private vehicle can be challenging. However, the county continues to expand its bicycle and pedestrian network to support active transportation. In addition, the newly consolidated Stanislaus Regional Transit Authority (StanRTA) provides more streamlined and integrated transit service across Stanislaus County communities.

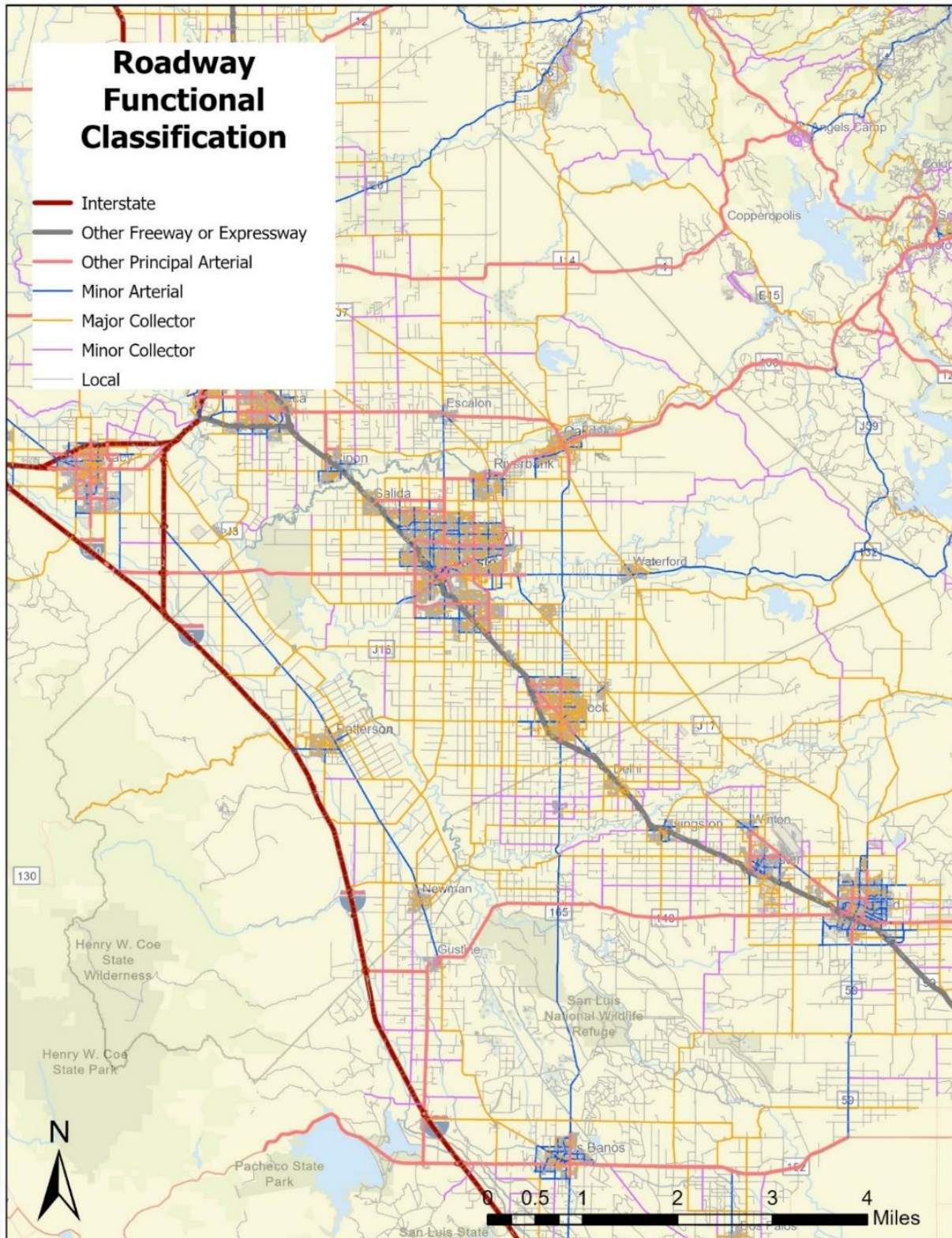
The 2026 RTP/SCS seeks to expand multimodal travel options throughout the county by increasing investments in transit, bicycle, and pedestrian systems while continuing to improve roadway efficiency and reduce vehicle miles traveled in congestion. The plan also identifies opportunities to enhance the performance of the transportation system through infrastructure improvements, service enhancements, and more effective management of transportation resources. For example, local roadway improvements may be paired with new or upgraded bicycle facilities and sidewalks. Similarly, pavement rehabilitation improves travel conditions for motorists, transit riders, and bicyclists.

Understanding existing transportation conditions is the first step in identifying regional needs and developing strategies to address them. The following sections describe existing conditions across all major transportation modes within the Stanislaus County regional transportation system.

Roadway

Highways and streets serve as major transportation corridors in Stanislaus County. The roadway network accommodates cars, trucks, buses, bicyclists, and pedestrians, and provides access to rail stations, airports, trails, and other key destinations. Roadways in the county are maintained by local agencies, Caltrans, and other state and federal agencies. Each roadway's role in the transportation system is defined by its functional classification, as shown in Figure 3.1.

FIGURE 3.1 - Roadway Functional Classifications



In addition to I-5 and SR 99, Stanislaus County includes several important rural roadways, including signed county highways and major county roads that support interregional and intraregional travel. These corridors move people and goods and connect cities and unincorporated communities throughout the county. However, east-west connectivity remains limited in parts of the regional network. For this reason, projects such as SR 132 West and the North County Corridor are included in the 2026 RTP/SCS as critical investments to improve east-west connections and strengthen regional circulation.

The SR 132 West project is StanCOG's highest-priority regional project and is being implemented through multiple phases that will ultimately create a continuous high-capacity east-west corridor across western Stanislaus County. The first phase, completed in 2023, constructed a new expressway from SR 99 to Dakota Avenue. The next phase will extend the facility from Dakota Avenue to Gates Road as a new divided expressway or freeway, including grade separations at Dakota Avenue and Hart Road and a roundabout at Gates Road. A subsequent phase will reconstruct the SR 99/SR 132/Kansas Street interchange and provide freeway to freeway connections between SR 132 and SR 99. The final phase will widen the corridor from SR 99 to Gates Road from two to four lanes and construct new interchanges at Carpenter Road, Hart Road, and Gates Road. These improvements are intended to enhance east-west connectivity, improve regional goods movement, and reduce congestion on local roadways.

The North County Corridor is also a major east-west regional improvement and is currently under construction. The corridor is planned as a multi-phase facility extending across northern Stanislaus County. The current priority is advancing Phase 1 and Phase 2. Phase 1 will construct a four-lane expressway from Oakdale Road to Claus Road, while Phase 2 will extend the four-lane expressway from Claus Road to Albers Road. Later phases would continue the corridor from Albers Road to SR 120 and from Tully Road to Coffee Road, including a planned six-lane freeway segment in Phase 4. However, Phase 4 is not expected to be constructed by the Plan's 2049 horizon and has been included as an unfunded Tier II project in the Plan. Together, these improvements are intended to improve east-west connectivity, support regional circulation, and provide a more efficient route for people and goods moving through northern Stanislaus County.

While SR 132 West and the North County Corridor represent the region's largest roadway capacity investments, the 2026 RTP/SCS also includes a broad range of roadway projects that support preservation, safety, operations, and multimodal access. These include pavement rehabilitation, bridge improvements, intersection and interchange upgrades, operational enhancements, and complete streets projects that better accommodate pedestrians, bicyclists, transit riders, freight, and motorists. Collectively, these investments help maintain existing infrastructure, improve local and regional circulation, and support safer and more connected travel within Stanislaus County communities.

Roadway preservation is also a major component of the regional transportation system. StanCOG and its member agencies maintain a substantial roadway network that requires ongoing investment in pavement rehabilitation, bridge improvements, safety upgrades, and operational enhancements. While this chapter focuses on the role of roadways in supporting regional travel, goods movement, multimodal access, and connectivity, detailed information on pavement conditions, Pavement Condition Index (PCI) ratings, and the regionwide Pavement Management Program is provided in Chapter 6, System Preservation.

The 2026 RTP/SCS leverages Measure L sales tax revenue to increase the county's ability to secure additional state and federal funding. Over the life of the Plan, this funding strategy supports more than \$4 billion in roadway improvements throughout Stanislaus County, including the major capacity projects described above, as well as preservation, safety, operational, and complete streets improvements.

Active Transportation

The 2026 RTP/SCS commits significant investment to the bicycle and pedestrian network in Stanislaus County. Viable active transportation options, including walking and bicycling, are essential to a balanced regional transportation system. Improvements that support biking and walking can help reduce motor vehicle trips and vehicle miles traveled (VMT), which in turn can reduce congestion, improve air quality, and support public health and quality of life. These investments are particularly important in Stanislaus County, which is designated as a federal non-attainment area for ozone and fine particulate matter (PM_{2.5}). The region continues to pursue transportation improvements that provide alternatives to driving and support regional air quality goals.

Stanislaus County's active transportation network consists of trails, on-street bikeways, sidewalks, and pedestrian connections. Most major streets include sidewalks, and local agencies have developed, or are developing, active transportation plans to identify and close gaps in the bicycle and pedestrian network. Despite this progress, active transportation in Stanislaus County continues to face several challenges, including historic reliance on automobiles, longer trip distances in rural and small communities, high roadway speeds, limited bicycle and pedestrian infrastructure in some areas, gaps in recreational and trail connections, summer heat and limited shade, and the need for continued education around safe interactions among drivers, pedestrians, and bicyclists.

In 2021, StanCOG completed an update of its Non-Motorized Transportation Master Plan (NMTP). The plan was developed in consultation with local jurisdictions, community-based organizations, advocacy groups, and members of the public, including underrepresented and disadvantaged communities. Through this process, StanCOG worked with the region's nine cities and Stanislaus County to identify community-specific needs and develop projects that improve local and regional active transportation connections. The plan recommended 224 bikeway projects and 1,215 pedestrian projects.

Building on this effort, StanCOG is currently undertaking a study funded by Regional Early Action Planning (REAP) 2.0 grant program focusing on regional connectivity for bicycle and pedestrian infrastructure in conjunction with the 2026 RTP/SCS update. This study is updating the NMTP to reflect recently completed facilities, reassess active transportation needs, identify opportunities that support infill development and reduced vehicle travel, and prioritize projects for implementation. The effort considers active transportation demand, network connectivity, safety, equity, and access to key destinations such as schools, parks, employment centers, transit services, and community facilities. The resulting recommendations will help guide future active transportation investments and support the region's long-term goals for mobility, public health, air quality, and greenhouse gas reduction.

The active transportation projects included in the 2026 RTP/SCS reflect a range of improvements intended to make walking and bicycling safer, more comfortable, and more practical for everyday trips. Funded projects include sidewalks, sidewalk gap closures, bikeways, trails, pedestrian crossings, Safe Routes to School improvements, corridor enhancements, and complete streets projects that integrate bicycle and pedestrian facilities into broader roadway improvements. These investments support first- and last-mile connections to transit, improve access to schools, parks, employment areas, and community destinations, and help address barriers that limit walking and bicycling in both urban and rural parts of the region.

The proposed bicycle and pedestrian improvements in the 2026 RTP/SCS include almost \$1.2 billion in investment to support walking and bicycling in the StanCOG region. With continued investment in connected, safe, and accessible facilities, active transportation can become a more viable option for

more trips throughout Stanislaus County, particularly when paired with transit, complete streets, and transportation demand management strategies.

Transit

Reliable and convenient public and private transit services are key considerations of the Stanislaus region's overall transportation system. A clean and safe transit system directly benefits those who are dependent on transit due to lack of access to a vehicle, and those who choose to use transit as a more cost effective and hassle-free alternative to driving. Efficient transit service can serve as a viable option for commuting for many workers in the region both through local circulation services in Stanislaus County communities and regional connections to adjacent counties, Sacramento, and the Bay Area. Transit service also provides much needed mobility options for individuals who do not own or choose not to use a vehicle, including the elderly, disabled populations, and persons of limited means. According to the most recent 2024 American Community Survey (ACS), approximately 0.7 percent of Stanislaus commuters use transit. In Modesto where the most transit options are available, over 1.8 percent commute by transit. Travel patterns and habits formed during COVID-19 pandemic have and continue to impact transit ridership, particularly in instances where riders have access to a personal vehicle.

Stanislaus Regional Transit Authority (StanRTA) and Turlock Transit

Transit is a core component of the Stanislaus County multimodal transportation system, providing local, intercity, intercounty, commuter, paratransit, and demand-response services. The Stanislaus Regional Transit Authority (StanRTA) was formed in July 2021 through a joint powers agreement between the City of Modesto, which previously operated Modesto Area Express (MAX), and Stanislaus County, which previously operated Stanislaus Regional Transit (StaRT). Today, StanRTA provides fixed-route and demand-response services within Stanislaus County, as well as commuter connections to regional rail stations and transit centers in San Joaquin and Alameda Counties.

StanRTA's fixed-route network includes 27 routes that provide coverage across Stanislaus County. Service is most concentrated in the Modesto and Ceres area, where the Modesto Transit Center serves as the primary system hub and is served by 23 routes. StanRTA also provides intercity service connecting communities within Stanislaus County and intercounty service to the BART Dublin/Pleasanton Station, the ACE Lathrop/Manteca Station, and the Stockton Transit Center. These connections help link Stanislaus County residents to regional employment centers, passenger rail, and broader transit networks.

StanRTA implemented systemwide service changes in March 2023, including a redesigned route network, new schedules, additional stops, and Sunday service on select routes. Since that restructuring, ridership has increased steadily, although recent growth has begun to slow. The Connect the S Short-Range Transit Plan (SRTP) is currently underway and will evaluate opportunities to optimize service, improve reliability, strengthen transfer facilities, identify potential satellite transit hubs, review fare policy, and better align transit service with current travel patterns.

The City of Turlock also operates its own transit system, Turlock Transit, a fixed-route public transit system that provides local mobility throughout the city and connections to key destinations, including downtown Turlock, commercial centers, medical facilities, government services, and California State University, Stanislaus. The system consists of multiple fixed routes designed to serve residents, students, workers, and visitors while providing connections to regional transit services, including Stanislaus Regional Transit Authority (The S), Merced County Transit (The Bus), and intercity transportation providers. Turlock Transit

plays an important role in the region's multimodal transportation network by expanding mobility options, supporting transit-dependent populations, reducing vehicle travel demand, and improving access to employment, education, healthcare, and other essential services.

Bus Rapid Transit and Transit Priority

The 2026 RTP/SCS places increased emphasis on high-quality transit, including Bus Rapid Transit (BRT) and transit-priority improvements. The ongoing BRT Study will identify key corridors that warrant consideration for future BRT service, building on existing ridership patterns, travel demand, land use, equity needs, and opportunities to improve speed and reliability. Current RTP/SCS investments include BRT-supportive improvements intended to strengthen high-frequency transit connections in the urbanized part of the region, including service linking West Modesto, Downtown Modesto, and the Vintage Faire Mall area. These corridors include some of the region's strongest existing transit markets and connect major destinations, employment areas, retail centers, schools, and transfer points.

BRT and transit-priority investments may include enhanced stations, improved passenger amenities, transit signal priority, queue jumps, service frequency improvements, branding, real-time information, and other operational treatments that improve reliability and reduce delay. These improvements are intended to make transit more competitive for everyday trips, support first- and last-mile connections, and advance the region's goals for reducing VMT, improving air quality, and expanding mobility options for residents who rely on or choose transit.

Passenger Rail Connections

Passenger rail is addressed as part of the broader transportation system because rail service depends on coordinated local and regional transit access. 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. StanRTA commuter routes already connect riders to the ACE Lathrop/Manteca Station and the Stockton Transit Center, and future rail investments will increase the importance of coordinated bus, BRT, shuttle, bicycle, pedestrian, and first- and last-mile connections to rail stations. The 2026 RTP/SCS supports improved integration between local transit and regional rail so that passenger rail functions as part of a connected multimodal network rather than as a stand-alone service.

Paratransit and Demand-Response Service

StanRTA also provides demand-response and paratransit services for riders who are unable to use fixed-route transit or who live in areas where fixed-route service is not available or practical. These services are especially important for older adults, people with disabilities, and residents in lower-density communities where conventional fixed-route transit may be difficult to operate efficiently.

Currently, StanRTA offers complementary dial-a-ride services for qualifying seniors and residents with disabilities allowing them to move around more freely than they could with privately offered transportation options. Medivan, a paratransit service, connects Stanislaus County residents with medical facilities in the Bay Area. Also, implemented by StanCOG in 2009, the Stanislaus region's Consolidated Transportation Services Agency (CTSA), now referred to as MOVE Stanislaus, administers transportation programs that provide transportation services for transit-dependent individuals who are unable to use public transit due to physical or cognitive disabilities. MOVE links both public transit and private social service agency services together to address service gaps that public transit may not be able to address.

MOVE's Mobility Training and BRIDGES Volunteer Driver programs provide opportunities for elderly and disabled individuals to learn how to use the public bus system, or, if they cannot use public transit, use a volunteer driver program that can provide transportation for their daily activities (e.g., medical appointments, grocery shopping, etc.).

In addition, MOVE operates a Veterans Van Program called VetsVan, which recruits and trains volunteer drivers to provide rides to homebound Veterans and other disabled Veterans who are unable to ride the Veterans Affairs Shuttle to their medical appointments. MOVE also operates a Stanislaus Eligibility Center which conducts in-person assessments for evaluating applicants' ADA eligibility for using paratransit service. The services provided by MOVE in cooperation with other social service agencies are vital for ensuring that all residents have access to transportation options to meet their daily needs. Continued investment in paratransit and demand-response service supports mobility, independence, access to healthcare, and equitable transportation access across the county.

Transportation Demand Management and Vanpool

Transportation Demand Management (TDM) strategies complement transit, active transportation, passenger rail, and roadway investments by helping residents and workers make more efficient use of the transportation system. TDM programs are intended to reduce single-occupancy vehicle travel, support alternatives such as carpooling, vanpooling, transit, walking, and bicycling, and reduce VMT, particularly during peak travel periods. These strategies can help reduce congestion, improve air quality, support greenhouse gas reduction goals, and extend the performance of existing transportation facilities.

StanCOG's regional TDM program is implemented through StanisCruise, the region's travel platform for commute options and trip planning. StanisCruise works with commuters, employers, member agencies, and community organizations to promote carpooling, vanpooling, transit, bicycling, and walking. Program elements include trip planning tools, outreach and presentations, vanpool subsidies, an Emergency Ride Home program, employer assistance, and support for compliance with the San Joaquin Valley Air Pollution Control District Rule 9410 Employer Trip Reduction Implementation Plan requirements. As of 2025, StanisCruise has 3,400 accounts and users have logged over 340,692 trips, reducing VMT by 271,701 miles.

Vanpooling is a major component of the region's TDM strategy because many Stanislaus County residents travel long distances for work, including intercounty commute trips that are difficult to serve efficiently with fixed-route transit. With the launch of StanisCruise in 2022, StanCOG increased its vanpool subsidy from \$250 to \$700 for vanpools that originate or are destined for Stanislaus County. StanCOG provides riders with this monthly subsidy to help offset the cost of leasing vans, incentivize the use of the vanpool program, and reduce greenhouse gas (GHG) emissions.

StanisCruise partners with Enterprise to provide the vans for the vanpool so commuters can rent the van directly from Enterprise and are reimbursed for the rental. In 2025, there was an average of 95 active vanpools that carried over 16,500 passengers per month, accounting for over 200,000 miles reduced. The California Vanpool Authority (CalVans) also provides vanpool options for qualified California residents, primarily those working in agriculture, including service in Stanislaus County. As of FY 25/26, CalVans operates 323 Vanpools serving 20 counties and 70 cities, with 240 Vanpools designated for farm workers and 83 for non-Agricultural use.

Rail

Passenger rail investments in Stanislaus County are advancing primarily through the Valley Rail program, which includes expansion of ACE service south from the existing San Joaquin County service area toward Ceres and Merced, as well as improvements to Gold Runner service, formerly Amtrak San Joaquins, between the San Joaquin Valley and Sacramento.

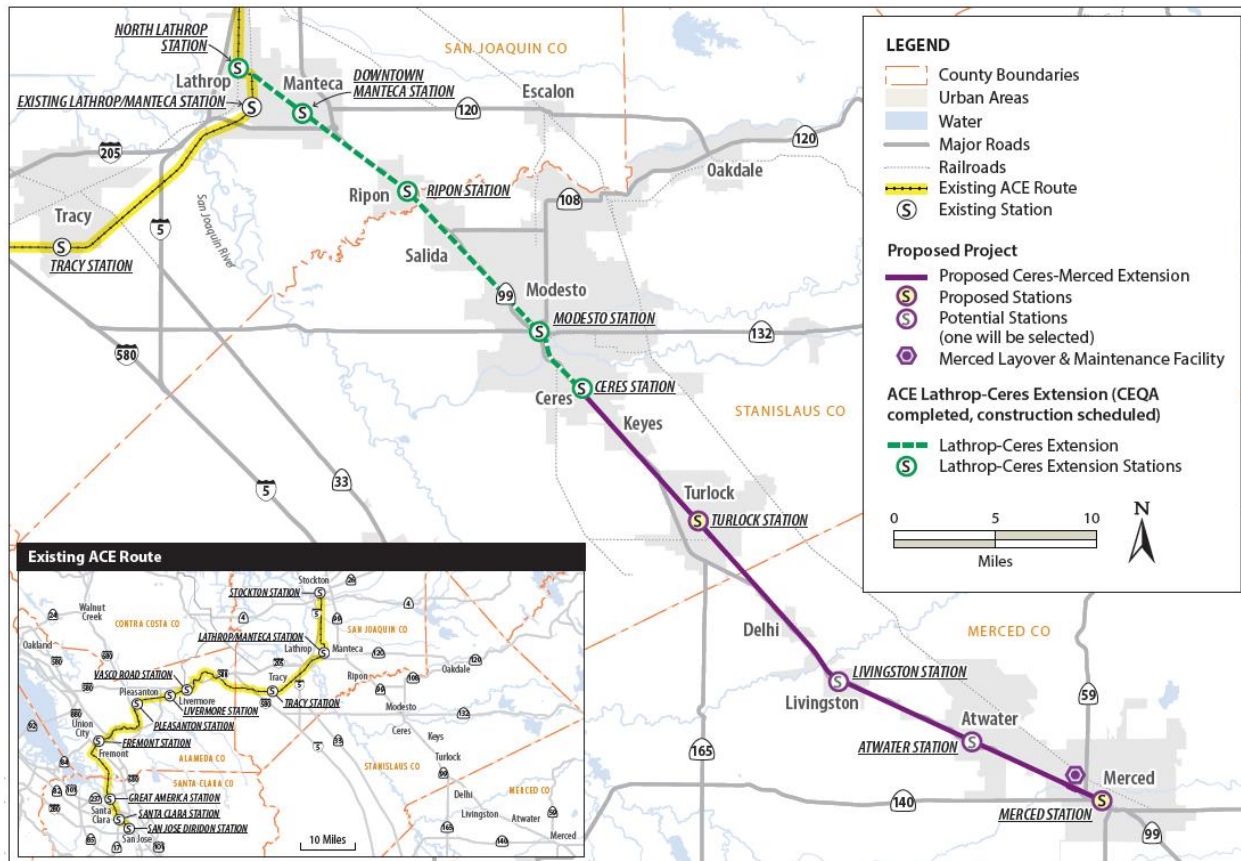
Altamont Corridor Express and Valley Rail

ACE is operated by the San Joaquin Regional Rail Commission (SJRRRC) and currently provides passenger rail service between Stockton and San Jose, connecting northern San Joaquin County with the Tri-Valley and Silicon Valley. Through the Valley Rail program, SJRRRC 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. A later phase would extend service farther south to Turlock, Livingston, and Merced, where future connections to California High-Speed Rail are planned. Figure 3.2 provides a summary of the ACE expansion plans.

The ACE extension is intended to improve regional mobility, expand commuter and intercity rail options, and strengthen connections between Stanislaus County and major employment centers in the Bay Area, San Joaquin County, Sacramento, and the broader San Joaquin Valley. The project also supports state and regional goals related to reducing VMT, lowering transportation-related emissions, improving access to transit, and supporting more walkable and transit-oriented development around station areas. The 2026 RTP/SCS includes approximately \$600 million in funding for ACE-related improvements.

Station-area investments are an important part of the rail expansion strategy. StanCOG is coordinating with the City of Modesto on improvements to the Downtown Modesto Multimodal Transportation Station and with the City of Turlock on development of a future multimodal station. These investments are intended to improve local transit connections, pedestrian and bicycle access, passenger amenities, and first- and last-mile connections to the expanded rail network.

FIGURE 3.2: ACE Extension Project Map– Lathrop to Ceres to Merced



Valley Rail Sacramento Service Expansion

The Valley Rail Sacramento Service Expansion is a major component of the broader Valley Rail program and is intended to improve passenger rail connectivity between the San Joaquin Valley and the Sacramento region. The project would use the Union Pacific Sacramento Subdivision between Stockton and Sacramento and add new rail service and stations along the corridor. Planned stations are shown in Figure 3.3 and include Lodi, Elk Grove, Sacramento City College, Midtown Sacramento, Old North Sacramento, and Natomas/Sacramento Airport, with a shuttle connection planned between the Natomas station and Sacramento International Airport. The project is expected to be implemented in phases, and station opening dates have shifted over time as funding, design, construction, and railroad coordination have advanced.

Valley Rail plans to initiate new passenger rail service between Stockton and Sacramento in 2031. 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.

For Stanislaus County, the Sacramento expansion is significant because it would broaden the role of passenger rail beyond the traditional Bay Area commute market. The project would create new rail access to state government, higher education, medical, airport, and employment destinations in the

Sacramento region, while also improving transfer opportunities between ACE, Gold Runner, local bus service, and future high-speed rail connections. The Sacramento expansion also supports RTP/SCS goals by providing an alternative to longer-distance driving, expanding regional commute options, reducing VMT, and strengthening multimodal access to major activity centers.

FIGURE 3.3: Valley Rail Project Map



Source: San Joaquin Regional Rail Commission, November 2025

Amtrak Gold Runner Expansion

The Gold Runner (formerly Amtrak San Joaquins) rail service is an intercity passenger rail and bus service managed by the SJJPA and operated by Amtrak. As of late 2025, this service operates seven daily round trips between Bakersfield and Stockton, with five continuing to Oakland and two to Sacramento. Currently, the Gold Runner is Amtrak's seventh-busiest route nationwide and third-busiest in California.



Aviation

Airports are classified into two broad categories, commercial airports and general aviation airports. The Stanislaus County region has one commercial and two general aviation airports. The Modesto City-County Airport is classified as a commercial airport, while both the Oakdale Airport and the Turlock

Municipal Airport are classified as general aviation airports. The Oakdale and Turlock Municipal Airports are primarily used for private aviation. Table 3.1 summarizes daily operations by trip purpose for the commercial and general airports in the StanCOG region.

There are also six privately owned airports in the County: Crows Landing (Crows Landing), Flying Bull (Modesto), Mapes Ranch (Modesto), Peterson (Riverbank), Emanuel Medical Center (Turlock), and Valley Crop Dusters, Inc. (Westley). The location of each airport is shown in Figure 3.4.

The 2026 RTP/SCS includes projects to enhance and maintain the Modesto City-County Airport, the Oakdale Municipal Airport, the Turlock Municipal Airport, and Crows Landing Airport. Note that special care must be taken to prevent encroachment on airports, sustain healthy communities, and preserve the viability of the aviation system as an economic engine for the region.

Table 3.1: Airport Operations

Airport	Daily Operations	Local General Aviation	Transient General Aviation	Air Taxi	Military
Modesto City-County Airport	121	31%	48%	21%	<1%
Turlock Municipal Airport	31	79%	21%	-	-
Oakdale Airport	29	53%	47%	-	-

Source: FAA Operations Network Standard Report: 2025, FAA Terminal Area Forecast: 2025.

Aviation Areas of Future Focus

Though not addressed in this document, the areas of future focus for aviation in the StanCOG region include:

- Advanced Air Mobility (AAM) services
- Wayside equipment for electrified aircraft and electric aviation in general
- Sustainable Aviation Fuel (SAF)

FIGURE 3.4 - Stanislaus County Airports



4. Future Conditions

The 2026 RTP/SCS is informed by updated demographic, household, and employment forecasts that reflect more moderate long-term growth expectations for Stanislaus County than prior planning cycles. While the region is still expected to add population, households, and jobs through 2050, the pace of growth is forecast to be gradual and shaped by changing demographic trends, an aging population, evolving employment patterns, housing availability, and expanded regional transportation investments.

The scenarios developed for the 2026 RTP/SCS use these forecasts as the basis for evaluating future land use patterns and transportation system needs. This chapter describes anticipated changes in population, households, employment, commute patterns, housing, travel behavior, and mobility options, and explains how these trends inform the transportation investments included in the Plan.

The 2026 RTP/SCS reflects continued regional priorities related to system preservation, roadway reliability, transit access, passenger rail connectivity, active transportation, transportation demand management, and emerging transportation technologies. These priorities are intended to support a more efficient, equitable, and sustainable transportation system while accommodating the needs of existing and future residents, workers, and businesses in the Stanislaus region. In addition, StanCOG continues to support the goals and objectives of the California Transportation Plan 2050 (CTP 2050), which provides a statewide framework for making effective, equitable, and transparent transportation decisions in California.

Demographic Forecasts

Effective long-range transportation planning requires an understanding of both existing conditions and how the region is expected to change over time. To support the 2026 RTP/SCS, StanCOG worked with the Center for Business and Policy Research at the University of the Pacific (UOP) to prepare updated forecasts for population, households, and employment in Stanislaus County through 2050 based on the most recent California Department of Finance (DOF) projections. These forecasts provide the demographic foundation for the regional land use assumptions, travel demand modeling, scenario development, and transportation investment strategy.

However, after UOP completed their forecasts and submitted the projections for Stanislaus County, the DOF released updated population projections through 2070. When comparing the UOP population projections to the updated DOF population projections, it was found that the UOP population projections were more than 3% below what DOF projects for Stanislaus County's population for 2049. Thus, the most recent DOF population projections were used for StanCOG's 2026 RTP/SCS while the UOP projections were used for employment through 2049.

The population and employment forecasts reflect more moderate long-term growth than prior planning cycles. Stanislaus County is still expected to add residents, households, and jobs, but at a more gradual pace. Between 2023 and 2049, the countywide population is forecast to increase from 551,297 to 602,220. Employment is expected to grow in line with population, increasing from 269,939 jobs in 2023 to 291,900 jobs in 2049.

The remainder of this chapter summarizes the forecast process and key results, including changes in population, households, employment, commute patterns, housing, jobs-housing balance, farmland

conservation, travel demand, and technology trends. Additional details on the demographic and employment forecast is provided under separate cover.

Forecasting Process

The countywide forecast was developed using the REMI Policy Insight model, an econometric forecasting model that incorporates relationships between economic and demographic variables. The model was updated with the latest available federal, state, and local data, including employment data from the Bureau of Labor Statistics and population estimates from the U.S. Census Bureau and Bureau of Economic Analysis. The forecast also included adjustments to reflect local and regional conditions, including anticipated passenger rail investments through the Valley Rail program and regional economic development initiatives such as Stanislaus 2030 and North Valley THRIVE.

Following development of the countywide forecast, the University of the Pacific prepared local area forecasts for the nine incorporated cities and four unincorporated subareas of Stanislaus County. These local forecasts were developed using available local data, trend analysis, and feedback from local planning officials. Local agency input was used to refine assumptions related to recent development activity, future growth capacity, available residential land, and local market conditions.

For purposes of the 2026 RTP/SCS, the countywide forecast totals and share of growth by StanCOG member jurisdiction serve as control totals for regional land use assumptions, scenario development, and travel demand modeling.

Forecasts

The countywide forecast totals were used as inputs to establish future year baselines for anticipated growth in each jurisdiction within the region. Table 4.1 presents these forecasts. These totals suggest degrees of growth, in terms of population and employment, but do not determine the specific form or location of that growth, such as household density, development pattern, or commute behavior. While the scenarios discussed further in Chapter 8 of the 2026 RTP/SCS represent different growth patterns for the region, each scenario remains consistent with the future baseline totals.

Table 4.1 – Stanislaus Regional Growth Forecast

Year	Population	Employees
2023	551,297	269,939
2025	556,900	267,255
2030	564,427	269,469
2035	574,019	275,725
2040	585,015	281,340
2045	595,566	287,050
2049*	602,220	291,900

Source: Stanislaus County Demographic and Employment Forecast, University of the Pacific, 2025 and Department of Finance Report P-2A: Total Population Projections, 2020-2070, Updated March 13, 2026.

*Year 2049 estimates were interpolated for households.

The updated forecast reflects a more moderate growth outlook than the forecast prepared for the 2022 RTP/SCS. By 2049, Stanislaus County is projected to add approximately 50,923 residents, increasing from 551,297 people in 2023 to 602,220 people in 2049. This represents an increase of approximately 9.2 percent. Employment is projected to grow in line with population, increasing by approximately 21,961 jobs from 269,939 in 2024 to 291,900 in 2049, an increase of approximately 8.1 percent.

Population

Stanislaus County is expected to experience modest population growth through the 2049 RTP/SCS horizon year. The county's population is projected to increase from 551,297 people in 2023 to 602,220 people in 2049, an increase of approximately 50,923 residents, or 9.2 percent. This reflects a slower growth trajectory than prior RTP/SCS planning cycles, but continued population growth will still influence future housing demand, travel patterns, transit needs, and infrastructure investment priorities.

Population growth is expected to vary across Stanislaus County, as shown in Table 4.2. Modesto is projected to add the largest number of residents because it remains the County's largest city and primary urban center. Patterson and Newman are projected to experience the fastest percentage growth, reflecting available residential land and continued development interest. Other cities, including Ceres, Turlock, Riverbank, Oakdale, Waterford, and Hughson, are also expected to grow, but at generally moderate rates. The unincorporated areas are forecast to grow more slowly than the incorporated cities overall.

Table 4.2 - Stanislaus County Population Forecast by Local Area

Local Area	2023	2049	2023–2049 Change	Percent Change
Ceres	49,151	53,826	4,675	9.4%
Hughson	7,451	8,247	796	10.6%
Modesto	217,846	238,685	20,838	9.5%
Newman	12,281	13,867	1,586	12.8%
Oakdale	23,092	25,523	2,430	10.4%
Patterson	23,834	26,890	3,055	12.7%
Riverbank	24,782	27,217	2,435	9.8%
Turlock	72,334	78,356	6,022	8.3%
Unincorporated	111,431	119,670	8,239	7.3%
Waterford	9,093	9,940	847	9.2%
Stanislaus County Total	551,297	602,220	4,675	9.4%

Source: Stanislaus County Demographic and Employment Forecast, University of the Pacific, 2025 and Department of Finance Report P-2A: Total Population Projections, 2020-2070, Updated March 13, 2026.

The population is also expected to continue aging. Residents age 65 and older are projected to increase as a share of the countywide population, while younger age groups are projected to make up a smaller share over time. This demographic shift has implications for transportation planning, including demand for accessible transit, paratransit, pedestrian safety improvements, and transportation options that support older adults who may no longer drive or may prefer alternatives to driving.

Stanislaus County is also expected to become more racially and ethnically diverse. The Hispanic population is projected to account for a growing share of the countywide population through 2050, while

the White non-Hispanic population is projected to decline both numerically and as a share of the total population. These trends underscore the importance of transportation investments, outreach strategies, and public information that are accessible, equitable, and responsive to the needs of the region's diverse communities.

Population Age Trends

Stanislaus County's population is expected to continue aging over the forecast period. Residents age 65 and older are projected to increase from over 82,000 residents in 2025 to over 120,000 residents in 2050, increasing from approximately 15 percent to 20 percent of the countywide population. In contrast, the population under age 25 is projected to decline as both a number and a share of the total population. These trends may affect future transportation needs by increasing demand for accessible transit, paratransit, pedestrian safety improvements, and other mobility options that support older adults and residents who do not drive.

Shifting Racial and Ethnic Diversity

Stanislaus County is also forecast to become more racially and ethnically diverse. The Hispanic population is projected to increase from 283,000 residents in 2025 to 346,000 residents in 2050, growing from approximately 51 percent to nearly 59 percent of the countywide population. Over the same period, the White non-Hispanic population is projected to decline from approximately 197,000 residents to 154,000 residents. These changes underscore the importance of equitable transportation investments, multilingual outreach, and public information strategies that reflect the needs of the region's changing population.

Population Growth Drivers

The updated forecast reflects a slower population growth trajectory than prior planning cycles. Rather than assuming rapid natural increase or broad migration from higher-cost coastal areas, the forecast accounts for recent demographic trends, local economic conditions, regional economic development initiatives, and major transportation investments such as Valley Rail. These factors are expected to influence future migration, household formation, employment access, and travel behavior in Stanislaus County.

Employment

Employment in Stanislaus County is projected to grow at a faster rate than population and households throughout the forecast period. Countywide employment is forecast to increase from 269,939 jobs in 2023 to 291,900 jobs in 2049, an increase of approximately 21,961 jobs, or 8.1 percent.

The updated forecast reflects both continuity and change in the regional economy. Agriculture remains a defining component of the Stanislaus County economy and continues to support related industries such as food processing, manufacturing, transportation, and warehousing. However, future job growth is expected to be concentrated in several non-agricultural sectors, as shown in Table 4.3. Health care and social assistance is projected to account for the largest share of new employment, adding more than 10,600 jobs between 2025 and 2050 as the population ages and demand for health services increases. Transportation and warehousing are also expected to grow substantially, adding approximately 5,200 jobs during the same period, reflecting the county's continued role as a logistics and distribution hub.

Other sectors, including construction, accommodation and food services, finance and insurance, and other services, are also projected to grow. In contrast, retail trade is forecast to decline, consistent with

broader changes in consumer behavior and the continued shift toward online shopping. Manufacturing and government employment are expected to remain relatively stable over the forecast period.

Geographically, Modesto is projected to add the largest number of jobs, reflecting its role as the county's largest employment center. Patterson is projected to experience the fastest rate of employment growth, driven in part by continued expansion in transportation and warehousing. These employment trends reinforce the importance of a transportation system that supports goods movement, regional commute access, transit connectivity, and reliable circulation within and between the county's major job centers.

Table 4.3 - Stanislaus County Employment Forecast by Major Industry

Industry	2023 Employment	2049 Employment	Change	Percent Change
Health care and social assistance	14,548	15,520	972	6.7%
Transportation and warehousing	24,940	24,270	-670	-2.7%
Accommodation and food services	28,915	24,983	-3,932	-13.6%
Construction	20,656	25,816	5,161	25.0%
Finance and insurance	8,475	10,129	1,654	19.5%
Other services	38,247	48,735	10,488	27.4%
Retail trade	21,294	23,770	2,476	11.6%
Manufacturing	15,729	17,780	2,052	13.0%
Government	32,731	32,741	10	0.0%
Total Employment	269,939	291,900	21,961	8.1%

Source: Stanislaus County Demographic and Employment Forecast, University of the Pacific, 2025.

Commuters

Stanislaus County remains closely connected to adjacent Central Valley counties and the broader Bay Area commute shed. LEHD Origin-Destination Employment Statistics (LODES) data link worker home locations with workplace locations and help identify the major county-to-county commute flows affecting the region. These flows continue to show the importance of both internal commuting within Stanislaus County and longer-distance travel to San Joaquin County, Alameda County, Santa Clara County, Sacramento County, and other regional employment centers.

As shown in Table 4.4, approximately 42 percent of the population commutes to jobs located outside of Stanislaus County and 31 percent of jobs in Stanislaus County are filled by people who commute in from neighboring counties. In total, 86,656 Stanislaus County residents are employed outside the county and 53,783 people living outside the County have jobs within it.

Like many Valley communities, the Stanislaus region has most of its trips completed via single-occupancy vehicles. According to the 2024 American Community Survey (ACS) 5-Year estimate, over 78 percent of workers in Stanislaus County drove alone to their jobs.

The prevalence of intercounty commuting has several implications for the 2026 RTP/SCS. Longer-distance commute patterns increase demand for reliable highway connections, commuter transit, vanpooling,

and passenger rail access. At the same time, continued employment growth within Stanislaus County, particularly in health care, logistics, warehousing, and related sectors, may increase opportunities for more residents to work locally over time. The 2026 RTP/SCS therefore supports a range of strategies, including regional rail connections, commuter bus service, transportation demand management, vanpool programs, and improved first- and last-mile access to transit and rail.

Table 4.4 - Stanislaus County Commuting Patterns

County of Employment	County of Residence	Number of Commuters
Stanislaus	Stanislaus	117,677
San Joaquin	Stanislaus	26,260
Stanislaus	San Joaquin	17,173
Stanislaus	Merced	16,731
Alameda	Stanislaus	16,719
Santa Clara	Stanislaus	12,307
Merced	Stanislaus	8,063
Sacramento	Stanislaus	7,388
Contra Costa	Stanislaus	5,507
Stanislaus	Sacramento	5,445
Stanislaus	Fresno	4,154
Fresno	Stanislaus	3,891
Stanislaus	Santa Clara	3,659
Stanislaus	Alameda	3,592
San Francisco	Stanislaus	3,346
Los Angeles	Stanislaus	3,175
Stanislaus	Contra Costa	3,029

Source: US Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (2023).

Housing

Housing availability and affordability continue to shape growth, commute patterns, and travel demand in Stanislaus County. The County remains more affordable than the Bay Area and several nearby urban counties, although housing costs have increased substantially since the prior RTP/SCS cycle. According to the 2024 American Community Survey, the median value of owner-occupied housing units in Stanislaus County was \$468,300, compared with \$1.09 million in Alameda County, \$1.56 million in Santa Clara County, \$1.58 million in San Mateo County, and \$1.31 million in San Francisco County.

The 2025 Stanislaus County Demographic and Employment Forecast and Department of Finance forecasts project that households will increase from 176,902 in 2024 to 191,751 in 2049, reflecting an increase of approximately 14,850 households or 594 households per year. This moderate household growth will require continued coordination between land use planning, housing production, transportation investments, and infrastructure capacity.

While Stanislaus County remains relatively affordable compared with coastal job centers, the relationship between housing costs and employment access continues to influence regional travel patterns. Lower housing costs can attract households whose jobs remain in the Bay Area, Sacramento region, or nearby Central Valley counties. As a result, housing policy and transportation planning remain closely linked,

particularly for investments in passenger rail, commuter transit, vanpooling, transportation demand management, and first- and last-mile connections.

Table 4.5 - Median Value of Owner-Occupied Housing Units

County	Median Value	Percent Difference from Stanislaus
Stanislaus	\$450,100	—
San Mateo	\$1,559,600	+247%
Santa Clara	\$1,490,600	+231%
San Francisco	\$1,394,500	+210%
Alameda	\$1,090,100	+142%
Contra Costa	\$866,800	+93%
Sacramento	\$534,200	+19%
San Joaquin	\$530,700	+18%
Merced	\$391,800	-13%
Fresno	\$388,800	-14%

Source: U.S. Census Bureau, ACS 2024 5-Year Estimates.

Jobs-Housing Balance

Jobs-housing balance is an important indicator of the relationship between employment opportunities and housing availability within a region. A balanced ratio can reduce the need for long-distance commuting when local jobs align with the skills, wages, and housing needs of local residents. However, jobs-housing balance alone does not fully describe commute behavior, since workers may still commute outside the county due to job type, wages, household preferences, or housing affordability.

In 2023, Stanislaus County is estimated to have approximately 269,939 jobs and 175,552 households, resulting in a ratio of approximately 1.54 jobs per household. By 2049, Stanislaus County is forecast to have approximately 291,900 jobs and 191,751 households, resulting in a similar ratio of approximately 1.52 jobs per household. This indicates that employment is projected to grow slightly faster than households over the forecast period.

