StanCOG Regional Transportation Plan and Sustainable Communities Strategy

VVS Meeting

November 20, 2025

Agenda

01	Scenario Development
02	Disadvantaged Communities Analysis
03	SCS Support Programs
04	Public Outreach Summary
05	CA Air Quality Waiver Implications
06	Next Steps

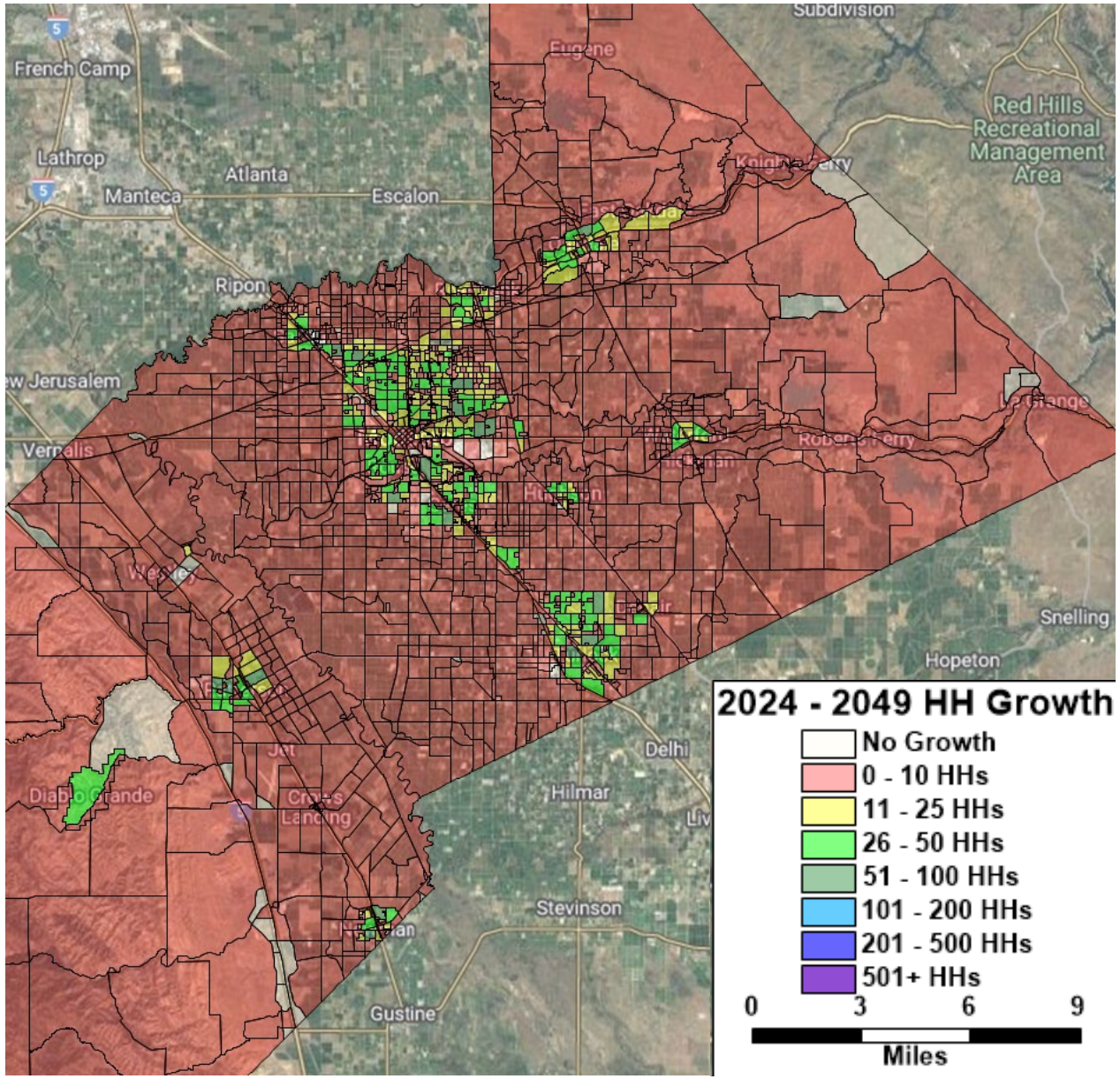
Scenario Development Background

- 2024
  - Households: 175,146
  - Population: 550,021
  - Employment: 267,954
- 2049
  - Households: 186,599
  - Population: 586,039
  - Employment: 292,097
- 25 Year Growth
  - Households: 11,452 (458 per year)
  - Population: 36,018 (1,441 per year)
  - Employment: 24,143 (966 per year)

- Jobs/Housing Balance
  - 2024: 1.53 Jobs/HH
  - 2049: 1.57 Jobs/HH
  - Employment Growing Twice as Fast as Housing
- Household Occupancy
  - 3.14 persons per household

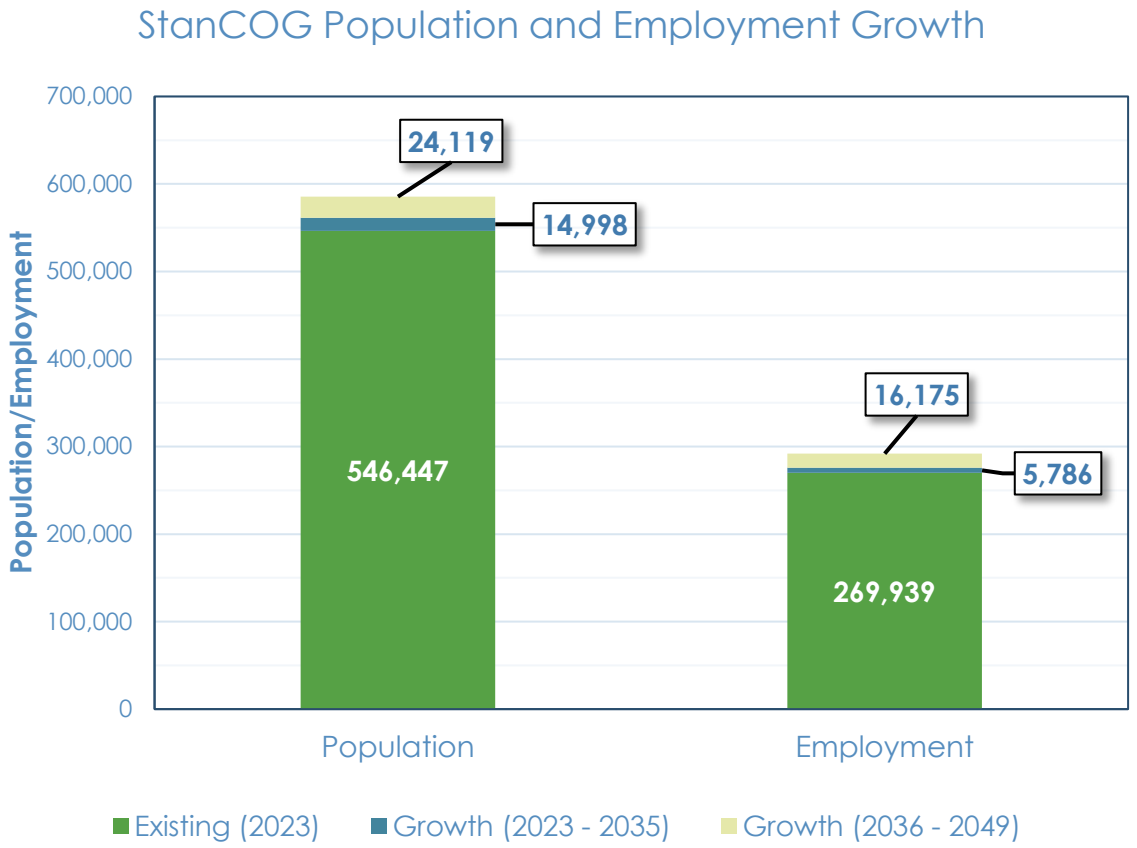
Land Use Growth 2024 - 2049

City	Households	Population	EMP
Ceres	866	3,343	2,081
Hughson	199	591	101
Modesto	4,813	14,929	11,463
Newman	342	1,241	209
Oakdale	625	1,798	714
Patterson	615	2,388	2,070
Riverbank	538	1,761	343
Turlock	1,393	4,084	3,134
Unincorporated	1,891	5,281	3,914
Waterford	171	601	115
Total	**11,453**	**36,018**	**24,143**

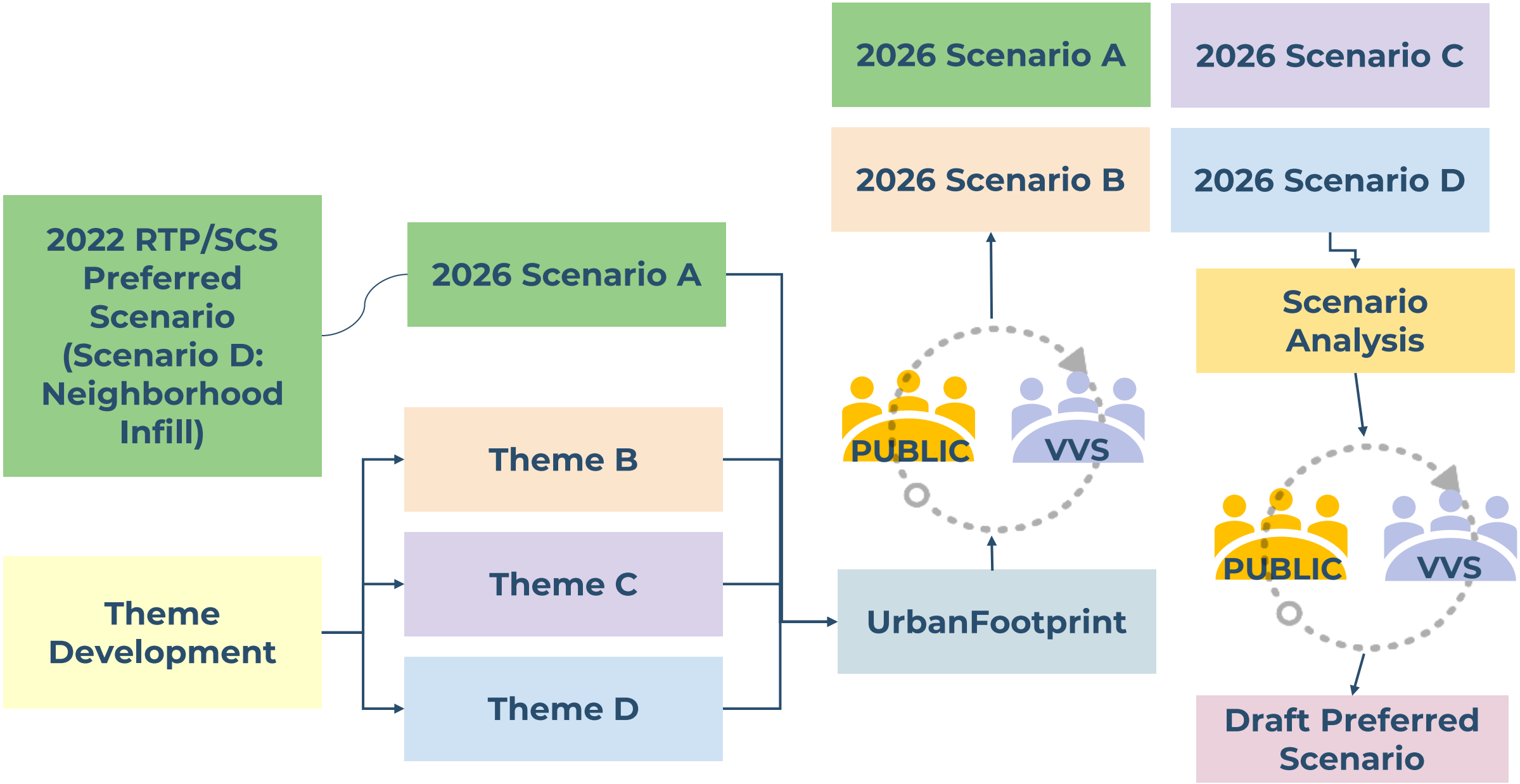


Reality of Growth

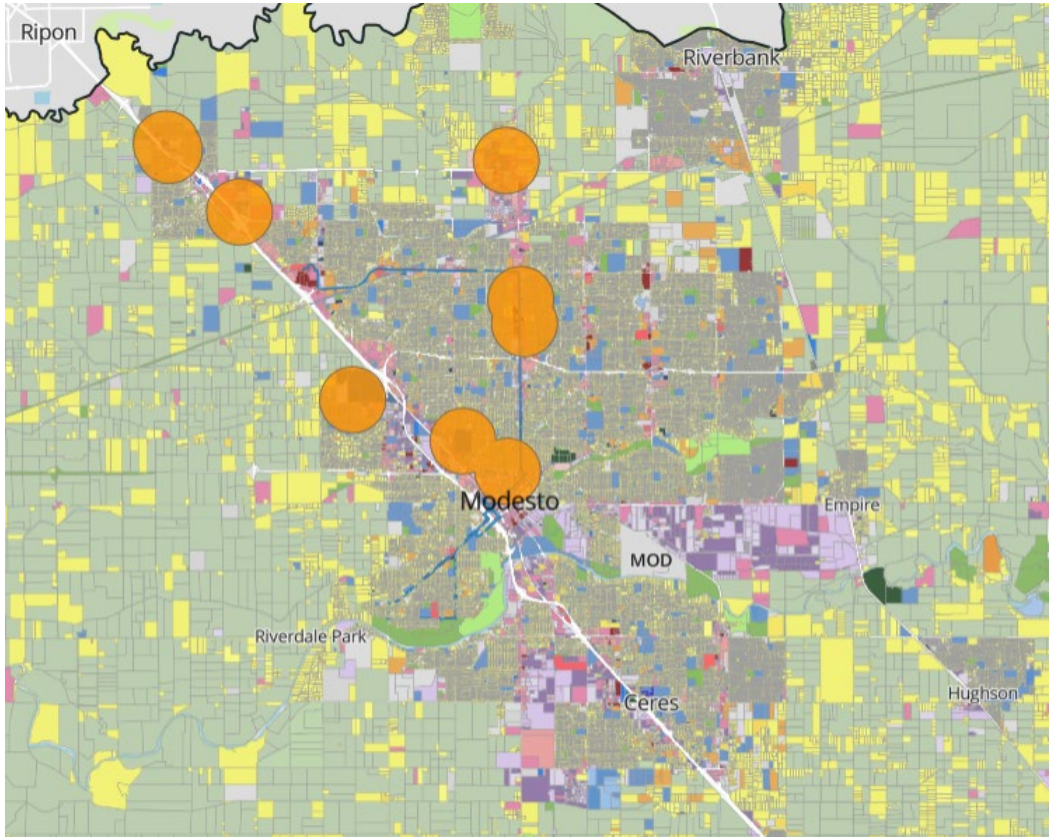
- Federal Air Quality Conformity requirements must be met
- SB 375 must be met
  - 10-percent to 16-percent target increase
  - Induced Demand layered on top of new target
  - Changes to CARB policy
- We only have future choices to meet targets



Scenario Development Process



UrbanFootprint (Land Use Scenario Software)



- Comprehensive Data, Scenario-building Tools, and Analytical Models
- Visualization of Existing Conditions
- Creates Future Scenarios
- Analysis of Potential Impacts to:
  - Air Quality Emissions
  - Transportation
  - Public Health
  - Housing Opportunity
- Models Land Use Growth at Parcel Level
- Used to Create/Evaluate Land Use Scenarios
- Not a Travel Demand Model

Scenario Guiding Principles

1. Ensure jobs-housing balance
2. Focus growth in low VMT areas
3. Increase access to opportunity
4. Preserve farmland
5. Grow in infill areas

Land Use Themes

A. ***Missing Middle / Business as Usual***
   - Business as Usual, 2022 RTP/SCS Preferred Scenario

B. ***Transit Oriented Development: Address Equity and Access***
   - Development in Transit Corridor

C. ***Mixed Use: Addresses Localized Jobs-Housing Imbalance***
   - Vertical Mixed Use
   - Horizontal Mixed Use

D. ***Economic Development: Addresses Revitalization and Local Jobs***
   - Upzoning of Existing Permitted Uses + Clustering to Attract Specific Businesses
   - Develop/Redevelop Underutilized Land while Preserving Ag and Industrial

Growth Summary – Residential Intensity

Scenario/Theme	% New Units >20 du/acre	Units per Gross Acre Residential
A: Business as Usual	38%	9.8 du/acre
B: Transit Oriented Development	61%	16.2 du/acre
C: Mixed-Use	85%	33.0 du/acre
D: Economic Development	58%	14.2 du/acre