Although the countywide jobs-housing ratio suggests a substantial employment base relative to households, Stanislaus County remains closely connected to surrounding regional labor markets, including the Bay Area, the Sacramento region, San Joaquin County, and Merced County. Continued interregional commuting reflects differences in job location, wage levels, industry mix, and housing costs across Northern California. As a result, the 2026 RTP/SCS supports strategies that both improve regional commute options and strengthen access to local employment centers.

Developing a more balanced relationship between jobs and housing will require more than improving commuter travel times. The region will also need to support policies and investments that help attract, retain, and grow quality jobs that align with the skills and needs of local residents. This includes land use, fiscal, workforce, and economic development strategies that position Stanislaus County as a desirable location for both employers and employees. Transportation investments can support this objective by

improving access to job centers, strengthening goods movement, expanding viable commute options, and making local businesses more efficient. However, because StanCOG does not have land use authority, member jurisdictions will play a central role in advancing complementary community and economic development investments, such as downtown revitalization, public facilities, parks, cultural amenities, and other improvements that help attract businesses and a skilled workforce. These efforts will take time to produce measurable results but are important to reducing long-distance commute pressures and supporting a more resilient regional economy.

Farmland Conservation

Agriculture plays a significant role in the regional economy. As such, the preservation of agricultural land is also of key concern to the region, and balancing land conversion to accommodate growth with the preservation of farmland is particularly important.

Preserving farmland within Stanislaus County is therefore a guiding factor for regional transportation and land use planning within the 2026 RTP/SCS and is critical to selecting an appropriate vision for the future of the region. Stanislaus County is approximately 970,172 acres (about 1,500 square miles) in size and has more than 248,767 acres of prime farmland (Farmland Mapping and Monitoring Program, 2022). As regional growth occurs, some of this land is converted to other agricultural purposes, including grazing land, and other lower classifications of farmland. Some agricultural land is also converted to other uses, such as residential, commercial, industrial, office, or university land uses. Under the Preferred Scenario, Scenario C (Mixed Use with Jobs Focus), approximately 542 acres are converted to these other uses, which is about half as much as under Scenario A, Business as Usual.

Travel Growth

With increases in population and employment within the region, and the potential for increased commuting between adjacent counties, the amount of vehicular travel is expected to increase. By 2049, Scenario C, Mixed Use with Jobs Focus, will result in an increase of approximately 1,126,862 daily VMT. This is lower than Scenario A, Business as Usual, which would result in an increase of 1,275,787 daily VMT by 2049.

Transportation Technology Trends

Several technology trends have the potential to influence mobility options, transportation infrastructure, and system management over the coming decades. These trends include the continued deployment of electric vehicles, broader use of shared mobility services, advances in artificial intelligence, expanded use of transportation data, and ongoing development of automated vehicle technologies. While the timing and scale of these changes remain uncertain, they are already influencing how people plan trips, how goods are delivered, how agencies monitor system performance, and how transportation investments are prioritized.

Over time, these technologies may change travel behavior, infrastructure needs, curbside management, parking demand, freight operations, and the relationship between transportation and land use. As a result, Stanislaus County and its local partners will need to continue monitoring emerging technologies and evaluating how they may affect transportation planning, operations, equity, safety, and long-term investment decisions.

Table 4.6 - Technology Trends Influencing Transportation

Technology Trend	Description
Electric Vehicles	Electric vehicles use electricity as a primary fuel source rather than gasoline or diesel. Plug-in hybrid electric vehicles use both electricity and conventional fuel, while battery-electric vehicles operate entirely on electricity. California has adopted policies to accelerate zero-emission vehicle deployment, including the requirement that all new passenger vehicles sold in the state be zero-emission by 2035.
Transportation-as-a-Service	Transportation network companies, such as Uber and Lyft, provide app-based, on-demand transportation services. These services can supplement traditional transit in some contexts, particularly for first- and last-mile connections, late-night trips, or areas where fixed-route transit is difficult to operate efficiently. However, they can also affect congestion, curbside demand, and transit ridership depending on how they are used.
Shared Mobility	Shared mobility includes services such as carshare, bikeshare, scootershare, vanpooling, and other models that allow users to access transportation without owning a vehicle. These services can expand travel choices, reduce the need for some vehicle ownership, and support connections to transit, employment centers, schools, and community destinations. Their effectiveness depends on service availability, affordability, safety, and integration with the broader transportation network.
Automated Vehicles	Automated vehicle technologies continue to develop for both passenger and freight applications. While widespread deployment remains uncertain, automated vehicles could affect vehicle miles traveled, roadway safety, curbside activity, parking demand, freight movement, and mobility for people who cannot drive. Public agencies may need to consider future policies related to safety, congestion management, curb access, data sharing, and equitable deployment.
Artificial Intelligence	Artificial intelligence is increasingly being used to support transportation planning, operations, and decision-making. Potential applications include traffic signal optimization, transit scheduling, demand forecasting, safety analysis, asset management, incident detection, customer information, and analysis of large transportation datasets. AI tools may improve the speed and quality of transportation analysis, but they also require careful attention to data quality, transparency, privacy, and equity.
Big Data	Transportation agencies increasingly use large datasets from GPS devices, mobile applications, connected vehicles, transit systems, and other sources to better understand travel patterns, congestion, travel time reliability, safety conditions, and system performance. This data can support more responsive planning and operations but must be interpreted carefully and used alongside local knowledge and community input.

Although the timing, extent, and impacts of emerging transportation technologies remain uncertain, notable changes are already occurring. Stanislaus County will continue to consider how these technologies may affect transportation plans, programs, infrastructure, and travel behavior. The following sections discuss several of these technologies and their potential influence on the county.

Electric Vehicles

Electric vehicle adoption is expected to continue influencing transportation planning, infrastructure investment, and energy demand in Stanislaus County. California has adopted policies intended to accelerate the transition to zero-emission vehicles, including the 2035 zero-emission goal for new passenger vehicle sales and long-term goals for medium- and heavy-duty vehicle transition where feasible. These policies, combined with market changes, vehicle availability, charging infrastructure investment, and fleet conversion requirements, are expected to increase demand for public, workplace, multifamily, fleet, and corridor-based charging infrastructure.

In March 2022, StanCOG adopted an Electric Vehicle Infrastructure Study to build upon statewide efforts and provide guidance for EV infrastructure deployment in the Stanislaus region. The study identified 21 high-priority public charging sites across the region. Each location included site-specific information such as mapping, recommended charger type, installation and equipment cost estimates, and utility service considerations. These findings will help StanCOG and its member agencies pursue future funding, coordinate with utilities, and support equitable access to charging infrastructure.

Transportation-as-a-Service and Shared Mobility

Transportation options that are not based solely on personal vehicle ownership continue to evolve. Transportation network companies, such as Uber and Lyft, provide app-based, on-demand travel that may supplement existing transportation services, particularly for first- and last-mile connections, late-night trips, or lower-density areas where fixed-route transit is difficult to operate efficiently. However, these services can also increase curbside demand, VMT, and congestion if not managed carefully.

Shared mobility also includes carshare, bikeshare, scootershare, vanpooling, and other services that allow users to access transportation without owning a vehicle. These options can expand mobility choices, reduce the need for some households to own multiple vehicles, and support connections to transit, employment centers, schools, and community destinations. In Stanislaus County, shared mobility may be most effective when paired with transit, passenger rail, transportation demand management programs, and first- and last-mile strategies.

Automated Vehicles

Automated vehicle technologies continue to develop for passenger, freight, and delivery applications. While widespread deployment remains uncertain, limited automated vehicle services and testing programs in other regions indicate that these technologies may play a larger role in future transportation systems. Potential benefits include improved mobility for people who are unable to drive, new freight and logistics efficiencies, and safety improvements if the technologies perform reliably in mixed traffic environments.

At the same time, automated vehicles may create new transportation challenges. If automated travel reduces the perceived cost or burden of driving, it could increase vehicle miles traveled, especially if vehicles circulate without passengers between trips. Automated vehicle deployment may also require new approaches to curb management, pick-up and drop-off activity, roadway operations, safety regulation, data sharing, and congestion management. Stanislaus County will need to monitor these trends as technology matures and consider how future policies can support safety, equity, and efficient use of the transportation system.

Artificial Intelligence and Big Data

Transportation agencies increasingly rely on large datasets and advanced analytical tools to understand travel patterns, monitor system performance, and support decision-making. Data from GPS devices, mobile applications, transit systems, connected vehicles, traffic sensors, and other sources can provide information on origin-destination patterns, travel speeds, travel time reliability, congestion, safety conditions, and system usage. These data can improve transportation planning and operations when paired with local knowledge and community input.

Artificial intelligence is also becoming more relevant to transportation planning and operations. Potential applications include traffic signal optimization, transit scheduling, demand forecasting, safety analysis, asset management, incident detection, customer information, and scenario evaluation. These tools may help agencies analyze complex conditions more efficiently, but they also require careful attention to data quality, transparency, privacy, cybersecurity, and equity. As these tools evolve, StanCOG and its partner agencies will need to evaluate where they can improve transportation outcomes while maintaining appropriate oversight and public accountability.

Transportation Improvements

Key projects included in the RTP are shown in Figure 4.1.

Figure 4.1 – Project Map

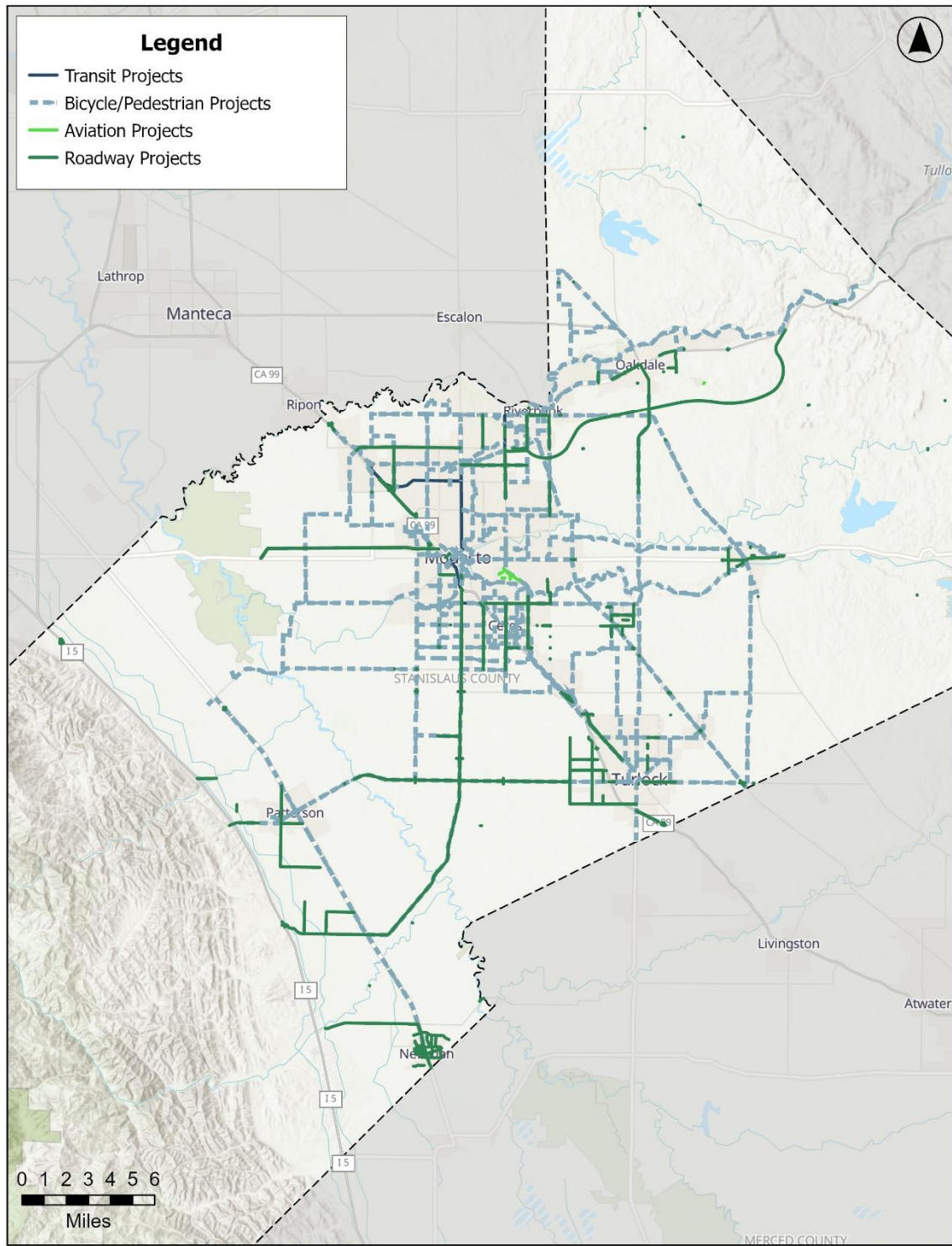


Figure 4.1b – Project Map

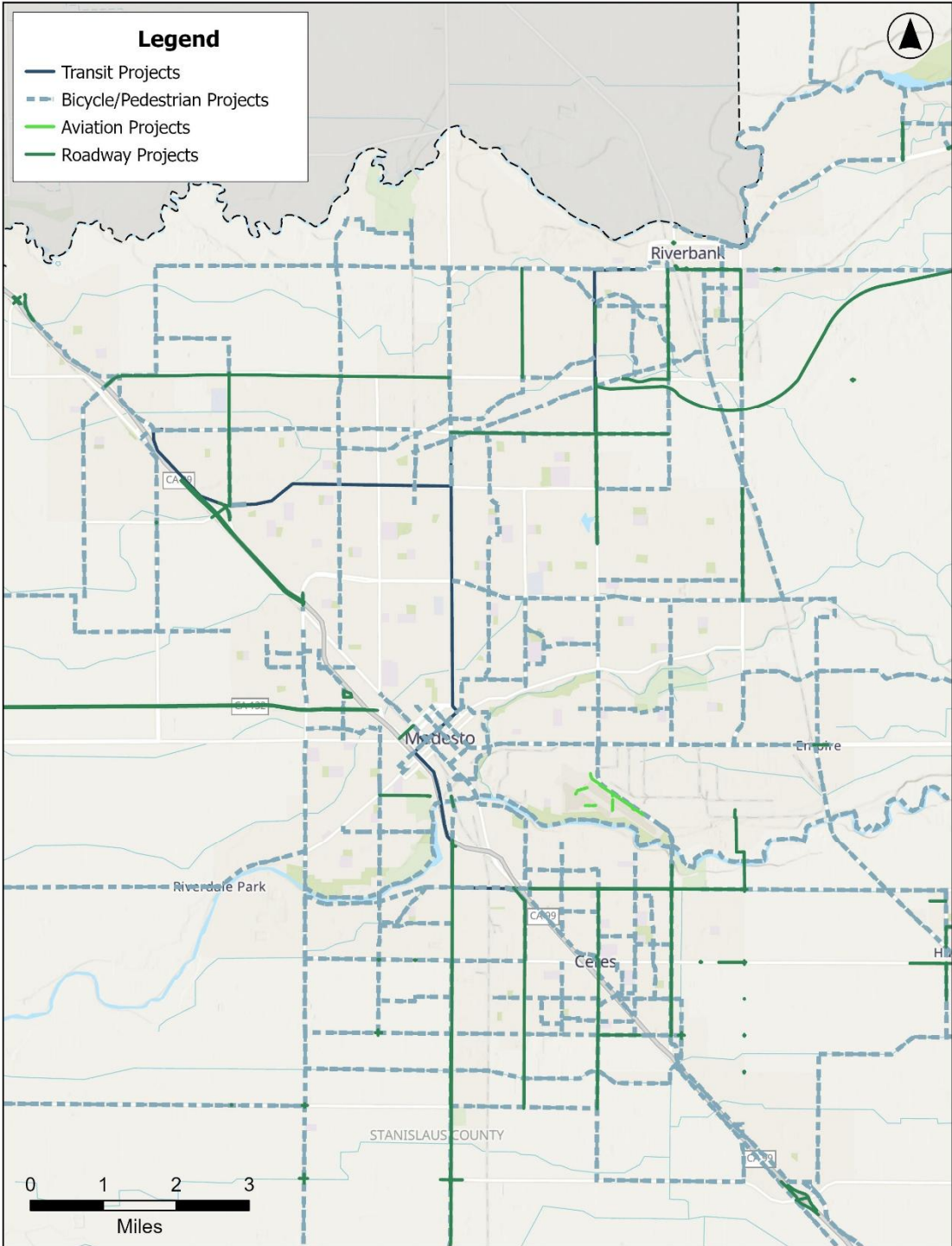


Figure 4.1c – Project Map

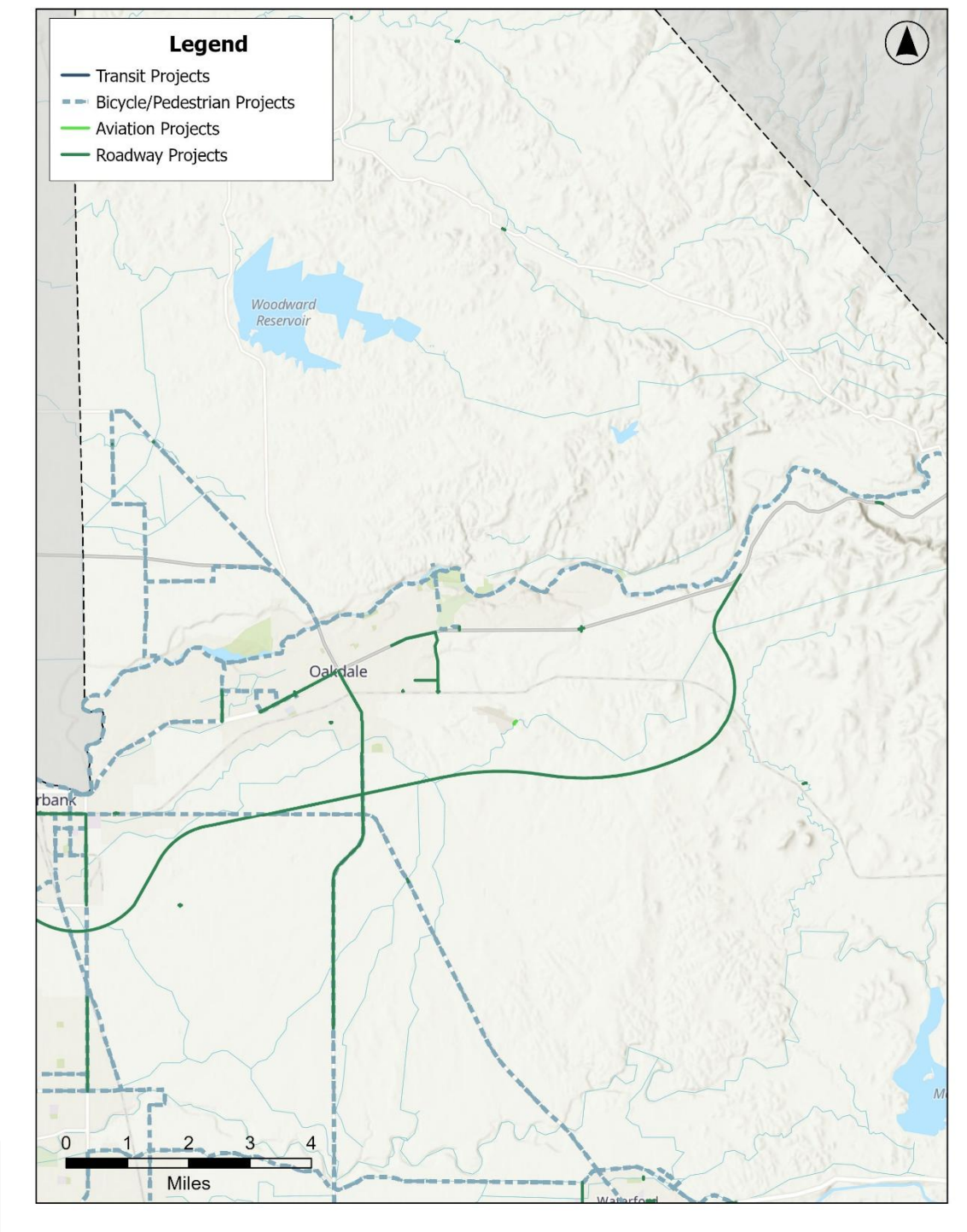


Figure 4.1d – Project Map

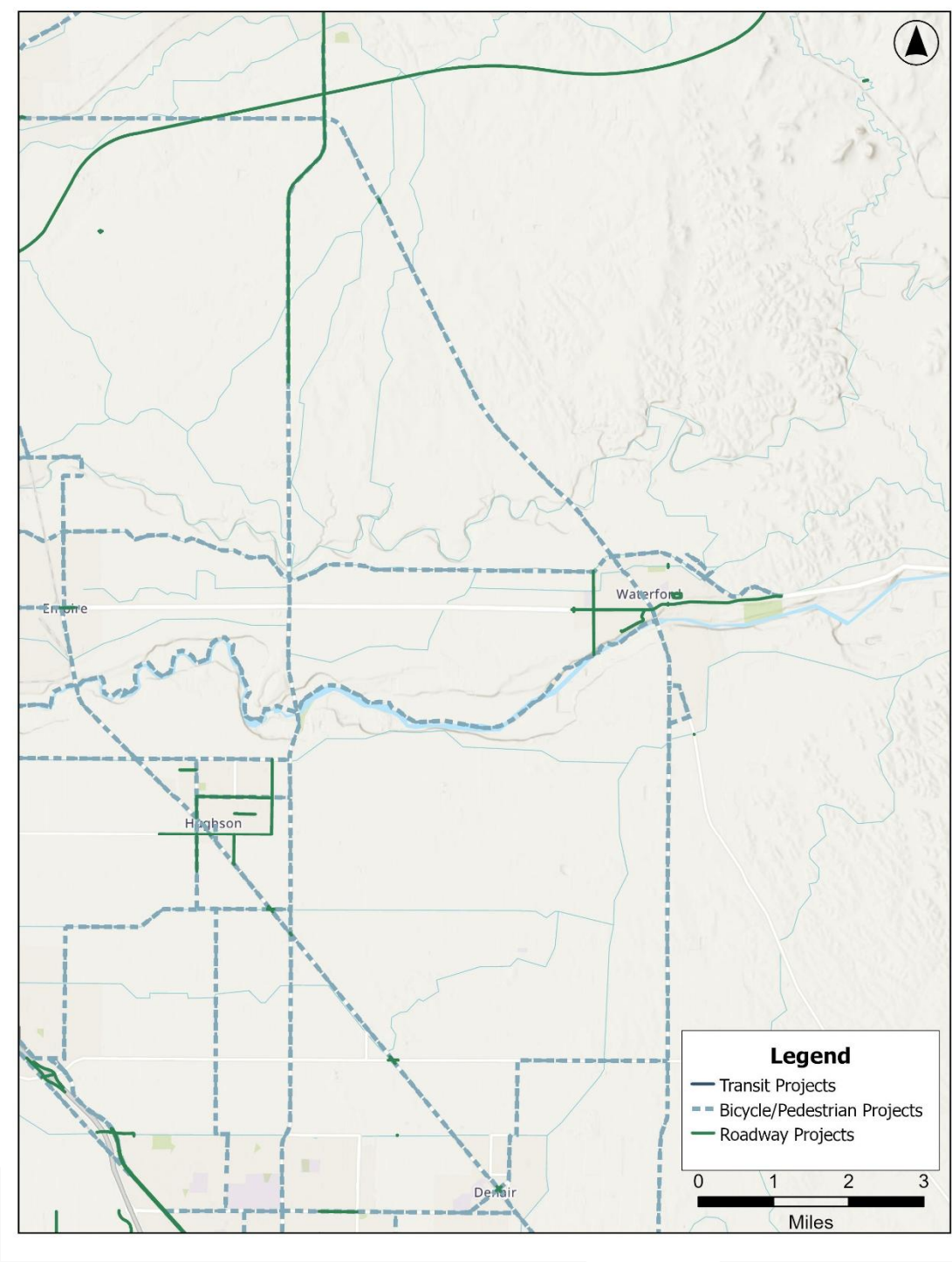


Figure 4.1e – Project Map

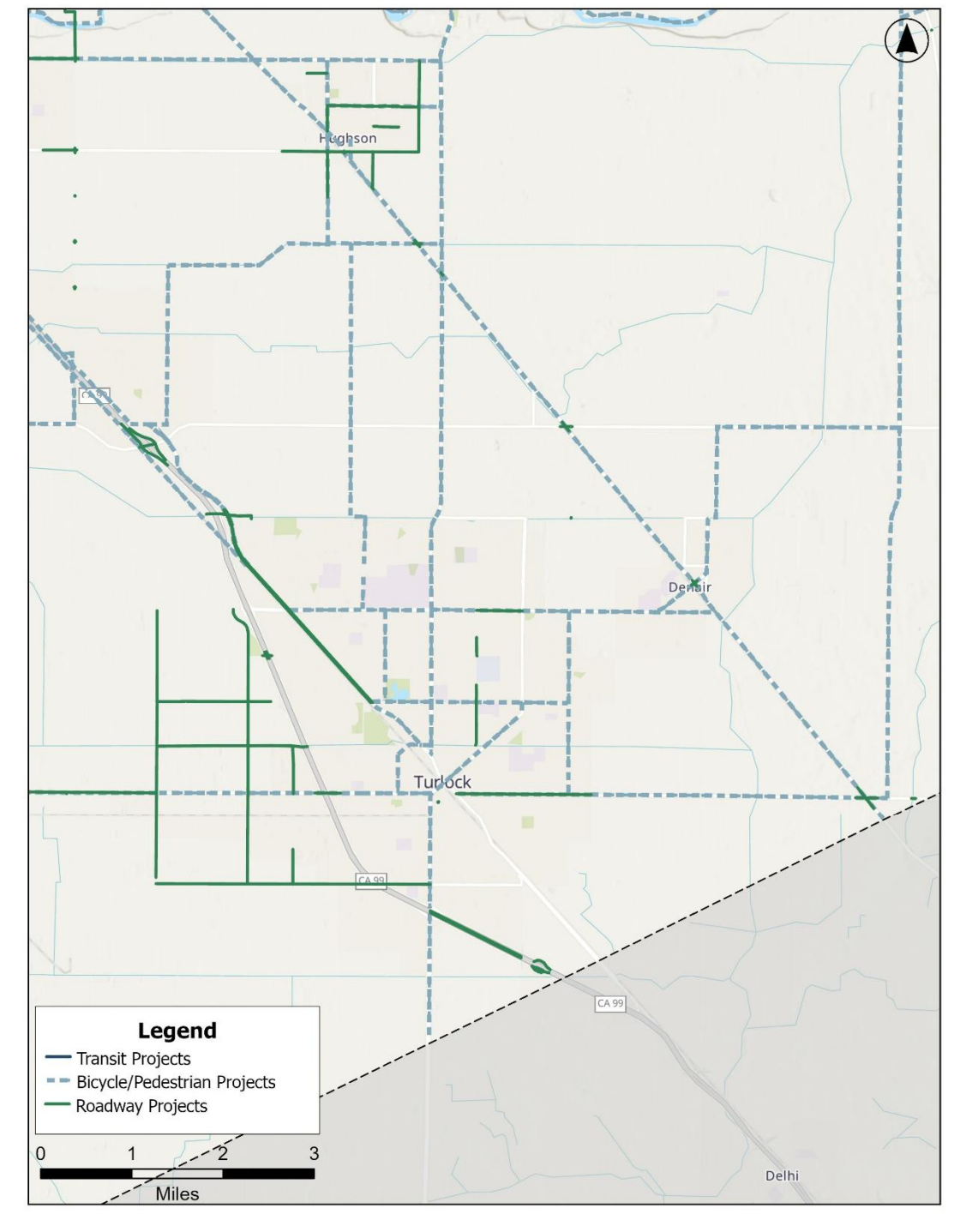
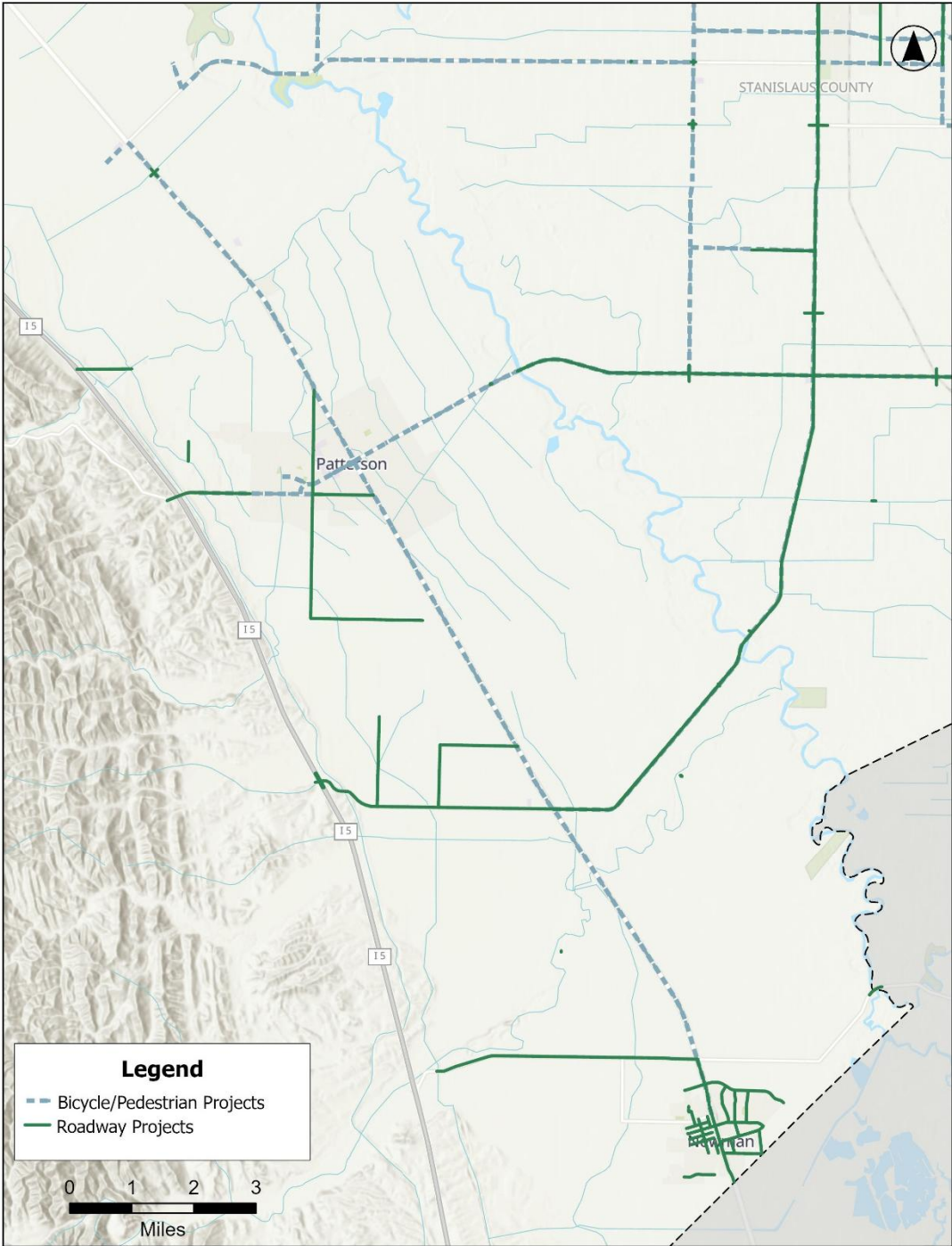


Figure 4.1f – Project Map



5. Financial – Investment Plan

The 2026 StanCOG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) includes a comprehensive financial plan that identifies projected revenues available to StanCOG's member agencies through the year 2049 to fund transportation projects included in the 2026 RTP/SCS. Revenue forecasts were developed through coordination with StanCOG member agencies, transit operators, local jurisdictions, and the California Department of Transportation (Caltrans) to ensure that funding assumptions reflect current programming practices, anticipated revenues, and regional investment priorities. Based on these efforts, the 2026 RTP/SCS estimates approximately \$12.128 billion in total transportation funding will be available through fiscal year 2049 to support the implementation, operation, and maintenance of the regional transportation system.

The 2026 StanCOG RTP/SCS

financial revenue forecast estimates approximately \$12.128 billion in available funding through fiscal year 2049.

The financial forecast incorporates a diverse range of federal, state, and local funding sources that collectively support transportation investments throughout the Stanislaus region. Federal funding sources include formula and discretionary transportation programs administered through the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and other federal agencies. State funding sources include revenues from programs such as the State Transportation Improvement Program (STIP), Senate Bill 1 (SB 1), the State Highway Operation and Protection Program (SHOPP), transit assistance programs, and other statewide transportation and climate-related funding initiatives. Local funding sources consist of local sales tax revenues, development impact fees, transit fares, local road funds, and other county and municipal transportation revenues dedicated to maintaining and improving the regional transportation network.

Together, these funding sources provide the financial framework necessary to advance regional transportation priorities, including roadway improvements, transit enhancements, active transportation infrastructure, safety initiatives, maintenance and preservation activities, and sustainable community investments. The financial strategy also reflects the importance of leveraging multiple funding programs and pursuing competitive grant opportunities to maximize available resources and support long-term regional mobility goals.

These revenue projections satisfy federal and state requirements for a financially constrained Regional Transportation Plan by demonstrating that the total cost of planned transportation investments can reasonably be supported by available funding over the life of the Plan. In addition, the transportation projects and programs included in the 2026 RTP/SCS are consistent with the State Transportation Improvement Program (STIP), Regional Transportation Improvement Program (RTIP), Interregional Transportation Improvement Program (ITIP), and Federal Transportation Improvement Program (FTIP), ensuring coordination between regional, state, and federal transportation planning and programming efforts.

Recent Changes

On November 15, 2021, the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Bill (BIL), was signed into law and provides \$1.2 trillion over the next five years for infrastructure programs. This surface transportation reauthorization supersedes and builds upon the FAST Act. Through the IIJA, there is approximately \$673.8 billion for transportation programs over a five-year period (FY 2022–2026).

For metropolitan planning organizations (MPOs) like StanCOG, the IIJA significantly increased formula funding levels for traditional federal transportation programs administered through the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). Major formula programs supporting RTP revenues, including the National Highway Performance Program (NHPP), Surface Transportation Block Grant Program (STBG), Congestion Mitigation and Air Quality Improvement Program (CMAQ), Highway Safety Improvement Program (HSIP), and federal transit formula funds, received funding increases above prior FAST Act levels.

A notable policy shift under the IIJA was the increased emphasis on multimodal transportation, climate resilience, greenhouse gas reduction, equity, freight movement, and active transportation investments. These priorities expanded funding eligibility for bicycle and pedestrian infrastructure, transit modernization, complete streets projects, electric vehicle infrastructure, and resilience improvements, categories that now play a larger role in StanCOG's RTP investment strategies.

At the state level, California transportation funding over the past four years has continued to rely heavily on Senate Bill 1 (SB 1), the Road Repair and Accountability Act of 2017, which remains a major long-term revenue source in RTP financial plans. SB 1 generates ongoing revenues through fuel taxes, transportation improvement fees, diesel taxes, and vehicle registration fees to support state highways, local streets and roads, transit, trade corridors, and active transportation projects. Since 2022, California has continued programming SB 1 funds into statewide and regional transportation programs, including the State Transportation Improvement Program (STIP), Local Partnership Program (LPP), Solutions for Congested Corridors Program (SCCP), and transit/intercity rail capital programs.

California has also increasingly aligned transportation funding with climate and sustainability objectives. State programs funded through Cap-and-Trade revenues such as the Transit and Intercity Rail Capital Program (TIRCP) and Affordable Housing and Sustainable Communities (AHSC) Program have continued to support transportation projects that facilitate transit-oriented development, sustainable land use planning, and greenhouse gas reduction strategies.

One major trend affecting RTP revenue forecasts has been the impact of inflation and rising construction costs. Although federal and state transportation funding levels increased substantially under the IIJA, higher material and labor costs have reduced the purchasing power of transportation revenues due to escalating project costs and affected project delivery assumptions nationwide. Federal transportation agencies and industry organizations have noted that escalating construction costs may significantly reduce the effective buying power of transportation programs over time.

Through the IIJA, California has received and continues to program significant federal transportation funding for highways, bridges, transit, rail, ports, airports, and electric vehicle charging infrastructure. The IIJA provides approximately \$350 billion nationally for federal highway programs over federal fiscal years 2022 through 2026, with most funds apportioned by formula and additional funding available through competitive grant programs. The 2025-26 California budget includes approximately \$30.9 billion for transportation-related programs. This includes \$16.1 billion for Caltrans, \$3.7 billion for local streets and roads, and \$1.1 billion for State Transit Assistance. The budget also maintains previously planned transportation augmentations, including \$200 million for the Port and Freight Infrastructure Program, \$100 million for the Active Transportation Program, and \$75 million for grade separation projects.

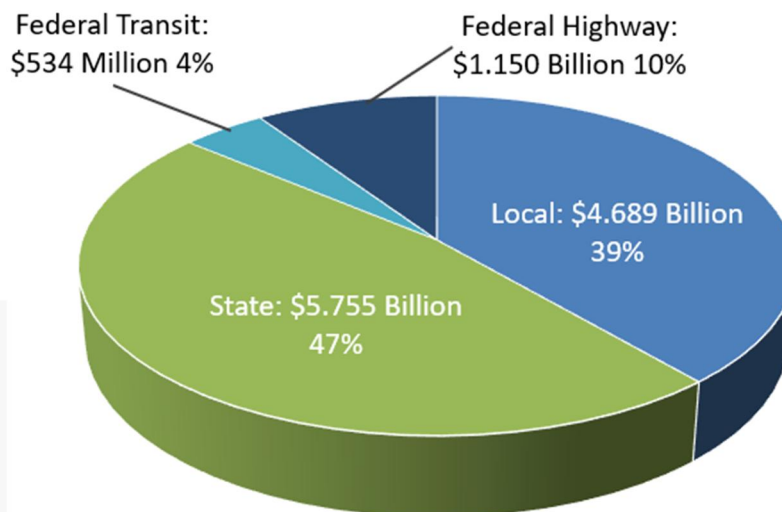
Recent state funding actions have also increased support for transit and zero-emission transportation. Senate Bill 125 established \$4 billion in formula-based Transit and Intercity Rail Capital Program funding for regional transportation planning agencies, with flexibility to support transit operations or capital improvements. The program also established the \$1.1 billion Zero-Emission Transit Capital Program to support zero-emission transit equipment and operations.

As required in the Measure L Expenditure Plan, the first Measure L Strategic Plan was adopted by the StanCOG Policy Board on March 29, 2018. The Measure L revenue projection per the expenditure plan is \$60,000,000, annually. The 2024 Strategic Plan Update replaces the prior pay-as-you-go approach with a debt financing strategy, through bonds or infrastructure bank loans, to maintain positive program cash flow while advancing environmental studies, design, right-of-way, and construction for regional Measure L projects. The update continues to prioritize SR-132 while advancing other regional projects, including the North County Corridor, the SR-99 Briggsmore Interchange, the SR-99 Standiford Avenue Interchange, the SR-99 Mitchell-Service Road Interchange, the Oakdale SR-108/SR-120 Interchange, and Faith Home Road, consistent with the Measure L Regional Program.

Funding Sources

Funding for the 2026 RTP/SCS includes federal (highway and transit), state, and local sources through 2049, as shown in Figure 5.1.

Figure 5.1 – 2026 RTP/SCS Funding Sources



Sources of available funding include the following:

Local

Measure L

Locally, Measure L remains a major transportation revenue source for Stanislaus County. Measure L (Local Roads First) is a half-cent sales tax referendum and was passed in November 2016 by the voters of Stanislaus County to increase funding for needed transportation improvements in Stanislaus County.

The passage of Measure L qualified Stanislaus County as a self-help county, allowing the region to leverage these funds to receive additional funding from various other State and Federal sources. The measure will generate approximately \$60 million per year on average for an estimated total of \$1.209 billion through the year 2042. StanCOG's RTP assumes that Measure L will be extended through 2049 after its initial sunset date in 2042 and will generate an additional \$592 million in revenue through 2049.

As the Local Transportation Authority (LTA) for the Stanislaus region, StanCOG is responsible for administering and apportioning local Measure L transportation revenues to its member agencies in accordance with the voter-approved Measure L Expenditure Plan. Measure L funds are distributed using established formula allocations and are programmed to support transportation improvements, maintenance activities, transit services, and regional mobility projects throughout Stanislaus County. In addition to administering local allocations, StanCOG coordinates closely with its member agencies to implement the regional program of projects identified in the Measure L Expenditure Plan and subsequent Strategic Plan updates.

The Measure L Expenditure Plan also includes funding categories for Other Transportation Programs and Services, which support a variety of mobility and community transportation needs across the region. These categories include Point-to-Point Services for Seniors, Veterans, and Persons with Disabilities; Transit Services; and Community Connections and Rail Services. While the Community Connections and Rail Services categories do not receive direct formula allocations, eligible projects and programs within these categories may compete for available Measure L funding through a discretionary or competitive selection process administered by StanCOG. These programs help support expanded mobility options, regional connectivity, and transportation services for underserved and transit-dependent populations throughout the county.

Local Revenue and Fees

Local transportation revenues continue to play a critical role in maintaining and improving the transportation system within Stanislaus County. These revenues primarily consist of local general fund revenues, development impact fees, local fuel tax revenues, and other locally generated transportation-related fees collected by individual jurisdictions. Local revenues are typically used to support roadway maintenance and rehabilitation, local street improvements, traffic operations, matching funds for state and federal grants, and transportation capital projects.

For the 2026 RTP/SCS, StanCOG maintains local revenue forecasts through fiscal year 2048/49 based on updated information provided by member agencies, historical revenue trends, and current economic assumptions. For the purpose of forecasting revenue, annual anticipated revenue conservatively assumes a 1% annual increase. Based on these inputs, in total, the region estimates approximately \$1.469 billion from Local general funds and the gas tax through the year 2049.

Transit Fares

Transit fare revenues consist primarily of passenger fares collected by the region's public transit operators, including Stanislaus Regional Transit Authority (StanRTA) and Turlock Transit. Fare revenues support transit operations and help supplement state and federal transit assistance funding.

For the purposes of forecasting revenue, the transit fare estimates assume a 2% annual increase based on actual revenues from fiscal year 2021 through 2024. In total, the Stanislaus region estimates approximately \$144.1 million from these funds through the year 2049.

Local Transportation Fund (LTF)

The Local Transportation Fund (LTF) is derived from one-quarter cent of the statewide sales tax authorized under the Transportation Development Act (TDA). LTF revenues are allocated locally and administered by StanCOG to support transit operations, transportation planning, bicycle and pedestrian improvements, and eligible local street and road projects after unmet transit needs are addressed.

LTF funds assume a 2% to 2.5% annual growth rate in LTF revenues based on economic trends, post-pandemic population growth, and statewide guidance. The 2026 RTP/SCS projects \$1.2 billion in LTF revenues and approximately \$22.4 million for non-motorized transportation projects through 2049.

Vehicle Miles Traveled (VMT) Mitigation Program

StanCOG's Vehicle Miles Traveled (VMT) Mitigation Program is anticipated to serve as a supplemental local funding source that supports implementation of transportation and sustainability improvements throughout the region. The program is based on the collection of mitigation fees associated with development projects that generate VMT impacts under California Environmental Quality Act (CEQA) requirements. Revenues generated through the program are intended to fund eligible transportation demand management, multimodal transportation, transit, bicycle and pedestrian, and other VMT-reducing projects that help offset transportation-related environmental impacts associated with future growth.

For the purposes of the 2026 RTP/SCS financial forecast, the VMT Mitigation Program is assumed to generate approximately \$2 million annually beginning during the Plan period. Based on this assumption, total estimated revenues from the program are projected to reach approximately \$56.5 million through fiscal year 2048/49. Revenue projections are based on anticipated regional development activity, implementation of local VMT mitigation policies, and estimated fee collection trends over the life of the RTP.

State

State Transportation Improvement Program (STIP)

The State Transportation Improvement Program (STIP) is a multi-year capital improvement program that funds transportation projects both on and off the State Highway System. The program is supported primarily through state and federal fuel tax revenues and is updated on a biennial cycle.