Growth Summary – Location of Growth

- Transit Oriented (B): Balance Between Neighborhood and Corridor
- Mixed Use (C): Closest Distribution to Business as Usual
- Economic Development (D): Most Growth in New Areas

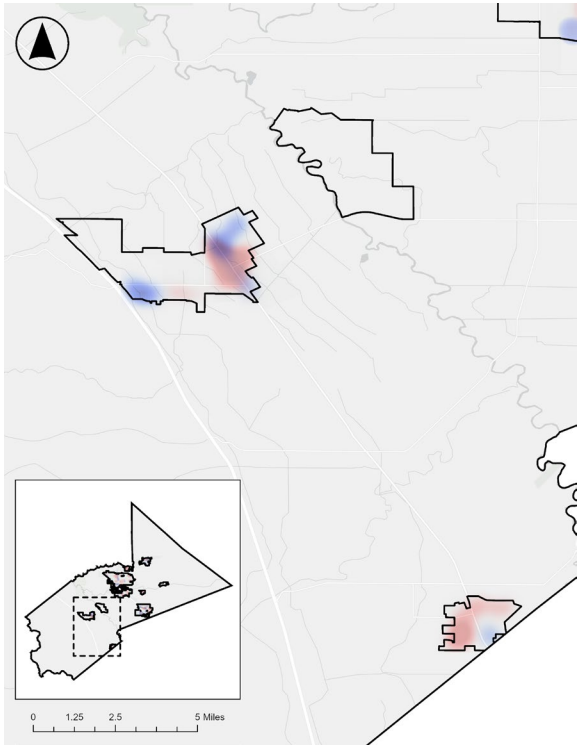
Scenario/Theme	Corridor + Center Infill Areas	Neighborhood Infill Areas	New Growth Areas
A: Business as Usual	32%	52%	16%
B: Transit Oriented Development	40%	60%	0%
C: Mixed-Use	20%	65%	15%
D: Economic Development	20%	20%	60%