Each STIP cycle begins with the preparation and adoption of a fund estimate by the California Transportation Commission (CTC). The fund estimate identifies the amount of funding available for programming new transportation projects statewide.

Following adoption of the fund estimate, Caltrans and regional transportation planning agencies develop transportation improvement programs for inclusion in the STIP. Caltrans prepares the Interregional Transportation Improvement Program (ITIP), which is funded through the Interregional Improvement Program (IIP), while regional agencies prepare Regional Transportation Improvement Programs (RTIPs) using Regional Improvement Program (RIP) funds. The CTC then reviews and adopts the combined STIP, establishing the state's programmed transportation investments for the funding cycle.

Projected STIP RIP/IIP revenues through 2049 were developed using historical funding allocations to StanCOG, current programming levels established by the CTC, and a conservative annual escalation factor of 1%. Under these assumptions, approximately \$127 million in funding is anticipated to be available to the Stanislaus region through the 2049 planning horizon.

State Highway Operation and Protection Program (SHOPP)

The State Highway Operation and Protection Program (SHOPP) funds projects that preserve and protect the State Highway System. Eligible improvements include safety and rehabilitation projects, seismic retrofit projects, right-of-way and land-related projects, building improvements, landscaping, operational improvements, bridge replacement, and other safety-related investments. SHOPP also includes the Minor Program, an annual program reserved for relatively low-cost capital projects that meet SHOPP eligibility requirements.

Caltrans owns and operates the State Highway System and is responsible for its ongoing maintenance and preservation. Unlike projects programmed through the State Transportation Improvement Program (STIP), SHOPP projects are focused on system preservation and may not increase roadway capacity. SHOPP investments are programmed through a four-year project program that is adopted separately from the STIP cycle.

Projected SHOPP revenues through 2049 were developed using Caltrans' 2024 SHOPP allocations as the baseline, with future-year revenues estimated using an assumed annual growth rate of 2%. Based on these assumptions, the Stanislaus region is projected to potentially receive approximately \$1.601 billion in SHOPP funding through 2049.

SB 1

Senate Bill 1 (SB 1), the Road Repair and Accountability Act of 2017, established a comprehensive transportation funding package to address deferred maintenance needs on California's state highway system and local streets and roads. SB 1 generates revenues through increases in fuel taxes and vehicle-related fees, providing both formula-based and competitive funding programs that support transportation system preservation, mobility improvements, transit investments, freight movement, active transportation, and climate resilience.



SB 1 created the Road Maintenance and Rehabilitation Account (RMRA), which receives the majority of revenues generated by the legislation. Funds from the RMRA support a variety of state and local transportation programs, including the State Highway Operation and Protection Program (SHOPP), State Transportation Improvement Program (STIP), Active Transportation Program (ATP), Local Partnership Program (LPP), and Local Streets and Roads Program.

In addition to roadway maintenance and rehabilitation, SB 1 provides funding for transit and rail programs, including State Rail Assistance, Additional State Transit Assistance, the Transit and Intercity Rail Capital Program (TIRCP), and several competitive grant programs. These programs include the Trade Corridor Enhancement Program (TCEP), Solutions for Congested Corridors Program (SCCP), Sustainable Communities Program, and Climate Adaptation Planning Grant Program.

Statewide, SB 1 is estimated to generate approximately \$5 billion annually for transportation infrastructure improvements, including roadway preservation, bridge rehabilitation, transit enhancements, and safety projects. Based on current funding projections, the Stanislaus region is anticipated to potentially receive approximately \$2.626 billion in SB 1-related funding through the 2049 planning horizon assuming an annual growth rate of 0.5%.

Key SB 1-funded competitive programs include:

- Solutions for Congested Corridors Program (SCCP)
- Trade Corridor Enhancement Program (TCEP)
- Local Streets and Roads Program (LSRP)
- Local Partnership Program (LPP)

SB 1 also provides funding for planning activities through:

- Climate Adaptation Planning Grants
- Sustainable Communities Planning Grants

SB 132

Senate Bill 132 (SB 132), enacted in 2016, authorized nearly \$1 billion in state funding for transportation improvements in Stanislaus, Merced, and Riverside counties. The legislation included funding to support the expansion of the Altamont Corridor Express (ACE) service to Modesto, Ceres, Turlock, and Merced, advancing the development of a commuter rail connection between the Central Valley and the San Francisco Bay Area. The measure also provided funding for transportation infrastructure improvements associated with the University of California, Merced. In 2024, an additional \$142 million was awarded to support Valley Rail and ACE corridor improvements.

Projected SB 132 revenues through 2049 were developed based on anticipated project delivery schedules provided by the San Joaquin Regional Rail Commission and the current status of funded projects. Future funding availability was estimated by distributing remaining programmed funds evenly over a 10-year implementation period. Based on these assumptions, the Stanislaus region is projected to potentially receive approximately \$98 million in SB 132 funding through the 2049 planning horizon.

Active Transportation Program

The Active Transportation Program (ATP) was established in 2013 through Senate Bill 99 (SB 99) to increase the use of active transportation modes, including walking and bicycling, while improving safety, mobility, and public health outcomes. The program consolidates several former state and federal funding sources into a single statewide program focused on expanding and enhancing active transportation infrastructure throughout California.

The ATP is administered as a competitive grant program at both the statewide and regional levels. Metropolitan Planning Organizations (MPOs), including StanCOG, administer regional funding components and conduct calls for projects within their respective jurisdictions. Through ATP Cycle 7, approximately \$650 million was made available statewide, with StanCOG receiving \$1.029 million in funding for two projects in the City of Waterford, including Safe Routes to School improvements along Washington Road and Welch Street.

ATP Cycle 8 includes approximately \$619 million in statewide funding programmed through 2031. Long-range ATP revenue projections for the Stanislaus region were developed based on current statewide funding levels and an assumed annual growth rate of 2.5%. Under these assumptions, the region is projected to potentially receive approximately \$136.6 million in ATP funding through the 2049 planning horizon.

Fare/fee subsidy programs

Cap-and-Trade Funds (Greenhouse Gas Reduction Fund)

Assembly Bill 32 (AB 32), the California Global Warming Solutions Act of 2006, established statewide greenhouse gas reduction targets and directed California to reduce emissions to 1990 levels by 2020. The Cap-and-Trade Program is a key component of the State's climate strategy, establishing a statewide emissions limit for major greenhouse gas sources while creating a market-based mechanism to encourage long-term investments in cleaner fuels, energy efficiency, and low-carbon transportation.

Transportation-related Cap-and-Trade revenues support several programs that advance sustainable communities, transit, rail, and low-carbon mobility. These include the Affordable Housing and Sustainable Communities Program, Transit and Intercity Rail Capital Program (TIRCP), and Low Carbon Transit Operations Program (LCTOP). State investment requirements also direct a portion of Cap-and-Trade expenditures to benefit disadvantaged communities, including projects that are located within those communities.

Projected Cap-and-Trade revenues for the Stanislaus region were estimated based on recent awards from LCTOP, TIRCP, and other statewide programs supported by Cap-and-Trade auction proceeds. Based on these assumptions, the Stanislaus region is estimated to potentially receive approximately \$299.4 million from Cap-and-Trade-funded programs through the 2049 planning horizon.

State Transit Assistance (STA)

State Transit Assistance (STA) funds are provided through the Transportation Development Act (TDA) and are derived from statewide sales tax revenues on diesel fuel. These funds are dedicated to transportation purposes and may be used for transit planning, capital improvements, and transit operations. STA revenues are allocated equally between Regional Transportation Planning Agencies (RTPAs) and eligible transit operators.

STA revenue projections for the Stanislaus region are based on fiscal year 2025/26 apportionments provided by StanCOG. For forecasting purposes, revenues in fiscal year 2026/27 and subsequent years were estimated using an annual growth rate of 1.5%. Based on these assumptions, the Stanislaus region is projected to potentially receive approximately \$240.5 million in STA funding through the 2049 planning horizon.

Highway Maintenance (HM)

Highway Maintenance funding projections were developed using the funding assumptions contained in Caltrans' Fiscal Year 2024/25 State Highway System Management Plan (SHSMP). Revenues for fiscal years 2024/25 through 2030/31 were estimated based on a 2% regional share of the approximately \$641.9 million in annual statewide funding available for highway maintenance activities. Funding for fiscal year 2031/32 was estimated using a one-time increase equivalent to 50% above the preceding seven-year average, with subsequent years escalated at an annual rate of 1.5% through the planning horizon. Based on these assumptions, the Stanislaus region is projected to potentially receive approximately \$541.1 million in highway maintenance funding through 2049.

Aviation Funding

Aviation funding projections were developed using programmed investments identified in Caltrans' 2025 California Aviation System Plan (CASP) Capital Improvement Plan (CIP). Revenues for fiscal years 2024/25 through 2033/34 are based on currently allocated funding levels. For forecasting purposes, funding beyond fiscal year 2033/34 was estimated using the average of recent state apportionments and escalated at an annual rate of 1% through 2049. Under these assumptions, the Stanislaus region is projected to potentially receive approximately \$84.7 million in aviation funding through the 2049 planning horizon.

Federal

Federal Transit Funding Programs

Federal Transit Administration Section 5307 (Urbanized Formula Program)

The Federal Transit Administration's (FTA) Section 5307 Urbanized Area Formula Program provides funding to public transit operators serving urbanized areas with populations of 50,000 or more. Funds may be used for capital investments, preventive maintenance, planning activities, transit operations in smaller urbanized areas, and other eligible transit-related purposes. Section 5307 funding supports the ongoing maintenance and expansion of public transportation systems and is apportioned annually based on factors such as population, population density, transit service levels, and ridership. For the purposes of forecasting revenue, funding for future years is based on the major formula transit program for the Modesto Urbanized Area and a 2% annual increase. Under these assumptions, the Stanislaus region is projected to potentially receive approximately \$320.3 million in funding through the 2049 planning horizon.

Federal Transit Administration Section 5311 (Non-Urbanized Transit)

The FTA Section 5311 Formula Grants for Rural Areas Program provides financial assistance to support public transportation services in non-urbanized areas. Funding may be used for transit operating assistance, capital improvements, vehicle purchases, maintenance facilities, mobility management activities, and planning efforts. The program is intended to improve mobility and access to essential services for residents of rural communities, including seniors, individuals with disabilities, and low-income populations.

Under this section, funds were provided to non-urbanized transit systems, such as Stanislaus Regional Transit (StanRTA), on a formula basis for capital and operating expenses. 20% of Section 5311 funds were distributed through a new tier-based formula based on land area. The remaining 80% of funds were allocated by the existing formula based on population. For the purpose of forecasting revenue, funding

is estimated based on a 1.5% annual increase. Under these assumptions, the Stanislaus region is projected to potentially receive approximately \$81.2 million in funding through the 2049 planning horizon.

Section 5339 Bus and Bus Facilities

The FTA Section 5339 Bus and Bus Facilities Program provides funding for the replacement, rehabilitation, purchase, and maintenance of buses and related transit facilities. Eligible projects include vehicle procurement, bus maintenance facilities, transit centers, passenger amenities, and equipment that improves the safety, reliability, and accessibility of public transportation services. Funding is distributed through a combination of formula allocations and competitive grant programs. For the purposes of forecasting revenue, funding is estimated based on a 2% annual increase. Under these assumptions, the Stanislaus region is projected to potentially receive approximately \$96.1 million in funding through the 2049 planning horizon.

Federal Transit Administration Section 5303 (Metropolitan Planning) and Section 5310 (Enhanced Mobility)

The FTA Section 5303 Metropolitan Transportation Planning Program provides funding to Metropolitan Planning Organizations (MPOs) such as StanCOG to support the transportation planning process in urbanized areas. Funds are used to develop long-range transportation plans, transportation improvement programs, transit studies, data collection activities, performance monitoring, public outreach, and other planning activities required under federal transportation legislation. The program helps ensure that transportation investments are coordinated, fiscally constrained, and responsive to regional mobility needs.

The FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program provides funding to improve transportation options for older adults and individuals with disabilities. Eligible activities include the purchase of accessible vehicles, mobility management programs, travel training, volunteer driver programs, and other projects that address gaps in transportation services. The program supports efforts to increase accessibility, independence, and mobility for populations that may face barriers to using traditional public transportation services.

For the purpose of forecasting revenue, funding is estimated based on a 1.5% annual increase. Under these assumptions, the Stanislaus region is projected to potentially receive approximately \$36.1 million in funding through the 2049 planning horizon.

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

Congestion Mitigation Air Quality Funds (CMAQ) are funds to help address air quality non-attainment areas. Stanislaus County received money to help meet Clean Air Act requirements for PM-2.5 and 8-Hour Ozone. These funds are to be used for projects that contribute to improving air quality in the region and StanCOG oversees the distribution of these funds. Projects that reduce vehicle miles of travel (VMT), focus on non-auto modes, and were included in existing or proposed planning documents were the most successful in obtaining funding in past awards.

Examples of eligible CMAQ projects include the following:

- Public transit improvements
- High occupancy vehicles (HOV) lanes
- Intelligent Transportation Infrastructure (ITI)
- Traffic management, traveler information systems, and electric toll collection systems

- Employer-based transportation management plans and incentives
- Traffic flow improvement programs such as signal coordination
- Fringe parking facilities serving multiple occupancy vehicles
- Shared ride services
- Bicycle and pedestrian facilities
- Flexible work-hour programs
- Outreach activities establishing Transportation Management Associations

Funding estimates are based on federal apportionments as reported by Caltrans and based on a 1.5% average annual increase. The Stanislaus region is projected to potentially receive approximately \$204.5 million from this program through year 2049.

Surface Transportation Block Grant Program (STBGP)

The Surface Transportation Block Grant (STBG) Program provides flexible federal funding for a broad range of transportation improvements. Eligible uses include projects on federal-aid highways, bridge projects on public roads, transit capital improvements, and intercity and intracity bus terminals and facilities. The program is apportioned by formula and provides regions with flexibility to address locally identified transportation priorities.

Historically, STBG funds have supported a variety of transportation investments in the Stanislaus region, including roadway rehabilitation, operational improvements, bridge improvements, complete streets projects, and other regionally significant capital improvements. These funds have also been used to help leverage other federal, state, and local funding sources for projects included in the region's transportation improvement programs.

STBG revenue projections were developed based on historical federal apportionments reported by Caltrans. For forecasting purposes, future-year revenues were estimated using an assumed average annual growth rate of 1.5%. Based on these assumptions, the Stanislaus region is projected to potentially receive approximately \$270.6 million in STBG funding through the 2049 planning horizon.

Highway Safety Improvement Program (HSIP)

The Highway Safety Improvement Program (HSIP) allows states to target funds to their most critical safety needs. For the purpose of forecasting revenue, potential revenue captured by StanCOG is based on past CalSTA BIL apportionments with an assumed capture rate of 2% for the Stanislaus region and an estimated 2% average annual increase. The Stanislaus region is projected to potentially receive approximately \$224.2 million from this program through the 2049 planning horizon.

Highway Bridge Program (HBP)

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. Funding estimates were provided by Caltrans through fiscal year 2027/2028. For the purpose of forecasting revenue, funding is estimated based on past Caltrans HBP funding and projected in future years based on a 1.5% escalation rate. The Stanislaus region is projected to potentially receive approximately \$195.4 million from this program through the 2049 planning horizon.

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. Funding is estimated based on the proportion of STBGP funds (1.2%) allocated to Stanislaus County jurisdictions of the total available funds for the state of California and escalated by 1% per year. The Stanislaus region is projected to potentially receive approximately \$5.6 million from these funds through the 2049 planning horizon.

Infrastructure for Rebuilding America (INFRA) and Rebuilding American Infrastructure with Sustainability and Equity (RAISE)

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. The RAISE Discretionary Grant program provides investments in road, rail, transit and port projects that have a significant local or regional impact and achieve national objectives.

StanCOG has been competitive in these programs in the past and assumes being awarded funding through these programs once or twice every five years with an annual average of \$5 million and escalated by 1% per year. The Stanislaus region is projected to potentially receive approximately \$141.2 million from these programs through the 2049 planning horizon.

Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)

The Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program is a federal funding program established under the Infrastructure Investment and Jobs Act (IIJA) to improve the resilience of transportation infrastructure to natural hazards and the effects of climate change. The program provides funding for planning activities, resilience improvements, and adaptation measures that reduce the risk of damage and service disruptions caused by flooding, extreme heat, wildfire, drought, severe storms, and other climate-related events. Eligible projects include roadway elevation and hardening, drainage and stormwater improvements, slope stabilization, bridge resiliency enhancements, emergency evacuation route improvements, and resilience planning studies.

In the Stanislaus region, PROTECT funding can support investments that improve the reliability and long-term performance of critical transportation corridors, transit facilities, and freight routes while helping communities adapt to changing environmental conditions and extreme weather events. Funding is estimated based on a conservative proportional population estimate with an annual average of \$2 million and escalated by 3% annually. The Stanislaus region is projected to potentially receive approximately \$72.9 million from this program through the 2049 planning horizon.

Financial Forecast

The 2026 StanCOG RTP/SCS financial revenue forecast estimates approximately \$12.128 billion in available funding through fiscal year 2049. The first four years of the fund estimate is consistent with the 4-year FTIP fund estimate. Revenue per funding category is shown in Table 5.1. The RTP provides projections for local, state, and federal funds, and distinguishes between formula and competitive

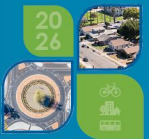
funding sources. Formula funds are systematic and were projected based on previous funding cycles specific to each member agency.

Competitive funding sources, such as grant programs, are less certain and were based on past performance by StanCOG's member agencies, program applicability, and an assumed capture rate based on Stanislaus County's proportion of state-maintained centerline miles of roadway. As the result of the passage of Measure L, Stanislaus became a Self- Help County, which has increased its ability to leverage additional federal and State discretionary funding to advance projects.

Forecast estimates are specified for local, state, and federal funding sources. As shown in Table 5.1, \$1.684 billion (14%) of funding comes from federal sources, \$4.689 billion (39%) comes from local sources, and \$5.755 billion (47%) comes from state sources.

Table 5.1 - 2026 RTP/SCS Revenue Forecasts through Year 2049

Revenue Sources		25 Year Estimate
Local	Measure L (Half-Cent Sales Tax, Assumes Renewal Through 2049)	\$1,801,700,000
	Local funding (Gas Tax, Prop 42, Development Impact Fees, and General Fund)	\$1,468,600,000
	Transit Fares	\$144,100,000
	Local Transportation Funds (LTF)	\$1,195,500,000
	Local Transportation Funds (LTF Non-Motorized)	\$22,400,000
	Vehicle Miles Traveled (VMT) Mitigation Program	\$56,500,000
State	State Highway Operations and Protection Program (SHOPP)	\$1,601,500,000
	Regional Improvement Program (RIP)	\$56,500,000
	Interregional Improvement Program (IIP)	\$70,600,000
	State Transit Assistance (STA)	\$240,500,000
	Highway Maintenance (HM)	\$541,100,000
	Aviation Funding	\$84,700,000
	Senate Bill (SB) 132 for ACE Extension	\$97,700,000
	Active Transportation Program (ATP)	\$136,600,000
	SB 1 Programs (All Categories)	\$2,626,500,000
	Transit and Intercity Rail Capital Project	\$96,100,000
	ZEV Infrastructure & Clean California Programs	\$143,200,000
	Low Carbon Transit Operations (LCTOP)	\$60,100,000
Federal	Federal Transit Administration (FTA) Section 5307 Program	\$320,300,000
	FTA Section 5311 Program	\$81,200,000
	FTA Section 5339 Program	\$96,100,000
	FTA Section 5303/5310 Programs	\$36,100,000
	Congestion Mitigation and Air Quality (CMAQ)	\$240,500,000
	Surface Transportation Block Grant Program (STBGP)	\$270,600,000
	Highway Safety Improvement Program (HSIP)	\$224,200,000



Revenue Sources		25 Year Estimate
	Highway Bridge Program (HBP)	\$195,400,000
	Rail/Highway Grade Crossing Protection (USC Section 130)	\$5,600,000
	INFRA/RAISE Grant Programs	\$141,200,000
	FHWA PROTECT Program	\$72,900,000
Total		\$12,128,000,000

6. System Preservation

Maintaining the transportation system in a state of good repair is essential to supporting safe, reliable, and cost-effective travel throughout Stanislaus County. The condition and performance of transportation facilities and services directly affect how well the regional network serves residents, workers, visitors, and goods movement. Well-maintained roads, transit systems, bicycle and pedestrian facilities, rail connections, and supporting infrastructure help preserve public investments, reduce long-term lifecycle costs, and improve the usefulness of the transportation system for all modes.

System preservation is also central to the long-term sustainability of the region. As Stanislaus County continues to grow, maintaining and operating the existing transportation network efficiently is as important as investing in new capacity or expanded services. Preservation strategies can extend the life of existing assets, improve safety and reliability, reduce delays, support more efficient travel choices, and help local agencies manage limited transportation funding more effectively.

This chapter describes key components of system preservation in Stanislaus County, including roadway pavement conditions, transit operations and cost, congestion management, safety, reliability, intelligent transportation systems, and travel demand management. Together, these topics provide a framework for understanding how the 2026 RTP/SCS supports a transportation system that remains functional, resilient, and responsive to regional mobility needs over time.

State of Good Repair

State of good repair refers to the condition in which transportation assets are maintained and operated so they can continue to provide safe, reliable, and efficient service. For Stanislaus County, this includes preserving roadway pavement, maintaining transit services, improving system safety and reliability, managing congestion, and using technology and demand management strategies to make better use of existing infrastructure. These activities help local and regional agencies extend the useful life of transportation investments, reduce long-term maintenance costs, and support mobility for all users. By emphasizing system preservation, the 2026 RTP/SCS reinforces the importance of maintaining the existing network while planning for future transportation needs.

Roadway Pavement Conditions

Roadways in Stanislaus County are periodically evaluated to assess pavement condition and identify maintenance needs. Pavement condition is measured using the Pavement Condition Index (PCI), a standard rating system used to evaluate the surface condition of roadway segments within a transportation network. PCI scores range from 0 to 100, with 0 representing the worst condition and 100 representing the best condition.

The PCI scale is generally organized into four condition categories. Pavements with a PCI above 70 are considered to be in “Good” condition. Pavements with a PCI between 50 and 69 are considered “Fair,” while pavements with a PCI between 25 and 49 are considered “Poor.” Pavements with a PCI below 25 are considered “Failed.” Figure 6.1 provides visual examples of roadways with PCI scores of 85, 60, 40, and 20 to illustrate the range of pavement conditions.

FIGURE 6.1 – Examples of Roadways with Varying PCIs



The Stanislaus regionwide pavement network includes approximately 2,827 centerline miles of roadways and represents a substantial public infrastructure investment. The estimated replacement cost of the regionwide pavement network is approximately \$4.4 billion, which reflects the cost to reconstruct the entire paved roadway network. This estimate represents the value of the pavement asset itself and does not include related infrastructure such as sidewalks, traffic signals, pavement markings, signs, storm drains, or other supporting facilities. Table 6.1 summarizes the pavement network by agency, including the number of roadway sections, centerline miles, and each agency's share of the regional network by pavement area.

Table 6.1 Region-Wide Summary Statistics

Agency	No. of Sections	Centerline Miles	% Network by Pavement Area
Ceres	961	134.0	5.6
Hughson	213	28.1	1.0
Modesto	4,070	618.4	27.1
Newman	312	40.7	2.0

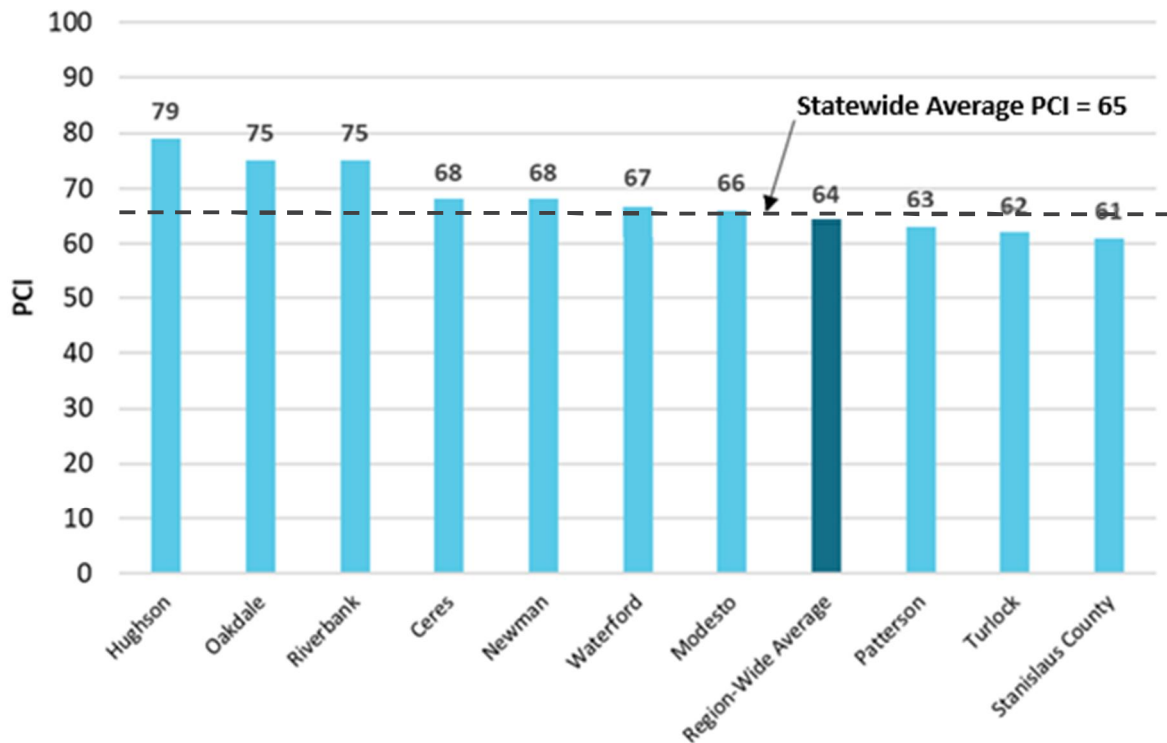
Agency	No. of Sections	Centerline Miles	% Network by Pavement Area
Oakdale	638	83.4	3.9
Patterson	478	84.9	3.6
Riverbank	549	74.4	3.1
Stanislaus County	4,432	1,485.5	41.8
Turlock	1,816	253.0	11.0
Waterford	178	24.5	0.9
Region-Wide Total	13,647	2,826.9	100.0

Source: 2021/2022 Pavement Management Program Update Stanislaus Council of Governments, July 2022.

In 2021, StanCOG solicited interest among its member agencies in participating in a collaborative region-wide pavement management program (PMP) update. In 2021 and 2022, pavement condition data was collected in each of StanCOG's member jurisdictions. The results of the conditions analysis show the region-wide pavement network to be in "Fair" condition, currently, with an average 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.

As shown in Figure 6.2, the regionwide average PCI of 64 is slightly below the statewide average PCI of 65, as reported in the California Transportation Commission's (CTC) State and Local Transportation System Needs Assessment (January 2025). StanCOG's regionwide average is an area-weighted calculation based on pavement condition surveys conducted through the 2021/2022 PMP update. Figure 6.2 compares the average PCI for each StanCOG member agency with the regionwide and statewide averages. With the exception of Waterford, which previously had a PCI of 71, all StanCOG member agencies showed an improved PCI compared to 2018.

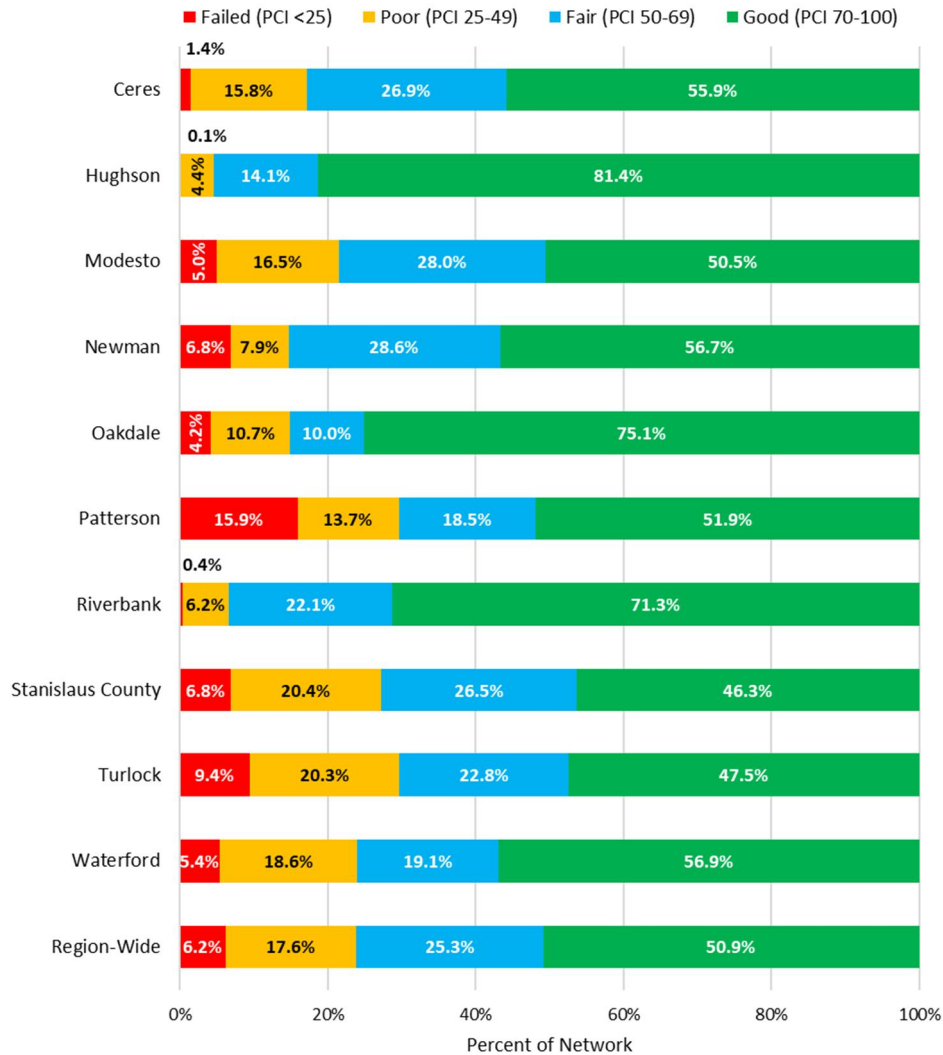
FIGURE 6.2 – Agency Average PCI Compared to Region-Wide Average PCI and 2025 Statewide Average PCI



Source: 2021/2022 Pavement Management Program Update Stanislaus Council of Governments, July 2022.

Figure 6.3 summarizes pavement condition by StanCOG member agency and for the region as a whole. Regionwide, more than half of the pavement network is in “Good” condition, while approximately one-quarter is in “Fair” condition. The remaining share of the network is in “Poor” or “Failed” condition, indicating where future maintenance and rehabilitation needs are likely to be greatest.

FIGURE 6.3 – Pavement Condition Breakdown by Agency



Transit Operations and Cost

The efficiency, effectiveness, and financial sustainability of transit services are important components of the transit system's state of good repair. Regular review of transit operations helps to identify where service may not be meeting community needs, where unmet transit needs may exist, and where service adjustments could improve efficiency. These reviews also support compliance with funding requirements and help ensure that available resources are used effectively.

One measure used to evaluate transit financial performance is the Farebox Recovery Ratio (FRR), which compares fare revenue to total operating cost. Transit agencies use FRR to monitor progress toward policy and funding requirements. Under the Transportation Development Act (TDA), transit operators must meet applicable minimum FRR requirements to receive their full allocation of Local Transportation Fund (LTF)

and State Transit Assistance (STA) funds. Annual claims for these funds are reviewed in relation to the applicable farebox recovery requirements, which help determine the claimant's maximum funding eligibility.

TDA requirements vary by service type and operating context. Fixed-route transit operators serving urbanized areas within an urbanized county are generally required to meet a minimum FRR of 20 percent. Operators providing fixed-route service in both urban and rural areas may be subject to a blended FRR, as determined by the Regional Transportation Planning Agency (RTPA), with a minimum FRR of 10 percent. Services provided exclusively for seniors and persons with disabilities, such as dial-a-ride or paratransit service, are also subject to a minimum FRR of 10 percent. If the applicable FRR is not met, penalties may reduce the amount of TDA funding available to the operator. Based on the 2020 decennial census, Stanislaus County is classified as an urbanized county because its population exceeds 500,000 residents.

In 2018, StanCOG supported the passage of SB 903, which authorized StanCOG, as the RTPA, to reduce the applicable FRR by five percentage points from the ratio in effect in FY 2015–2016. Although SB 903 is no longer in effect, subsequent state legislation provided temporary relief from FRR-related financial penalties during and after the COVID-19 pandemic. AB 90 initially suspended financial penalties associated with FRR requirements for FY 2019–2020 and FY 2020–2021, and AB 149 extended that relief through FY 2022–2023. SB 125, adopted in 2023, further extended the exemption from FRR-related penalties through FY 2025–2026. AB 149 also provided temporary flexibility, allowing operators to satisfy certain FRR requirements by supplementing fare revenues with eligible local funds and by calculating free and reduced fares at their current full retail value. These temporary provisions reflect ongoing statewide efforts to reassess TDA performance requirements in response to post-pandemic transit operating conditions. In addition, SB 125 established the Transit Transformation Task Force to evaluate statewide transit funding and performance requirements, including potential reforms to replace farebox recovery ratios and efficiency criteria with performance metrics that better reflect transit operations and service outcomes. Current FRRs for fixed-route transit providers in Stanislaus County are summarized in Table 6.2.

Table 6.2 – FRR for Stanislaus County Transit Operators

Transit Agency	Service	Required FRR	Current FRR
Stanislaus Regional Transit Authority (StanRTA)	Fixed Route (Urbanized Area Fixed Route)	15%	4.10%
	Demand Response (Paratransit Dial-A-Ride)		
Turlock Transit	Fixed Route (Urbanized Area Fixed Route)	20%	2.40%
	Demand Response (Paratransit Dial-A-Ride)	10%	1.70%

**Blended FRR rate for StanRTA due to the consolidation of transit services in 2021*

Congestion Management

A Congestion Management Process (CMP) is a systematic, regionally coordinated approach for identifying, managing, and reducing congestion on the transportation system. The CMP supports the movement of people and goods by monitoring system performance, identifying congestion locations

and causes, evaluating congestion management strategies, and integrating those strategies into the regional transportation planning process.

Federal regulations require a CMP in metropolitan areas designated as Transportation Management Areas (TMAs). TMAs are urbanized areas with populations greater than 200,000 and are officially designated by the U.S. Secretary of Transportation based on population figures following each decennial census. Under 23 CFR 450.322, the transportation planning process in a TMA must address congestion management through a process that provides for the safe and effective integrated management and operation of a multimodal transportation system. The CMP is intended to produce multimodal system performance measures and strategies that can be reflected in the metropolitan transportation plan and the Transportation Improvement Program.

Federal requirements also place additional conditions on certain capacity-increasing projects in TMAs that are designated as nonattainment areas for ozone or carbon monoxide under the Clean Air Act. In these areas, federal funds may not be programmed for a project that would significantly increase carrying capacity for single-occupancy vehicles, such as a new general-purpose highway on a new alignment or the addition of general-purpose lanes, unless the project is addressed through a CMP that meets federal requirements. Exceptions are provided for safety improvements and bottleneck-elimination projects.

In 2024, StanCOG completed an update to its CMP in coordination with the CMP Steering Committee, which included representatives from StanCOG member agencies, the Federal Highway Administration, and Caltrans. The 2024 CMP builds on the data-driven approach established in the 2020 CMP by continuing to use commercially available roadway speed and travel time data while expanding multimodal monitoring through the use of transit ridership and automated vehicle location (AVL) data. The update used calendar year 2023 INRIX XD data to evaluate roadway Level of Service (LOS), peak-hour speed as a percent of free-flow speed, and Planning Time Index (PTI). The update also used the FHWA National Performance Management Research Data Set (NPMRDS) to evaluate travel time reliability and freight reliability on the National Highway System.

The 2024 CMP network includes 106.3 directional miles of interstate and state highways and 252.7 directional miles of principal arterials in Stanislaus County. For CMP reporting, the I-5 and SR 99 corridors were classified as limited-access freeway facilities, while all other CMP corridors were classified as arterial roadways. For the 2024 monitoring cycle, freeway LOS was evaluated for 18 CMP corridors, and arterial LOS was evaluated for 86 CMP corridors.

The 2024 CMP found that all freeway CMP corridors met the LOS D-or-better threshold during the AM peak period. During the PM peak period, one freeway corridor, southbound SR 99 from Briggsmore Avenue to Maze Boulevard in Modesto, was observed to operate at LOS E. All arterial CMP corridors met the CMP LOS standard of LOS D or better. The CMP also evaluated travel time reliability using PTI and found that reliability issues were more common during the PM peak period than the AM peak period.

The 2024 CMP also expanded transit performance monitoring. Turlock Transit and StanRTA provided annual transit ridership data and AVL data for use in the CMP update. Annual transit ridership is reported by route, transit agency, and systemwide totals to measure transit utilization and track changes in transit demand over time. AVL data was used to estimate average transit speeds on CMP corridors and to compare transit speeds with auto speeds during the AM and PM peak periods through the transit-to-auto

speed ratio. Together, these measures provide a broader multimodal basis for evaluating system performance and support future CMP updates as transit data collection capabilities continue to improve.

The CMP provides a performance-monitoring framework that supports StanCOG's broader system preservation, reliability, multimodal mobility, and congestion management objectives. Information developed through the CMP is used to identify congested corridors, evaluate appropriate congestion management strategies, and inform the RTP/SCS and future project development.

Safety

Transportation safety is a core component of system preservation and regional transportation performance. Improvements to pavement condition, roadway design, traffic operations, reliability, transit access, and bicycle and pedestrian facilities can reduce crash risk and improve travel conditions for all users. Safety is also closely connected to multimodal access, as people walking, bicycling, using mobility devices, riding transit, or traveling along high-speed corridors may experience different levels of exposure and risk within the transportation system.

Federal transportation legislation established a national performance management framework that requires states and metropolitan planning organizations (MPOs) like StanCOG to monitor transportation system performance and make progress toward national goals, including safety. This framework was established under MAP-21, continued under the FAST Act, and remains part of the federal transportation performance management process under subsequent federal transportation legislation. Federal safety performance measures include the number of fatalities, fatality rate, number of serious injuries, serious injury rate, and the combined number of non-motorized fatalities and serious injuries. These measures are calculated using five-year rolling averages.

Recent collision data indicate that more than 7,000 collisions occurred in Stanislaus County in 2025, as shown in Table 6.3. Most reported collisions involved motor vehicles, which accounted for 6,526 collisions, or 92 percent of the countywide total. Collisions involving pedestrians, bicyclists, and motorcyclists represented smaller shares of total collisions but remain an important safety focus because these users are generally more vulnerable to severe injury when crashes occur. Pedestrian-involved collisions accounted for 222 collisions, or 2 percent of the total; bicycle-involved collisions accounted for 169 collisions, or 2 percent; and motorcycle-involved collisions accounted for 185 collisions, or 3 percent.

Table 6.3 also summarizes collisions by geography. Urban areas accounted for 4,496 collisions, or 63 percent of reported collisions, while rural areas accounted for 2,206 collisions, or 37 percent. These patterns reflect the need for safety strategies that address both urban and rural conditions, including higher-volume urban corridors, intersections, pedestrian and bicycle conflict points, and rural roadways where travel speeds and roadway context may contribute to crash severity.

Table 6.3 - Stanislaus County 2025 Collisions

	Travel Mode/Context	Number of Collisions	Percentage
Crash Involvement	Motor Vehicle	6,526	92%
	Pedestrian	222	2%
	Bicycle	169	2%

	Travel Mode/Context	Number of Collisions	Percentage
Geography	Motorcycle	185	3%
	Total	7,102	100%
	Rural	2,606	37%
	Urban	4,496	63%
	Total	7,102	100%

Sources: California Crash Reporting System (CCRS), Stanislaus County, 2025; Transportation Injury Mapping System (TIMS), Stanislaus County, 2023. Motorcycle collisions from SWITRS 2023 data; all other figures from CCRS.

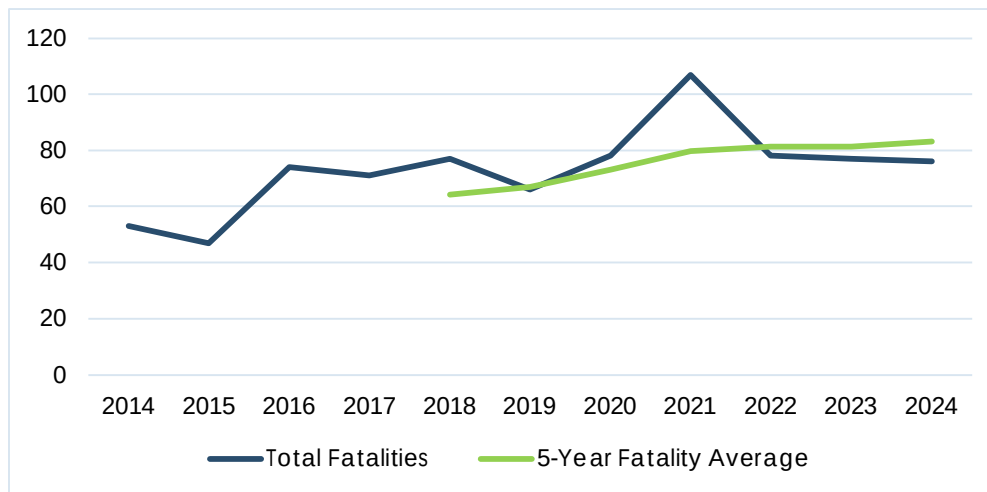
To support California's safety goals, MPOs are required to establish annual safety performance targets. MPOs may either adopt the state targets or establish separate quantifiable targets for their metropolitan planning area. StanCOG has historically elected to adopt the state's safety targets and to plan and program transportation investments that support progress toward those targets. The 2026 RTP/SCS continues this approach by identifying projects and strategies that support safer travel for motorists, pedestrians, bicyclists, transit riders, and goods movement.

StanCOG's Bicycle and Pedestrian Advisory Committee (BPAC) provides a forum for local agencies, community representatives, and active transportation stakeholders to review bicycle and pedestrian needs, identify priority improvements, and support implementation of regional active transportation goals. The Committee helps promote safety by advising on projects, plans, and programs that improve walking and bicycling conditions, close gaps in the active transportation network, and enhance access to schools, transit, employment, and community destinations. Through this coordination, the Committee supports safer and more accessible travel options for pedestrians, bicyclists, and other non-motorized users throughout the Stanislaus region. StanCOG has also developed an Active Transportation Toolkit that identified funding opportunities, outreach strategies, and data analysis resources to help local agencies advance bicycle and pedestrian safety.

As shown in Figure 6.4, crash fatalities in Stanislaus County remained relatively stable between 2009 and 2015, followed by a sharp increase between 2015 and 2016. A similar increase was observed at the statewide and national levels. Since that increase, fatalities in Stanislaus County have generally stabilized through 2024 with a spike in 2021, while statewide and national fatality trends have continued to rise. Crash data for 2020 and 2021 are shown but are not used to characterize long-term fatality trends due to the COVID pandemic modifying travel behavior. These years should be interpreted with caution and not treated as representative of typical travel behavior.

The 2026 RTP/SCS includes significant investments intended to improve transportation safety across the Stanislaus region. These investments include roadway preservation and operational improvements, intersection and corridor safety projects, bicycle and pedestrian facilities, transit access improvements, and other strategies that can reduce conflict points, improve visibility, support safer speeds, and provide more comfortable and connected travel options. These investments support StanCOG's ongoing efforts to reduce fatal and serious injury crashes and improve safety for all users of the regional transportation system.