Patterson and Newman

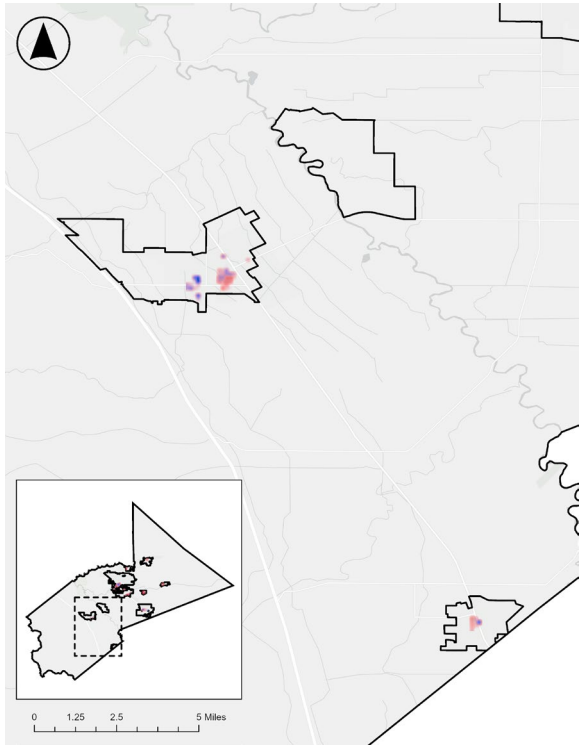
Development Intensity

Housing — Employment

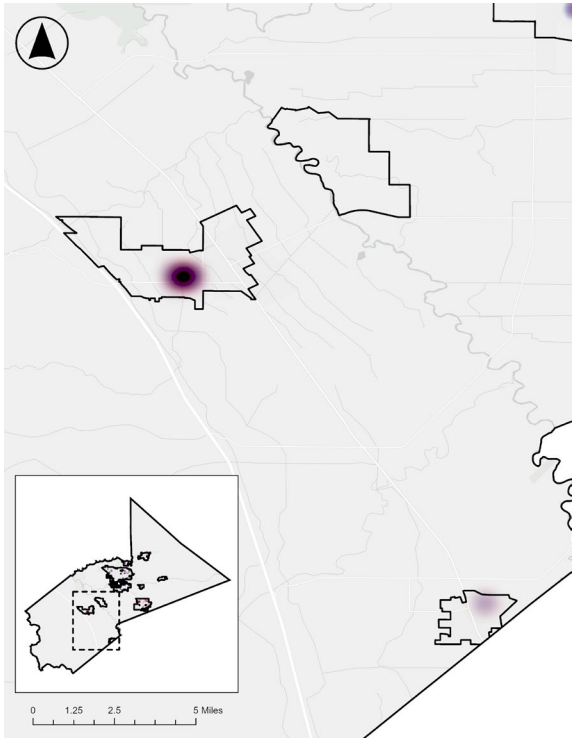
Theme A: Business as Usual



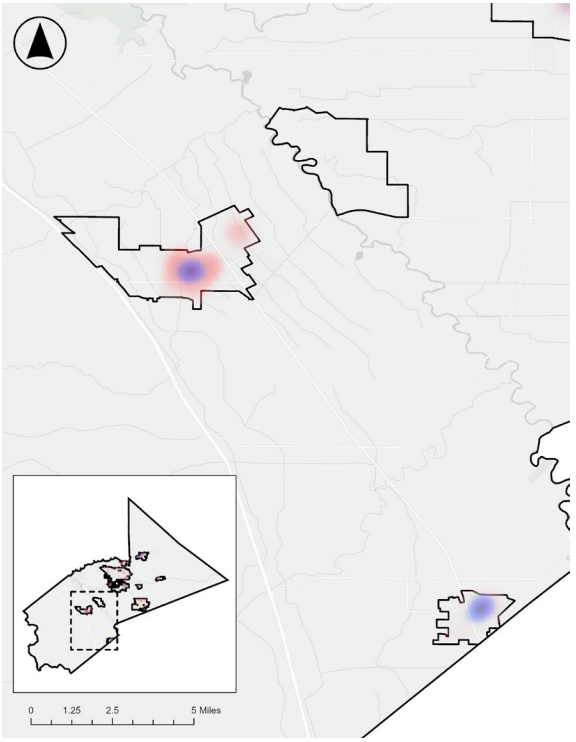
Theme B: Transit Oriented Development



Theme C: Mixed-Use



Theme D: Economic Development

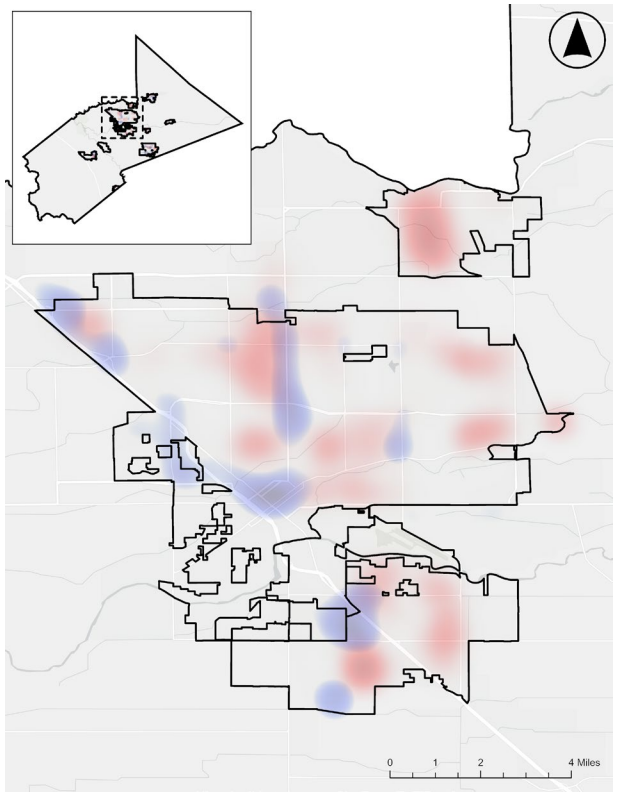


Modesto, Ceres, and Riverbank

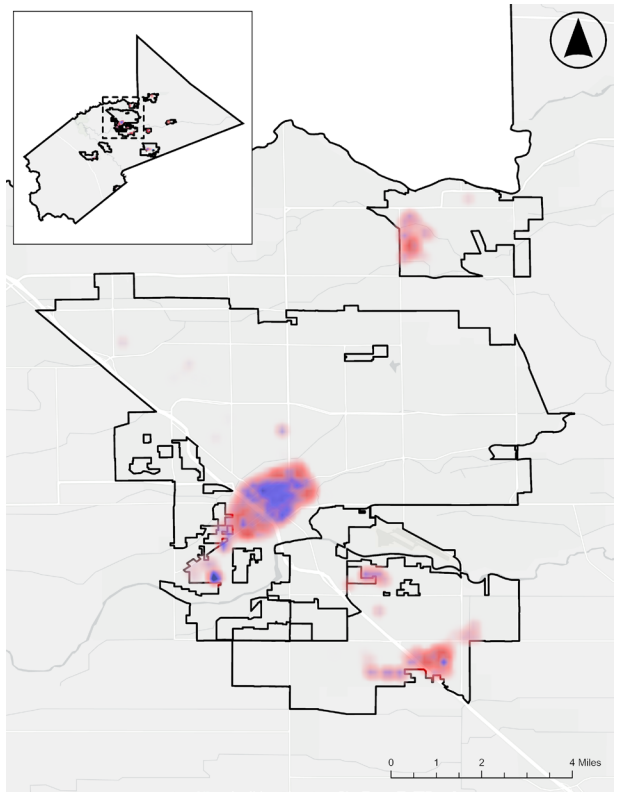
Development Intensity

Housing — Employment

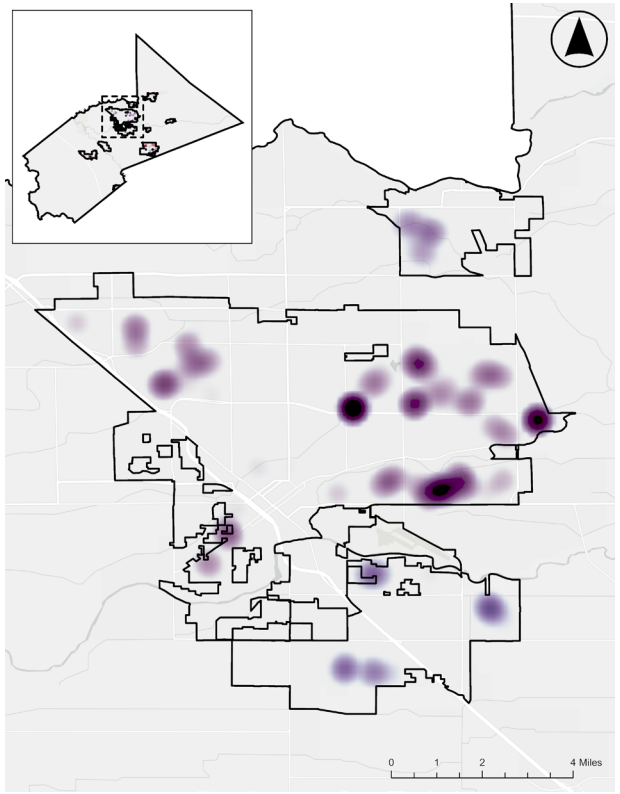
Theme A: Business as Usual



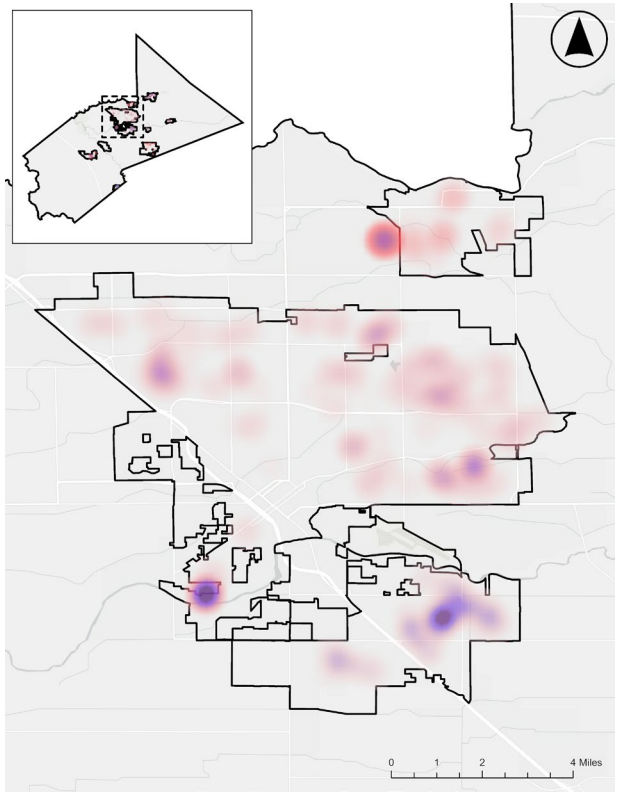
Theme B: Transit Oriented Development



Theme C: Mixed-Use



Theme D: Economic Development

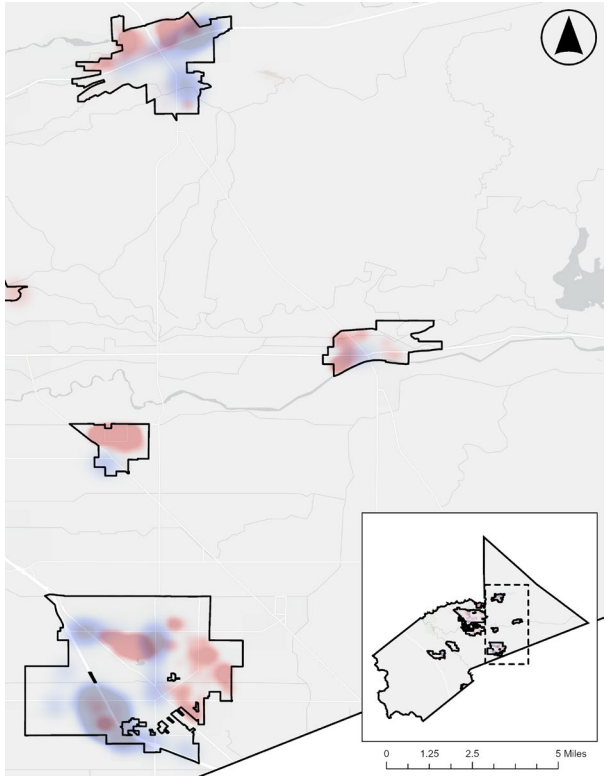


Oakdale, Hughson, Waterford, & Turlock

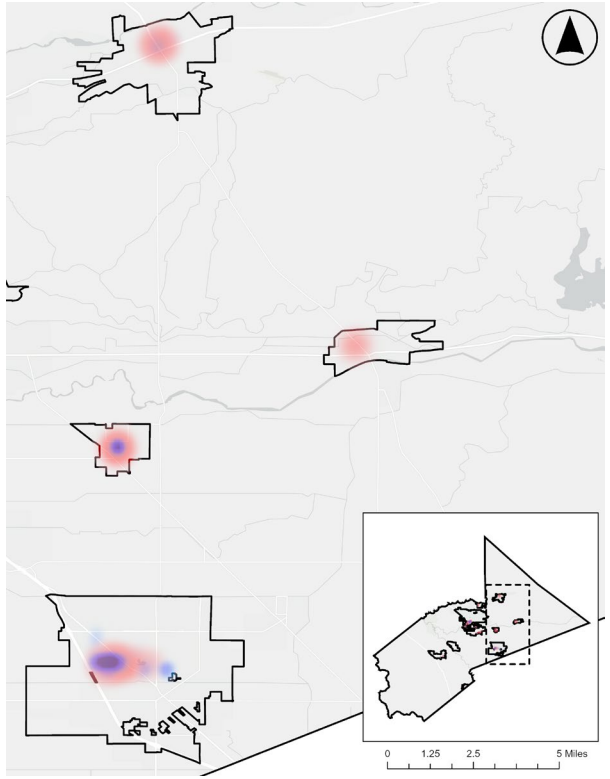
Development Intensity

Housing — Employment

Theme A: Business as Usual



Theme B: Transit Oriented Development



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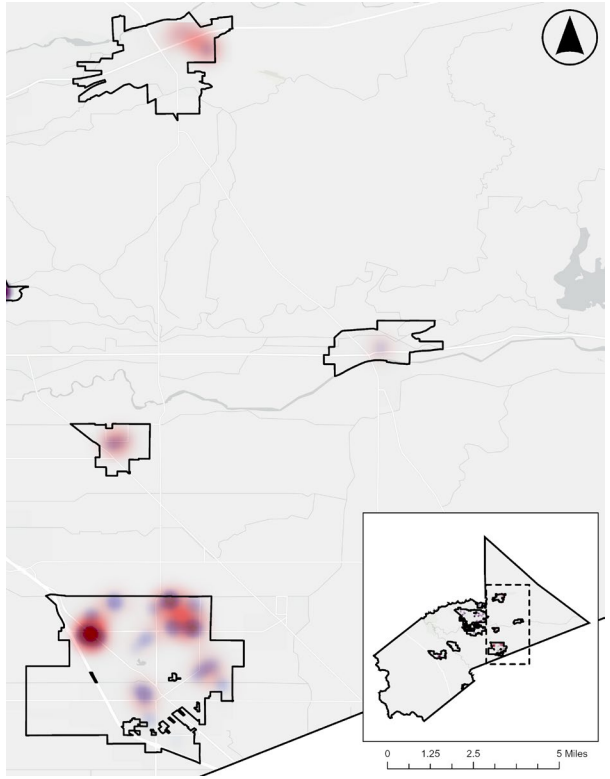
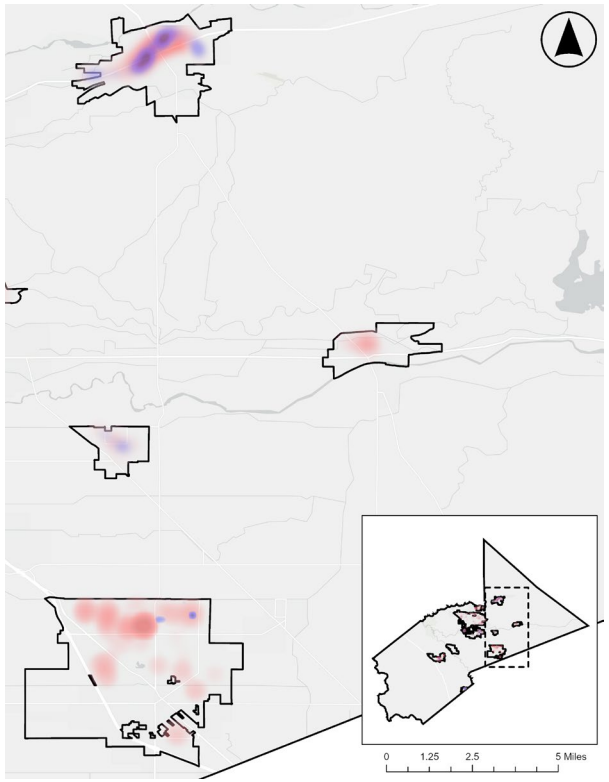
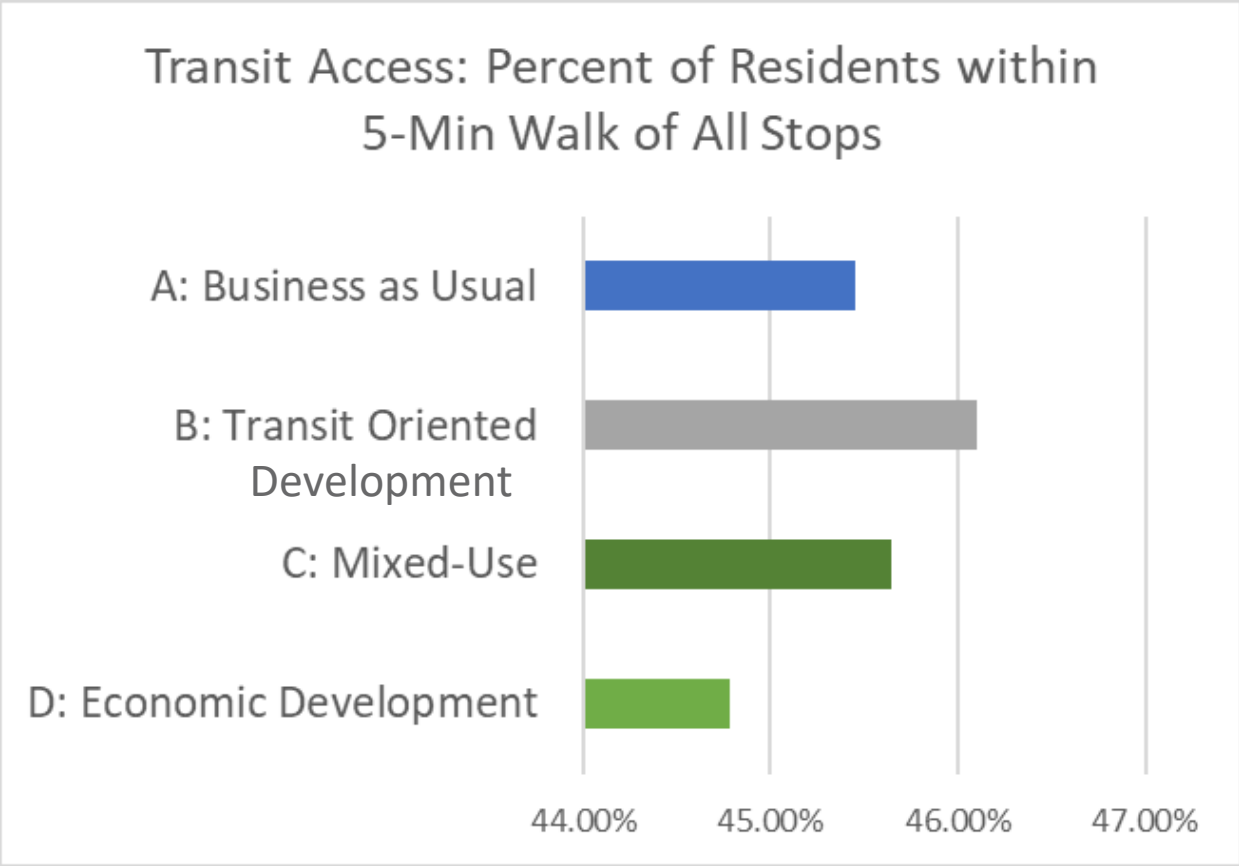
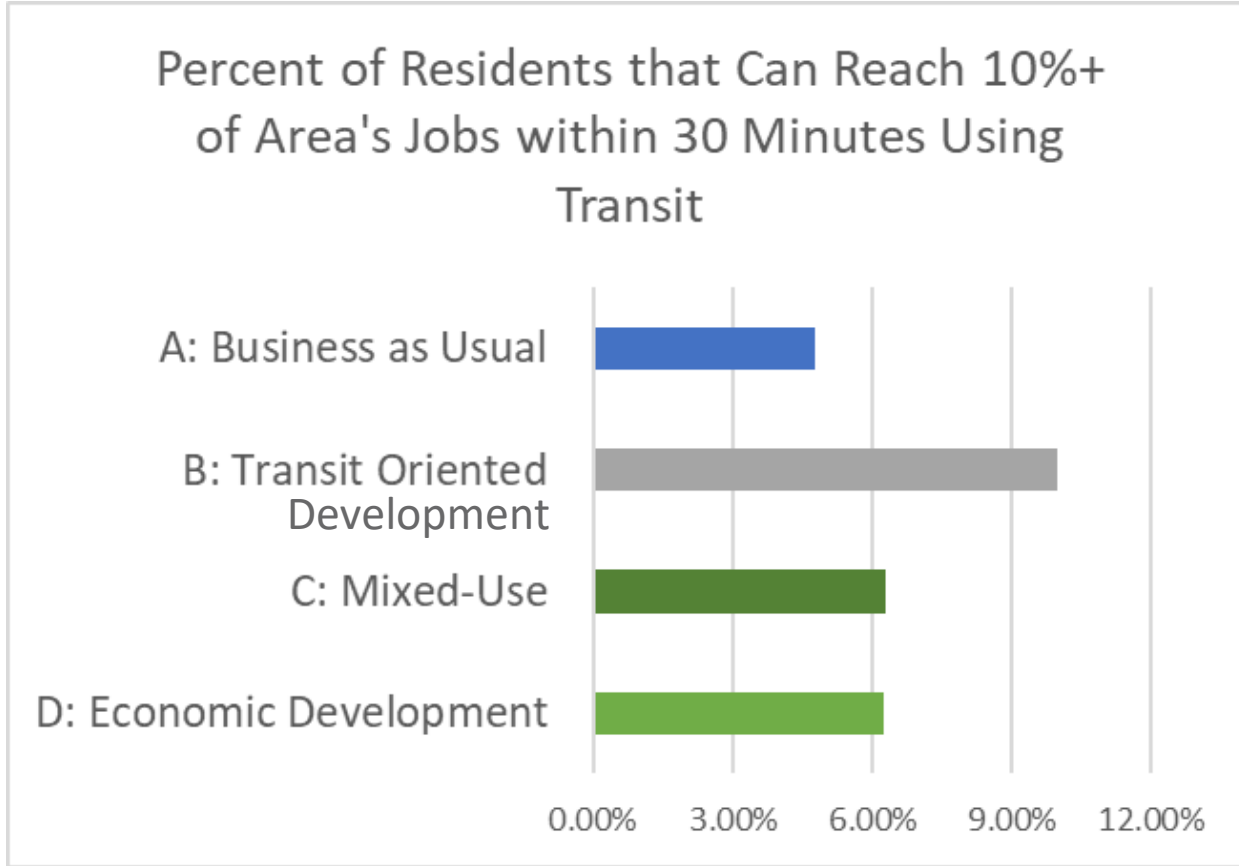