FIGURE 6.4 - Stanislaus County Fatalities



Source: NHTSA Fatality Analysis Reporting System (FARS), Stanislaus County, 2014-2024

Reliability

Increasing travel time reliability is an important component of system preservation and transportation system performance. Travel time reliability measures the consistency and predictability of travel times across the transportation network, including roadway travel, transit service, freight movement, and access to airports and other regional destinations. A transportation facility may experience congestion during peak periods, but reliability focuses on whether travel times are consistent enough for travelers, transit operators, and freight carriers to plan trips with confidence.

Reliability is addressed through StanCOG's CMP. The 2024 CMP evaluates reliability on the Stanislaus County CMP network using the Planning Time Index (PTI), which compares near-worst travel conditions to free-flow travel time. For example, a PTI of 1.50 means that a trip that takes 30 minutes under free-flow conditions would require a traveler to plan for 45 minutes to arrive on time 95 percent of the time. Higher PTI values indicate less reliable travel conditions and greater variability in travel times.

The 2024 CMP also evaluates reliability using federal National Performance Management Measures on the National Highway System, including Level of Travel Time Reliability (LOTTTR) for passenger travel and Truck Travel Time Reliability (TTTR) for freight movement. These measures help StanCOG monitor system performance across regionally significant corridors, identify locations where reliability concerns exist, and evaluate changes in performance over time.

The 2024 CMP also found that travel time reliability issues are generally more pronounced during the PM peak period than during the AM peak period. Reliability concerns were concentrated primarily on freeway corridors, particularly portions of SR 99, with fewer reliability issues identified on principal arterial corridors. These findings help distinguish recurring congestion from non-recurring congestion caused by incidents, work zones, weather, special events, or other disruptions.

Improving reliability supports both passenger and goods movement. More reliable travel times allow residents, workers, transit riders, freight carriers, emergency responders, and service providers to make more informed decisions about routes, departure times, and mode choices. Reliability also supports regional economic activity by reducing uncertainty for businesses and freight operators that depend on predictable travel conditions. Within the 2026 RTP/SCS, reliability is addressed through a combination of roadway operations, system preservation, safety, intelligent transportation systems, transit improvements, travel demand management, and targeted corridor improvements.

Intelligent Transportation Systems

Intelligent Transportation Systems (ITS) use technology, communications, and data to improve the safety, efficiency, reliability, and management of the transportation network. ITS strategies support system preservation by helping agencies make better use of existing infrastructure, reduce the impacts of congestion and incidents, improve traffic flow, and provide more timely information to travelers without relying solely on roadway expansion.

ITS can be applied across multiple parts of the transportation system. Examples include coordinated and adaptive traffic signals, traffic management centers, vehicle detection systems, closed-loop signal systems, emergency vehicle preemption, transit signal priority, traveler information systems, dynamic or changeable message signs, queue warning systems, and technologies that support incident and work zone management. These tools can help reduce delay, improve response times, support safer operations, and increase the reliability of roadway, transit, and freight travel.

Within Stanislaus County, local agencies have used ITS investments to improve corridor operations and traffic management. For example, the City of Modesto has invested in a communications network connecting traffic signals with its traffic operations center. This system supports active traffic management by allowing signal operations to respond to traffic conditions and allocate green time more effectively along corridors where demand is greatest.

ITS strategies also support the region's CMP by complementing operational improvements and Transportation System Management (TSM) strategies. These approaches can include signal timing updates, coordinated demand-responsive signal timing, transit signal priority, incident management, traveler information services, and integrated corridor management. When implemented together, these strategies can improve the performance of existing facilities, support safer and more reliable travel, and delay or reduce the need for more costly capacity expansion.

The 2026 RTP/SCS also includes nearly \$71 million in funding for ITS-related projects and programs. These investments support the region's ability to modernize traffic operations, improve system monitoring, enhance traveler information, support transit and emergency response operations, and make more efficient use of existing transportation infrastructure. By investing in ITS, StanCOG and its member agencies can improve system reliability and safety while reducing the need to rely exclusively on physical roadway expansion.

As transportation technology continues to evolve, ITS will play an increasingly important role in regional system management. Improved communication between vehicles, infrastructure, transit systems, and operations centers can provide agencies with better real-time information and create new opportunities to manage congestion, improve safety, support transit operations, and respond more effectively to changing travel conditions.

Travel Demand Management and VMT

Travel Demand Management (TDM) strategies support system preservation by helping the region make more efficient use of existing transportation infrastructure. Rather than relying only on roadway capacity expansion, TDM programs seek to reduce single-occupancy vehicle travel, shift some trips to other modes, support ridesharing and vanpooling, and reduce vehicle miles traveled (VMT), particularly during peak travel periods. These strategies can improve the performance of the existing transportation system by reducing demand on congested corridors, supporting air quality goals, and expanding travel options for residents and workers.

TDM strategies are also an important component of StanCOG’s CMP. The 2024 CMP identifies TDM, policy approaches, and smart transportation strategies as tools for managing congestion, improving reliability, supporting air quality goals, and reducing pressure on the roadway network. These strategies complement investments in transit, active transportation, passenger rail, ITS, and operational improvements by helping manage travel demand and make better use of existing facilities.

The 2026 RTP/SCS includes several strategies that support reduced VMT and lower demand for single-occupancy vehicle travel, including active transportation investments, Bus Rapid Transit, ACE service expansion, employer trip reduction and vanpool programs, and the VMT Mitigation Program. These strategies are described in greater detail in Chapter 3, Regional Transportation System, and in the RTP/SCS sections addressing VMT reduction and sustainable communities strategies. Their anticipated VMT benefits are summarized in Table 6.4.

StanCOG is developing a VMT Mitigation Program to support future implementation of VMT-reducing projects and strategies. While the program is still under development, it is intended to provide a framework for mitigating VMT impacts by directing contributions toward projects and programs that reduce vehicle travel. This approach can help support development that is important to the region while advancing investments in active transportation, transit, ridesharing, and other VMT-reducing improvements.

Together, the TDM strategies included in the 2026 RTP/SCS help reduce peak-period demand, improve the efficiency of existing facilities, and support a more balanced multimodal transportation system.

Table 6.4 – 2049 Vehicle Miles Traveled (VMT) Reductions

Strategy	2049 Daily VMT Reduction
Active Transportation Projects	119,628
Modesto Bus Rapid Transit	39,876
ACE Forward	39,876
eTrip (Rule 9410) and Vanpool	254,691
VMT Mitigation Bank / Exchange Program	261,123

7. ENVIRONMENTAL JUSTICE

Introduction

An important requirement for preparing for the 2026 RTP/SCS is conducting an Environmental Justice (EJ) analysis. Environmental Justice is defined in the California Government Code as “the fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies” (Gov. Code § 65040.12 (e)). An EJ analysis is intended to protect low-income and minority individuals (EJ Communities) in Stanislaus County by identifying and addressing any disproportionately high and adverse effects of the 2026 RTP/SCS on those communities. The goal is to achieve an equitable distribution of benefits and burdens across all communities in the County, including EJ communities.

Federal and State Requirements

Several federal and state laws and regulations guide how an environmental justice analysis is conducted. Together, these requirements direct StanCOG, within the transportation and regional planning process, to evaluate whether the benefits and impacts of transportation investments proposed in the 2026 RTP/SCS are distributed equitably. They also require StanCOG to provide all segments of the population with meaningful opportunities to participate in the regional transportation planning process.

StanCOG’s outreach efforts undertaken to meet these requirements during development of the 2026 RTP/SCS are described in Chapter 11 and Appendix I. Consistent with federal and state guidance, including Title VI, the following sections describe the technical approach used in this EJ analysis to evaluate the burdens and benefits associated with Scenario C, Mixed Use with Jobs Focus. The analysis compares Scenario C’s performance to Scenario A, Business as Usual, and to countywide data points.

Federal Regulations

Several federal nondiscrimination requirements guide StanCOG’s approach to evaluating equity in the 2026 RTP/SCS. These requirements support fair treatment in federally assisted programs and help ensure that no person is excluded from participation in, denied the benefits of, or otherwise subjected to discrimination on the basis of protected characteristics.

While prior federal executive orders 12898, 5610.2(A) and 14008 informed environmental justice analysis practices, this analysis relies on currently applicable federal and state requirements, together with regional planning best practices, to evaluate the distribution of transportation benefits and burdens and to support meaningful public involvement.

- Title VI of the Civil Rights Act of 1964: Prohibits discrimination on the basis of race, color, or national origin in programs and activities receiving federal financial assistance. Title VI requires recipients of federal funds to ensure that no person, on the grounds of race, color, or national origin, is excluded from participation in, denied the benefits of, or otherwise subjected to discrimination under a federally assisted program or activity.
- Limited English Proficiency Executive Order 13166: Requires federal agencies to examine the services they provide, identify any need for services for individuals with limited English proficiency, and develop and implement systems to provide meaningful access to those services. Recipients of

federal financial assistance are also expected to take reasonable steps to ensure meaningful access to their programs and activities by persons with limited English proficiency.

- Americans with Disabilities Act of 1990 and Section 504 of the Rehabilitation Act of 1973: Prohibit discrimination against individuals with disabilities and require public entities and recipients of federal financial assistance to provide equal access to programs, services, and activities.

California Regulations

In addition to federal nondiscrimination requirements, several California laws and programs support the consideration of environmental justice, equity, public health, and community participation in regional planning. California has established a broad environmental justice framework that addresses disproportionate environmental burdens, access to public decision-making, and investment in communities affected by pollution, socioeconomic disadvantage, and other cumulative burdens.

- Section 11135 of the California Government Code: Prohibits unlawful discrimination and denial of full and equal access under any program or activity that is conducted, operated, or administered by the state, funded directly by the state, or receives financial assistance from the state. Protected categories include sex, race, color, religion, ancestry, national origin, ethnic group identification, age, mental disability, physical disability, medical condition, genetic information, marital status, and sexual orientation.
- SB 1000, Planning for Healthy Communities Act, 2016: Requires cities and counties with disadvantaged communities to incorporate environmental justice policies into their general plans when two or more elements are adopted or revised. These policies are intended to reduce unique or compounded health risks, promote civic engagement, and prioritize improvements and programs that address the needs of disadvantaged communities.
- AB 1628, Environmental Justice Definition Update, 2019: Updated California's definition of environmental justice to include the fair treatment and meaningful involvement of people of all races, cultures, incomes, and national origins. The bill amended Government Code Section 65040.12 and related provisions to reflect a broader state approach to environmental justice.
- SB 535, 2012: Established initial requirements for minimum funding levels to benefit disadvantaged communities and directed CalEPA to identify those communities. CalEPA's designation of disadvantaged communities is based on geographic, socioeconomic, public health, and environmental hazard criteria.
- AB 1550, 2016: Built on SB 535 by establishing minimum investment requirements for disadvantaged and low-income communities. These include allocating at least 25 percent of specified funds to projects located within and benefiting disadvantaged communities, at least 5 percent to projects benefiting low-income households or located within and benefiting low-income communities located anywhere in the state, and at least 5 percent to projects benefiting low-income households or communities located outside but within one-half mile of a disadvantaged community.
- CalEnviroScreen: A screening methodology developed by the Office of Environmental Health Hazard Assessment that helps identify California communities disproportionately burdened by multiple sources of pollution and affected by population vulnerability. CalEnviroScreen is used by CalEPA and other agencies to support identification of disadvantaged communities and to inform public investment decisions.
- Assembly Bill 617, Community Air Protection Program, 2017: Required CARB to establish the Community Air Protection Program, which focuses on reducing exposure in communities most impacted by air pollution. The program supports community-level air monitoring, emissions reduction strategies, community-focused enforcement, grants, and incentive projects.

Together, these federal and California requirements provide a framework for considering equity, access, public health, and community participation in the 2026 RTP/SCS. This EJ analysis evaluates whether the transportation investments proposed in the plan distribute benefits and burdens equitably across population groups and geographic areas, and it supports StanCOG's broader public participation process by documenting opportunities for all segments of the population to provide input into regional transportation planning.

Assessing Equity and Burdens

Through the use of demographic and transportation data, StanCOG evaluates the extent to which identified environmental justice populations may experience benefits or burdens associated with the proposed transportation investments included in the preferred scenario, Scenario C, Mixed Use with Jobs Focus. The analysis compares the distribution of transportation benefits and burdens across EJ populations and the county as a whole by identifying the proportion of EJ populations within each analysis area and applying these proportions to the performance measures used in the benefits and burdens assessment.

The analysis includes the following steps:

1. Collect socioeconomic and demographic data for the target populations.
2. Identify and map low-income and minority populations as a share of the population in each analysis area.
3. Quantify and assess the benefits and burdens of the transportation plan for EJ communities relative to countywide conditions.

U.S. Census Bureau data were used to identify the distribution of low-income and minority populations within Stanislaus County. Specifically, data from the 2020–2024 American Community Survey (ACS) 5-Year Estimates were used to establish racial, ethnic, and income-distribution patterns in the region. Data were collected at the census block group level, which is the smallest geography for which both racial/ethnic and income data are available in the ACS. These data were then allocated to Traffic Analysis Zones (TAZs), the smallest geography used in StanCOG's travel demand forecasting model, based on geographic proportion.

Census Bureau definitions of racial and ethnic populations were used to identify minority populations in Stanislaus County. Minority persons are defined as those who identify as Black or African American, American Indian or Alaska Native, Asian, Native Hawaiian or Other Pacific Islander, some other race, two or more races, or Hispanic or Latino of any race. Non-minority persons are defined as those who identify as non-Hispanic White. According to the 2020–2024 ACS 5-Year Estimates, racial and ethnic minorities, using this definition, comprised just over 64 percent of Stanislaus County's total population.

ACS estimates of median household income were used to identify low-income households within Stanislaus County. The 2020–2024 ACS 5-Year Estimates show that the median household income in Stanislaus County was \$81,468. For this analysis, low-income households are defined as households earning 80 percent or less of the countywide median household income, or \$65,174 for Stanislaus County. Using this threshold, approximately 36.6 percent of households in Stanislaus County were identified as low income.

The proportions of low-income households and minority populations in each TAZ were used in the benefits and burdens analysis. To create a combined EJ Score, the low-income household share and

minority population share for each TAZ were averaged. Under this approach, a TAZ with 100 percent minority population and 100 percent low-income households would have an EJ Score of 100. A TAZ with either 100 percent minority population and 0 percent low-income households, or 0 percent minority population and 100 percent low-income households, would have an EJ Score of 50. A TAZ with 0 percent minority population and 0 percent low-income households would have an EJ Score of 0. Using this method, the overall 2024 EJ Score for Stanislaus County was 50.17. Comparing both scenarios for the future proportion of minority population and low-income households results in an almost identical score under both scenarios, as shown in Table 7.1.

Table 7.1 – Countywide Environmental Justice Indicators

Analysis Zone		Total	Minority	Low-Income	EJ Score
Scenario A: Business as Usual	Population	585,787	347,124	N/A	47.0
	Households	186,599	N/A	64,971	
	Percentage	N/A	59.3%	34.8%	
Scenario C: Mixed Use Jobs Focused	Population	585,787	346,215	N/A	46.9
	Households	186,599	N/A	64,825	
	Percentage	N/A	59.1%	34.7%	

To determine whether the proposed plan investments would disproportionately benefit or burden EJ populations, six performance measures were developed to compare expected 2049 outcomes for EJ populations with outcomes for the county as a whole. Each performance measure was evaluated for the 2026 RTP/SCS Scenario C, Mixed Use with Jobs Focus, relative to Scenario A, Business as Usual. In addition, EJ indicators for each performance measure were compared to the countywide average for each scenario.

Performance Measures

This section summarizes the six performance measures used to assess the distribution of transportation benefits and burdens under the 2026 RTP/SCS. The measures evaluate access to transit, frequent transit, and active transportation infrastructure; distribution of transportation expenditures; proximity to major transportation facilities; and changes in housing mix.

For each performance measure, Scenario C, Mixed Use with Jobs Focus, is compared to Scenario A, Business as Usual. Where applicable, results are also evaluated against countywide benchmarks to identify whether EJ populations experience different outcomes than the county as a whole.

Access to Transit

For households with limited access to a vehicle, proximity to transit can play an important role in access to jobs, services, education, and other destinations. This measure evaluates the share of minority

populations and low-income households located within walking distance of transit, defined as within one-half mile of a transit stop. Results are summarized in Table 7.2.

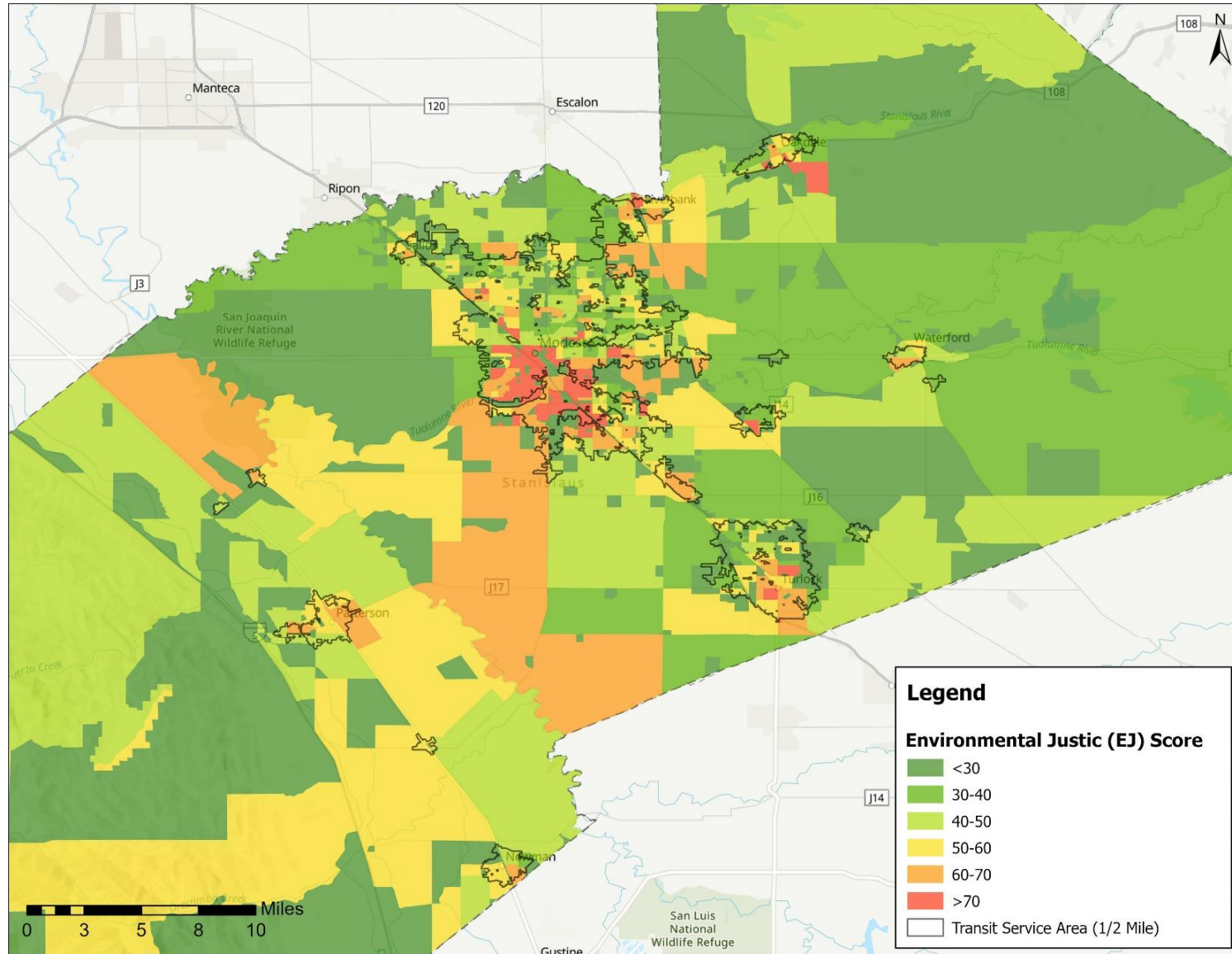
Table 7.2 – Minority Population and Low-Income Households within ½ Mile of Transit Stops

		Total	Minority	Low-Income	EJ Score	EJ vs County
Scenario A: Business as Usual	Population	395,066	246,193	N/A	49.76	+2.8
	Households	127,690	N/A	47,522		
	Percentage	N/A	62.3%	37.2%		
Scenario C: Mixed Use Jobs Focused	Population	395,281	246,256	N/A	49.77	+2.9
	Households	127,536	N/A	47,467		
	Percentage	N/A	62.3%	37.2%		

Under Scenario C, an estimated 127,536 households, representing approximately 395,281 people, would be located within one-half mile of a transit stop in 2049. This is similar to Scenario A, which includes an estimated 127,690 households and 395,066 people within one-half mile of a transit stop. Under Scenario C, approximately 62.3 percent of the population within the transit access area would be racial or ethnic minority, and 37.2 percent of households would be low income.

The resulting EJ Score for the Scenario C transit access area is 49.77, compared to 49.76 under Scenario A. This indicates that the population located near transit stops is nearly identical across the two scenarios. The Scenario C EJ Score is 2.9 points higher than the countywide EJ Score for access to transit, indicating that areas within one-half mile of transit stops have a slightly higher concentration of EJ populations than the county as a whole. Figure 7.1 shows the transit service area overlaid with EJ Scores.

Figure 7.1 – Transit Service Area and Environmental Justice Scores



Access to Frequent Transit

A similar analysis was conducted for access to frequent transit. For this measure, frequent transit is defined as transit stops located along a Bus Rapid Transit (BRT) route. The analysis evaluates the share of minority populations and low-income households located within one-half mile of frequent transit. Results are summarized in Table 7.3.

Table 7.3 – Minority Population and Low-Income Households within ½ Mile of Frequent Transit Stops

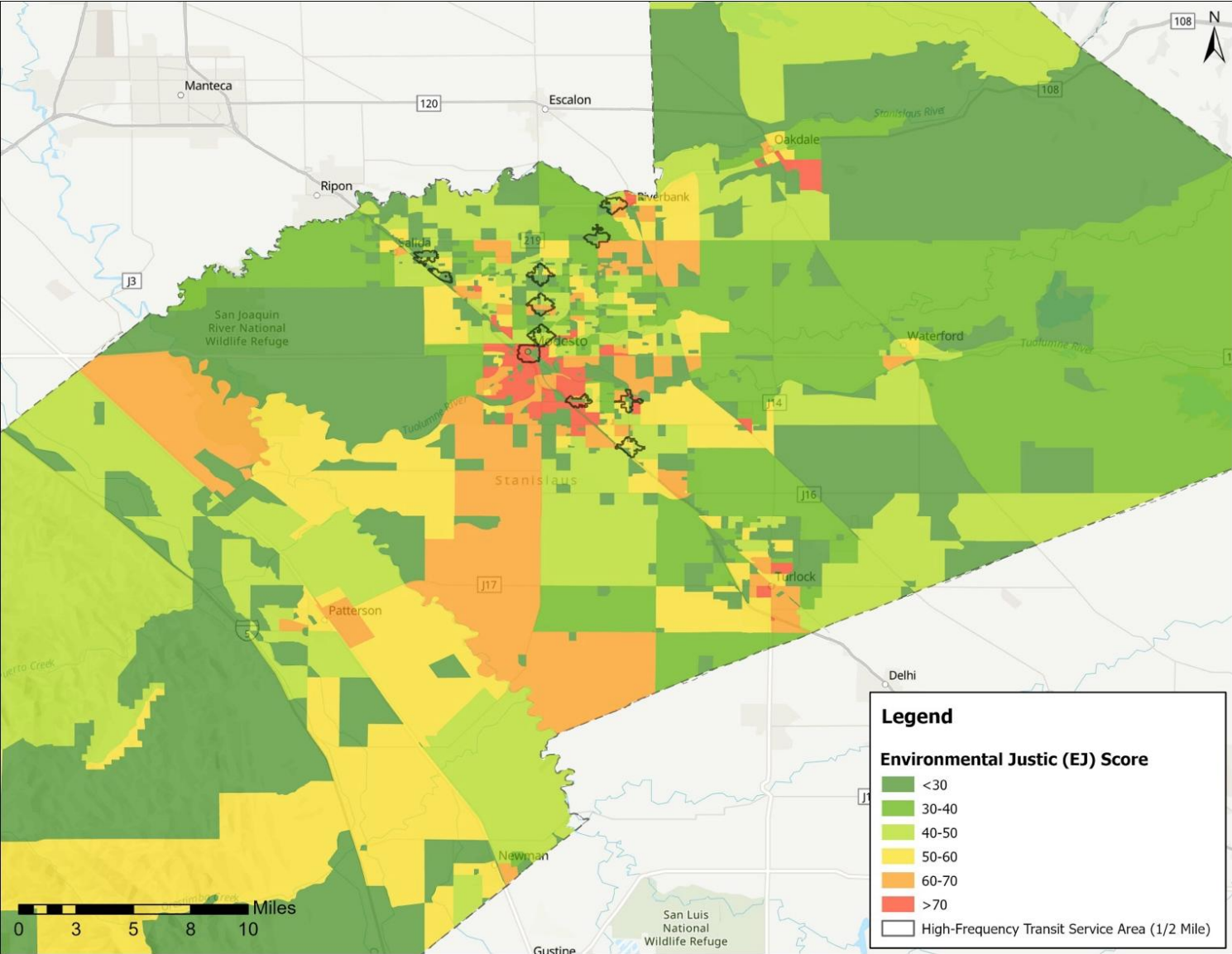
Analysis Zone		Total	Minority	Low-Income	EJ Score	EJ vs County
Scenario A: Business as Usual	Population	10,936	5,135	N/A	41.8	-5.2
	Households	4,334	N/A	1,592		
	Percentage	N/A	47.0%	36.7%		
Scenario C: Mixed Use Jobs Focused	Population	19,644	10,927	N/A	46.0	-0.7
	Households	6,502	N/A	2,363		
	Percentage	N/A	55.6%	36.3%		

Under Scenario C, an estimated 6,502 households, representing approximately 19,644 people, would be located within one-half mile of a frequent transit stop in 2049. This is substantially higher than under Scenario A, which includes an estimated 4,334 households and 10,936 people within one-half mile of frequent transit.

Under Scenario C, approximately 55.6 percent of the population within the frequent transit access area would be racial or ethnic minority, compared to 47.0 percent under Scenario A. The share of low-income households would be 36.3 percent under Scenario C, compared to 36.7 percent under Scenario A. Although the low-income household share is slightly lower under Scenario C, the higher minority population share results in a higher EJ Score of 46.0, compared to 41.8 under Scenario A.

The Scenario C EJ Score is 0.7 points lower than the countywide EJ Score, indicating that areas within one-half mile of frequent transit have a slightly lower concentration of EJ populations than the county as a whole. Figure 7.2 shows the frequent transit service area overlaid with EJ Scores.

Figure 7.2 – High-Frequency Transit Service Area and Environmental Justice Scores



Access to Active Transportation

For households with limited access to a vehicle, safe and convenient walking and biking connections can expand access to jobs, services, education, transit, and other daily destinations. Active transportation investments also support state greenhouse gas reduction goals by improving non-auto travel options. This measure evaluates the share of minority populations and low-income households located near RTP active transportation projects. Proximity was evaluated using two distances: one-half mile, representing a typical walking distance, and two miles, representing a typical bicycling distance. Results are summarized in Table 7.4.

Table 7.4 – Minority Population and Low-Income Households within Proximity to Active Transportation Projects

Analysis Zone			Total	Minority	Low-Income	EJ Score	EJ vs County
Scenario A: Business as Usual	Half-Mile	Population	307,289	192,272	N/A	49.9	+2.9
		Households	98,091	N/A	36,469		
		Percentage	N/A	62.6%	37.2%		
	Two Miles	Population	549,550	330,566	N/A	47.6	+0.6
		Households	175,695	N/A	61,607		
		Percentage	N/A	60.2%	35.1%		
Scenario C: Mixed Use Jobs Focused	Half-Mile	Population	324,433	202,782	N/A	49.9	+3
		Households	102,824	N/A	38,348		
		Percentage	N/A	62.5%	37.3%		
	Two Miles	Population	553,095	330,834	N/A	47.4	+0.5
		Households	176,571	N/A	61,829		
		Percentage	N/A	59.8%	35.0%		

As shown in Table 7.4, EJ Scores are higher within one-half mile of active transportation projects than within two miles of those projects. Under Scenario C, the EJ Score within one-half mile is 49.9, compared to 47.4 within two miles. This pattern indicates that areas closest to planned active transportation projects have a higher concentration of EJ populations than the broader two-mile service area.

Scenario C and Scenario A produce similar EJ Scores at both distances. Within one-half mile, the EJ Score is 49.9 under both scenarios. Within two miles, the EJ Score is 47.4 under Scenario C and 47.6 under Scenario A. In both scenarios and at both distances, the EJ Score is higher than the countywide EJ Score, indicating that active transportation projects are generally located in areas with a slightly higher concentration of EJ populations than the county as a whole.

Figure 7.3 shows the one-half-mile and two-mile service areas around listed active transportation projects. Figure 7.4 shows these service areas overlaid with EJ Scores.

Figure 7.3 – Active Transportation Network Service Area – Half-Mile and Two Miles

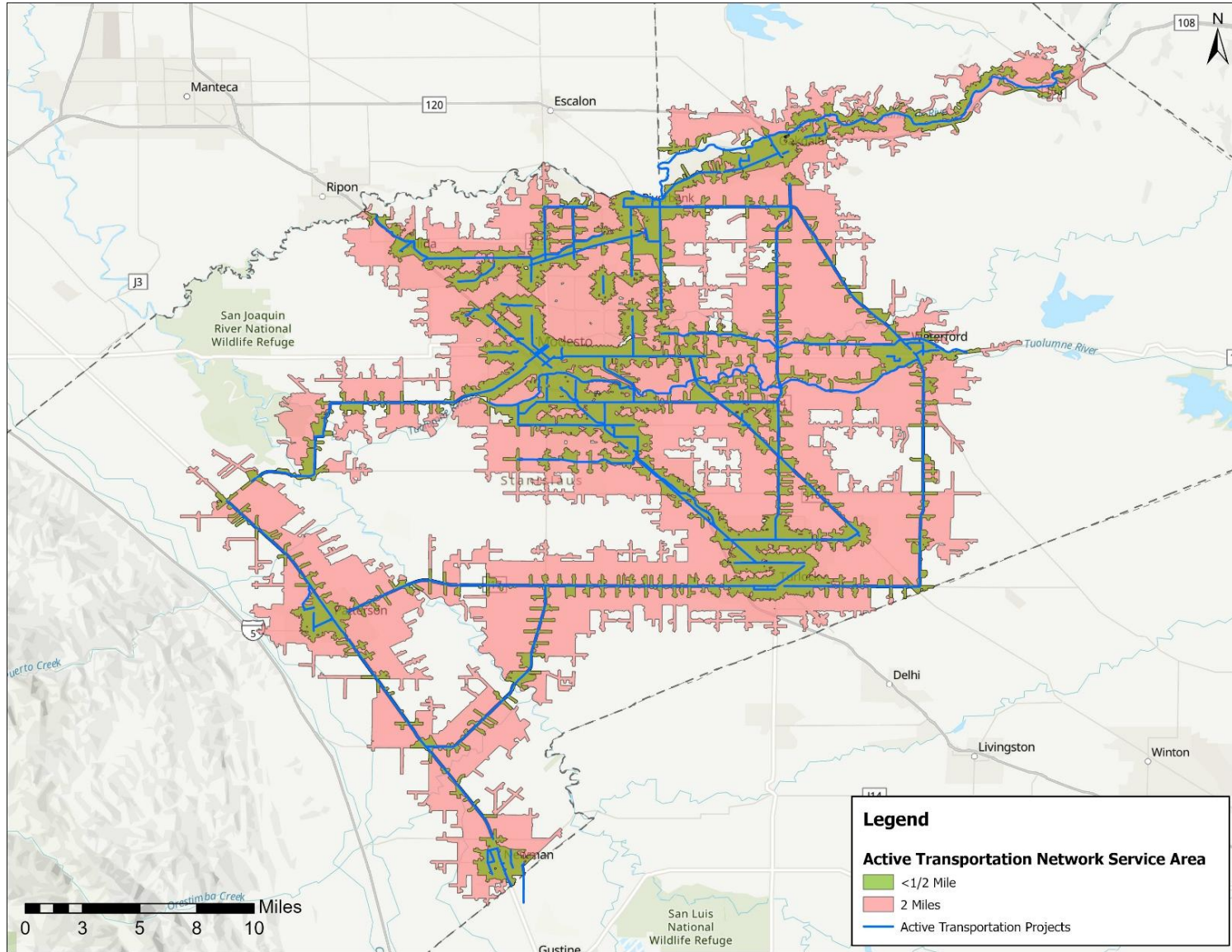
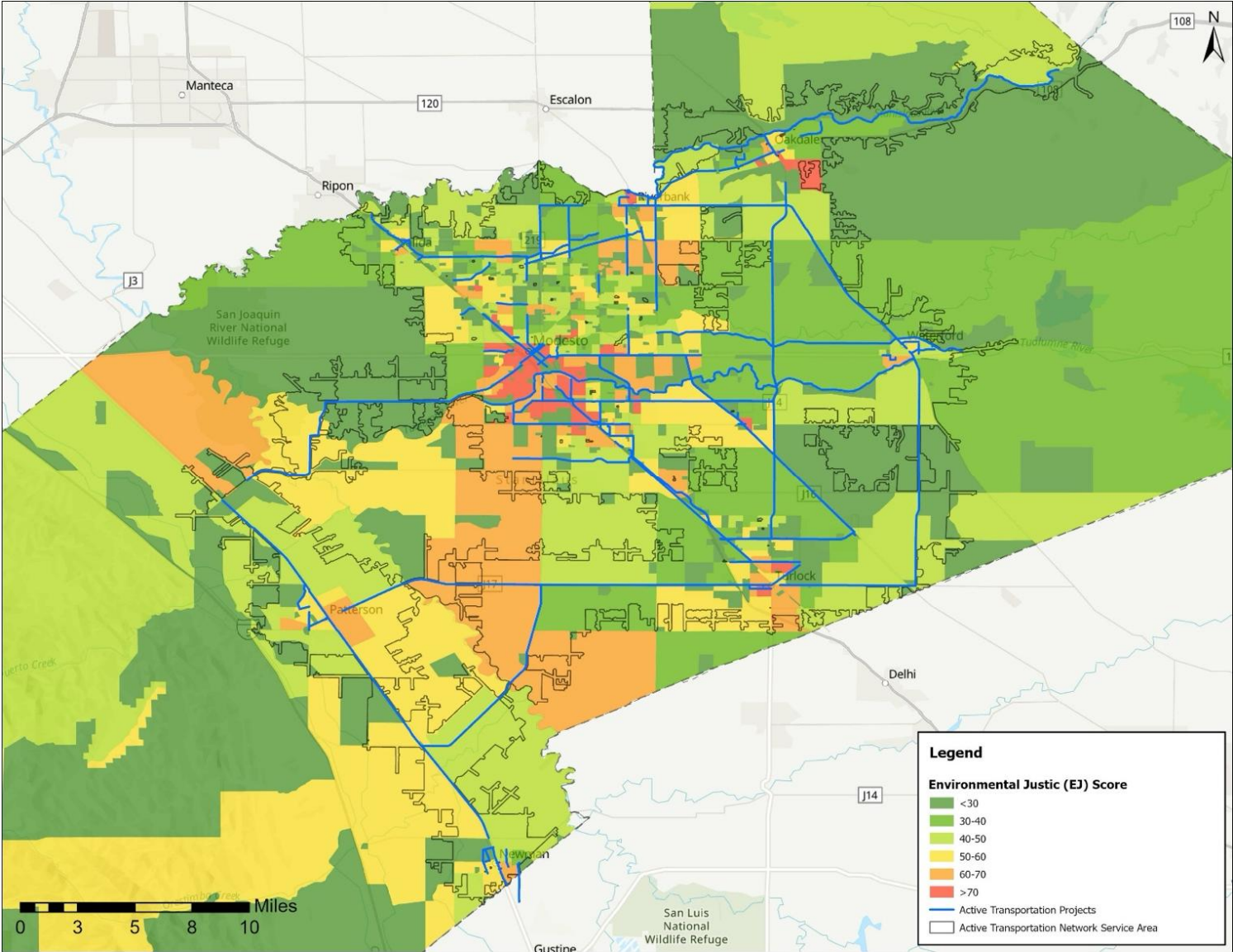




Figure 7.4 – Active Transportation Network Service Area and Environmental Justice Scores



Distribution of Roadway Expenditures

The 2026 RTP/SCS includes a wide range of roadway projects that affect many of the region's major transportation facilities. Because these facilities serve regional travel, the benefits of roadway investments are expected to be broadly distributed across both EJ and non-EJ populations. The travel demand model indicates that most vehicle trips in the county would benefit from full implementation of the plan's roadway projects. Based on this regional distribution of roadway improvements, the analysis does not identify a disproportionate concentration of roadway investment benefits or burdens for EJ populations.

Proximity to Major Roadways

Proximity to major transportation facilities can increase exposure to transportation-related air pollutants, including vehicle emissions and re-entrained road dust. To evaluate potential exposure, this measure identifies minority populations and low-income households located within 500 feet of a major transportation facility and compares these populations to countywide conditions. For this analysis, major transportation facilities include interstate and state highways in Stanislaus County: Interstate 5, State Route 33, State Route 99, State Route 108, State Route 120, State Route 132, and State Route 219. Results are summarized in Table 7.5.

Table 7.5 – Minority Population and Low-Income Households within 500 Feet of Major Roadways

EJ Score		Total	Minority	Low-Income	EJ Score	EJ vs County
Scenario A: Business as Usual	Population	33,824	19,474	N/A	48.5	+1.5
	Households	11,501	N/A	4,525		
	Percentage	N/A	57.57%	39.34%		
Scenario C: Mixed Use Jobs Focused	Population	37,073	21,565	N/A	48.7	+1.8
	Households	11,903	N/A	4,670		
	Percentage	N/A	58.17%	39.23%		

Under Scenario C, approximately 11,903 households, representing about 37,073 people, would be located within 500 feet of a major roadway in 2049. Of this population, approximately 58.17 percent would be racial or ethnic minority, and 39.23 percent of households would be low income, resulting in an EJ Score of 48.7. This is slightly higher than the Scenario A EJ Score of 48.5 and 1.8 points higher than the countywide EJ Score.

The number of people and households located within 500 feet of major roadways is higher under Scenario C than under Scenario A. This increase is likely related to Scenario C's more compact growth pattern, which concentrates additional housing in urbanized areas where several state highways pass through communities as major surface roadways. While this pattern places more residents near high-volume transportation corridors, it also supports shorter trip lengths and improved feasibility for transit, walking, and bicycling. These changes may help reduce reliance on vehicle travel over time, which is consistent with the RTP/SCS goals of reducing vehicle miles traveled and transportation-related greenhouse gas emissions.

Changes in Housing Mix

A broader mix of housing types can provide households with more options to match their housing needs, preferences, and budgets. For this measure, the number and share of single-family and multi-family housing units were compared across the 2024 baseline, Scenario A, Business as Usual, and Scenario C, Mixed Use with Jobs Focus. Results are summarized in Table 7.6.

Table 7.6 – Housing Mix by Type

Scenario	Single-Family			Multi-Family		
	#	%	Increase	#	%	Increase
2024 Baseline	136,022	77.8%	N/A	38,858	22.2%	N/A
Scenario A: Business as Usual	144,973	77.8%	6.58%	41,345	22.2%	6.40%
Scenario C: Mixed Use Jobs Focused	140,604	75.5%	3.37%	45,730	24.5%	17.7%

Scenario C results in a larger increase in multi-family housing than Scenario A. Under Scenario C, multi-family housing increases by 6,872 units, or 17.7 percent, compared to the 2024 baseline. This represents a higher share of overall housing growth occurring as multi-family development and is consistent with Scenario C's focus on more compact infill development in and near job centers.

Single-family housing also increases under Scenario C, adding 4,582 units, or 3.37 percent, compared to the 2024 baseline. As a result, Scenario C continues to accommodate growth in single-family housing while shifting a greater share of new housing toward multi-family development. This change supports a more diverse regional housing supply as Stanislaus County grows.

Benefit and Burden Analysis

The benefit and burden analysis evaluates whether transportation investments included in Scenario C are distributed equitably among EJ and non-EJ populations. The analysis includes two primary components: an expenditure analysis that compares estimated transportation benefits for low-income and non-low-income populations, and a burden analysis that evaluates the proximity of roadway projects to areas with higher concentrations of minority populations and low-income households. Together, these analyses help identify whether the preferred scenario would result in disproportionate benefits or burdens for EJ communities.

Expenditure Analysis

RTP/SCS expenditures were divided into three modal categories: roadway, transit, and bicycle/pedestrian projects. Expenditures in each category were then allocated between low-income and non-low-income workers based on commute mode share by poverty status from the most recent ACS 5-Year Estimates. Due to data availability for commute mode share, low-income workers were defined using the ACS category "below 100 percent of the poverty level" for this analysis. This group includes 12,268 workers, or 5.3 percent of workers in Stanislaus County. Non-low-income workers include

workers at or above 100 percent of the poverty level, representing 220,774 workers, or 94.7 percent of county workers.

Table 7.7 summarizes total project expenditures by mode and income status. Table 7.8 presents the corresponding per capita expenditure estimates for low-income and non-low-income workers.

Table 7.7 – Project Expenditures by Mode Share and Income Status

Commute Mode	All Expenditures	Low-Income Population	Non- Low-Income Population
Roadway	\$4,583,581,196	\$242,722,876	\$4,340,858,320
Transit	\$2,425,414,229	\$124,090,961	\$2,301,323,268
Bicycle / Pedestrian	\$689,931,632	\$71,194,969	\$618,736,663
Total	\$7,698,927,057	\$438,008,806	\$7,260,918,251

Table 7.8 – Per Capita Project Expenditures by Mode and Income Status

Commute Mode	Low-Income Population	Non- Low-Income Population
Roadway	\$19,785	\$19,662
Transit	\$10,115	\$10,424
Bicycle / Pedestrian	\$5,803	\$2,803
Total	\$35,703	\$32,888

As shown in Table 7.8, per capita roadway expenditures are similar for low-income and non-low-income workers. Per capita transit expenditures are also generally comparable, with non-low-income workers showing a slightly higher per capita allocation. The largest difference occurs in bicycle and pedestrian expenditures, where the per capita allocation for low-income workers is substantially higher than for non-low-income workers. Overall, total per capita expenditures are higher for low-income workers than for non-low-income workers. This result is primarily driven by bicycle and pedestrian investments.

Title VI Analysis

In addition to the expenditure analysis by income status, StanCOG evaluated transit funding benefits by minority and non-minority status to support Title VI compliance. As a recipient of U.S. Department of Transportation funds, StanCOG is responsible for ensuring that federally assisted programs and activities do not discriminate on the basis of race, color, or national origin.

This analysis compares the distribution of state and federal transit funding benefits between minority and non-minority populations. Transit commute mode share was used to allocate transit benefits between the two population groups, and per capita benefits were calculated to determine whether minority populations receive a proportionate share of transit investment benefits. Results are summarized in Table 7.9.

Table 7.9 – Transit Funding Benefit

	Total	Minority	Non-Minority
Population	553,990	353,156	200,834
Percent of Total Population	N/A	64%	36%
Transit Commute Mode Split	N/A	1.00%	0.54%
% of Transit Commutes	N/A	75.8%	24.2%
Total State and Federal Funding	\$2,425,414,229	\$1,838,463,986	\$586,950,243
Per Capita Benefit, State/ Federal Transit Funding	N/A	\$5,206	\$2,923
Minority Benefit as a % of Non-Minority Benefit	N/A	178%	N/A

As shown in Table 7.9, minority residents account for approximately 64 percent of Stanislaus County's population and 75.8 percent of transit commutes. Based on this distribution, areas with minority populations receive an estimated \$1.84 billion in state and federal transit funding benefits, compared to approximately \$587 million for areas with non-minority populations. The resulting per capita benefit is \$5,206 for minority populations and \$2,923 for non-minority populations. This indicates that, on a per capita basis, state and federal transit funding benefits are higher for minority populations than for non-minority populations.

Burden Analysis

In addition to evaluating transportation benefits, the EJ analysis considers potential temporary burdens associated with construction of roadway projects included in the 2026 RTP/SCS. Construction activity may result in temporary air quality, noise, access, and traffic circulation effects, including effects related to road closures, detours, and temporary traffic control measures. Because these effects are project-specific and depend on final design and construction methods, this analysis provides a screening-level assessment of whether planned roadway projects are concentrated in areas with higher shares of minority populations and low-income households.

To evaluate potential construction-related burdens, StanCOG analyzed the population and households located within 500 feet of roadway projects listed in the 2026 RTP/SCS. Results for individual roadway projects are shown in Table 7.10.

Of the 239 roadway projects analyzed, 117 have EJ Scores higher than the countywide Scenario C EJ Score of 46.9. Under Scenario A, 121 projects have EJ Scores higher than the countywide Scenario A EJ Score of 47.0.

After evaluating each roadway project with a known project extent, project-level EJ Scores were weighted by project cost. This cost-weighted approach provides an indication of whether higher-cost roadway projects, which may involve longer or more intensive construction activity, are concentrated in areas with higher EJ Scores. Under Scenario C, the cost-weighted EJ Score is 42.3, compared to 43.9 under Scenario A. This indicates that higher-cost roadway projects under Scenario C are, on average, located in areas with lower EJ Scores than under Scenario A.

Localized construction effects, including those associated with individual projects located in areas with higher EJ Scores, should be evaluated further during subsequent project-level environmental review and addressed through appropriate avoidance, minimization, or mitigation measures.

Table 7.10 – Minority Population and Low-Income Households within 500 feet of Roadway Projects

ID	Location	Project Limits	Scenario A				Scenario C			
			(Business As Usual)				(Mixed Use Job Focus)			
			% Minority	% Low-Income	EJ Score	EJ vs County	% Minority	% Low-Income	EJ Score	EJ vs County
C02	SR-99	Mitchell Road & Service Road	71.0%	28.7%	49.8	2.8	56.1%	23.3%	39.7	-7.2
C03	Morgan Rd	7th Street & Grayson Road	72.6%	29.0%	50.8	3.8	72.2%	30.3%	51.3	4.4
C04	Whitmore Ave	Eastage Boulevard & Faith Home Road	80.5%	33.6%	57	10	80.4%	30.5%	55.5	8.6
C06	Whitmore Ave	Ustick Road & Crows Landing Road	70.8%	54.2%	62.5	15.5	70.8%	54.2%	62.5	15.6
C07	Hatch Rd	Hatch Road & Faith Home Road	87.7%	25.1%	56.4	9.4	87.7%	25.1%	56.4	9.5
C08	Central Ave	Hatch Road & Grayson Road	72.4%	37.8%	55.1	8.1	72.5%	37.8%	55.1	8.2
C09	Mitchell Rd	River Road & Service Road	55.6%	35.7%	45.7	-1.3	56.3%	34.8%	45.6	-1.3
C11	Service Road	Service Road & Ustick Road	64.1%	48.8%	56.4	9.4	64.1%	48.8%	56.4	9.5

ID	Location	Project Limits	Scenario A				Scenario C			
			(Business As Usual)				(Mixed Use Job Focus)			
			% Minority	% Low-Income	EJ Score	EJ vs County	% Minority	% Low-Income	EJ Score	EJ vs County
C13	Whitmore Ave	Whitmore Avenue & Boothe Road	70.1%	33.7%	51.9	4.9	70.1%	30.7%	50.4	3.5
C14	Whitmore Ave	Whitmore Avenue & Knox Road	93.5%	40.9%	67.2	20.2	93.5%	39.2%	66.3	19.4
C15	Hatch Rd	Herndon Road & Faith Home Road	72.6%	31.8%	52.2	5.2	72.5%	31.5%	52	5.1
C15.1	Hatch Rd	Herndon Road & Richland Avenue	77.4%	26.9%	52.1	5.1	77.9%	27.7%	52.8	5.9
C15.2	Hatch Rd	Richland Avenue & Central Avenue	78.3%	19.4%	48.9	1.9	78.4%	20.5%	49.5	2.6
C15.3	Hatch Rd	Central Avenue & Moffett Road	61.6%	34.7%	48.2	1.2	61.6%	33.1%	47.3	0.4
C15.4	Hatch Rd	Moffett Road & Mitchell Road	62.9%	45.6%	54.3	7.3	62.6%	41.5%	52.1	5.2
C15.5	Hatch Rd	Mitchell Road & Faith Home Road	85.3%	35.2%	60.3	13.3	84.1%	31.7%	57.9	11
C16	Service Rd	Lucas Road & Central Road	72.3%	44.8%	58.5	11.5	72.0%	44.7%	58.3	11.4
C19	Whitmore Ave	Whitmore Avenue & Ustick Road	97.4%	39.1%	68.3	21.3	97.4%	39.1%	68.3	21.4
C22	Crows Landing Rd	Service Road & Grayson Road	64.6%	44.9%	54.7	7.7	62.3%	43.6%	53	6.1
C24	Whitmore Ave	Whitmore Avenue & Faith Home Road	81.5%	32.4%	57	10	81.4%	29.0%	55.2	8.3
C36	TID Ceres Main Canal at Service Rd. and Moore	East Service Road & Moore Road	64.9%	37.2%	51.1	4.1	55.6%	31.7%	43.7	-3.2

ID	Location	Project Limits	Scenario A				Scenario C			
			(Business As Usual)				(Mixed Use Job Focus)			
			% Minority	% Low-Income	EJ Score	EJ vs County	% Minority	% Low-Income	EJ Score	EJ vs County
	Rd. Bridge 38C0222									
CA01	STA-005	N/A	63.1%	24.8%	44	-3	63.1%	24.8%	44	-2.9
CA02	STA-132	F Street & Reinway Avenue	61.9%	40.8%	51.4	4.4	61.8%	41.4%	51.6	4.7
CA04	STA-099	N/A	55.2%	41.2%	48.2	1.2	55.2%	41.2%	48.2	1.3
CA07	STA-099	N/A	77.9%	22.8%	50.4	3.4	78.3%	28.5%	53.4	6.5
CA08	STA-004	N/A	44.8%	42.3%	43.6	-3.4	44.8%	42.3%	43.6	-3.3
CA09	STA-099	Kansas Avenue & North Emerald Avenue	73.3%	34.2%	53.8	6.8	73.3%	34.2%	53.8	6.9
CA10	STA-132	Carpenter Road & Madison Street	91.6%	53.8%	72.7	25.7	91.6%	53.8%	72.7	25.8
CA11	STA-132	E Street & H Street	54.5%	61.5%	58	11	54.3%	61.3%	57.8	10.9
CA12	STA-120	SR-120 & Wamble Road	27.0%	28.0%	27.5	-19.5	27.0%	28.0%	27.5	-19.4
CA13	STA-033	SR-33 & Frank Cox Road	52.9%	16.3%	34.6	-12.4	52.9%	16.4%	34.6	-12.3
CA14	STA-120	N/A	18.7%	25.8%	22.2	-24.8	18.7%	25.8%	22.2	-24.7
CA15	STA-108	N/A	30.8%	29.0%	29.9	-17.1	30.8%	29.0%	29.9	-17
CA17	STA-108	Willowood Drive & 3rd Avenue	44.3%	50.9%	47.6	0.6	44.1%	50.6%	47.3	0.4

ID	Location	Project Limits	Scenario A				Scenario C			
			(Business As Usual)				(Mixed Use Job Focus)			
			% Minority	% Low-Income	EJ Score	EJ vs County	% Minority	% Low-Income	EJ Score	EJ vs County
CA18	STA-108	South Wood Avenue & SR-108	41.1%	49.4%	45.2	-1.8	40.3%	49.2%	44.8	-2.1
H01	Euclid Ave	Hatch Road & Whitmore Avenue	37.8%	28.9%	33.4	-13.6	37.8%	29.0%	33.4	-13.5
H02	7th Street	Whitmore Avenue & Santa Fe Avenue	69.9%	67.6%	68.8	21.8	69.4%	67.3%	68.3	21.4
H03	7th Street and Santa Fe Avenue	7th Street & Santa Fe Avenue	66.2%	70.6%	68.4	21.4	64.6%	70.7%	67.7	20.8
H04	Tully Road	Fox Road & Santa Fe Avenue	26.7%	48.9%	37.8	-9.2	27.2%	49.9%	38.5	-8.4
H05	Tully Road	Whitmore Avenue & South City Limit	56.6%	29.4%	43	-4	56.2%	27.6%	41.9	-5
H14	E. Hatch Rd	Santa Fe Avenue & Geer Road	38.1%	22.0%	30	-17	38.1%	22.0%	30	-16.9
H17	Narcisco Way	Narisco Way & Tully Road	46.5%	13.2%	29.8	-17.2	46.4%	13.2%	29.8	-17.1
H18	Fox Road	Charles & 7th Street	53.8%	22.9%	38.4	-8.6	53.8%	22.9%	38.4	-8.5
H19	Fox Road	Tully Road & Euclid Avenue	49.1%	23.5%	36.3	-10.7	49.3%	23.5%	36.4	-10.5
H20	Whitmore Avenue	West City Limits & Euclid Avenue	59.3%	55.6%	57.4	10.4	58.1%	54.9%	56.5	9.6
H21	Locust Street	7th Street & Mariposa Drive	45.5%	31.6%	38.6	-8.4	45.2%	31.5%	38.3	-8.6
H22	6th Street	Whitmore Avenue & 5th Street	75.7%	69.9%	72.8	25.8	75.6%	69.8%	72.7	25.8

ID	Location	Project Limits	Scenario A				Scenario C			
			(Business As Usual)				(Mixed Use Job Focus)			
			% Minority	% Low-Income	EJ Score	EJ vs County	% Minority	% Low-Income	EJ Score	EJ vs County
H23	Whitmore/ Santa Fe Intersection	Whitmore Avenue & Santa Fe Avenue	76.2%	71.7%	73.9	26.9	75.4%	71.2%	73.3	26.4
H24	Whitmore/ Tully Intersection	Whitmore Avenue & Tully Road	24.6%	45.0%	34.8	-12.2	26.4%	48.5%	37.4	-9.5
M01	Claratina Ave	Oakdale Road & Roselle Avenue	37.4%	25.7%	31.6	-15.4	37.5%	25.7%	31.6	-15.3
M04	Claratina Ave	McHenry Avenue & Coffee Road	55.1%	29.5%	42.3	-4.7	55.2%	31.4%	43.3	-3.6
M05	Claratina Ave	Coffee Road & Oakdale Road	44.4%	16.0%	30.2	-16.8	44.4%	16.0%	30.2	-16.7
M06	Dale Rd	Pelandale Avenue & Kiernan Avenue	51.6%	29.2%	40.4	-6.6	51.6%	29.2%	40.4	-6.5
M07	Dale Rd	Pelandale Avenue & Standiford Avenue	29.4%	18.1%	23.8	-23.2	29.4%	18.0%	23.7	-23.2
M08	Claus Rd	Briggsmore Road & Sylvan Avenue	49.1%	21.1%	35.1	-11.9	49.0%	19.3%	34.2	-12.7
M09	Hwy 132	SR-99 & 9th Street	91.7%	76.0%	83.9	36.9	93.0%	60.6%	76.8	29.9
M10	Oakdale Rd	Sylvan Avenue & Claribel Road	45.3%	26.6%	36	-11	45.4%	27.9%	36.7	-10.2
M11	Oakdale Rd	Floyd Avenue & Sylvan Avenue	21.0%	5.9%	13.4	-33.6	21.0%	6.1%	13.5	-33.4
M12	Roselle Ave	Sylvan Avenue & Claratina Road	40.8%	23.8%	32.3	-14.7	40.8%	24.9%	32.9	-14
M18	SR-99	Briggsmore Avenue &	30.8%	38.5%	34.6	-12.4	30.8%	38.5%	34.6	-12.3

ID	Location	Project Limits	Scenario A				Scenario C			
			(Business As Usual)				(Mixed Use Job Focus)			
			% Minority	% Low-Income	EJ Score	EJ vs County	% Minority	% Low-Income	EJ Score	EJ vs County
		Carpenter Road								
M19	SR-99	Standiford Avenue & Beckwith Road	9.0%	6.4%	7.7	-39.3	9.0%	6.5%	7.7	-39.2
M22	Tuolumne Blvd.	Neece Avenue & Paradise Road	85.4%	56.0%	70.7	23.7	85.7%	55.5%	70.6	23.7
N01	Merced Avenue	Highway-33 & Canal School Road	73.9%	47.3%	60.6	13.6	67.2%	41.0%	54.1	7.2
N02	SR-33 (South)	Inyo Avenue & South City Limits	81.7%	36.3%	59	12	68.5%	30.4%	49.5	2.6
N03	SR-33 (South)	SR-33 & Sherman Parkway	54.7%	28.1%	41.4	-5.6	54.6%	28.5%	41.5	-5.4
N04	Inyo Ave	Highway-33 & Canal School Road	80.8%	49.8%	65.3	18.3	79.3%	48.7%	64	17.1
N05	SR-33	Yolo Street & Sherman Parkway	54.4%	28.8%	41.6	-5.4	46.6%	25.1%	35.9	-11
N06	SR-33	Sherman Parkway & Stuhr Road	45.6%	23.8%	34.7	-12.3	45.3%	24.5%	34.9	-12
N07	Stuhr Road	CCID Canal & Highway-33	25.0%	18.3%	21.7	-25.3	25.4%	19.3%	22.3	-24.6
N08	SR-33	Yolo Street & Inyo Avenue	71.5%	42.0%	56.8	9.8	45.4%	26.2%	35.8	-11.1
N09	R Street	Mariposa Street & Stephens Avenue	42.3%	26.0%	34.2	-12.8	41.1%	25.5%	33.3	-13.6
N10	Main Street	Merced and Yolo Street & Inyo Avenue / Yolo Street	71.6%	39.7%	55.7	8.7	61.4%	34.3%	47.9	1

ID	Location	Project Limits	Scenario A				Scenario C			
			(Business As Usual)				(Mixed Use Job Focus)			
			% Minority	% Low-Income	EJ Score	EJ vs County	% Minority	% Low-Income	EJ Score	EJ vs County
N11	Fresno	Main Street & T Street	74.2%	42.6%	58.4	11.4	70.3%	40.4%	55.3	8.4
N12	Tulare	Main Street & T Street	74.2%	42.6%	58.4	11.4	70.2%	40.4%	55.3	8.4
N13	Mariposa	Main Street & T Street	73.6%	42.3%	58	11	69.0%	39.7%	54.4	7.5
N14	L Street	Merced Avenue & Inyo Avenue	82.4%	52.5%	67.5	20.5	82.4%	52.5%	67.5	20.6
N15	Canal School Road	Driskell Road & Rodeo Grounds Way	65.5%	40.9%	53.2	6.2	66.9%	39.1%	53	6.1
N16	Q Street	Inyo Avenue & Yolo Avenue	72.4%	39.5%	56	9	72.3%	39.5%	55.9	9
N17	Sherman Parkway	SR-33 & Hills Ferry Road	55.5%	27.2%	41.4	-5.6	55.5%	27.2%	41.4	-5.5
N18	SR-33	Merced County Line & Yolo Avenue	74.0%	40.6%	57.3	10.3	49.0%	26.4%	37.7	-9.2
N19	Barrington Ave	Driskell Avenue & Sherman Parkway	57.2%	29.0%	43.1	-3.9	57.9%	29.4%	43.6	-3.3
N20	Balsam Dr	Driskell Avenue & Sherman Parkway	65.9%	35.3%	50.6	3.6	66.1%	35.6%	50.8	3.9
N21	Canyon Creek Drive	Upper Road & Prince Street	85.2%	30.5%	57.9	10.9	85.3%	30.5%	57.9	11
N22	Eucalyptus Avenue	Merced County Line & Sherman Parkway	70.4%	41.1%	55.7	8.7	70.6%	40.3%	55.5	8.6
N23	Jensen Rd	SR-33 & Hardin Road	36.4%	20.4%	28.4	-18.6	36.2%	20.9%	28.6	-18.3
N25	T Street	Inyo Avenue & Yolo Street	72.1%	39.3%	55.7	8.7	72.0%	39.3%	55.6	8.7
N26	Kern Street	T Street & Hills Ferry Road	68.8%	39.1%	54	7	63.5%	36.2%	49.8	2.9

ID	Location	Project Limits	Scenario A				Scenario C			
			(Business As Usual)				(Mixed Use Job Focus)			
			% Minority	% Low-Income	EJ Score	EJ vs County	% Minority	% Low-Income	EJ Score	EJ vs County
N27	Canal School Road	Hills Ferry Road & East Inyo Avenue	71.1%	45.4%	58.3	11.3	73.6%	44.9%	59.2	12.3
O01	F St	Maag Avenue & Stearns Road	36.0%	34.0%	35	-12	35.9%	33.6%	34.7	-12.2
O02	F St	Lee Avenue & Stanislaus Avenue	38.4%	43.7%	41	-6	38.2%	43.7%	40.9	-6
O03	J St	Orsi Road & Stearns Road	39.1%	37.2%	38.2	-8.8	39.1%	37.2%	38.2	-8.7
O04	Crane Road	F street & Pontiac Street	35.7%	40.8%	38.3	-8.7	35.5%	40.9%	38.2	-8.7
O07	Stearns Rd	F Street & Sierra Road	38.4%	36.7%	37.5	-9.5	38.4%	36.6%	37.5	-9.4
O08	F St / Crane	F Street & Crane Road	41.2%	39.9%	40.6	-6.4	41.2%	39.4%	40.3	-6.6
O09	F St / Willowood	F Street & Willowood	38.1%	41.2%	39.7	-7.3	38.0%	41.2%	39.6	-7.3
O11	Greger / Kaufman	Greger Street & Kaufman Road	38.4%	14.1%	26.3	-20.7	38.4%	14.1%	26.3	-20.6
O12	Sierra / Maag	Sierra Road & Maag Avenue	40.6%	38.3%	39.5	-7.5	41.3%	38.9%	40.1	-6.8
O13	Sierra / Stearns	Sierra Road & Stearns Road	39.8%	37.9%	38.8	-8.2	39.8%	38.0%	38.9	-8
O16	SR-108-SR-120	F Street & Stearns Road	36.0%	34.0%	35	-12	36.0%	33.9%	34.9	-12
O33	South Yosemite Avenue	Warnerville Road & F Street	55.9%	57.0%	56.4	9.4	58.1%	57.5%	57.8	10.9
P01	Sperry Ave	Baldwin Road & Del Puerto Canyon Road	75.5%	34.3%	54.9	7.9	56.7%	27.5%	42.1	-4.8
P02	Sperry Ave Interchange	Sperry Avenue & Rogers Road	23.1%	9.9%	16.5	-30.5	7.3%	2.9%	5.1	-41.8
P03	Rogers Rd	Delta Mendota Canal &	4.0%	1.7%	2.9	-44.1	12.5%	4.8%	8.6	-38.3

ID	Location	Project Limits	Scenario A				Scenario C			
			(Business As Usual)				(Mixed Use Job Focus)			
			% Minority	% Low-Income	EJ Score	EJ vs County	% Minority	% Low-Income	EJ Score	EJ vs County
		Keystone Pacific Parkway								
P06	Zacharias Rd	Zacharias Road & I-5	18.8%	7.4%	13.1	-33.9	18.8%	7.4%	13.1	-33.8
P12	Salado Av	Salado Avenue & Ward Avenue	86.0%	22.9%	54.5	7.5	86.0%	22.9%	54.5	7.6
P13	Las Palmas Av	Las Palmas Avenue & Poplar Avenue	70.5%	26.6%	48.5	1.5	70.6%	26.6%	48.6	1.7
P14	Sperry Rd	Ward Avenue & SR-33	77.9%	19.7%	48.8	1.8	77.5%	19.3%	48.4	1.5
P15	Ward Ave	Sperry Avenue & American Eagle Way	86.1%	23.7%	54.9	7.9	83.9%	22.6%	53.3	6.4
P16	Ward Ave	American Eagle Way & SR-33	84.6%	30.0%	57.3	10.3	84.5%	31.2%	57.8	10.9
P17	Ward Ave	Sperry Avenue & Marshall Road	67.3%	19.4%	43.3	-3.7	64.7%	17.8%	41.2	-5.7
R03	Patterson Road	1st Street & Clause Road	70.9%	43.8%	57.3	10.3	70.8%	43.6%	57.2	10.3
R04	Roselle Avenue	Patterson Road & Claribel Road	74.2%	31.3%	52.8	5.8	74.2%	31.3%	52.7	5.8
R05	Claus Road	California Street & Claribel Road	85.2%	36.9%	61	14	83.7%	37.3%	60.5	13.6
R06	Patterson Rd	Patterson Road & Third Street	56.3%	42.3%	49.3	2.3	57.2%	41.7%	49.5	2.6
R07	Claus Road	Clause Road & California Street	84.4%	41.4%	62.9	15.9	83.5%	40.9%	62.2	15.3
R08	Patterson Rd	Patterson Road & 8th Street	77.8%	44.7%	61.3	14.3	77.8%	44.8%	61.3	14.4

ID	Location	Project Limits	Scenario A				Scenario C			
			(Business As Usual)				(Mixed Use Job Focus)			
			% Minority	% Low-Income	EJ Score	EJ vs County	% Minority	% Low-Income	EJ Score	EJ vs County
R09	Roselle/Morrill Intersection Improvements	Roselle Avenue & Morrill Road	81.8%	37.0%	59.4	12.4	79.4%	35.4%	57.4	10.5
R11	First Street	1st Street & Patterson Road	78.8%	52.7%	65.8	18.8	79.1%	52.2%	65.7	18.8
R12	Third Street	3rd Street & Patterson Road	61.0%	45.2%	53.1	6.1	61.9%	44.6%	53.2	6.3
R13	Eighth Street	8th Street & Patterson Road	76.3%	45.9%	61.1	14.1	76.3%	45.9%	61.1	14.2
R14	Snedigar Road	Snedigar Road & Patterson Road	69.7%	47.2%	58.4	11.4	69.7%	47.2%	58.4	11.5
R15	Patterson Rd	Patterson Road & Terminal Avenue	45.9%	36.8%	41.4	-5.6	46.1%	36.6%	41.3	-5.6
R16	SR-108	SR-108 & 1st Street	85.6%	56.6%	71.1	24.1	85.6%	56.5%	71.1	24.2
R39	Patterson Road	Patterson Road & 1st Street	73.5%	49.8%	61.7	14.7	74.1%	49.0%	61.5	14.6
R40	Coffee Road	Claribel Road & Patterson Road	46.5%	17.0%	31.7	-15.3	47.6%	17.5%	32.6	-14.3
R41	Oakdale Road	Westgate Drive & Morrill Road	59.0%	16.2%	37.6	-9.4	58.7%	16.2%	37.5	-9.4
R42	Claribel Road	Squire Wells Way & Roselle Avenue	54.6%	18.0%	36.3	-10.7	54.7%	17.9%	36.3	-10.6
S01	Crows Landing Road Corridor Improvements	SR-99 & I-5	70.6%	45.3%	57.9	10.9	70.1%	44.6%	57.4	10.5
S02	SR-99	SR-99 & Crows Landing Road	91.0%	62.1%	76.6	29.6	91.1%	68.1%	79.6	32.7
S03	I-5	I-5 & Fink Road	57.6%	46.2%	51.9	4.9	57.6%	46.2%	51.9	5
S04	SR-99	SR-99 & Hammett Road	5.1%	2.6%	3.8	-43.2	5.1%	2.6%	3.8	-43.1

ID	Location	Project Limits	Scenario A				Scenario C			
			(Business As Usual)				(Mixed Use Job Focus)			
			% Minority	% Low-Income	EJ Score	EJ vs County	% Minority	% Low-Income	EJ Score	EJ vs County
S103	Faith Home Road	Hatch Road & Garner Road	83.5%	25.9%	54.7	7.7	83.5%	25.9%	54.7	7.8
S106	Quincy Road	Quincy Road & East Taylor Road	38.4%	23.7%	31	-16	38.4%	23.7%	31	-15.9
S107	Eastin Road	Eastin Road & Orestimba Creek	65.0%	52.1%	58.6	11.6	65.0%	52.1%	58.6	11.7
S108	Crows Landing Road	Crows Landing Road & Catfish Camp	69.5%	25.6%	47.6	0.6	69.5%	25.6%	47.6	0.7
S109	Geer Road	Geer Road & Santa Fe Avenue	38.1%	22.0%	30	-17	38.1%	22.0%	30	-16.9
S110	Faith Home Road	West Main Street & Faith Home Road	42.6%	45.3%	44	-3	49.0%	44.1%	46.6	-0.3
S111	Faith Home Road	Faith Home Road & Whitmore Avenue	81.4%	32.5%	56.9	9.9	81.3%	29.1%	55.2	8.3
S112	Faith Home Road	Faith Home Road & Roeding Road	43.2%	45.8%	44.5	-2.5	43.3%	45.9%	44.6	-2.3
S113	Faith Home Road	Faith Home Road & Service Road	45.5%	48.1%	46.8	-0.2	45.5%	48.1%	46.8	-0.1
S114	Claribel Road	Claribel Road & Langworth Road	62.5%	44.7%	53.6	6.6	62.5%	44.7%	53.6	6.7
S115	Dakota Road	Dakota Road & Beckwith Road	61.8%	33.6%	47.7	0.7	61.8%	33.6%	47.7	0.8
S116	Grayson Road	Grayson Road & Vivian Road	51.6%	43.0%	47.3	0.3	51.6%	43.1%	47.3	0.4
S117	Crows Landing Road	Crows Landing Road & Marsall Road/River Road	68.4%	23.6%	46	-1	68.4%	23.6%	46	-0.9

ID	Location	Project Limits	Scenario A				Scenario C			
			(Business As Usual)				(Mixed Use Job Focus)			
			% Minority	% Low-Income	EJ Score	EJ vs County	% Minority	% Low-Income	EJ Score	EJ vs County
S119	Pirrone Road	Pirrone Road/Gateway Drive & Hammett Road	26.6%	16.3%	21.4	-25.6	26.6%	16.3%	21.4	-25.5
S120	A Street	A Street & 3rd Street	91.0%	32.1%	61.5	14.5	91.0%	32.3%	61.6	14.7
S123	W. Ike Crow Road	Bell Road & SR-33	64.6%	51.8%	58.2	11.2	64.6%	51.8%	58.2	11.3
S124	Bell Road	Fink Road & W. Ike Crow Road	65.0%	52.1%	58.5	11.5	65.0%	52.1%	58.5	11.6
S125	Davis Road	Fink Road & CLIBP West Entrance	64.5%	51.9%	58.2	11.2	64.5%	51.8%	58.2	11.3
S126	West Marshall Road	Ward Avenue & CLIBP Entrance	41.5%	19.9%	30.7	-16.3	41.5%	19.9%	30.7	-16.2
S127	Sperry Avenue	Sperry Avenue & SR-33	79.5%	29.7%	54.6	7.6	79.7%	29.8%	54.8	7.9
S128	W. Ike Crow Road	West Ike Crow Road & SR-33	64.9%	52.0%	58.4	11.4	64.9%	52.0%	58.4	11.5
S129	Fink Road	Fink Road & Bell Road	65.0%	52.1%	58.6	11.6	65.0%	52.1%	58.6	11.7
S130	Fink Road	Bell Road & CLIBP Entrance	65.0%	52.1%	58.6	11.6	65.0%	52.1%	58.6	11.7
S131	North County Corridor - Phase 1	Oakdale Road & Claus Road	65.8%	48.8%	57.3	10.3	55.9%	40.9%	48.4	1.5
S132	North County Corridor - Phase 2	Claus Road & Albers Road	58.0%	40.6%	49.3	2.3	58.0%	40.6%	49.3	2.4
S133	North County Corridor - Phase 3	Albers Road & SR-120	35.9%	26.3%	31.1	-15.9	35.9%	26.3%	31.1	-15.8
S135	SR-99	SR-99 & Keyes Road	73.6%	52.0%	62.8	15.8	73.6%	51.8%	62.7	15.8

ID	Location	Project Limits	Scenario A				Scenario C			
			(Business As Usual)				(Mixed Use Job Focus)			
			% Minority	% Low-Income	EJ Score	EJ vs County	% Minority	% Low-Income	EJ Score	EJ vs County
S191	East Avenue	East Avenue & Santa Fe Avenue	59.0%	30.7%	44.9	-2.1	59.0%	30.7%	44.9	-2
S192	Morgan Road	Morgan Road & Harding Avenue	20.5%	34.0%	27.2	-19.8	20.5%	34.0%	27.2	-19.7
S193	Lake Road	Lake Road & Yosemite Boulevard	50.9%	27.2%	39.1	-7.9	50.9%	27.2%	39.1	-7.8
S194	Warnerville Road	Warnerville Road & Dry Creek Tributary	18.7%	25.8%	22.2	-24.8	18.7%	25.8%	22.2	-24.7
S195	Willms Road	Willms Road & Rock River Road	0.0%	0.0%	0	-47	0.0%	0.0%	0	-46.9
S196	Warnerville Road	Warnerville Road & Crabtree Road	33.2%	43.4%	38.3	-8.7	33.2%	43.4%	38.3	-8.6
S197	Faith Home Road	Faith Home Road & Redwood Road	63.4%	36.7%	50	3	63.0%	36.4%	49.7	2.8
S198	SR 132	Needham Street & Dakota Avenue	79.9%	42.6%	61.2	14.2	79.8%	42.4%	61.1	14.2
S199	SR 132	Dakota Avenue & Gates Road	23.5%	18.2%	20.8	-26.2	23.5%	18.2%	20.8	-26.1
S200	SR 132	SR-99 & Gates Road	77.8%	42.4%	60.1	13.1	77.7%	42.2%	59.9	13
S24	Albers Road	Milanes Road & Claribel Road	34.2%	27.8%	31	-16	34.7%	27.7%	31.2	-15.7
S27	Hills Ferry Rd	Hills Ferry Road & San Joaquin River	67.5%	22.2%	44.8	-2.2	67.5%	22.2%	44.8	-2.1
S29	Seventh St	7th Street & Tuolumne River Bridge	82.4%	57.8%	70.1	23.1	76.4%	53.9%	65.2	18.3

ID	Location	Project Limits	Scenario A				Scenario C			
			(Business As Usual)				(Mixed Use Job Focus)			
			% Minority	% Low-Income	EJ Score	EJ vs County	% Minority	% Low-Income	EJ Score	EJ vs County
S30	Crows Landing Rd	Crows Landing Road & Keyes Road	59.7%	40.5%	50.1	3.1	59.7%	40.5%	50.1	3.2
S31	Crows Landing Rd	Crows Landing Road & Fulkerth Road	58.8%	49.0%	53.9	6.9	58.8%	49.0%	53.9	7
S32	Kilburn Rd	N/A	67.5%	22.2%	44.8	-2.2	67.5%	22.2%	44.8	-2.1
S33	Carpenter Rd	Crows Landing Road & Carpenter Road	68.1%	52.4%	60.2	13.2	68.1%	52.4%	60.2	13.3
S34	Carpenter Rd	Carpenter Road & Grayson Road	60.2%	45.8%	53	6	60.2%	45.9%	53	6.1
S35	Carpenter Rd	Carpenter Road & Keyes Road	71.7%	54.6%	63.2	16.2	71.7%	54.6%	63.2	16.3
S36	Carpenter Rd	Carpenter Road & West Main Street	71.7%	54.6%	63.2	16.2	71.7%	54.6%	63.2	16.3
S38	W. Main St.	W. Main Street & Central Avenue	39.3%	46.2%	42.7	-4.3	43.0%	46.3%	44.7	-2.2
S43	Keyes Road	Keyes Road & SR-99	75.8%	50.1%	63	16	75.8%	49.9%	62.9	16
S44	Santa Fe Ave	Santa Fe Avenue & East Avenue	26.4%	13.7%	20	-27	16.7%	8.2%	12.5	-34.4
S45	Santa Fe Ave	Santa Fe Avenue & Keyes Road	32.6%	16.9%	24.7	-22.3	32.6%	16.9%	24.7	-22.2
S46	Santa Fe Ave	Santa Fe Avenue & Main Street	22.1%	54.0%	38.1	-8.9	19.8%	44.8%	32.3	-14.6
S47	Santa Fe Ave	Santa Fe Avenue & Service Road	41.2%	57.9%	49.5	2.5	41.2%	57.9%	49.5	2.6

ID	Location	Project Limits	Scenario A				Scenario C			
			(Business As Usual)				(Mixed Use Job Focus)			
			% Minority	% Low-Income	EJ Score	EJ vs County	% Minority	% Low-Income	EJ Score	EJ vs County
S56	Crows Landing Rd	Carpenter Road & River Road/Marshall Road	69.2%	28.9%	49	2	69.2%	28.9%	49	2.1
S57	Crows Landing Rd	River Road/Marshall Road & SR-33	66.3%	36.6%	51.4	4.4	66.6%	32.6%	49.6	2.7
S65	W. Main St	San Joaquin River & Carpenter Road	68.7%	46.3%	57.5	10.5	68.7%	46.3%	57.5	10.6
S66	W. Main St	Carpenter Road & Crows Landing Road	68.6%	53.8%	61.2	14.2	68.6%	53.8%	61.2	14.3
S67	W. Main St	Crows Landing Road & Mitchell Road	32.3%	48.0%	40.1	-6.9	34.3%	47.8%	41.1	-5.8
S68	W. Main St	Mitchell Road & Washington Road	42.8%	45.1%	44	-3	48.7%	44.0%	46.4	-0.5
S69	SR-219	SR-99 & McHenry Avenue	45.7%	21.0%	33.3	-13.7	45.8%	21.3%	33.5	-13.4
S70	Cooperstown Rd	Cooperstown Road & Gallup Creek	33.2%	43.4%	38.3	-8.7	33.2%	43.4%	38.3	-8.6
S71	Cooperstown Rd	Copperstown Road & Rydberg Creek	33.2%	43.4%	38.3	-8.7	33.2%	43.4%	38.3	-8.6
S78	Tim Bell Road	Tim Bell Road & Dry Creek	59.7%	37.3%	48.5	1.5	60.4%	37.2%	48.8	1.9
S80	Milton Road	N/A & N/A	44.8%	42.3%	43.6	-3.4	44.8%	42.3%	43.6	-3.3
S81	Sonora Road	Sonora Road & Martells Creek	44.8%	42.3%	43.6	-3.4	44.8%	42.3%	43.6	-3.3
S82	Albers Road	Claribel Road & Warnerville Road	49.7%	21.5%	35.6	-11.4	50.8%	22.0%	36.4	-10.5

ID	Location	Project Limits	Scenario A				Scenario C			
			(Business As Usual)				(Mixed Use Job Focus)			
			% Minority	% Low-Income	EJ Score	EJ vs County	% Minority	% Low-Income	EJ Score	EJ vs County
S84	Oakdale-Waterford Hwy	Claribel Road & Oakdale Waterford	59.4%	25.3%	42.4	-4.6	59.4%	25.3%	42.4	-4.5
S85	Valley Home Rd.	Valley Home Road & Lone Tree Creek	11.6%	28.8%	20.2	-26.8	11.6%	28.8%	20.2	-26.7
S86	Pioneer Ave.	Pioneer Avenue & Lone Tree Creek	11.6%	28.8%	20.2	-26.8	11.6%	28.8%	20.2	-26.7
S88	Milton Rd.	N/A & N/A	44.8%	42.3%	43.6	-3.4	44.8%	42.3%	43.6	-3.3
S89	Lake Road	Davis Road & Lake Road	50.9%	27.2%	39.1	-7.9	50.9%	27.2%	39.1	-7.8
S90	Montpelier Road	Montpelier Road & Dallas Road	39.8%	40.1%	39.9	-7.1	39.8%	40.1%	39.9	-7
T01	Fulkerth Rd	Tegner Road & Dianne Drive	20.0%	41.6%	30.8	-16.2	11.7%	24.3%	18	-28.9
T02	Monte Vista Ave	Olive Ave & Berkeley Avenue	34.3%	29.8%	32.1	-14.9	33.4%	29.8%	31.6	-15.3
T03	Fulkerth Rd	Washington Road & Tegner Road	18.8%	39.1%	29	-18	7.0%	14.2%	10.6	-36.3
T04	Washington Rd	Linwood Avenue & Fulkerth Road	51.7%	38.2%	45	-2	33.0%	22.2%	27.6	-19.3
T05	Tegner Rd	Linwood Avenue & West Main Street	62.6%	40.4%	51.5	4.5	61.7%	40.6%	51.1	4.2
T06	W. Canal Dr	SR-99 & Tegner Road	59.4%	48.0%	53.7	6.7	51.0%	46.4%	48.7	1.8
T07	N. Olive Ave	Tuolumne Road & Tornell Road	50.0%	43.2%	46.6	-0.4	50.0%	43.0%	46.5	-0.4
T08	N. Olive Ave	Canal Drive & Wayside Drive	74.5%	63.4%	68.9	21.9	74.5%	63.7%	69.1	22.2

ID	Location	Project Limits	Scenario A				Scenario C			
			(Business As Usual)				(Mixed Use Job Focus)			
			% Minority	% Low-Income	EJ Score	EJ vs County	% Minority	% Low-Income	EJ Score	EJ vs County
T09	N. Olive Ave	Wayside Drive & North Avenue	64.3%	58.2%	61.3	14.3	63.9%	58.2%	61	14.1
T10	W. Linwood Ave	Walnut Road & Lander Avenue	76.1%	39.3%	57.7	10.7	76.0%	39.3%	57.6	10.7
T11	W. Linwood Ave	Walnut Road & Washington Road	70.1%	40.6%	55.4	8.4	70.1%	40.6%	55.4	8.5
T12	W. Canal Dr	Washington Road & Kilroy Road	17.9%	37.3%	27.6	-19.4	10.9%	22.5%	16.7	-30.2
T13	East Ave	Golden State Boulevard & Daubenberger Road	48.0%	37.6%	42.8	-4.2	48.1%	37.5%	42.8	-4.1
T14	Golden State Blvd	Taylor Road & Monte Vista Avenue	51.7%	21.3%	36.5	-10.5	50.8%	20.9%	35.9	-11
T15	Golden State Blvd	Monte Vista Avenue & Fulkerth Road	55.0%	30.3%	42.7	-4.3	55.4%	29.7%	42.6	-4.3
T16	N. Kilroy Ave	West Main Street & West Canal Drive	31.4%	44.4%	37.9	-9.1	29.0%	44.6%	36.8	-10.1
T17	Tegner Rd	Monte Vista Avenue & Fulkerth Road	20.2%	42.0%	31.1	-15.9	4.8%	9.8%	7.3	-39.6
T18	Tegner Rd	Fulkerth Road & Tegner Road	20.1%	41.8%	30.9	-16.1	3.1%	6.2%	4.6	-42.3
T19	Taylor Rd	Tegner Road & Golden State Boulevard	60.7%	32.1%	46.4	-0.6	60.0%	32.3%	46.2	-0.7
T20	S. Kilroy Ave	Spengler Way & West Linwood Avenue	69.3%	40.1%	54.7	7.7	69.4%	40.2%	54.8	7.9
T21	Taylor Rd	Golden State Boulevard & SR-99	30.1%	15.5%	22.8	-24.2	29.9%	15.8%	22.9	-24

ID	Location	Project Limits	Scenario A				Scenario C			
			(Business As Usual)				(Mixed Use Job Focus)			
			% Minority	% Low-Income	EJ Score	EJ vs County	% Minority	% Low-Income	EJ Score	EJ vs County
T22	Tegner Rd	West Main Street & Fulkerth Road	20.0%	40.3%	30.2	-16.8	17.9%	36.6%	27.2	-19.7
T24	SR-99	Lander Avenue & South City Limits	86.8%	41.3%	64	17	86.8%	41.5%	64.2	17.3
T25	SR-99	SR-99 & W. Main Street	45.7%	47.0%	46.4	-0.6	44.7%	43.2%	43.9	-3
T26	SR-99	SR-99 & Taylor Road	29.8%	14.4%	22.1	-24.9	29.6%	14.5%	22.1	-24.8
T27	SR-99	Tuolumne Rd &	0.0%	0.0%	0	-47	0.0%	0.0%	0	-46.9
T28	Washington Rd	Fulkerth Road & Monte Vista Avenue	21.6%	45.0%	33.3	-13.7	15.6%	32.0%	23.8	-23.1
T29	Golden State Blvd	Golden State Boulevard & Taylor Road	30.8%	22.6%	26.7	-20.3	30.5%	23.2%	26.9	-20
W04	Loy St, Barnes St, Tohara Ln, and Welch Dr	Loy Street & Tohara Lane	45.2%	39.3%	42.3	-4.7	45.3%	39.3%	42.3	-4.6
W05	Riverside	Western Avenue & Yosemite Boulevard	62.5%	55.6%	59.1	12.1	62.4%	54.7%	58.6	11.7
W08	Yosemite Blvd	Bentley Street & Eastern City Limit	53.6%	39.7%	46.6	-0.4	54.0%	40.0%	47	0.1
W09	North Reinway Ave	Northern City Limit & Yosemite Boulevard	60.3%	32.1%	46.2	-0.8	59.3%	31.3%	45.3	-1.6
W25	South Reinway Ave	Yosemite Boulevard & Southern City Limit	62.6%	57.1%	59.8	12.8	62.1%	56.0%	59.1	12.2
W26	Roundabout at Yosemite & Eucalyptus	Yosemite Boulevard & Eucalyptus Avenue	54.8%	32.5%	43.6	-3.4	54.7%	32.4%	43.6	-3.3

ID	Location	Project Limits	Scenario A				Scenario C			
			(Business As Usual)				(Mixed Use Job Focus)			
			% Minority	% Low-Income	EJ Score	EJ vs County	% Minority	% Low-Income	EJ Score	EJ vs County
W27	Roundabout at Yosemite & Tim Bell	Yosemite Boulevard & Tim Bell Road	53.0%	38.2%	45.6	-1.4	53.2%	38.2%	45.7	-1.2

Conclusion

The regional Environmental Justice analysis, based on six performance measures, does not identify a regional pattern of disproportionate burdens on EJ communities under Scenario C. At the regional scale, the distribution of transportation benefits for low-income and minority populations is generally comparable to, or greater than, the distribution of benefits for non-EJ populations. Scenario C provides comparable or improved access to transit, frequent transit service, and active transportation infrastructure, while also supporting a more diverse countywide housing mix relative to Scenario A.

Scenario C would result in a greater number of households located within 500 feet of major transportation facilities compared to Scenario A. This outcome is largely attributable to the scenario's more compact growth pattern, which concentrates additional housing in urban centers where state highways often function as surface arterials through established communities. While this pattern increases the number of residents located near major roadways, it also supports shorter trip lengths and improved feasibility for transit, walking, and bicycling. These outcomes are consistent with the RTP/SCS goal of reducing vehicle miles traveled and transportation-related greenhouse gas emissions.

The expenditure analysis indicates that total per capita transportation expenditures are higher for low-income workers than for non-low-income workers, primarily due to bicycle and pedestrian investments. The Title VI transit funding analysis also indicates that minority populations receive a higher per capita share of state and federal transit funding benefits than non-minority populations, based on transit commute mode share.

The roadway burden analysis indicates that, when project-level EJ Scores are weighted by project cost, Scenario C has a lower cost-weighted EJ Score than Scenario A. This suggests that higher-cost roadway projects under the preferred scenario are less concentrated in areas with higher EJ Scores. However, individual projects located in or near EJ communities may still result in localized construction-related effects. These effects should be evaluated during subsequent project-level environmental review and addressed through appropriate avoidance, minimization, or mitigation measures.

StanCOG will continue to consider environmental justice, equity, and public participation in future planning processes. StanCOG is also committed to refining its EJ performance measures over time to improve how the benefits and burdens of regional transportation investments are evaluated for EJ populations.