Theme D: Economic Development



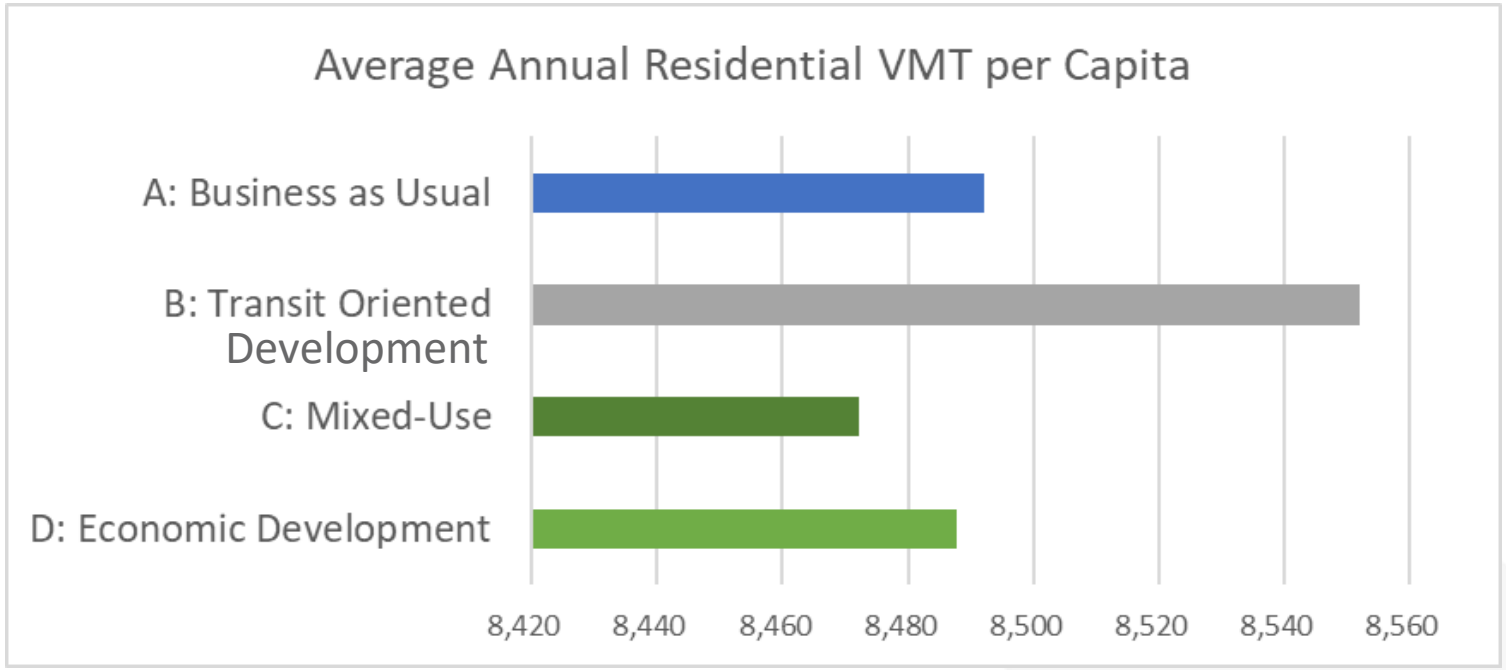
Transit Accessibility





Vehicle Miles Traveled

- Transit Oriented Development: Mismatch of Transit Service to Existing Jobs & Housing
- Mixed Use: Jobs + Housing Balance



Results Compared to Baseline

	B – Transit Oriented Development	C – Mixed Use	D – Economic Development
Reduces GHG (all results <1% change)			
Jobs - Housing Balance			
Focused Growth			
Increases Access to Opportunity*			
Preserves Land			
Growth in Infill			

Positive Result Neutral Result Negative Result

Summary Takeaways

- Lower 2025 Growth Forecast Makes Thematic Differentiation More Difficult
- Land Use Results in Previous RTP/SCS Still Seem Highly Effective
- Refining Growth Distributions Towards Still Important
- Need to Focus on Transportation Improvements Given Limited Land Use Impact

Draft Scenarios

	Business as Usual	Mixed Use with Transit Connections	Mixed Use with Jobs Focus	Increased ADUs
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 Microtransit
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

Disadvantaged Communities

Disadvantaged Communities (DAC) Overview

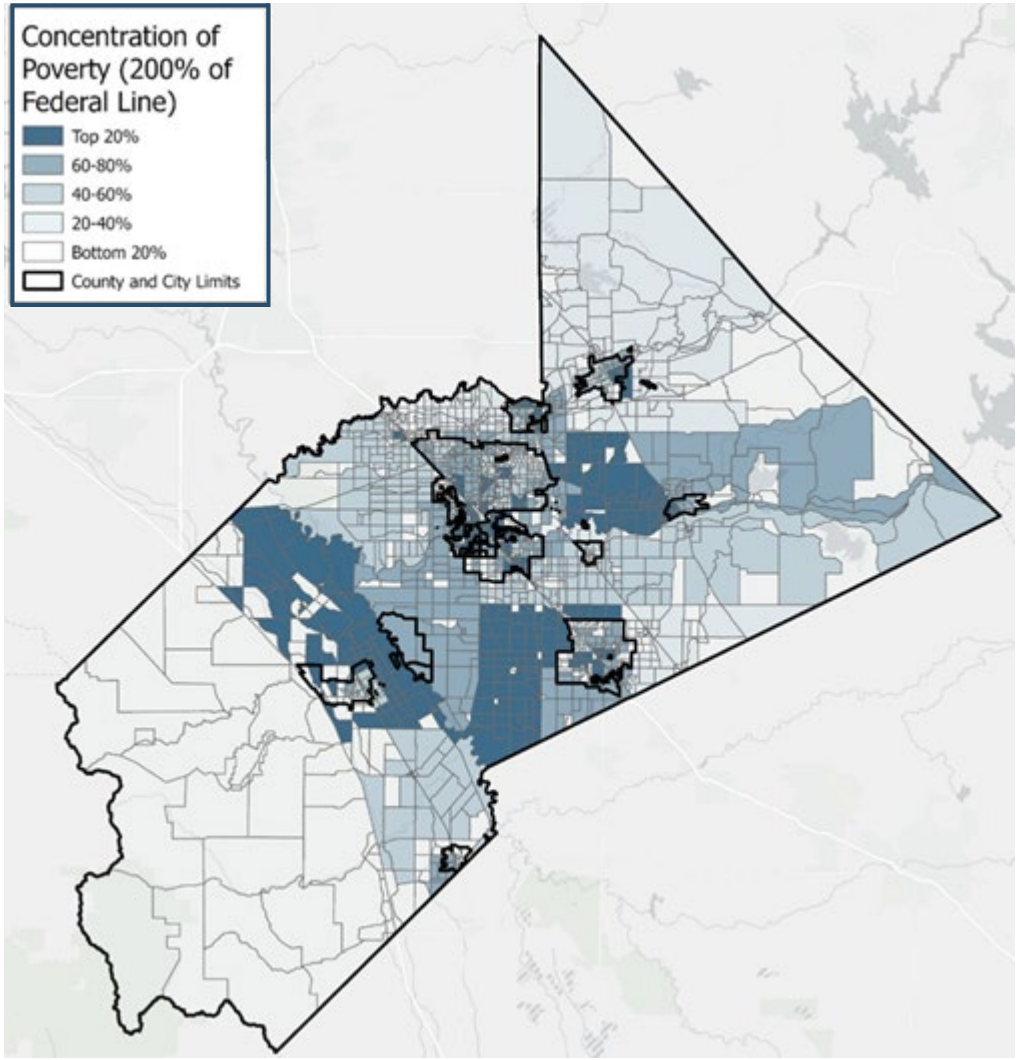
- DACs: Communities that Experience a Combination of Social, Economic, Health, and Environmental Burdens
- Methodology for Identification:
  - Regulatory Requirements
  - Achieves Equitable and Effective Outcomes
- Ensures Transportation Investments Supports Inclusive Economic Growth and Climate Resilience

DAC Key Indicators

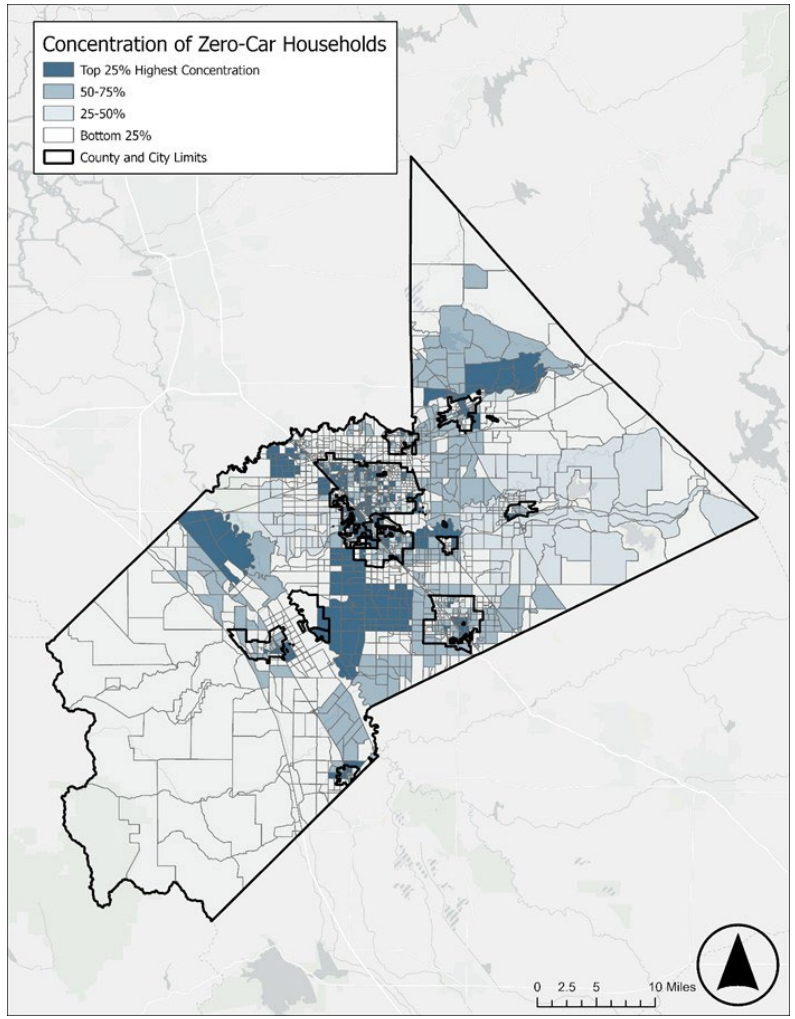
- Socioeconomic: Poverty, Housing Burden, Food Assistance (SNAP), Linguistic Isolation, Tenancy
- Health & Environment: Asthma Risk, Cardiovascular Disease, Pollution Burden
- Access & Mobility: Distance to Civic Infrastructure, Core Services, Zero-car Households
- Demographics: People of Color, Education Attainment, Disabled Populations

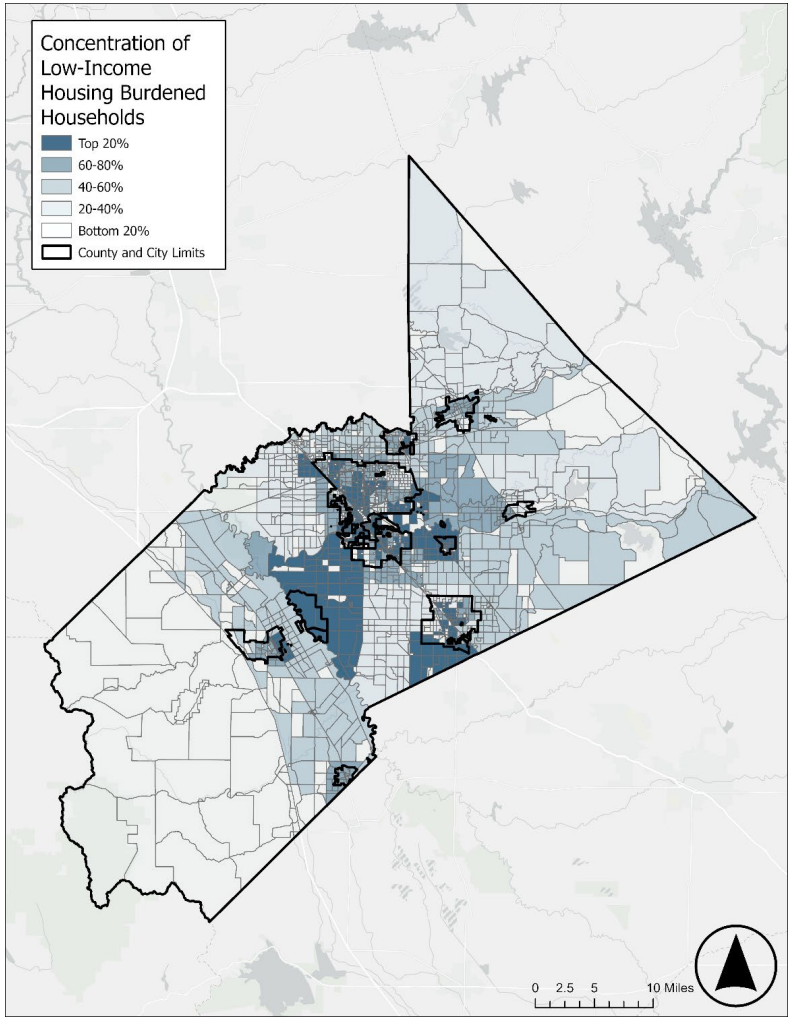
DAC Analysis Methodology

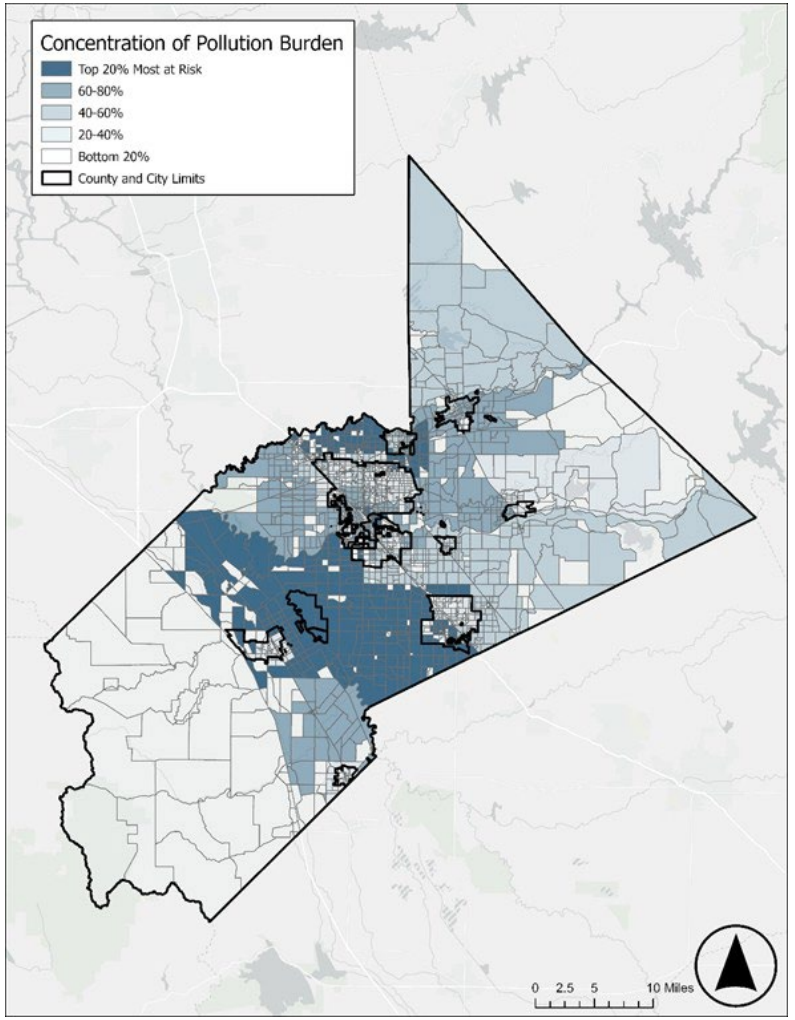
- Used Most Recent 5-Year ACS Data
- Used StanCOG TDM Traffic Analysis Zones (TAZ) for Spatial Granularity
  - Similar to Census Blocks
  - Matched with ACS Data
- Indicators Scored on Quintile Scale and Aggregated
- Aerial Overlays Used to Adjust Scores in Low to No Development Areas