8. Scenario Development

Scenario planning is a strategic planning approach used to evaluate how different combinations of land use patterns and transportation investments may influence future regional outcomes. For the StanCOG 2026 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), scenario planning was conducted to examine four distinct land use scenarios, each representing a unique development pattern and growth strategy for the region through the year 2049.

The purpose of the scenario planning process was to assess how varying land use assumptions, coupled with transportation investment decisions, could shape future mobility, accessibility, environmental performance, and community development outcomes. By comparing the scenarios against established RTP/SCS performance measures, StanCOG was able to better understand the tradeoffs and benefits associated with each potential future condition.

This chapter describes the development and characteristics of the four land use scenarios evaluated as part of the 2026 RTP/SCS process. Chapter 9 – Scenario Evaluations presents the comparative evaluation results between the 2026 Preferred Scenario (Scenario C – Mixed-Use with Jobs Focus) and the 2022 Preferred Scenario (Scenario A – Business as Usual), based on the adopted 2026 RTP/SCS performance measures.

Linking Land Use and Transportation Planning

The integration of transportation investments with land use, growth, and housing decisions is a central requirement of Senate Bill 375 (SB 375). Enacted to support California’s climate and sustainability goals, SB 375 requires each metropolitan planning organization (MPO) in the state to incorporate an SCS into its RTP. The purpose of the SCS is to demonstrate how the region will work toward achieving state-established greenhouse gas emission reduction targets for automobiles and light-duty trucks through coordinated transportation and land use planning.

As part of StanCOG’s 2026 RTP/SCS, the SCS establishes the regional framework for future growth and development over the planning horizon from 2026 to 2049. The strategy identifies the general distribution and pattern of land uses, residential densities, and development intensities throughout the Stanislaus region, while also ensuring sufficient capacity to accommodate projected population growth and housing needs. By aligning transportation investments with anticipated land use patterns, the SCS supports a more sustainable, efficient, and connected regional transportation system.

Scenario development for the 2026 RTP/SCS is grounded in demographic and economic growth forecasts prepared by the University of the Pacific (UOP) Eberhardt Center for Business and Policy Research. These forecasts were developed specifically for the preparation of the 2026 RTP/SCS per the Federal IJJA/BIL MPO Planning Regulations and SB 375 and establish the basis for evaluating how alternative land use patterns and transportation investment programs could accommodate regionwide growth by 2049. UOP Growth estimates for households, population, and employment for each StanCOG member jurisdiction are shown in Table 8.1.

Table 8.1 – Growth by StanCOG Member Jurisdiction between 2024 and 2049

Member Jurisdiction	Household Growth	Population Growth	Employment Growth
Ceres	1,126	4,297	2,081
Hughson	246	739	101
Modesto	6,235	19,163	11,463
Newman	415	1,491	209
Oakdale	784	2,253	714
Patterson	745	2,872	2,070
Riverbank	680	2,245	343
Turlock	1,852	5,466	3,134
Unincorporated	2,544	7,382	3,914
Waterford	221	777	115
Total	14,849	46,684	24,143

Based on 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.

2026 RTP/SCS Scenarios:

Scenario A: Business as Usual

Scenario B: Mixed-Use with Increased Transit

Scenario C: Preferred Scenario / Mixed-Use with Jobs Focus

Scenario D: Increased Housing in Neighborhoods

Transportation investment assumptions define how resources are allocated across roadway projects, transit services, and active transportation facilities. Across scenarios, the investment packages vary in the extent of transit enhancements, the focus of bicycle and pedestrian improvements, and the role of roadway investments, providing a structured basis for comparing performance under consistent future-year conditions.

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

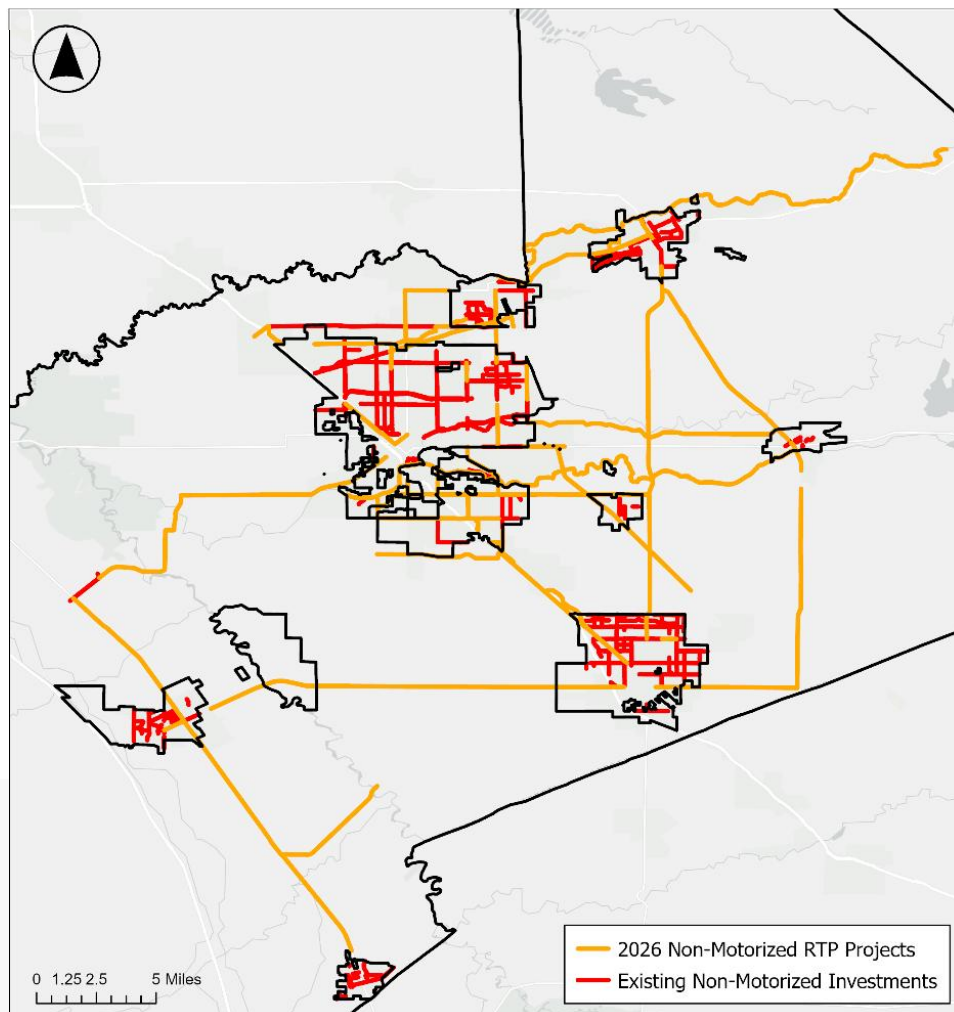
All four scenarios exhibit differing investments into mixed-use development, the balance of multi-family and single-family housing, transit services, and active transportation facilities. The four scenarios are described in detail in the following sections.

Scenario Development

Scenario A. Business as Usual (2022 RTP Preferred Alternative)

The preferred alternative from the previous 2022 StanCOG RTP/SCS, “Scenario D: 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. Scenario A advances the 2022 RTP/SCS preferred development pattern, characterized by incremental neighborhood-scale development through missing-middle housing forms, while still accommodating a portion of growth in undeveloped areas. Scenario A assumes that 55% of housing growth occurs as single-family housing, with the remainder of growth occurring in multi-family housing, including missing middle housing. The transit program is limited to the Bus Rapid Transit (BRT) project identified in the 2022 RTP/SCS, operating between the Modesto Transit Center (MTC) in Downtown Modesto and the Vintage Faire Mall in northwest Modesto. Complementary investments include implementation of the region’s non-motorized plan shown in Figure 8.1, and major roadway projects limited to those already voter-approved.

Figure 8.1 – Complementary Non-Motorized Investments to Scenario A



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

32%

Center + Corridor Infill Areas

52%

Neighborhood Infill Areas

16%

New Growth Areas

Performance Metrics

13,012,130
Total VMT

19%
of 15+ Multifamily
Housing Growth

1004
Acres of Prime
Farmland
Consumed

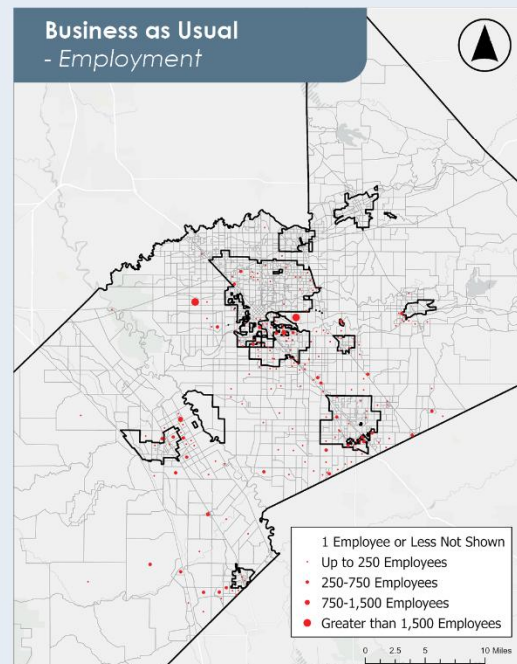
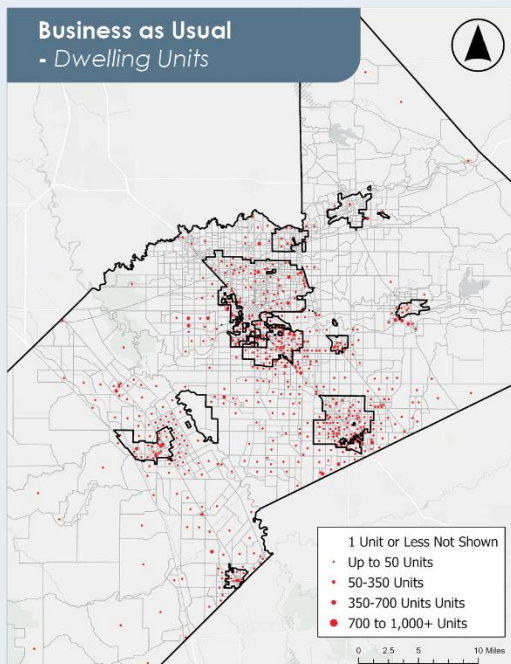
16.6
Units per Gross
Acre of Residential
Density

68%
New DUs
Provided at 20+
Units/Acre

51%
Households in
Jobs-Rich Areas

45%
MFU Growth

55%
SFU Growth



Scenario B: Mixed-Use with Increased Transit

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. The primary objective of Scenario B is to increase residential and employment density, improve jobs-housing balance, and support non-automobile mode shares. Scenario B pursues the highest ratio of multi-family to single-family housing across all scenarios, assuming 70% of development occurs in multi-family housing, inclusive of missing middle housing, predominantly in existing and new mixed-use developments. The transit investment program expands the single-corridor 2022 RTP/SCS BRT concept into a multi-corridor BRT network structured around the Modesto Transit Center (MTC) as the primary hub. In addition to the MTC-Mall corridor proposed in the 2022 RTP/SCS, the expanded BRT network includes connections between:

- Vintage Faire Mall and the Amtrak Station in eastern Modesto;
- The MTC and downtown Riverbank;
- The MTC and southeastern Ceres (intersection of Service Road and Mitchell Road);
- The MTC and western Ceres (intersection of Crows Landing Road and W Hackett Road);
- The MTC and the intersection of Paradise Road and Carpenter Road.

All proposed BRT routes included in Scenario B are shown in 2.

Scenario B aims to establish a wider high-quality transit network while implementing the region's 2026 non-motorized plan with an emphasis on first and last-mile connectivity to provide complete non-automobile connections between a wide variety of complementary land uses, shown in

2 – Proposed BRT Routes in Scenario B

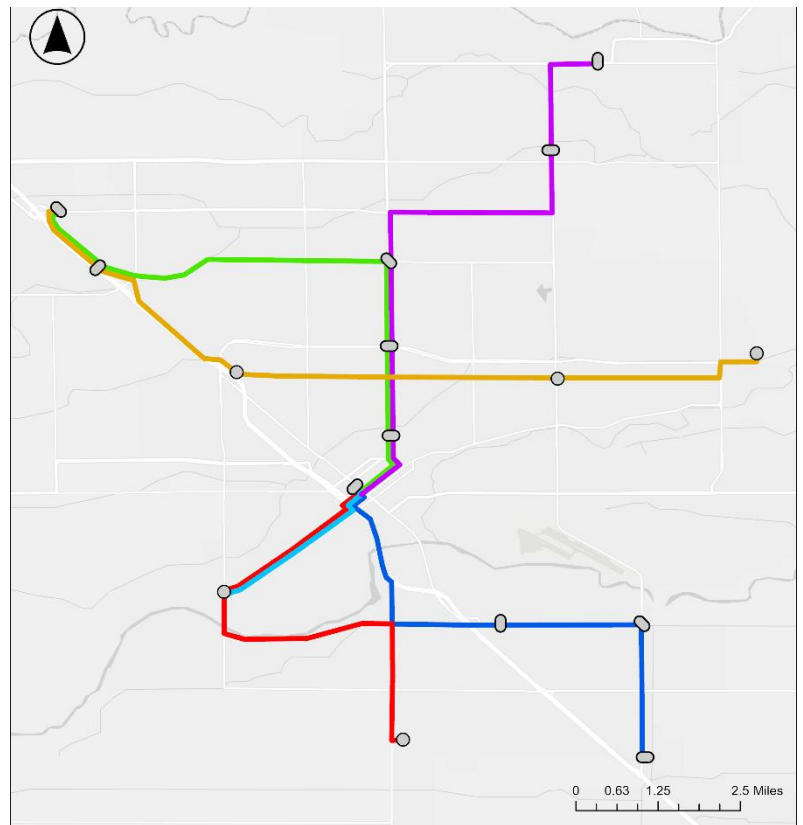
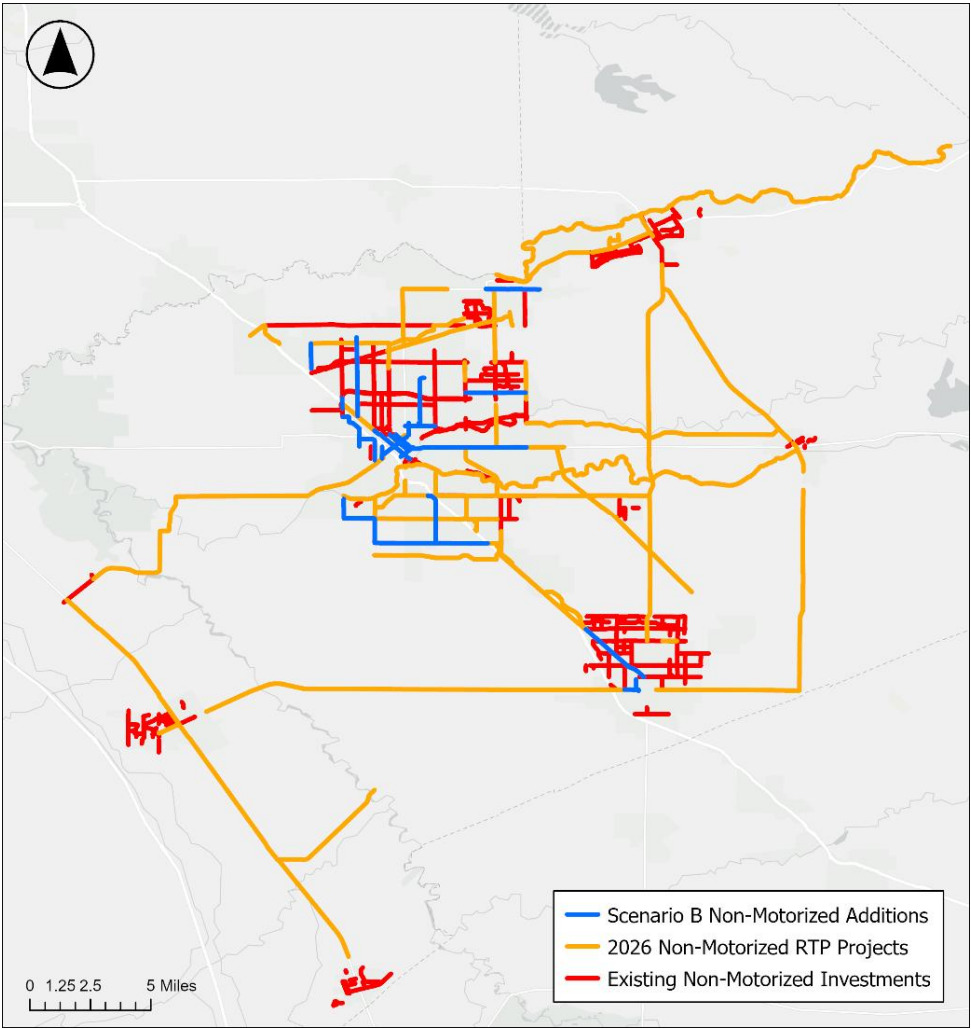


Figure 8.3.

Figure 8.3 – Complementary Non-Motorized Investments to Scenario B



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

12,838,939
Total VMT

39%
of 15+ Multifamily
Housing Growth

574
Acres of Prime
Farmland
Consumed

23.5
Units per Gross
Acre of Residential
Density

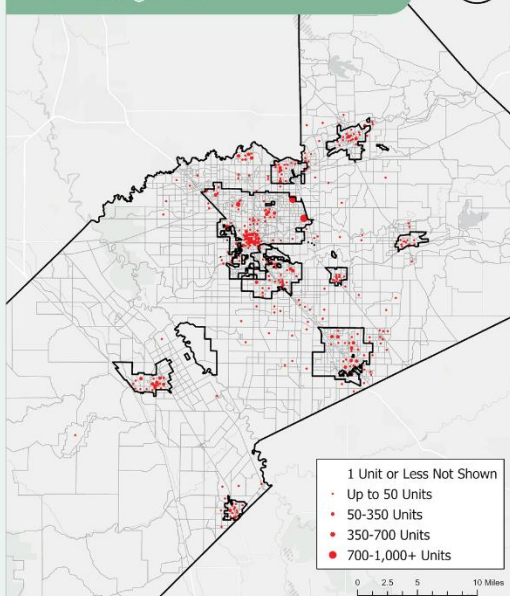
79%
New DUs
Provided at 20+
Units/Acre

78%
Households in
Jobs-Rich Areas

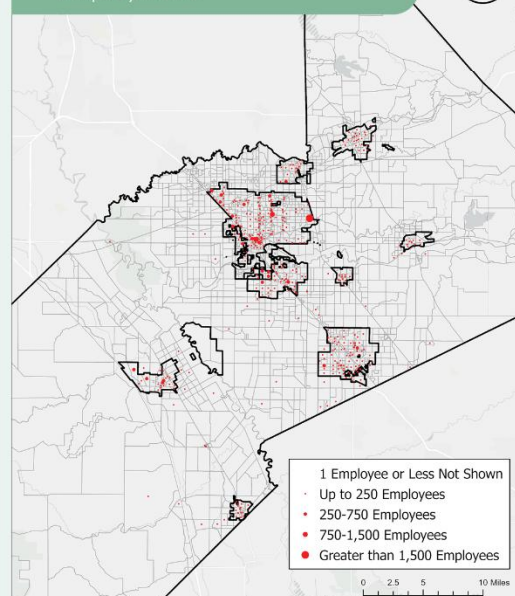
70%
MFU Growth

30%
SFU Growth

Mixed Use with Increased Transit
- Dwelling Units



Mixed Use with Increased Transit
- Employment



Scenario C: Mixed-Use with Jobs Focus

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. To achieve higher density development in proximity to existing job centers, the housing balance targets higher growth in multi-family housing than Scenario A, aiming to meet housing needs with 60% multi-family housing and 40% single-family housing. Transit investments are targeted to prioritize employment access in the StanCOG region's largest commercial centers, linking downtown Modesto to Riverbank and Ceres. In addition to the MTC-Mall corridor proposed in the 2022 RTP, the expanded BRT network includes connections between:

- The MTC and downtown Riverbank;
- The MTC and southeastern Ceres (intersection of Service Road and Mitchell Road);

All proposed BRT routes in Scenario C are shown in Figure 8.4.

Scenario C's development patterns emphasize matching housing to employment and providing viable non-automobile options for commute trips. Scenario C provides frequent transit connections between key job-serving areas in the region while also expanding regional active transportation networks, investing in bicycle and pedestrian infrastructure to increase accessibility to job centers and regional connectivity from residential communities, shown in Figure 8.5.

Figure 8.4 – Proposed BRT Routes in Scenario C

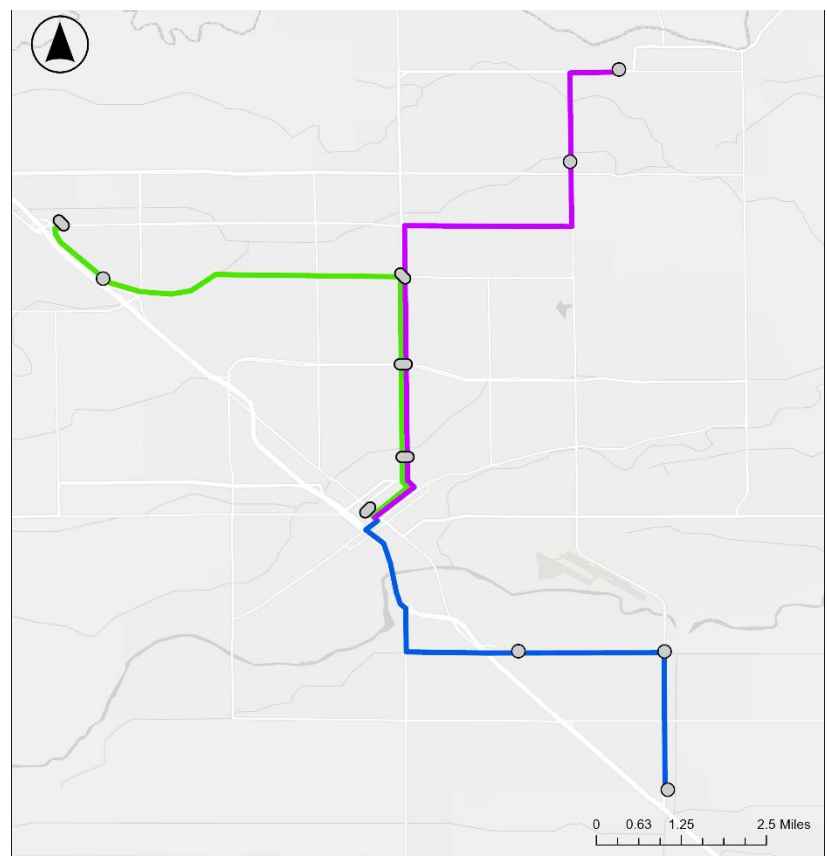
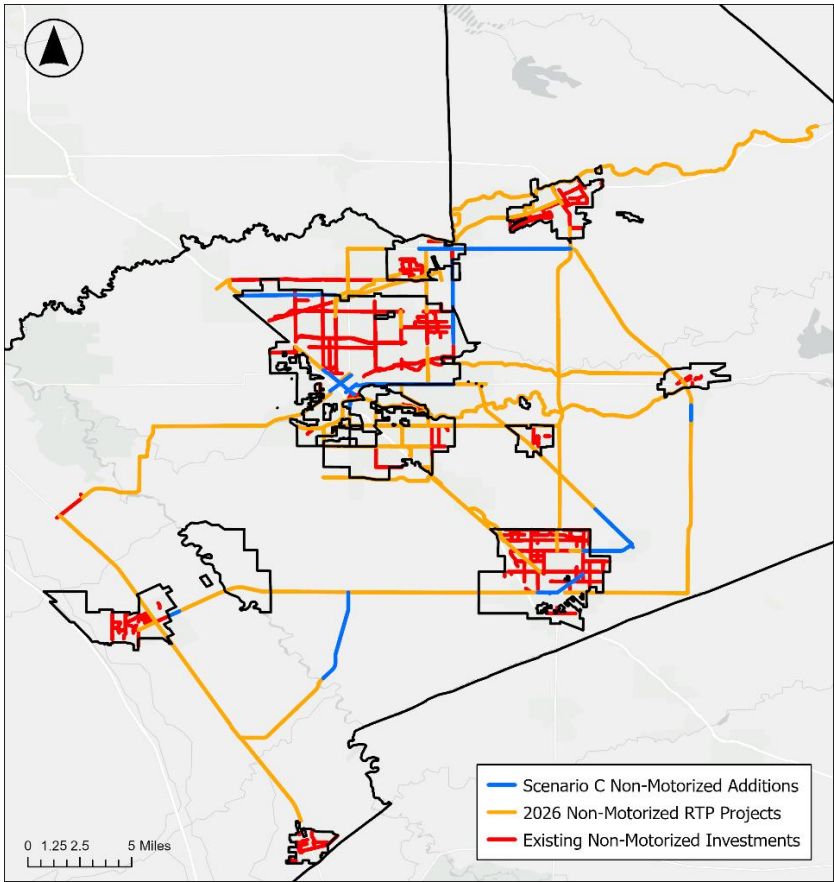


Figure 8.5 – Complementary Non-Motorized Investments to Scenario C



C Mixed Use With Job Focus

Overview

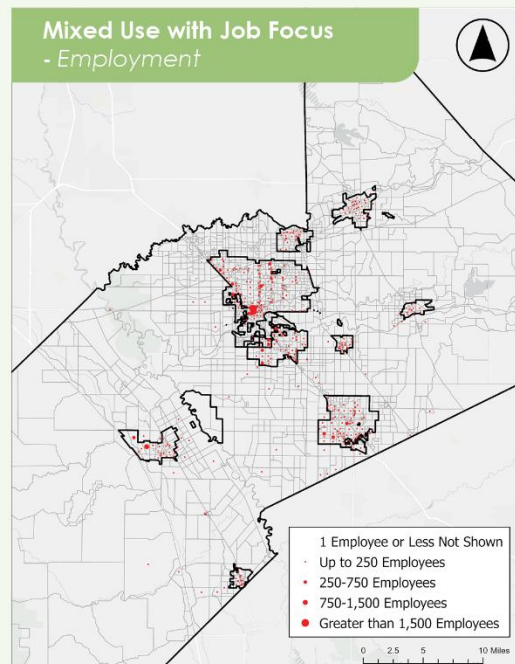
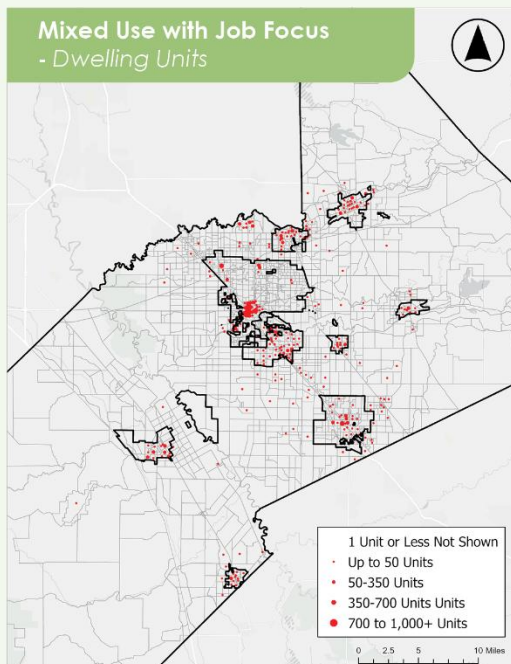
 This scenario focuses on adding housing near employment centers and expands transit and regional bike networks to better connect neighborhoods to jobs.

Growth Location



Performance Metrics

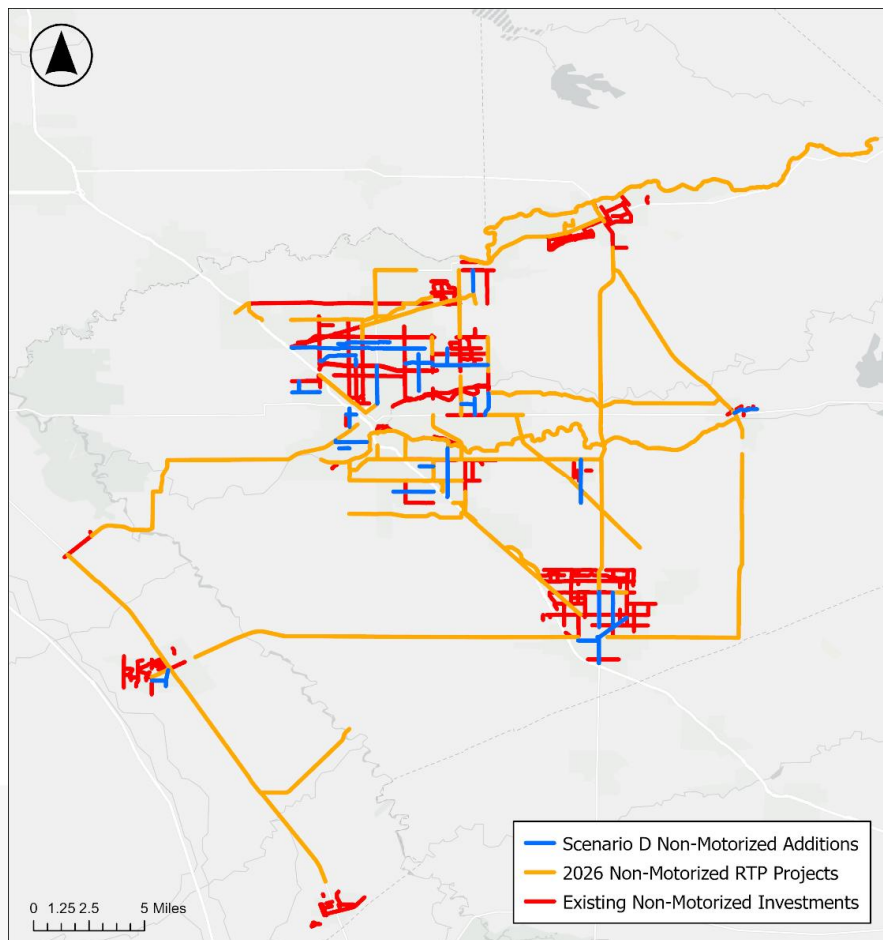
12,863,205 Total VMT	27% of 15+ Multifamily Housing Growth	542 Acres of Prime Farmland Consumed	14.7 Units per Gross Acre of Residential Density
52% New DUs Provided at 20+ Units/Acre	84% Households in Jobs-Rich Areas	60% MFU Growth	40% SFU Growth



Scenario D: Increased Housing in Neighborhoods

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. This scenario continues to prioritize missing-middle housing typologies while expanding accessory dwelling unit (ADU) permitting to increase housing capacity within existing single family residential zones. Scenario D is oriented primarily towards neighborhood infill with less investment into new growth zones as compared to Scenario A, following new laws that allow for subdivisions of single-family zoned properties. This increases housing availability and diversifies unit types within traditional single family residential neighborhoods. Residential growth assumes an even split between multi-family and single-family development wherein multifamily includes missing middle housing typologies. Transit investments include the BRT project identified in the 2022 RTP/SCS and increased frequency of existing local intercity transit routes between Modesto, Riverbank, and Turlock, while also expanding micro transit availability. Active transportation investments include neighborhood level routes and facilities that improve coverage within residential areas and increase access to local transit services, shown in Figure 8.6.

Figure 8.6 – Complementary Non-Motorized Investments to Scenario D



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

32%

Center + Corridor Infill Areas

60%

Neighborhood Infill Areas

8%

New Growth Areas

Performance Metrics

12,829,464
Total VMT

12%
of 15+ Multifamily
Housing Growth

1219
Acres of Prime
Farmland
Consumed

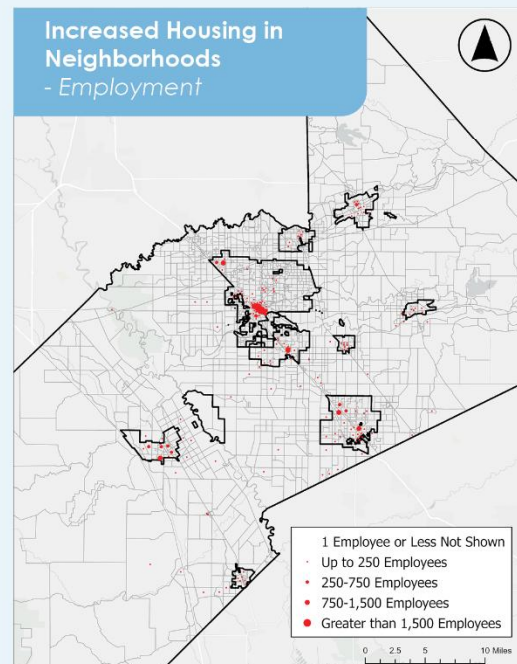
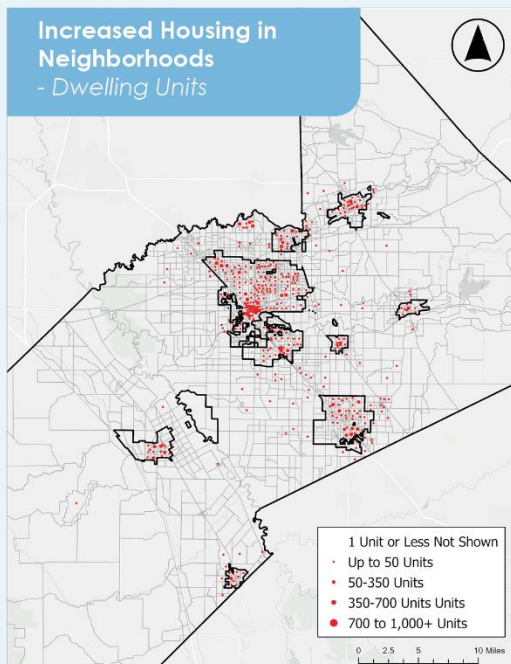
11.5
Units per Gross
Acre of Residential
Density

30%
New DUs
Provided at 20+
Units/Acre

46%
Households in
Jobs-Rich Areas

50%
MFU Growth

50%
SFU Growth



Land Use Scenarios and Objectives Summary

The four scenarios evaluated as part of the 2026 RTP/SCS represent varying approaches to land use and transportation investment strategies. Each scenario reflects a different emphasis on mixed-use development, the balance between multi-family and single-family housing, transit service enhancements, and active transportation infrastructure.

Key characteristics of the scenario themes, along with the associated transit, active transportation, and roadway investment strategies, are summarized in Table 8.2. In addition, Table 8.3 illustrates how projected regional growth is distributed across each scenario, including growth concentrated within city centers and key corridors, neighborhood infill areas, and new growth areas.

Table 8.2 – Scenario Themes and Infrastructure Investments

Investment	Business as Usual	Mixed Use with Transit Connections	Mixed Use with Jobs Focus	Missing-Middle with Increased ADU Permitting
Land Use Strategy	Missing Middle with Some in Undeveloped Areas	Horizontal Mixed Use Near Transit	Near Existing Job Centers with Some in Undeveloped Areas	Missing Middle with Intensified ADU Permitting
Transit Investments	RTP BRT Route	Additional BRT Routes	RTP BRT Route plus Increased Job Center Coverage	RTP BRT Route plus Increased Neighborhood Coverage and Micro transit
Bike/Ped Investments	RTP Bike Plan	Focus on First/Last Mile Gaps and Barriers	Increase Regional Connectivity	Increase Local Coverage
Major Roadway Investments	Voter Approved	Voter Approved	Voter Approved	Voter Approved

Table 8.3 – Growth Areas by Scenario

Scenario	City Centers and Key Corridors	Neighborhood Infill	New Growth Areas
Business as Usual (2022 RTP)	32%	52%	16%
Mixed-Use with Transit Connections	60%	25%	15%
Mixed-Use with Jobs Focus	70%	20%	10%
Missing Middle with Increased ADUs	32%	60%	8%

Preferred Scenario Selection

Scenario C was selected as the preferred scenario for StanCOG's 2026 RTP/SCS. Scenario C demonstrates strong performance in advancing regional land use objectives and preserving agricultural resources. The scenario directs 70 percent of projected growth to Center and Corridor Infill areas, representing the highest concentration of infill development among the scenarios evaluated. In addition, Scenario C results in the lowest conversion of prime farmland, consuming nearly half the amount projected under Scenario A. The scenario also promotes a balanced housing strategy by accommodating both multi-family and single-family residential growth, with a modest emphasis on multi-family development at an approximate 60:40 ratio. Furthermore, 84 percent of projected housing growth is located within jobs-rich areas, the highest proportion among all scenarios evaluated.

From a transportation and community connectivity perspective, Scenario C balances housing affordability with expanded mobility options and multimodal accessibility. The scenario includes two additional Bus Rapid Transit (BRT) routes compared to Scenario A, improving connections between residential areas and major employment centers, while maintaining a more moderate level of transit expansion than Scenario B. Bicycle and pedestrian improvements within Scenario C focus on strengthening regional connectivity and enhancing opportunities for active transportation across a wider range of trip purposes, helping to reduce dependence on automobile travel.

Overall, Scenario C presents a balanced and forward-looking growth strategy by aligning housing and employment opportunities, supporting housing affordability through expanded multimodal transportation options, minimizing the conversion of prime agricultural land, and demonstrating continued improvement in vehicle miles traveled (VMT) performance relative to the preferred scenario adopted in the 2022 RTP/SCS, Scenario A.

9. Scenario Evaluation

Scenario Testing

The four land use and transportation scenarios described in the previous chapter were evaluated using a comprehensive set of performance measures to assess how effectively each scenario advances the goals and objectives of the 2026 StanCOG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). As discussed in Chapter 2, StanCOG developed a robust performance-based planning framework consisting of regional goals, supporting objectives, and measurable performance indicators to evaluate transportation system outcomes and compare alternative future growth patterns.

The performance evaluation results were presented to the Valley Vision Stanislaus (VVS) Steering Committee, StanCOG Policy Board, local agency partners, and the public throughout the planning process. Together with stakeholder input, these performance measures provided an objective basis for comparing the scenarios and selecting the Preferred Scenario that best balances mobility, accessibility, safety, economic vitality, environmental stewardship, housing, and quality-of-life objectives while supporting the long-term vision for the Stanislaus region.

Preferred Scenario

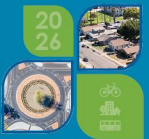
The 2026 StanCOG RTP/SCS evaluated the long-range performance of each of the four planning scenarios using a comprehensive set of performance measures for the 2049 planning horizon. The evaluation assessed how effectively each scenario advanced the Plan's goals and objectives related to mobility, accessibility, safety, economic vitality, environmental sustainability, public health, and quality of life. By comparing the anticipated outcomes of each alternative, StanCOG identified the scenario that best addresses the region's future transportation and land use needs while supporting state and regional planning priorities.

Scenario C (Mixed-Use with Jobs Focus) was chosen as the Preferred Scenario for the 2026 RTP/SCS.

Based on the results of the performance evaluation and extensive stakeholder and public input, Scenario C (Mixed-Use with Jobs Focus) was selected as the Preferred Scenario for the 2026 RTP/SCS. To demonstrate the benefits of the preferred approach, Scenario C was compared with Scenario A (Stay the Course), which represents the continuation of the preferred land use and transportation assumptions established in the 2022 RTP/SCS. This comparison highlights the expected improvements associated with the Preferred Scenario and illustrates how the updated planning strategy better positions the Stanislaus region to achieve its long-term transportation, housing, environmental, and economic development goals.

Performance Measures

Performance measures provide an objective and transparent framework for evaluating the anticipated outcomes of alternative transportation and land use scenarios before implementation. As a core element of performance-based planning, they enable decision-makers, stakeholders, and the public to understand how different investment strategies are expected to perform relative to the goals and objectives established for the 2026 StanCOG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Performance measures also help ensure that the Preferred Scenario addresses the



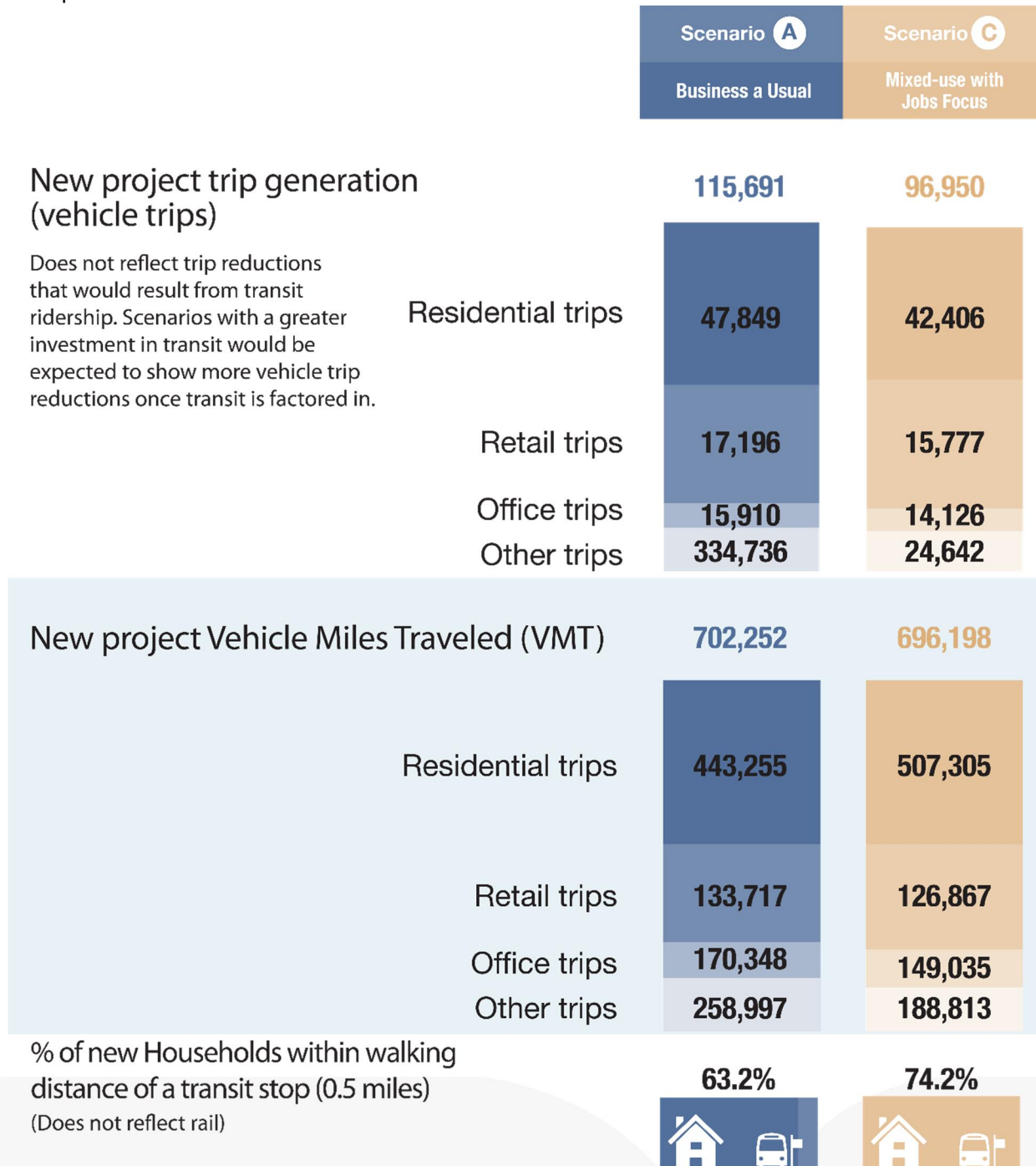
region's transportation needs while considering equitable access to transportation investments and benefits for disadvantaged and historically underserved communities.

The following infographics compare the performance of Scenario A (Business as Usual) and Scenario C (Preferred Scenario – Mixed-Use with Jobs Focus) across the performance measures associated with Goals 1 through 7 of the 2026 RTP/SCS.

Comparing Scenario A and Scenario C illustrates the effects of alternative land use patterns and transportation investment strategies on future regional outcomes. Scenario C concentrates future growth within existing communities and employment centers while limiting development in undeveloped areas. This growth pattern supports a more balanced relationship between jobs and housing, encourages more efficient use of existing infrastructure, expands transportation choices, and is expected to reduce commute-related vehicle miles traveled (VMT), thereby advancing the region's mobility, environmental, and sustainability objectives.

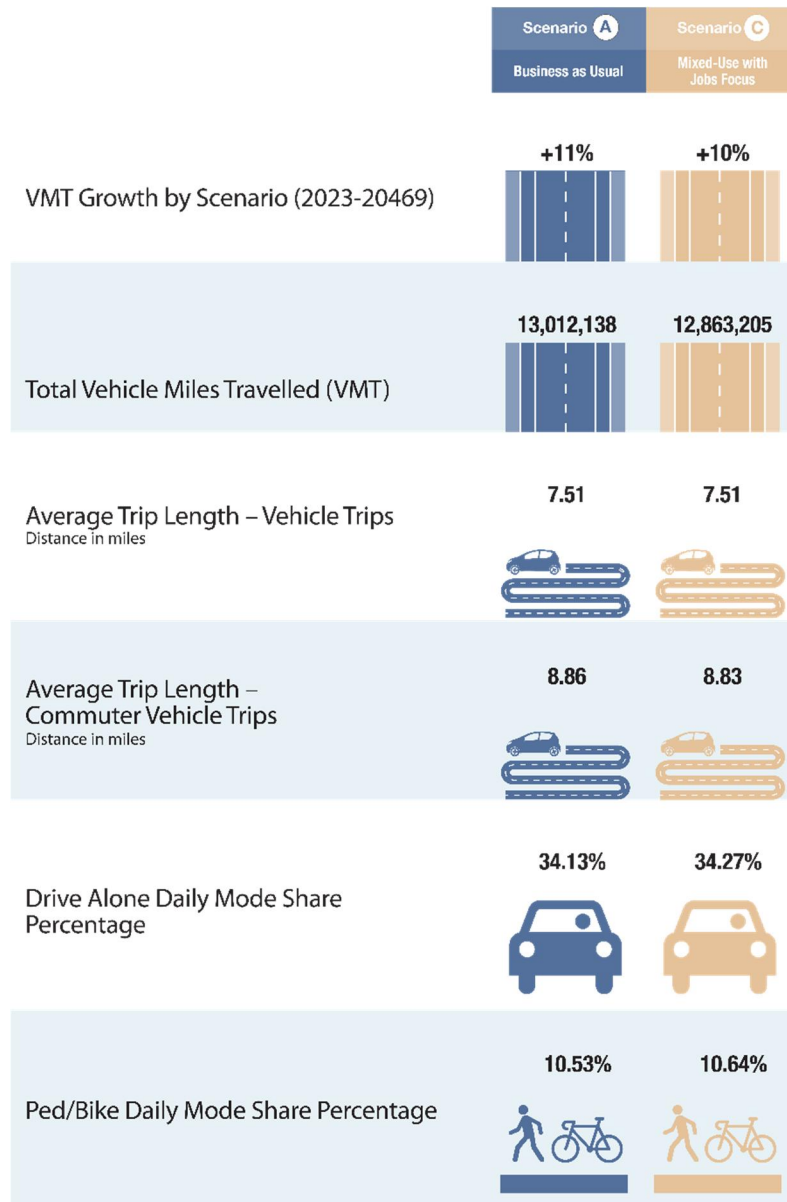
Goal 1: Mobility and Accessibility

Improve the ability of people and goods to move between desired locations and provide a variety of transportation choices.



Note that the VMT shown in the graphic above does not include CARB required determination for long-term induced VMT or the SCS strategies and are provided for the purpose of evaluating the scenarios against each other.

Goal 1: Mobility and Accessibility Continued...

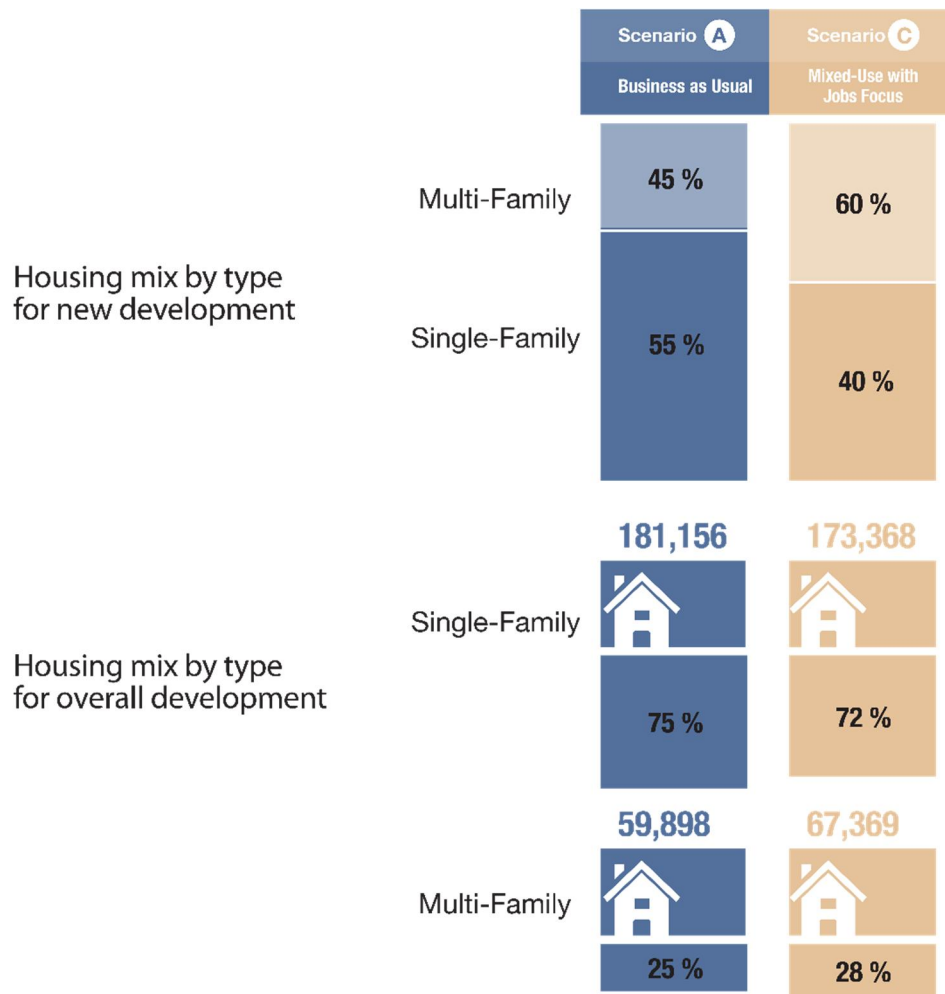


Scenario C results in fewer overall vehicle trips and vehicle miles traveled, and a higher percentage of households within walking distance of a transit stop, compared to Scenario A.

Scenario C also results in a decrease in vehicle trip lengths and an increase in the number of bicyclists and pedestrians compared to Scenario A.

Goal 2: Social Equity

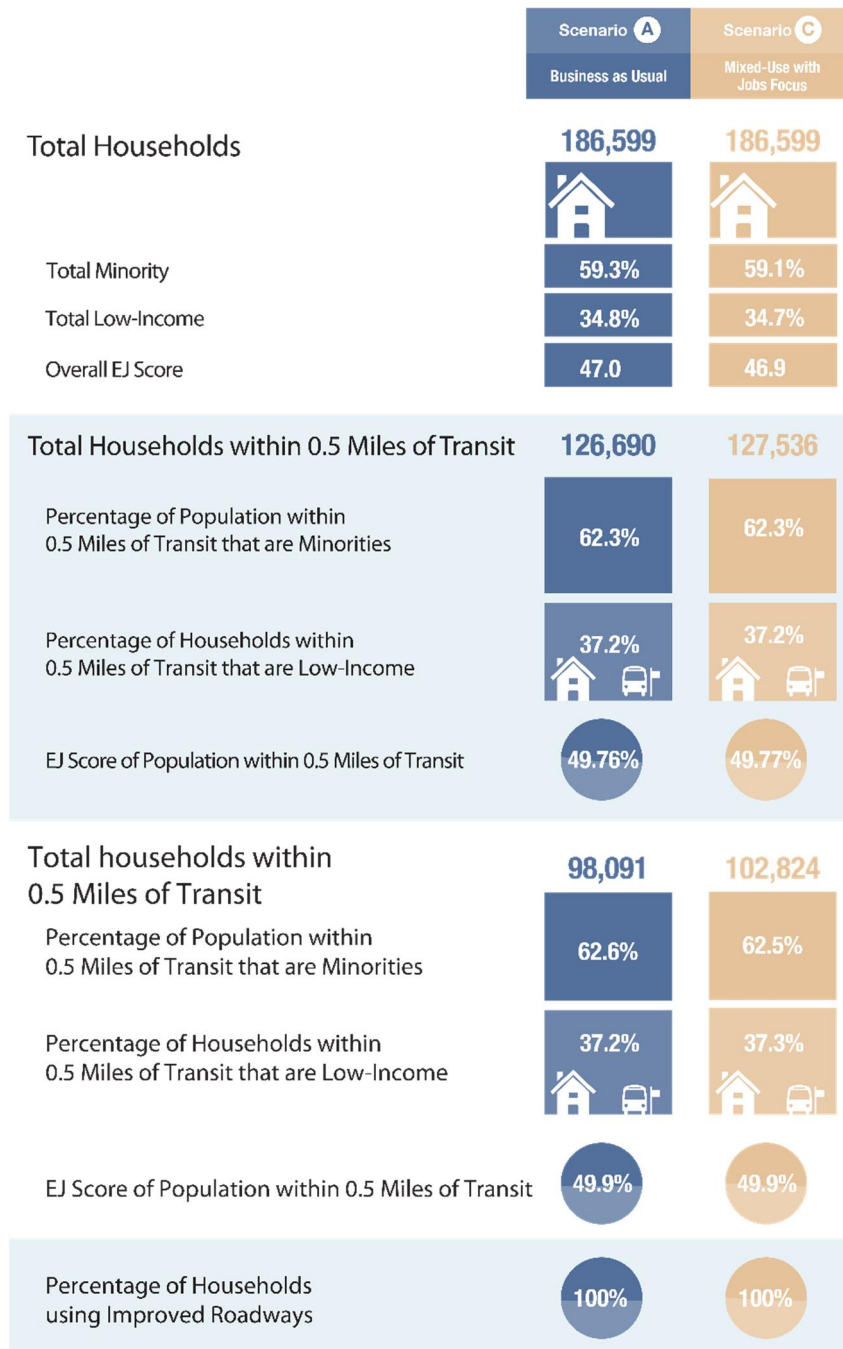
Promote and provide equitable opportunities to access transportation services for all populations and ensure all populations share in the benefits of transportation improvements, as well as provide a range of transportation and housing choices.



Scenario C results in a higher proportion of multifamily/townhome development, and more affordable housing for single-family and multifamily options, than Scenario A.

Goal 2: Social Equity (Environmental Justice)

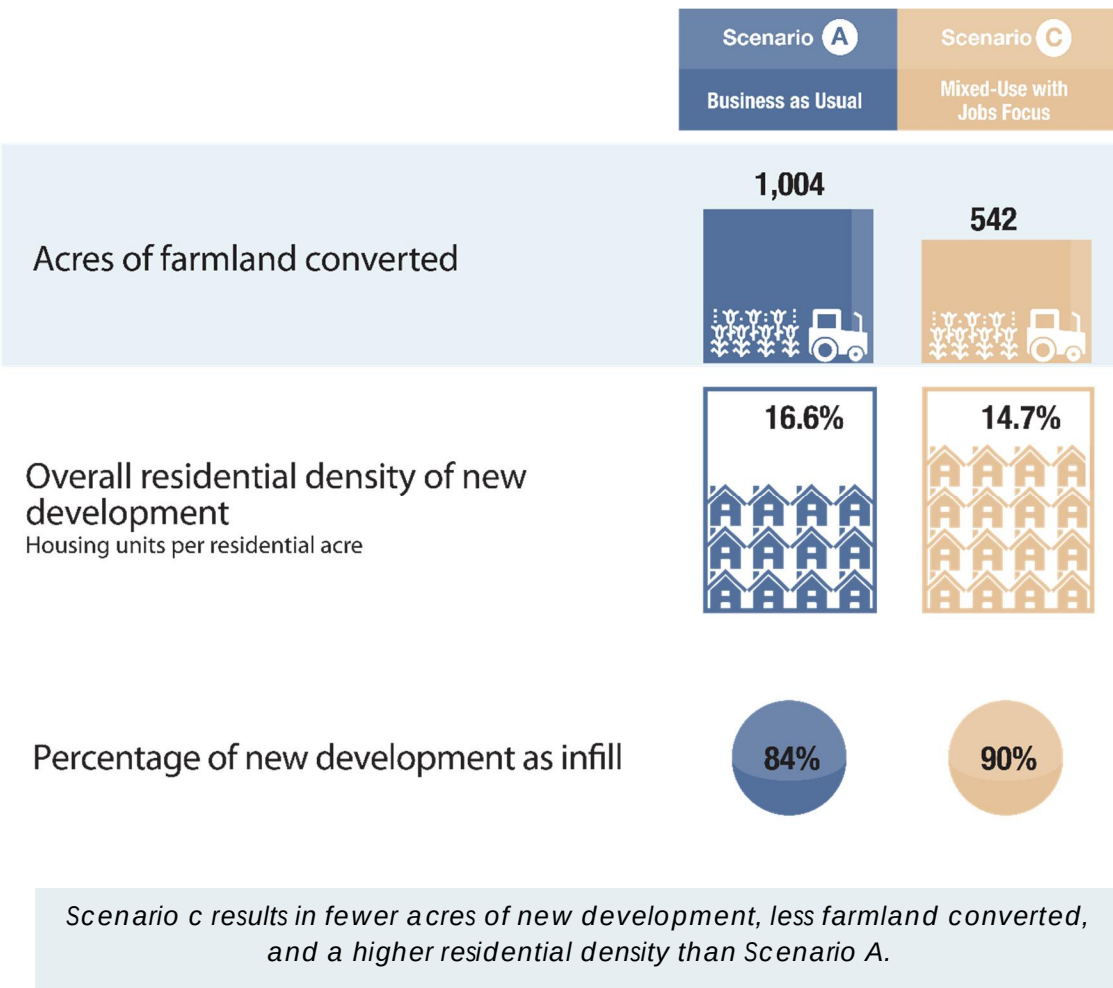
Environmental Justice seeks to ensure that no one population or community receives an unfair burden or benefit from local policies, decisions, and investments, and that all are given the opportunity to be involved in the transportation planning and decision-making process (Executive Order 12898, 1994).

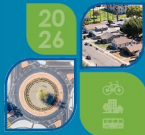


Scenario C results in a higher proportion of EJ and non-EJ households that are within walking distance of transit services than Scenario A.

Goals 3 and 4: Sustainable Development Pattern / Economic and Community Vitality

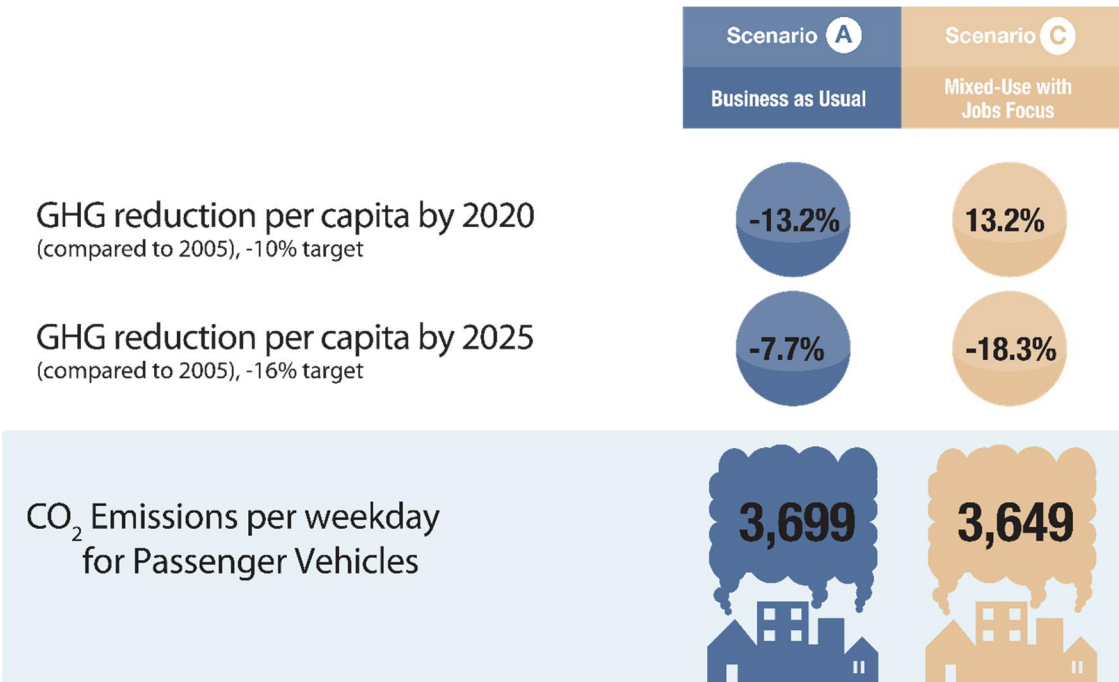
Provide a mix of land uses and compact development patterns and direct development towards existing infrastructure, which will preserve agricultural land, open space, and natural resources.





Goal 5: Environmental Quality

Maintain the transportation system in a state of good repair and protect the region's transportation investments by maximizing usefulness of existing facilities.



Scenario C results in lower CO₂ emissions per household of new development than Scenario A.

Note that the VMT shown in the graphic above does not include CARB required determination for long-term induced VMT or the SCS strategies and are provided for the purpose of evaluating the scenarios against each other.

Goal 6: Health and Safety

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.

	Scenario A Business as Usual	Scenario C Mixed-Use with Jobs Focus
Percent of minority households within walking distance of the new active transportation facilities	62.6%	62.5%
Percent of low-income EJ households within walking distance (0.5 miles) of a new active transportation facility	37.2%	37.3%
Percent of minority Households as a Percent of Total Households within 500 ft of a Major Roadway	57.6%	58.1%
Percent of low-income Households as a Percent of Total Households within 500 ft of a Major Roadway	13.2%	13.4%
Percentage of transit/bike/walk trips per day		
Transit (% of trips)	2.6%	2.7%
Non-motorized (% of trips)	10.5%	10.6%
<i>Scenario C results in a higher percentage of transit trips and non-motorized trips than Scenario A.</i>		

Goal 7: System Preservation

Maintain the transportation system in a state of good repair and protect the region's transportation investments by maximizing usefulness of existing facilities.

	Scenario A Business as Usual	Scenario C Mixed-Use with Jobs Focus
Total new local roadway lane miles (lane miles)	107 	107 

Conclusion

The following summarizes the benefits of Scenario C (Preferred Scenario – Mixed-Use with Jobs Focus) as compared to Scenario A (Stay the Course):

- Less farmland converted and higher percentage of new development as infill development
- Lower CO₂ emissions per household of new development
- Fewer overall vehicle trips and vehicle miles traveled, as well as a higher percentage of households within walking distance of a transit stop
- Decrease in vehicle commute trip lengths
- Scenario C, like Scenario A, continues to meet federal Clean Air Act health-based emission budgets
- Higher proportion of multifamily/townhome development, and more affordable housing for single-family and multifamily options
- Higher proportion of EJ and non-EJ households that are within walking distance of transit services and active transportation facilities

10. Action Plan

This section presents the Tier I transportation projects included in the 2026 StanCOG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) that are consistent with the Plan's financial forecast through 2049. The project list encompasses both short-range and long-range transportation investments and programs. Short-range actions include projects anticipated for implementation by 2035, while long-range actions include projects and programs planned for implementation between 2036 and the 2049 planning horizon.

The project list reflects the transportation investment priorities identified under Scenario C (Preferred Scenario/Mixed-Use with Jobs Focus) and was developed through an extensive coordination process involving StanCOG member agencies, Stanislaus Regional Transit Authority (StanRTA), Caltrans, the San Joaquin Regional Rail Commission (SJRRRC), and other regional stakeholders. Projects are organized by transportation mode and implementing agency and include information on project location, limits, description, estimated cost, anticipated year of completion, funding sources, and project purpose and need. Project categories include roadway, bicycle and pedestrian, transit, rail, bridge, safety, aviation, and regional planning studies.

The financially constrained Tier I project list includes approximately \$8.4 billion in transportation investments through 2049. The RTP/SCS financial forecast identifies approximately \$12.1 billion in reasonably available local, state, and federal revenues over the same period. Additional details regarding planned transportation investments and funding strategies are provided in Chapter 5, Investment Plan.

To demonstrate fiscal constraint in accordance with federal planning requirements, projected revenues were evaluated not only at the plan level but also by project category and funding eligibility. Revenue sources were matched to project types based on applicable federal and state funding rules, historical programming practices, and anticipated future funding availability. For example, transit revenues were allocated to transit capital and operating projects, active transportation funds were applied to bicycle and pedestrian improvements, and highway-related revenues were assigned to roadway, bridge, maintenance, and safety projects. This analysis confirmed that sufficient eligible funding is available within each project category to support the identified investments and that total forecasted revenues exceed total project costs. As a result, the 2026 StanCOG RTP/SCS project list satisfies federal fiscal constraint requirements and constitutes a financially constrained Tier I investment program.

In addition to the fiscally constrained Tier I project list, the 2026 RTP/SCS includes a Tier II project list to identify significant long-term transportation improvements that are not expected to be implemented within the Plan's 2049 planning horizon. The Tier II list recognizes projects that remain important to the region's long-range transportation vision but currently lack sufficient funding or are anticipated to advance beyond the timeframe of this RTP/SCS.

For the 2026 RTP/SCS, Phase 4 of the North County Corridor is the only project included in the Tier II project list. While the North County Corridor remains a critical regional transportation investment that will enhance east-west mobility, improve freight movement, and support future economic development, current implementation schedules indicate that Phase 4 is expected to be constructed after 2049. Including the project in the Tier II list preserves its long-term regional significance and provides a framework for future planning and funding efforts as additional resources become available.

Project Selection and Prioritization Criteria

Tier I transportation projects included in the 2026 RTP/SCS were identified through a collaborative planning process involving Stanislaus County, its nine incorporated cities, regional transit providers, Caltrans, and StanCOG. Projects were nominated by local jurisdictions, transportation agencies, and StanCOG based on identified transportation needs, regional priorities, and implementation readiness. Only projects with reasonably anticipated funding sources and expected completion by the 2049 planning horizon were included in the Tier I Project List, which serves as the financially constrained project portfolio for the 2026 RTP/SCS. Table 10.1 highlights the major transportation investments included in the Plan.

In 2016, Stanislaus County voters approved Measure L, establishing a local transportation sales tax program that provides dedicated funding for transportation improvements throughout the county. Several projects included in the 2026 RTP/SCS are funded in whole or in part through Measure L and are subject to the priorities and implementation requirements established in the Measure L Transportation Ordinance and Expenditure Plan. To reflect these commitments, RTP/SCS projects were grouped into Measure L-funded and non-Measure L-funded categories during the project evaluation process.

Within each funding category, projects were reviewed against the goals and objectives of the 2026 RTP/SCS, considering the extent to which a project improves transportation safety, reduces greenhouse gas emissions and other pollutants, supports public health and active transportation, preserves and maintains existing infrastructure, and contributes to regional economic vitality and prosperity. The depth of evaluation varied by project category, as described in the subsections below: active transportation and transit projects were scored through quantitative prioritization frameworks, while roadway, bridge, safety, and aviation investments largely reflect prior funding commitments and adopted policies. The results of the quantitative evaluations, provided in Appendix K, offer a transparent and objective framework to assist decision-makers in prioritizing project implementation as funding opportunities become available.

TABLE 10.1 - 2026 RTP/SCS Key Projects

Roadway	Project Description
SR 132, Dakota Avenue to Gates Road	Construct a 2-lane divided expressway or freeway between Dakota Avenue and Gates Road. This includes grade separations at Dakota Avenue and Hart Road, as well as a roundabout at Gates Road.
SR 132, SR 99/SR 132 Interchange	Construct freeway to freeway connections between SR 132 and SR 99 including reconstructing the Kansas Street Interchange.
SR 132, SR 99 to Gates Road	Widen SR 132 from 2 to 4 lanes from the Needham Street overcrossing to Gates Road. Construct new interchanges along SR 132 at Carpenter Road (westbound on and off ramps only), Hart Road, and Gates Road.
Oakdale SR 108/SR 120	Realign the north Stearns Rd. and south Stearns Rd. intersections with SR 108/SR 120 to improve safety and traffic operations.
SR 99 Briggsmore Ave.	Reconstruct the Briggsmore Avenue/Carpenter Road overcrossing of SR 99 and Union Pacific Railroad to improve traffic operations.

SR 99 Standiford Ave.	Reconstruct the Standiford Avenue overcrossing of SR 99 and Union Pacific Railroad to improve traffic operations.
SR 99 Mitchell-Service	Construct a full interchange in a diverging diamond configuration at Service Road and provide a partial interchange with ramps connecting Mitchell Road and SR 99 to relieve congestion, improve regional mobility and improve goods movement.
North County Corridor	Between Coffee Rd. and Claus Rd., construct Phase 1 and Phase 2 of an 18-mile, high-capacity expressway that will bypass the Cities of Modesto, Riverbank, and Oakdale connecting the eastern portion of Stanislaus County to SR 99.
Transit and Rail	Project Description
Bus Rapid Transit	Install and implement Intelligent Transportation Systems with Traffic (TSP) Traffic Signal Priority
Transit Facility Amenities	Bus Stop Shelters/Facilities with amenities & Solar lighting
Active Transportation	Project Description
Development of a Regional Active Transportation Network	Critical non-motorized transportation projects were incorporated from StanCOG's 2021 Non-Motorized Transportation Plan (NMTP) and newly developed regional connections as part of the development of the 2026 NMTP. These projects were incorporated to support the development of regional network of non-motorized facilities and improve connectivity within and between local jurisdictions.

Active Transportation Project Prioritization

Regional active transportation projects were prioritized using a raster-based method. A raster covering Stanislaus County was created in which each grid cell is assigned a score based on its local characteristics across eight equally weighted criteria: pedestrian activity, bicycle activity, population density, employment density, proximity to parks, proximity to schools, the cost of pedestrian and bicycle crashes, and state and federal equity designations. Each criterion contributes up to 10 points to a grid cell's score, or one-eighth of the 80-point maximum, so the eight criteria carry equal weight and no single factor drives the result; a cell ranking highest in every category would receive the full 80 points. The activity- and density-based criteria were scored using Esri's Natural Breaks method, which distributes points proportionally across the range of observed values, while the proximity-based criteria assigned points by distance band, for example 10 points within a quarter mile of a park and 5 points within a half mile.

The individual criterion scores were summed for each grid cell, and the resulting grid cell scores were broken into five groupings ranging from lowest to highest priority to produce the final prioritization raster. Each proposed project was then overlaid on the raster to obtain an average score for its location. That location score was combined with the project's cost per user, derived from NCHRP 552 ridership estimates, using the formula $[(1 / \text{cost per user}) \times \text{prioritization raster score}] \times 10,000$, so that both need and cost-effectiveness inform the final result. Higher final scores indicate projects that should receive higher priority for implementation.

Transit Project Prioritization

Transit projects were prioritized using a multi-criteria scoring framework tied to the RTP goals and consistent with Senate Bill 375 and the region's greenhouse gas reduction targets. Each project was scored on seven weighted criteria using a common zero to three scale: VMT and greenhouse gas reduction (25 percent), social equity and benefit to disadvantaged communities (20 percent), mobility and accessibility (15 percent), system preservation (15 percent), congestion management and reliability (10 percent), smart infrastructure and electrification (10 percent), and project readiness and delivery (5 percent). Each project's weighted score determines its placement in one of three priority tiers.

VMT reductions were estimated using off-model methods generally based on CAPCOA quantification equations, which isolate the effect of a single improvement independently of the network. Where such an estimate could not be isolated, which is the case for many operating and capital projects, the project was scored on the same criterion using qualitative indicators of VMT influence, such as service expansion on high-demand corridors, frequency improvements, or first and last mile connections. This ensures a project is not deprioritized solely because its effect could not be individually quantified, and core service investments such as fixed route operations are credited for their VMT contribution even without a discrete value. Zero emission fleet and fueling investments are scored under the smart infrastructure and electrification criterion rather than VMT, because their benefit is lower emissions per mile rather than fewer miles. State of good repair projects continue to receive credit through the system preservation criterion, and their lower tier placement reflects a lower relative contribution to climate and mobility goals rather than a judgment that the work is optional.

The qualitative scores reflect professional judgment applied consistently across the project list and are intended to be refined with the sponsoring transit operators. The project readiness and delivery criterion will be updated using current FTIP obligation status as programming advances. The weights and scoring definitions may be revisited in future RTP cycles as regional priorities, state guidance, and analytical capabilities evolve.

Roadway, Bridge, Safety, and Aviation Projects

A separate quantitative scoring exercise was not applied to the remaining project categories—roadway capital, maintenance and rehabilitation, bridge, safety, and aviation investments. A substantial share of these projects is already committed or obligated through the Measure L Transportation Ordinance and Expenditure Plan, the adopted Measure L Strategic Plan updates, programmed state and federal funding (including the STIP, SHOPP, and FTIP), and other similar adopted policies. Their inclusion and sequencing in the Plan therefore reflect these existing commitments and the goals-based criteria described above, rather than a new discretionary ranking. Bridge and safety investments are further guided by established engineering and programming practice, including bridge sufficiency ratings and collision history, consistent with the requirements of the applicable funding programs.

To strengthen safety prioritization in future planning cycles, the Tier I Project List also includes a safety planning study intended both to improve safety outcomes directly and to refine the data and evaluation criteria used to prioritize safety investments in future RTP/SCS updates and competitive grant applications. As with the transit evaluation criteria, the prioritization framework will be revisited in future RTP cycles as regional priorities, state guidance, and analytical tools evolve.

Project Purpose and Need

Federal and state planning requirements call for transportation plans to provide clear justification for the projects and programs included in the investment strategy. This justification is commonly referred to as a project's "purpose and need." Consistent with Caltrans guidance, a project's need represents the transportation deficiency, issue, or opportunity being addressed, while its purpose identifies the objectives and outcomes the project is intended to achieve.

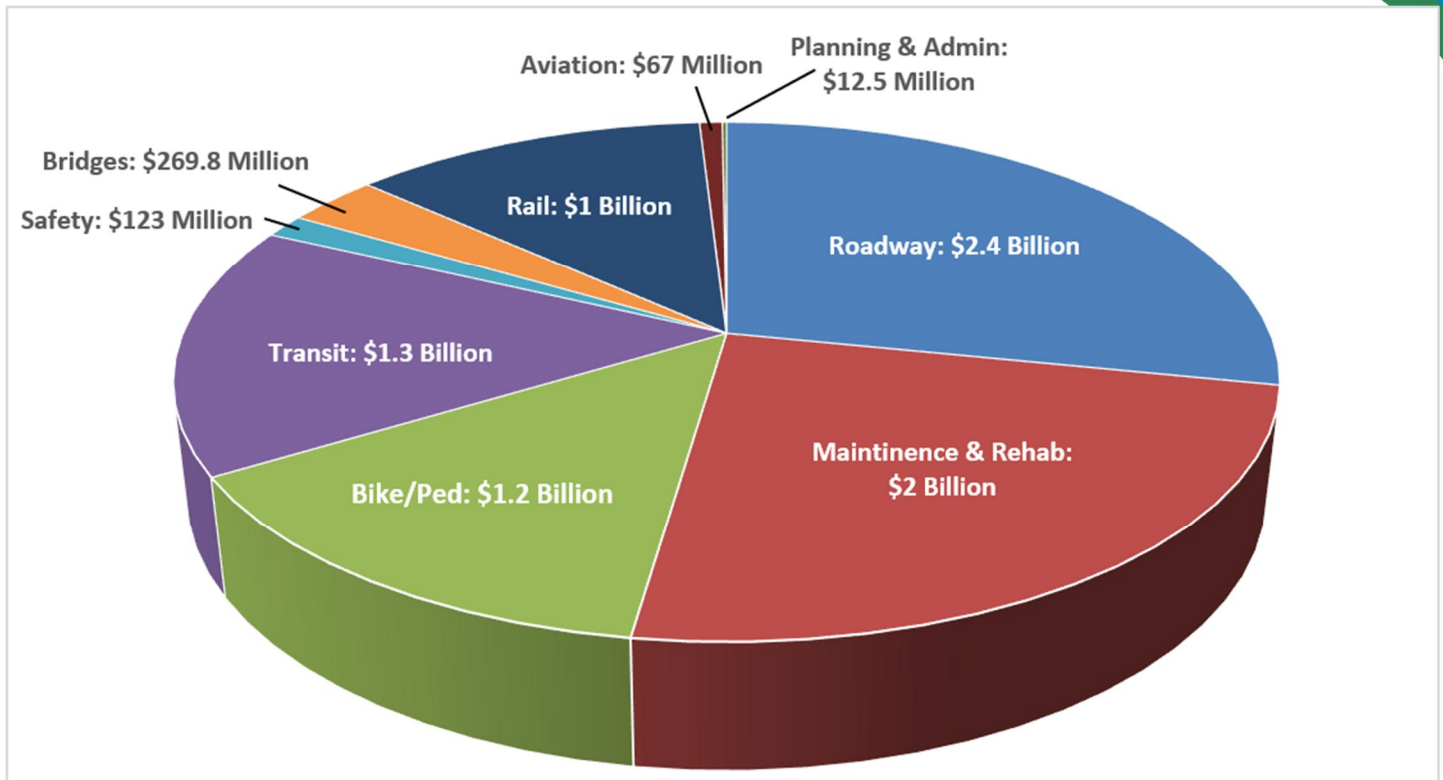
To document how proposed investments address regional transportation needs, StanCOG incorporated a purpose and need classification into the 2026 RTP/SCS project list. In coordination with the California Air Resources Board (CARB), each project was assigned to one or more standardized categories that describe its primary transportation function and intended benefits. These categories include system preservation, capacity enhancement, safety improvement, operational improvement, complete streets, active transportation, transit, and other transportation improvements.

The purpose and need classifications provide a consistent framework for evaluating and communicating the benefits of planned investments across all transportation modes. They also help demonstrate how individual projects contribute to the goals and objectives of the RTP/SCS while addressing identified transportation deficiencies throughout the Stanislaus region.

Investment Plan – Tier I Project List

The 2026 RTP/SCS Project List, presented in Appendix F, provides a list of Tier I transportation projects that have been identified as priorities for Stanislaus County and its member jurisdictions. Figure 10.1 presents the investments by project type (e.g., roadway, bicycle and pedestrian, transit, and aviation) and the project types are discussed below.

Figure 10.1 - Transportation Investment by Project Type



Roadway Projects

The roadway projects included in the Plan emphasize mobility (movement of people and goods), congestion relief, regional connectivity, and accessibility to alternative transportation, transit, and rail. A total of \$2.376 billion (or 28 percent of the total investment) goes toward roadway capital improvement projects, including road widening, carpool and auxiliary lanes on highways, and new connections for local access.

Maintenance and Rehabilitation

Maintenance and rehabilitation projects included in the Plan are intended to preserve, repair, and extend the useful life of the region's existing transportation infrastructure. These investments include pavement rehabilitation, roadway resurfacing, and other state-of-good-repair projects. By maintaining existing transportation assets in a safe and reliable condition, these projects help protect prior public investments, improve system performance, reduce long-term maintenance costs, and support the efficient movement of people and goods throughout the Stanislaus region. A total of \$2.034 billion (or 24 percent of the total investment) goes toward maintenance and rehabilitation projects.

Bicycle and Pedestrian Projects

The Tier I bicycle and pedestrian projects are proposed to improve mobility, provide access along corridors, and improve regional connectivity. A total of \$1.185 billion (or 14 percent of the total investment) goes toward bicycle and pedestrian projects, including bike lanes, bike paths, signage, sidewalks, ADA improvements, and supporting facilities.

Transit Projects

The Tier I Transit projects included in the Plan are projects that enhance the accessibility and reliability of bus and microtransit services for residents and workers in the Stanislaus region. Approximately \$1.3 billion (16 percent of the total investment) goes to transit projects, for expanding transit services, bus replacement, reducing transit headways (increasing frequency), and transit support facilities, such as transit stations, and parking facilities.

Safety Projects

Safety projects included in the Plan are designed to reduce the frequency and severity of traffic collisions and improve safety for all users of the transportation system. These projects include intersection improvements, roadway lighting, pedestrian crossings, bicycle safety enhancements, guardrail installations, and other countermeasures identified through local and regional safety analyses. By addressing existing safety concerns and reducing crash risk, these investments support StanCOG's goal of creating a safer, more reliable, and more accessible transportation network for motorists, pedestrians, bicyclists, and transit users throughout the region. A total of \$123 million (or 2 percent of the total investment) goes toward safety projects.

Bridges

Bridge projects included in the 2026 RTP/SCS focus on maintaining, rehabilitating, replacing, and improving bridges throughout the Stanislaus region to ensure their continued safety, structural integrity, and operational performance. These projects include bridge rehabilitation and replacement, seismic retrofits, deck and structural repairs, and upgrades to meet current design and safety standards. By preserving critical bridge infrastructure and addressing deficiencies identified through state and local bridge inspection programs, these investments help maintain reliable transportation connections, support freight movement, enhance system resilience, and improve safety for all users of the transportation network. A total of \$270 million (or 3 percent of the total investment) goes toward bridge projects.

Rail Projects

Rail projects included in the Plan support the expansion, preservation, and modernization of passenger and freight rail service in the Stanislaus region. These investments include improvements to rail corridors, stations, grade crossings, supporting infrastructure, and service extensions that enhance regional connectivity, improve safety, and expand travel options between the Central Valley, Bay Area, Sacramento region, and other key destinations. Rail investments also support regional mobility and economic development by improving access to intercity passenger rail, strengthening freight movement, reducing roadway congestion, and providing lower-emission transportation alternatives for residents, workers, and visitors. A total of \$1.046 billion (or 12 percent of the total investment) goes toward rail projects.

Aviation Projects

The 2026 RTP/SCS includes aviation investments that support the continued safe and efficient operation of the region's airport system. These projects focus primarily on preserving and rehabilitating existing airport infrastructure, including pavement maintenance and reconstruction, to maintain facilities in a state of good repair and ensure compliance with applicable safety standards. Additional aviation investments include runway improvements, taxiway and airfield enhancements, and other capital

improvements that support the long-term functionality and reliability of the region's airports. Approximately \$67 million, representing about 1 percent of the Plan's total investment program, is dedicated to aviation projects through the 2049 planning horizon.

Study Projects

In addition to the project categories above, the 2026 RTP/SCS project list includes seven studies related to traffic operations, transportation safety, transportation technology, and electric infrastructure implementation. A total of \$12.5 million (or less than 1 percent of the total investment) is identified for conducting these studies.

Faith Home Road Project Initiation and Corridor Study

The 2026 RTP/SCS includes a planning study to develop a Project Initiation and Corridor Study for Faith Home Road from SR-132 to SR-99. This project will study the operational and other impacts of widening Faith Home Road along the project extents.

South County Corridor Preliminary Engineering 2-6 Lane Expressway on new alignment

The 2026 RTP/SCS includes a planning study to develop the Preliminary Engineering of a 2-6 lane expressway from the Turlock City Limits to I-5. This project will include Preliminary Engineering on the newly identified alignment.

SR 33 Project Initiation and Corridor Study

The 2026 RTP/SCS includes a planning study to develop a Project Initiation and Corridor Study for SR-33 from County Line to County Line. This project will study the operational and other impacts of widening SR-33 along the project extents.

Alternative Fuel and Emissions Reduction Program (Electric Vehicle Charging Incentive Program)

The 2026 RTP/SCS includes a planning study to develop and implement a program that will provide incentives related to the installation of electric vehicle chargers. This study will identify opportunities for county-wide programs to help reduce Greenhouse Gas (GHG) emissions by providing monetary incentives to install electric vehicle chargers, thereby increasing the rate of adoption of electric vehicles. A Charging Fee Offset Program and residential/home PEV Charging Incentive Program will also be developed as part of the study.

Car Sharing Program

The 2026 RTP/SCS includes a car sharing feasibility study to evaluate the potential for implementing shared vehicle services within the Stanislaus region. The study will assess travel demand, market conditions, equity considerations, and potential partnerships with public agencies, private mobility providers, educational institutions, and major employers. The effort will identify suitable service models, deployment locations, operational requirements, and funding opportunities, with a focus on improving mobility options for residents who may not have access to a personal vehicle. The study is intended to support regional goals related to transportation choice, accessibility, greenhouse gas reduction, and efficient use of existing transportation infrastructure.

Regional Vision Zero Study

The 2026 RTP/SCS includes a regional Vision Zero study to develop a comprehensive transportation safety action plan for Stanislaus County that integrates local safety priorities with regional initiatives. The study will analyze local collision data to identify high-injury corridors and systemic risk factors, recommend engineering, education, and enforcement countermeasures, and establish data-driven criteria for prioritizing future safety investments that can be implemented with regional partnerships. The plan will document the leading contributors to crashes within the County and the strategies that will most effectively eliminate them. The plan will position Stanislaus County agencies for federal and state safety funding. This effort is intended both to improve safety outcomes directly and to strengthen the evaluation criteria used to prioritize safety projects in future RTP/SCS updates and competitive grant applications, consistent with the *project prioritization approach described earlier in this chapter*.

Bike Sharing Program

A bike sharing feasibility study will be completed to evaluate opportunities for implementing a regional bicycle sharing program within Stanislaus County. The study will assess potential demand, identify suitable service areas and station locations, evaluate system ownership and operating models, and explore partnerships with local jurisdictions, transit providers, educational institutions, and private operators. The study will also examine how bike sharing could complement existing transit services, improve first- and last-mile connections, expand mobility options, and support regional goals related to active transportation, sustainability, public health, and greenhouse gas emissions reduction. Findings from the study would help determine the feasibility and long-term viability of a bike sharing program in the Stanislaus region.

Conclusion

The 2026 StanCOG RTP/SCS Action Plan establishes a fiscally constrained, multimodal investment strategy that advances the Preferred Scenario (Scenario C – Mixed-Use with Jobs Focus) and supports the region's long-term transportation, land use, economic, and environmental goals. Through a balanced portfolio of roadway, transit, active transportation, rail, aviation, safety, and system preservation investments, the Plan addresses the mobility needs of current and future residents while improving the safety, reliability, and efficiency of the regional transportation network.

The Action Plan also reflects evolving state and federal transportation priorities, including reducing greenhouse gas emissions, expanding transportation choices, improving system resilience, supporting zero-emission transportation technologies, and enhancing access to jobs, services, and housing. By aligning regional investments with these priorities, StanCOG and its partner agencies will be well positioned to compete for discretionary funding opportunities and leverage local, state, and federal resources to implement projects and programs that provide lasting regional benefits.

Collectively, the projects, programs, and studies included in the 2026 RTP/SCS represent a comprehensive and financially sustainable approach to meeting the transportation needs of Stanislaus County through the 2049 planning horizon. The Action Plan balances investments in maintaining existing infrastructure with strategic enhancements that improve mobility, support economic prosperity, advance environmental stewardship, and enhance quality of life for all residents of the region.

11. Consultation and Cooperation

Introduction

Public engagement is a critical component of each Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) update process. Throughout the development of the 2026 RTP/SCS, StanCOG actively engaged residents, community organizations, local agencies, businesses, and other stakeholders to gather input on key elements of the plan and ensure that community perspectives helped inform transportation and land use decisions. Public outreach efforts were conducted at key milestones throughout the planning process to solicit feedback, identify community priorities, and support informed decision-making.

The outreach program for the 2026 RTP/SCS was designed to foster meaningful and inclusive participation by incorporating a broad range of voices and perspectives from across Stanislaus County. StanCOG implemented an engagement approach focused on equity, accessibility, and transparency to help ensure that the resulting plan reflects the needs and priorities of the region's diverse communities.

Since adoption of the 2022 RTP/SCS, public involvement practices have continued to evolve in response to significant social and technological changes. Increased emphasis on equity in planning and decision-making, expanded access to virtual engagement platforms, and advancements in online participation tools have created new opportunities to reach and engage community members more effectively. The 2026 RTP/SCS outreach program incorporated these evolving practices to broaden participation and improve accessibility throughout the planning process.

Outreach Approach

In accordance with 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 had the following two high-level outreach goals:

Goal 1:

To engage the broadest cross section of Stanislaus County residents, businesses, and transportation providers in planning for our future transportation needs.

Goal 2:

To make the planning process accessible, interactive, and engaging.

In developing the 2026 RTP/SCS, StanCOG conducted outreach to a broad range of stakeholders and community members throughout Stanislaus County. Engagement efforts focused on gathering input from residents who rely on the region's transportation system, including users of roadways, public transit, bicycle facilities, and pedestrian infrastructure. Outreach also included collaboration with community-based

organizations (CBOs) representing underserved populations, transportation and housing advocacy organizations, business and economic development interests, and elected and appointed officials from jurisdictions across the county.

To support broad and inclusive participation, StanCOG implemented a comprehensive communications strategy that utilized a branded and interactive project website, stakeholder networks, social media platforms, and traditional media channels to share information and encourage public involvement. StanCOG also partnered with Debrief Methods, a bilingual community engagement organization focused on improving quality of life in the Central Valley, to strengthen bilingual communications and support culturally responsive outreach efforts that were essential to meaningful community engagement.

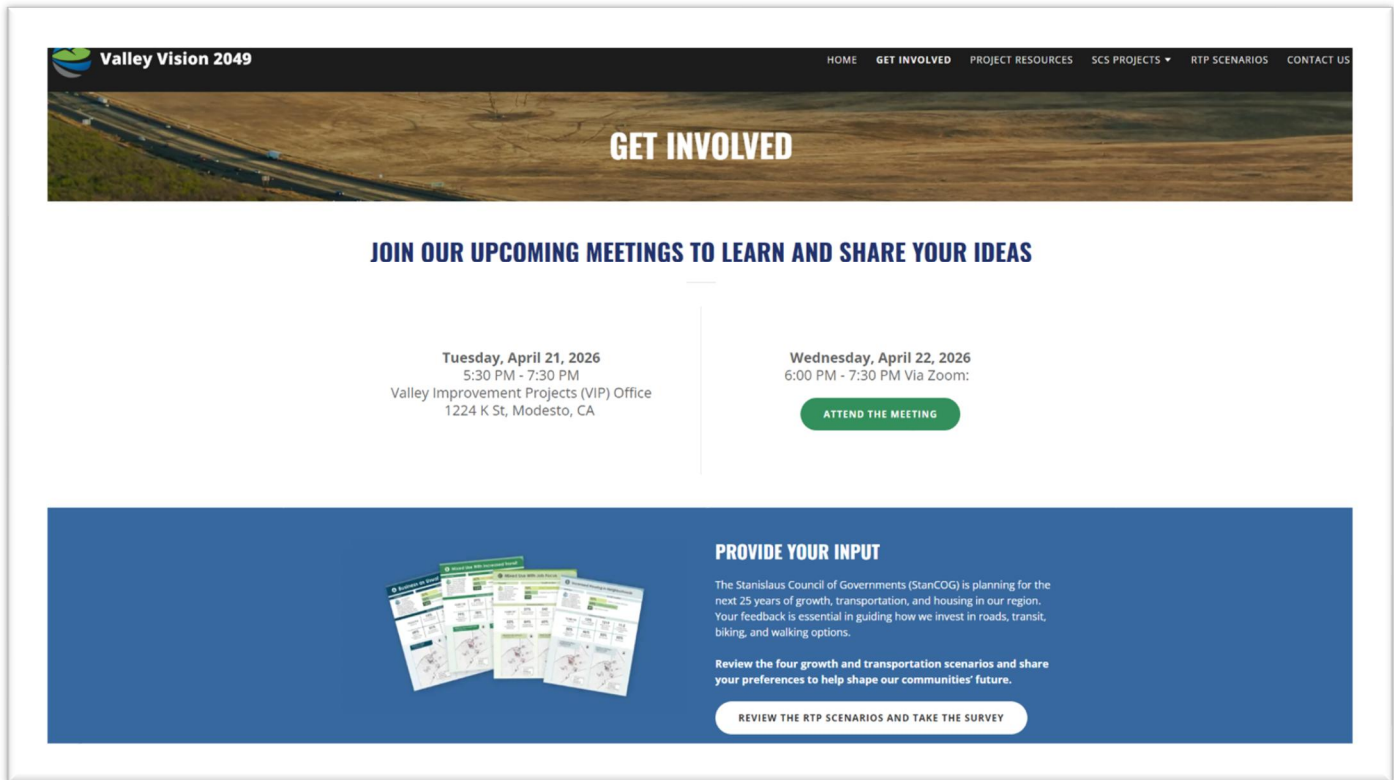
A variety of outreach methods and engagement tools were used throughout the planning process to reach diverse segments of the community, with a particular emphasis on engaging historically underrepresented populations. These efforts helped ensure that community feedback reflected the unique demographic, geographic, and socioeconomic characteristics of the region. In addition to participating in well-attended community events and conducting targeted outreach activities, StanCOG utilized digital engagement tools to expand participation opportunities. This approach was supported by research indicating high levels of broadband and technology access within Stanislaus County, including approximately 96 percent broadband coverage and 85 percent computer access countywide, as well as strong internet, 95 percent, and smartphone, 85 percent, usage rates among Hispanic and rural populations.

To support meaningful participation by community members with limited English proficiency, StanCOG implemented several bilingual and multilingual outreach strategies throughout the 2026 RTP/SCS planning process. These efforts included providing a Spanish-language version of the project website and online survey materials, including the Scenario Feedback Form, to improve accessibility and encourage broader community participation.

- StanCOG also translated key outreach materials into Spanish, including public meeting presentations, social media content and graphics, informational flyers, and other project collateral materials. In addition, certified Spanish interpretation services were provided at all public meetings to offer simultaneous translation during presentations and discussions, helping ensure that Spanish-speaking community members were able to fully participate in the planning process.

StanCOG used diverse engagement approaches and tools to reach and engage the widest section of the community as possible, especially underrepresented community members. This ensured that the 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 was able to rely on a strong digital approach with dial-in options available to reach those with limited to no internet access knowing that most everyone could participate. StanCOG employed the following outreach approach to support community members with limited English proficiency: Provided a certified for all public meetingsto provide simultaneous interpretation during presentations; Provided translat public meeting presentations, social media content and graphics, fliers, and other collateral items; Provided a Spanish-language version of the project website and

survey StanCOG employed the following outreach approach to support community members with limited English proficiency: Provided a certified bilingual (Spanish/English) interpreter for all public meetings; Project Content and Platforms



StanCOG developed a project website, www.valleyvision2049.com, using the GoDaddy platform to serve as a central hub for project information, regular updates, and outreach event details. The website was designed to ensure the community could easily access information about the 2026 RTP/SCS and participate by providing their feedback. Fully ADA-compliant and available in both English and Spanish, the website features the following interactive tools and resources to engage the community effectively:

- StanCOG developed a project website, www.valleyvision2046.com, using the online platform Social Pinpoint to host a project website and updated it regularly to post relevant information including the features identified below. The Social Pinpoint site hosted all of the project's collaborative and interactive online features and is available in English and Spanish. Features include: Comprehensive project information, including an overview of the purpose of the 2026 RTP/SCS;
- Details about upcoming outreach events and activities, such as open houses, pop-up events, council briefings, and virtual public meetings;
- A survey allowing participants to choose their preferred RTP/SCS Scenario, offered both online and as hard copies;
- A digital engagement and mapping tool to encourage public feedback (PublicCoordinate);
- Presentations and materials from public meetings and outreach activities;
- Goals and objectives of the RTP/SCS; and
- Additional RTP/SCS documents and content available for public review and comment.

Image of StanCOG Project Website

In compliance with SB 375 requirements, StanCOG implemented an input form on the project website to allow the public to submit a single request to receive project notices, updates, and information. Launched in September 2021, this form enabled individuals to directly contribute feedback, as well as sign up for notifications about future meetings and updates. By providing their name, email address, and ZIP code, participants were added to StanCOG's email distribution list for outreach activities and

project notifications.

Project information including an overview of purpose of the 2026 RTP/SCS 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 Other RTP/SCS documents for public review and comment. SB 375 requires a process for enabling members of the public to provide a single request to receive notices, information, and updates. StanCOG provided an input form on the project website, which it launched in September 2021, for members of the public to provide direct input on the project. In addition, StanCOG provided a way for the public to stay updated on upcoming meetings and updated project information. Interested persons could complete a short online form and provide their name, email address, and ZIP Code to be directly contacted regarding meetings and project information. To ensure equitable access and broad community participation, StanCOG implemented a robust multilingual communications and promotional strategy to increase awareness of outreach opportunities and encourage public involvement. Highlights include:

- Published branded social media posts and graphics to promote outreach opportunities on X (formerly Twitter), Instagram, Nextdoor, and Facebook;
- Placed print advertisements in The Modesto Bee to increase awareness of workshops;
- Maintained and regularly updated the project website with current project information, outreach activities, event details, and participation tools;
- Offered the Scenario Feedback Form in multiple formats (online and paper) at outreach events and on the project website to collect input on the community's preferred scenario;
- Developed a promotional toolkit with digital copy and graphics to share with stakeholders and community partners to share with their networks;
- Distributed email notices to stakeholders and interested community members who subscribed via meeting sign-in sheets and the project website. Outreach highlights included: Workshops were promoted via Facebook, which yielded almost 18,000 views.

To support public engagement at in-person events and provide consistent, accessible information, StanCOG developed a suite of outreach materials. Materials were translated into Spanish and designed to meet ADA accessibility standards on the project website. Images of these materials are provided in Appendix L: Print ads were placed in both The Modesto Bee to promote workshops in Spanish and English.

- Project Information Flier (5" x 7")
- Scenario Feedback Form (8.5" x 11")
- Scenario Overview Fact Sheets (8.5" x 11")
- Scenario Overview Outreach Board (24" x 36")

English and Spanish language outreach materials were created and placed on the project website. News releases were sent to publications and online services in Stanislaus County. The project website was consistently updated with information, presentations, and workshop recordings. Translation of project materials into Spanish and translation services provided at public

meetings. Electronic surveys were conducted at public meetings to enliven events and promote meaningful interaction.

Community Outreach Efforts

To ensure meaningful public participation in the regional planning process and compliance with SB 375 requirements, StanCOG developed a comprehensive community outreach strategy. This approach was designed to engage residents, stakeholders, and organizations through various activities, including community workshops, pop-up events, focused stakeholder discussions, council briefings, and the Scenario Feedback Form.

Community Workshops/Workshops/Open Houses

StanCOG hosted two rounds of community workshops to inform the public about the 2026 RTP/SCS update and gather valuable feedback. Each workshop featured detailed informational materials, a PowerPoint presentation about the RTP/SCS process and overview, and an outreach board where participants could vote on their preferred scenario (Appendix L).

To ensure accessibility and inclusivity, certified Spanish interpreters were available at all workshops to provide real-time translation. Attendees had the option to switch audio settings for Spanish-language interpretation during live presentations.

For those unable to attend the workshops in person, all workshop materials and participation opportunities were made available on the project website. The workshops were held at the following locations and dates:

- Oakdale Community Center, Oakdale (September 24, 2025)
- Patterson City Hall, Patterson (September 30, 2025)
- Waterford Community Center, Waterford (October 1, 2025)
- Thomas Downey High School, Modesto (October 8, 2025)
- Turlock Public Library, Turlock (October 8, 2025)
- Valley Improvements Project Office, Modesto (April 21, 2026)
- Virtual Open House, Zoom (April 22, 2026)



Image of April 21, 2026, Open House at the Valley Improvements Project Office, Modesto

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 built around community workshops. StanCOG scheduled and oversaw community workshops broken into three rounds of three workshops. **Community Pop-Ups**

To support inclusive outreach and provide meaningful opportunities for public participation throughout Stanislaus County, StanCOG organized a series of community pop-up events during development of the 2026 RTP/SCS. These events were designed to “meet people where they are” by bringing engagement activities directly into communities and creating accessible opportunities for residents from a wide range of socioeconomic backgrounds and geographic areas to participate in the planning process.

The pop-up events were held at convenient and well-frequented community locations where residents regularly gather, helping to create an informal and welcoming environment for engagement. Community members were able to learn about the 2026 RTP/SCS, provide input on transportation and land use priorities, share feedback on proposed scenarios and strategies, and engage directly with StanCOG staff and representatives.

Community pop-up events were conducted at the following locations and dates:

Workshop materials are available on the project website, along with recordings of the Zoom presentations (uploaded after the workshops). Participation opportunities from the workshops were also available on the project website for those unable to attend. For these workshops, StanCOG developed a wide range of collateral materials on the 2026 RTP/SCS update for distribution at the public meetings and online. These

materials included a PowerPoint on the RTP/SCS process and a Project Overview document. In addition, every workshop included a certified Spanish translator. During these workshops, attendees were able to switch audio to Spanish to hear live certified interpretation. Additional Community Outreach Presentations Due to the on-going COVID-19 pandemic, instead of doing face-to-face targeted outreach to specific organizations, StanCOG hosted additional virtual workshops during two rounds of community workshops. The two additional workshops were focused on community-based organizations (CBOs) and business/economic stakeholder participation. 32nd Annual African American Conference (February 6, 2026)

- El Rematito Flea Market (February 7, 2026)
- International Rescue Committee/ Love Stanislaus (February 3, 2026)
- Modesto Certified Farmers Market (February 14, 2026)
- Modesto Transit Center (February 16, 2026)
- Lunar New Year Celebration (February 21, 2026)
- Riverbank Library Story Time (February 24, 2026)
- 11th Annual Youth Empowerment Conference (February 28, 2026)
- Oakdale Library Story Time (March 2, 2026)
- Modesto City Hall (March 3, 2026)
- Waterford Library Story Time (March 5, 2026)
- Ceres Community Center (March 9, 2026)
- Turlock Library (March 10, 2026)
- Patterson Library (March 17, 2026)
- Turlock Asparinet Resource Fair (April 18, 2026)
- South Modesto Earth Fair (April 18, 2026)
- *Pop-up tables hosted at nine partner jurisdiction City Halls and council chambers prior to council briefings (February 2026 – April 2026)



**In addition to the community pop-ups, StanCOG presented to nine partner jurisdictions during their regularly scheduled council briefings. To maximize outreach during these briefings, outreach tables acting as mini “pop-up” events were set up in the lobby of each council chamber. Staff encouraged attendees to complete the Scenario Feedback Form and learn more about the RTP/SCS update. For more details on the council briefings, see the section titled “City Council/Board of Supervisors Presentations” below.*

Focused Stakeholder Discussions

On February 12, 2026, StanCOG facilitated focused stakeholder discussions with a diverse group of organizations, including CBOs, advocacy groups, housing authorities, and economic and business groups. The goal was to maximize participation across a broad audience and ensure inclusive representation in the planning process.

Stakeholders were invited via email and phone calls, with follow-up outreach conducted for those who did not respond initially. To promote engagement and accessibility, all discussion materials were translated into Spanish, continuing the inclusive approach seen in previous outreach activities. Organizations involved include:

To try and achieve the highest amount of participation in each of these workshops, individual CBOs and businesses/economic stakeholders were contacted by phone and email to invite them to their respective workshops. Follow-up calls were also made to those businesses and CBOs that did not respond to the first round of contact. As with the public workshops, the CBO and business/economic stakeholders were provided with Spanish translation. A summary of the dates, times, and focus of each workshop can be found in Appendix I.

- BEAM Circular
- Center for Human Services
- Central Valley Association of Realtors
- El Conilio California
- League of Women Voters
- MOVE Stanislaus
- South Modesto Business United
- Stanislaus Community Foundation
- Stanislaus County Affordable Housing Corporation
- Stanislaus County Health Services Agency
- Stanislaus Equity Partners



- Stanislaus Regional Housing Authority
- Stanislaus Regional Latino Chamber of Commerce
- The Del Real Group
- Valley Builders Exchange
- Valley Improvement Projects
- West Modesto Community Collaborative

Scenario Feedback Form

The StanCOG RTP Scenario Feedback Form, developed using the SurveyMonkey platform, was designed to collect input from community members and stakeholders on preferred future scenarios and regional development priorities. To ensure broad accessibility and engagement, the survey was distributed both digitally and in hard copy formats at outreach events, with a Spanish translation available.

Participants were asked to rank four scenarios based on preference and were invited to answer optional questions about key priorities, such as transportation investment, affordable housing, safer walking and biking infrastructure, reduced emissions, traffic mitigation, and more.

Community Outreach Findings

Between September 2025 and April 2026, StanCOG conducted comprehensive community outreach efforts to maximize participation and equity across Stanislaus County. This approach integrated in-person events, virtual activities, and digital engagement tools, with participation and communication metrics tracked across all platforms and activities.

Community Outreach Metrics

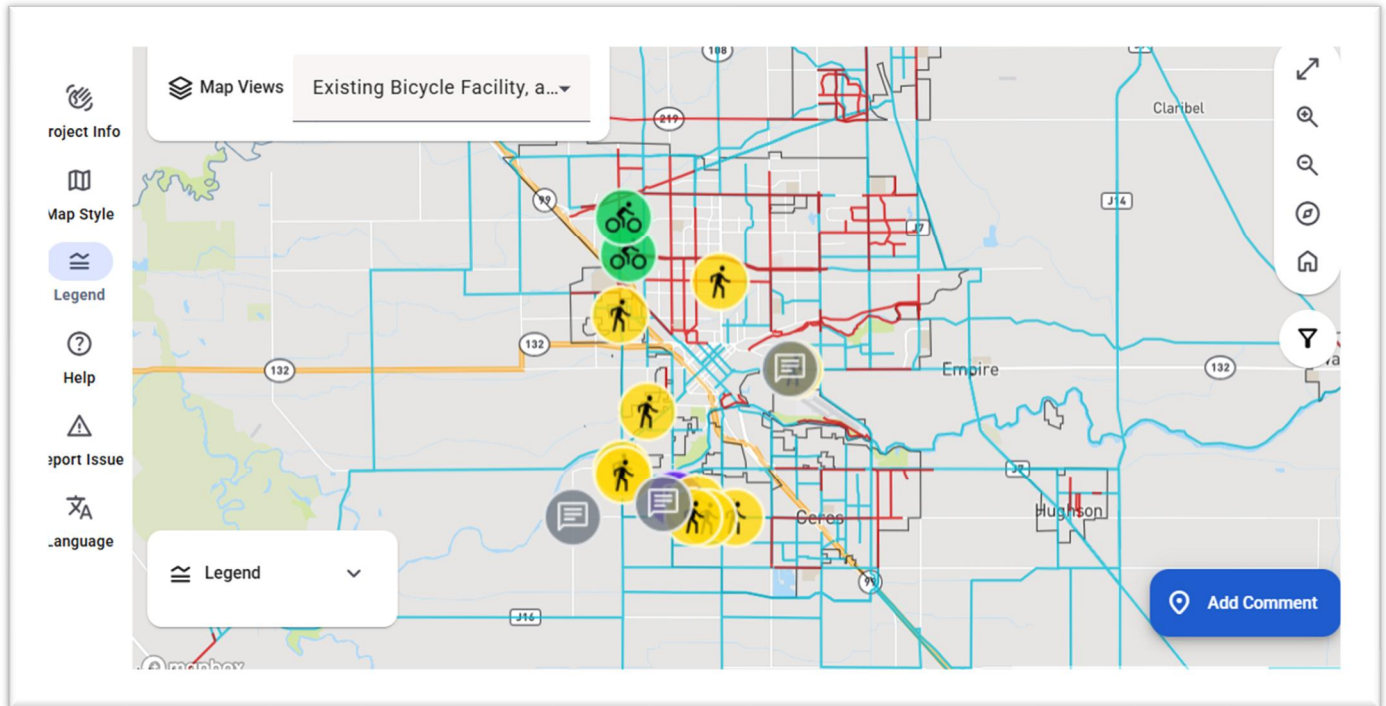
Outreach efforts engaged more than over 1,000 community members through workshops, a survey, open houses, pop-up events, on-line engagement, and targeted focused stakeholder discussions.

During June 2025 and May 2026, the project website recorded a total of 6,225 engagements, demonstrating sustained public interest in the project and its associated planning activities. Website activity peaked during February 2026 and March 2026, aligning with a concentrated phase of community outreach and public engagement efforts. During this period, the project team conducted extensive in-person outreach and actively promoted the website as a centralized resource for accessing project updates, interactive materials, surveys, and meeting information. The increase in website traffic during this timeframe reflects the effectiveness of these outreach efforts and underscores the importance of the project website in expanding public access to project information.

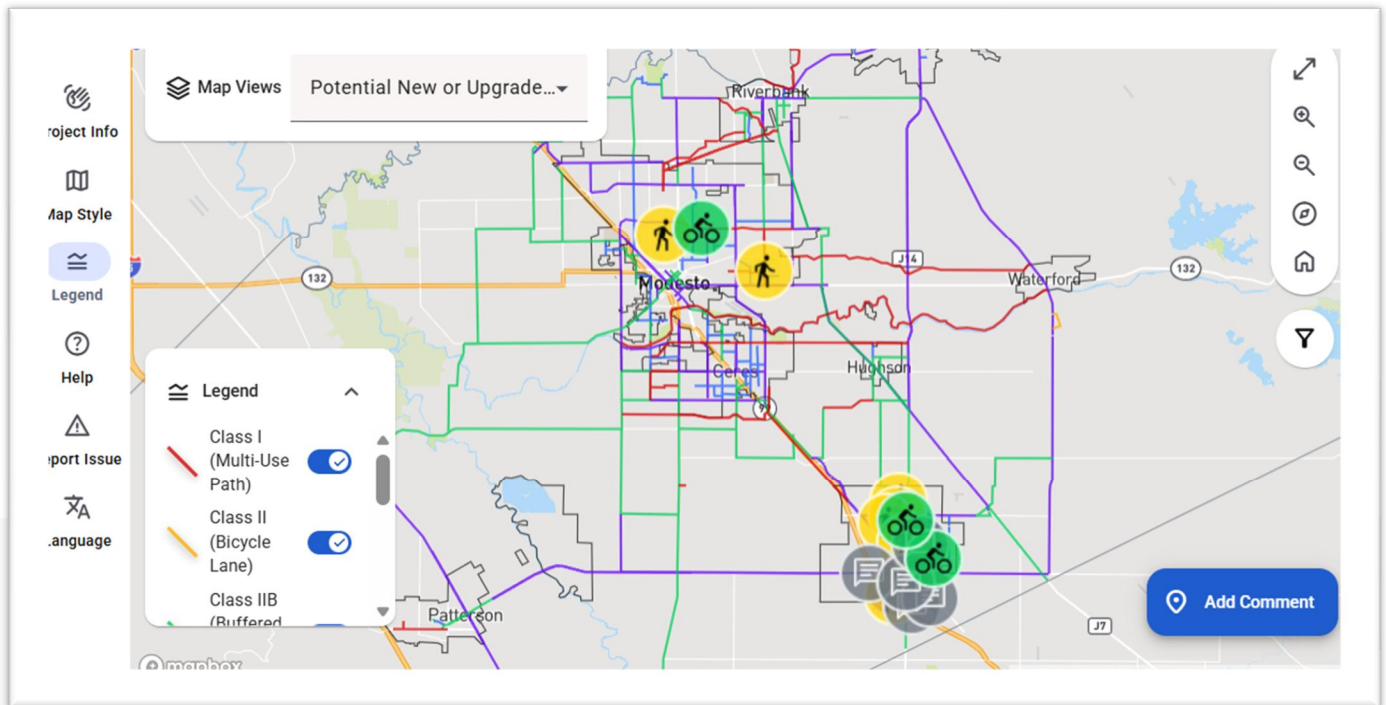
Administered during February 2026 and May 2026, the Scenario Feedback Form received 101 responses, with Scenario B leading as the top choice (37% of respondents), followed by Scenario D (29% of respondents) and Scenario C (23% of respondents). Scenario A garnered only 12% support from respondents, indicating limited interest in maintaining current conditions. Respondents also highlighted priorities for their top-ranked scenario, with 40% selecting Affordable Housing Options and 34% choosing More Investment in Transportation as key focus areas.

PublicCoordinate, an online mapping and engagement tool, collected 38 comments from community members between October 2025 and May 2026. Feedback included topics on bicycle (5 comments), pedestrian (20 comments), general (10 comments), and transit (3 comments). Most comments were

concentrated near Modesto, Turlock, and Ceres, with participants using the platform to pinpoint and describe specific locations and concerns.



PublicCoordinate Results: Existing Bicycle Facilities and Potential New or Enhanced Bicycle Facilities Layer



PublicCoordinate Results: Potential New or Enhanced Bicycle Facilities Layer

Key Community Outreach Themes

After the three rounds of workshops with the public, business community, and CBOs, the following themes emerged: The outreach activities conducted throughout development of the 2026 RTP/SCS fostered meaningful dialogue among community members, local organizations, government agencies, advocacy groups, and regional stakeholders. Through this comprehensive and collaborative engagement process, StanCOG gathered a broad range of perspectives and community input that helped inform the development of the plan and identify the transportation, land use, and quality-of-life priorities most important to residents across Stanislaus County.

The feedback received through these outreach efforts highlighted several key community priorities, including the following meaningful dialogue among local organizations, government agencies, and advocacy groups. Through these diverse outreach efforts, a wide range of perspectives was gathered, helping to identify the :

- Preferred Scenarios
 - o Support for Scenario A was minimal, indicating limited interest in maintaining current planned development patterns.
 - o Greater support for Scenarios B and D than Scenarios A and C Little support was expressed for maintaining Scenario A Strong support for active transportation/transit Concern about climate change and impacts to vulnerable populations and agriculture sector Several participants voiced interest in EV infrastructure improvements Housing Development
 - o Community members noted the need for mixed-use developments and "missing middle" housing options.
 - o Barriers include developer preferences, community resistance (NIMBYism), high impact fees, financing difficulties, and effectively integrating new housing styles into established neighborhoods.
 - o City rezoning strategies and developer incentives are being advanced to facilitate infill development; however, affordability and community buy-in continue to be barriers.
 - o Community members encouraged investing in youth activities and educational opportunities.
- Environmental Impacts
 - o Community interest focused on innovative transit and housing solutions that enhance connectivity and reduce environmental strain.
 - o Desire for climate change mitigation strategies to be incorporated into the 2026 RTP/SCS.
- Economic Development
 - o Stakeholders highlighted underutilized corridors and properties, such as vacant big-box retailers and outdated buildings.
 - o Concerns about balancing economic growth with business retention, preventing displacement, and avoiding gentrification were frequently raised.
 - o Emphasized the impact of development on vulnerable populations and agricultural communities.
- Transportation Access & Safety
 - o Community members called for improved transit options, reduced traffic congestion, and better commute times.
 - o Reliable and safe transportation systems were especially emphasized for disadvantaged communities.

- o Poor lighting, speeding, unsafe crossings, and lack of amenities (e.g., bike parking) were noted as barriers, particularly for vulnerable populations in high-traffic areas.
- o Participants stressed safer sidewalks and bicycle paths that can reliably connect neighborhoods to downtown areas.
- o Recommendations included adding bus stops near freeway corridors to enhance job/business access and increasing bus services overall.
- o Interest in providing options for transportation disadvantaged populationsCommunity Health & Equity
- o Addressing social determinants of health through expanded access to medical care, wraparound services, and healthy food options was a consistent theme.
- o East Modesto was specifically identified as needing better connectivity to services and healthy food options.
- o CBOs play a vital role in meeting the needs of marginalized communities but face challenges in cross-disciplinary collaboration and securing adequate funding.

Agency Consultation

Valley Vision Stanislaus Steering Committee

The Valley Vision Stanislaus (VVS) Steering Committee is a standing Committee one of the StanCOG Standing Committees. This committee was 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/SCS updates. Members include a representative from each of StanCOG's local member agencies (the Planning and Development Directors or their designeesdesignees), 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 provide direction for the RTP/SCS and make recommendations to StanCOG staff and the Policy Board in its development and ultimate adoption of the 2026 RTP/SCS. The VVS Steering Committee meetings are open to the public, and there is an opportunity on every agenda at every meeting for the public to offer comments.

As part of the 2026 RTP/SCS development process, StanCOG engaged with the VVS Steering Committee during meetings held in January 2025, May 2025, August 2025, November 2025, March 2026, and May 2026.

StanCOG Policy Board

StanCOG is governed by a decision-making body called the Policy Board. It is comprised of sixteen elected officials from StanCOG 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 the approval of the 2026 RTP/SCS and the certification of the accompanying Environmental Impact Report.

As part of the 2026 RTP/SCS development process, StanCOG engaged with the Policy Board during meetings held in January 2026, April 2026, and May 2026. StanCOG Advisory Committees

StanCOG Standing Committees

StanCOG also conducted outreach to interested stakeholders and the public through its standing committees. Project information was presented and feedback was solicited through the following groups. Another avenue for outreach to interested stakeholders and the public is through StanCOG's standing committees. StanCOG's standing committees include the:

- 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)

These committee meetings provided additional opportunities for review and input from technical experts, agency partners, community representatives, and the public throughout the planning process.

City Council/Board of Supervisors Presentations

StanCOG delivered in-person presentations at the regularly scheduled meetings of each member agency's City Council and the Stanislaus County Board of Supervisors. These sessions were designed to promote the 2026 RTP/SCS and to gather valuable input from stakeholders and the public. These sessions served as a vital opportunity to engage the community and raise awareness of the RTP/SCS planning process. Outreach for these briefings was supported by partner jurisdictions through email communications and announcements on StanCOG's project website.

The presentations and opportunities for public comment were held on the following dates:

- City of Riverbank (February 24, 2026)
- City of Oakdale (March 2, 2026)
- City of Modesto (March 3, 2026)
- City of Waterford (March 5, 2026)
- City of Ceres (March 9, 2026)
- City of Turlock (March 10, 2026)
- City of Patterson (March 17, 2026)
- Stanislaus County (March 17, 2026)
- City of Hughson (April 13, 2026)

Image of March 10, 2026, City of Turlock Council Meeting

Further Additional public engagement, StanCOG organized outreach tables included tabling in the lobby of each council chamber before the briefings meetings. These tables gave attendees had the chance opportunity to complete a brief survey about their preferred RTP/SCS scenarios and were offered information on about the planning process. Following each presentation, engagement materials were provided to city clerks for continued public access in both the lobby and council chamber areas further distribution.



Partner jurisdictions created comprehensive meeting minutes detailing the presentations, including the topics discussed, presenters, and public comments. These records are available for public review on their respective websites.

Public Hearings

In July 2026, StanCOG will conclude the RTP/SCS planning process with two public hearings held in conjunction with the StanCOG Policy Board Meeting and a public meeting hosted by the Stanislaus Regional Transit Authority.

These hearings will provide community members, partner agencies, stakeholders, and interested parties an opportunity to review the final RTP/SCS, learn about proposed transportation investments and regional planning priorities, and provide public comment prior to plan adoption.

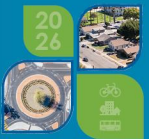
Both meetings will offer in-person and virtual participation options to ensure broad public access and engagement. Attendees participating remotely will be able to view presentations, submit comments, and share feedback on the RTP/SCS during the public comment period.

Tribal Organizations

While there are no federally recognized Native American Tribal Governments located in Stanislaus County, StanCOG coordinated with the California Native American Heritage Commission (NAHC) during the 2026 RTP/SCS update to identify eleven tribal governments with ancestral ties to the Stanislaus region. Per the requirements of AB 52 and CEQA, StanCOG contacted the tribal organizations about whether they would like to undertake formal consultation.

Conclusion

Overall, StanCOG implemented a comprehensive and inclusive public outreach program in support of the 2026 RTP/SCS update process. The outreach effort emphasized broad community participation,



accessible engagement opportunities, and meaningful collaboration with partner agencies, stakeholder organizations, and residents throughout Stanislaus County. A variety of engagement methods, including community events, surveys, public meetings, digital outreach tools, and translated materials, were used to gather input on key community priorities related to transportation investment, mobility and safety, housing, economic opportunity, environmental sustainability, and quality of life.

The outreach process was designed to encourage participation from diverse and historically underrepresented communities while meeting applicable state and federal public participation requirements. Through these efforts, StanCOG was able to incorporate a wide range of perspectives into the planning process and ensure that community feedback informed the development of the RTP/SCS.

Collectively, the outreach activities undertaken for the 2026 RTP/SCS demonstrate StanCOG's commitment to a transparent, collaborative, and responsive planning process that supports informed decision-making and strengthens alignment between regional transportation investments, land use strategies, and community priorities. Overall, StanCOG conducted a comprehensive and inclusive outreach effort supporting the RTP/SCS update, emphasizing broad public engagement, accessible participation methods, and meaningful coordination with partner agencies and the community at large. The process incorporated multiple engagement formats, including surveys, events, and translated materials, to gather input on community priorities such as transportation investment, safety, housing, and environmental outcomes. In addition, the approach reflects compliance with regulatory requirements, ensuring that diverse perspectives were considered and integrated into the planning process. Together, these efforts demonstrate a transparent, collaborative, and responsive framework that strengthens the plan's alignment with community needs and regional goals.

Appendix A: DRAFT RTP Checklist

Regional Transportation Plan Checklist for MPOs (Revised September 2023)

(To be completed electronically in Microsoft Word format by the MPO and submitted along with the draft and final RTP to Caltrans)

Name of MPO: Stanislaus Council of Governments (StanCOG)

Date Draft RTP Completed: July 2026

RTP Adoption Date: _____

What is the Certification Date of the Environmental Document (ED)? _____

Is the ED located in the RTP or is it a separate document? Separate document – Program EIR (PEIR)

By completing this checklist, the MPO verifies the RTP addresses all of the following required information within the RTP, where applicable.

Regional Transportation Plan Contents

General

	Yes/No /N/A	Page #
1. Does the RTP address no less than a 20-year planning horizon? (23 CFR 450.324(a))	Yes	34
2. Does the RTP include both long-range and short-range strategies/actions? (23 CFR 450.324(b))	Yes	163
3. Does the RTP address issues specified in the policy, action and financial elements identified in California Government Code Section 65080?	Yes	34
4. Does the RTP address the 10 issues specified in the Sustainable Communities Strategy (SCS) component as identified in Government Code Sections 65080(b)(2)(B) and 65584.04(i)(1)?	Yes	139
■ Identify the general location of uses, residential densities, and building intensities within the region?	Yes	139
■ 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	Yes	139

net migration into the region, population growth, household formation and employment growth?

- 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?
- Identify a transportation network to service the transportation needs of the region?
- Gather and consider the best practically available scientific information regarding resource areas and farmland in the region as defined in subdivisions (a) and (b) of Government Code Section 65080.01?
- Consider the state housing goals specified in Sections 65580 and 65581?
- Utilize the most recent planning assumptions, considering local general plans and other factors?
- 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 greenhouse gas emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, the greenhouse gas emission reduction targets approved by CARB?
- Provide consistency between the development pattern and allocation of housing units within the region (Government Code 65584.04(i)(1)?
- Allow the regional transportation plan to comply with Section 176 of the federal Clean Air Act (42 U.S.C. Section 7506)?

Yes	66
Yes	49
Yes	68
Yes	139
Yes	61
Yes	153
Yes	139
Yes	153
Yes	165
Yes	153
Yes	153
Yes	153
Yes	153
Yes	153
Yes	153
Yes	153

5. Does the RTP include Project Intent i.e. Plan Level Purpose and Need Statements?

6. Does the RTP specify how travel demand modeling methodology, results and key assumptions were developed as part of the RTP process? (Government Code 14522.2)

7. Does the RTP contain a System Performance Report? (23 CFR 450.324 (f))

- Does the report include a description of the performance measures and performance targets used in assessing the performance of the transportation system?
- Does the report show the progress towards achieving performance targets in comparison with the performance in previous reports?
- For MPOs that voluntarily elect to develop multiple scenarios, does the report include an evaluation of how the preferred scenario has improved conditions and performance, where applicable?
- Does the report include an evaluation of how local policies and investments have impacted costs necessary to achieve progress toward identified performance targets, where applicable?

Consultation/Cooperation

1. Does the RTP contain a public involvement program that meets the requirements of Title 23, CFR 450.316(a)?

Yes/No / N/A	Page #
Yes	172

• Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed metropolitan transportation plan and the TIP; • Providing timely notice and reasonable access to information about transportation issues and processes; • Employing visualization techniques to describe metropolitan transportation plans and TIPs; • Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web; • Holding any public meetings at convenient and accessible locations and times; • Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP; • Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services; • Providing an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts; • Coordinating with the statewide transportation planning public involvement and consultation processes under subpart B of this part; and • Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.	Yes	172
	Yes	172
	Yes	172
	Yes	172
	Yes	172
	Yes	172
	Yes	172
	Yes	172
	Yes	172
	Yes	172
2. Does the RTP contain a summary, analysis, and report on the disposition of significant written and oral comments received on the draft regional transportation plan as part of the final regional transportation plan and TIP that meets the requirements of 23 CFR 450.316(a)(2), as applicable?	N/A	
3. Did the MPO/RTPA consult with the appropriate State and local representatives including representatives from environmental and economic communities; airport; transit; freight during the preparation of the RTP? (23 CFR 450.316(b))	Yes	183
	Yes/No / N/A	Page #
4. Did the MPO/RTPA who has federal lands within its jurisdictional boundary involve the federal land management agencies during the preparation of the RTP? (23 CFR 450.316(d))	Yes	183
5. Where does the RTP specify that the appropriate State and local agencies responsible for land use, natural resources, environmental protection, conservation and historic preservation consulted? (23 CFR 450.324(g))	Yes	183

6.	Did the RTP include a comparison with the California State Wildlife Action Plan and (if available) inventories of natural and historic resources? (23 CFR 450.324(g)(1&2))	N/A	
7.	Did the MPO/RTPA who has a federally recognized Native American Tribal Government(s) and/or historical and sacred sites or subsistence resources of these Tribal Governments within its jurisdictional boundary address tribal concerns in the RTP and develop the RTP in consultation with the Tribal Government(s)? (23 CFR 450.316(c))	Yes	183
8.	Does the RTP address how the public and various specified groups were given a reasonable opportunity to comment on the plan using the participation plan developed under 23 CFR part 450.316(a)? (23 CFR 450.316(a)(i))	Yes	172
9.	Does the RTP contain a discussion describing the private sector involvement efforts that were used during the development of the plan? (23 CFR 450.316(a))	Yes	172
10.	Does the RTP contain a discussion describing the coordination efforts with regional air quality planning authorities? (23 CFR 450.316(a)(2)) (MPO nonattainment and maintenance areas only)	Yes	153
11.	Is the RTP coordinated and consistent with the Public Transit-Human Services Transportation Plan? (23 CFR 450.306(h))	Yes	53
12.	Were the draft and adopted RTP posted on the Internet? (23 CFR 450.324(k))	Yes	172
13.	Did the RTP explain how consultation occurred with locally elected officials? (Government Code 65080(D))	Yes	172
14.	Did the RTP outline the public participation process for the sustainable communities strategy? (Government Code 65080(E))	Yes	172
15.	Was the RTP adopted on the estimated date provided in writing to State Department of Housing and Community Development to determine the Regional Housing Need Allocation and planning period (start and end date) and align the local government housing element planning period (start and end date) and housing element adoption due date 18 months from RTP adoption date? (Government Code 65588(e)(5))	N/A	

Title VI and Environmental Justice

1.	Does the public participation plan describe how the MPO will seek out and consider the needs of those traditionally underserved by existing transportation system, such as low-income and minority households, who may face challenges accessing employment and other services? (23 CFR 450.316 (a)(1)(vii))	Yes	172
2.	Has the MPO conducted a Title VI analysis that meets the legal requirements described in Section 4.2?	Yes	118

3. Has the MPO conducted an Environmental Justice analysis that meets the legal requirements described in Section 4.2?

Yes	104
-----	-----

Modal Discussion

- Does the RTP discuss intermodal and connectivity issues?
- Does the RTP include a discussion of highways?
- Does the RTP include a discussion of mass transportation?
- Does the RTP include a discussion of the regional airport system?
- Does the RTP include a discussion of regional pedestrian needs?
- Does the RTP include a discussion of regional bicycle needs?
- Does the RTP address the California Coastal Trail? (Government Code 65080.1) (For MPOs located along the coast only)
- Does the RTP include a discussion of rail transportation?
- Does the RTP include a discussion of maritime transportation (if appropriate)?
- Does the RTP include a discussion of goods movement?

Yes/No / N/A	Page #
Yes	49
Yes	49
Yes	53
Yes	58
Yes	52
Yes	52
N/A	
Yes	56
N/A	
Yes	49

Programming/Operations

- Is the RTP consistent (to the maximum extent practicable) with the development of the regional ITS architecture? (23 CFR 450.306(g))
- Does the RTP identify the objective criteria used for measuring the performance of the transportation system?
- Does the RTP contain a list of un-constrained projects?

Yes/No / N/A	Page #
Yes	92
Yes	153
Yes	163

Financial

- Does the RTP include a financial plan that meets the requirements identified in 23 CFR part 450.324(f)(11)?
- Does the RTP contain a consistency statement between the first 4 years of the fund estimate and the 4-year STIP fund estimate? (65080(b)(4)(A))
- Do the projected revenues in the RTP reflect Fiscal Constraint? (23 CFR part 450.324(f)(11)(ii))

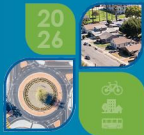
Yes/No / N/A	Page #
Yes	78
Yes	78
Yes	78

4.	Does the RTP contain a list of financially constrained projects? Any regionally significant projects should be identified. (Government Code 65080(4)(A))	Yes	167
5.	Do the cost estimates for implementing the projects identified in the RTP reflect “year of expenditure dollars” to reflect inflation rates? (23 CFR part 450.324(f)(11)(iv))	Yes	78
6.	After 12/11/07, does the RTP contain estimates of costs and revenue sources that are reasonably expected to be available to operate and maintain the freeways, highway and transit within the region? (23 CFR 450.324(f)(11)(i))	Yes	78
7.	Does the RTP contain a statement regarding consistency between the projects in the RTP and the ITIP? (2016 STIP Guidelines Section 33)	Yes	78
8.	Does the RTP contain a statement regarding consistency between the projects in the RTP and the RTIP? (2016 STIP Guidelines Section 19)	Yes	78
9.	Does the RTP address the specific financial strategies required to ensure the identified TCMs from the SIP can be implemented? (23 CFR part 450.324(f)(11)(vi) (nonattainment and maintenance MPOs only)	N/A	
<u>Environmental</u>		Yes/No / N/A	Page #
1.	Did the MPO/RTPA prepare an EIR or a program EIR for the RTP in accordance with CEQA guidelines?	Yes	172
2.	Does the RTP contain a list of projects specifically identified as TCMs, if applicable?	N/A	
3.	Does the RTP contain a discussion of SIP conformity, if applicable?	Yes	153
4.	Does the RTP specify mitigation activities? (23 CFR part 450.324(f)(10))	N/A	
5.	Where does the EIR address mitigation activities?	N/A	
6.	Did the MPO/RTPA prepare a Negative Declaration or a Mitigated Negative Declaration for the RTP in accordance with CEQA guidelines?	N/A	
7.	Does the RTP specify the TCMs to be implemented in the region? (federal nonattainment and maintenance areas only)	N/A	

I have reviewed the above information and certify that it is correct and complete.

(Must be signed by MPO Executive
Director or designated representative)

Date



Print Name

Title