DAC Key Indicator Maps

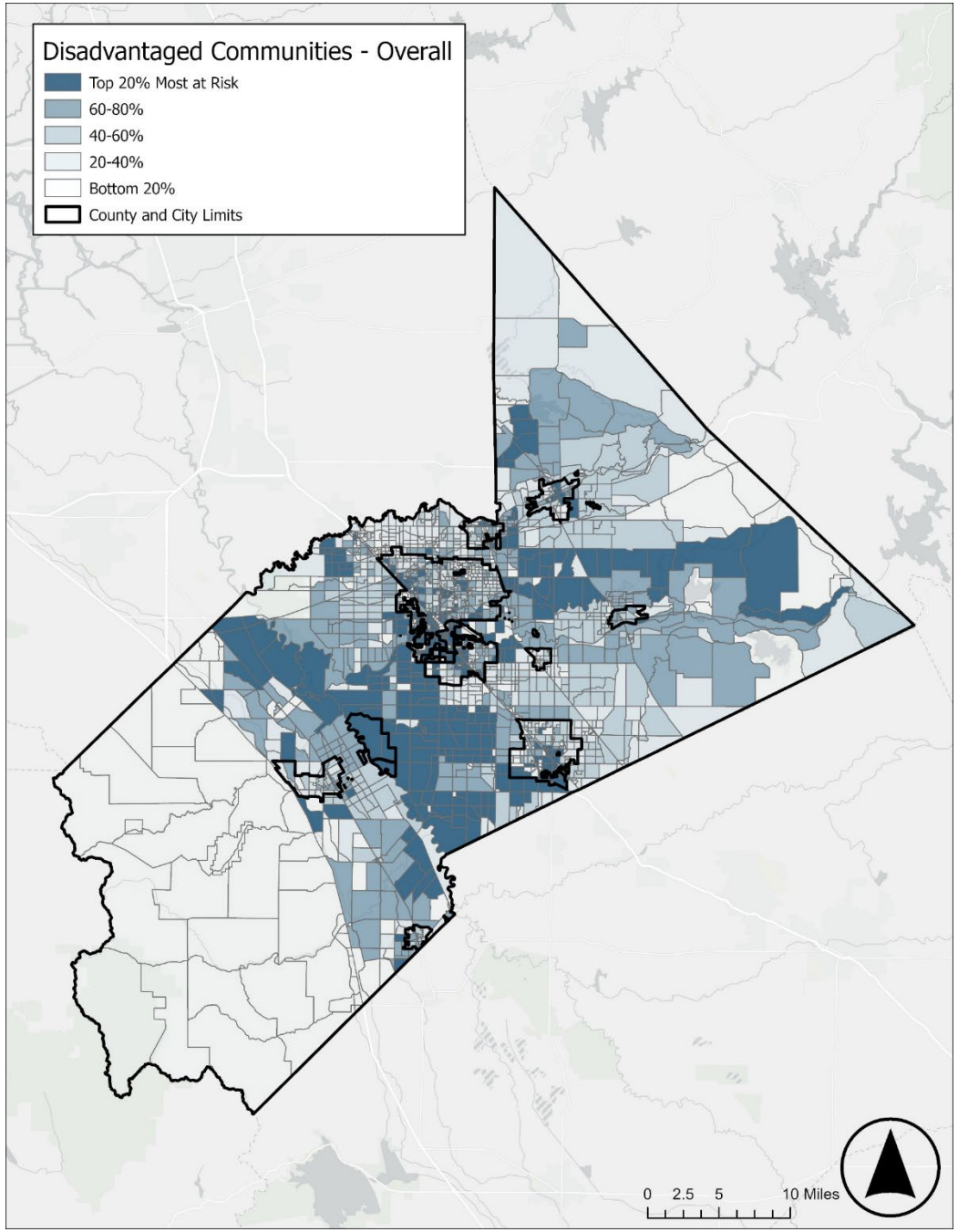




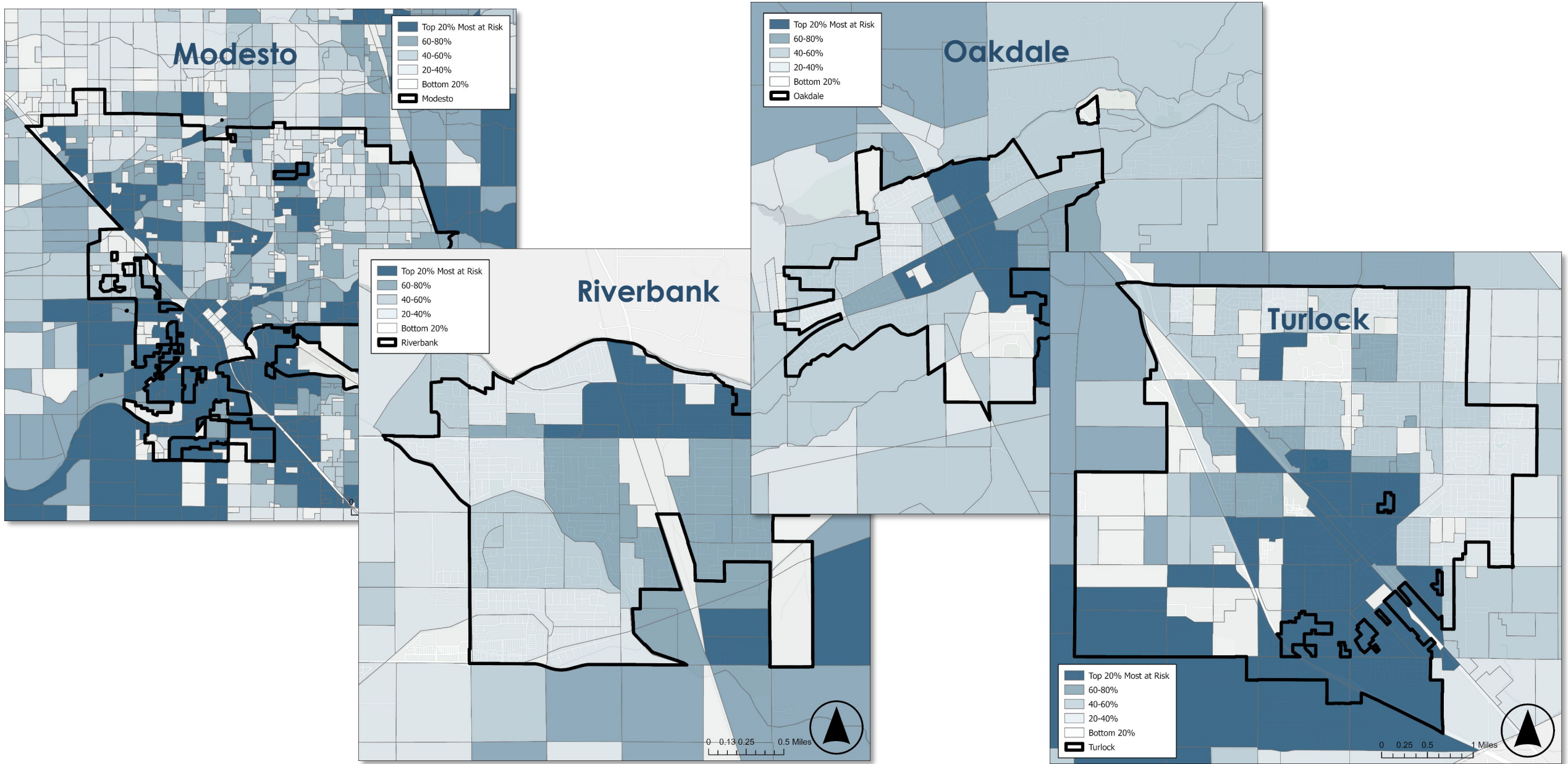


DAC Analysis Findings

- Final DAC scores highlight the most disadvantaged areas in StanCOG region
- High-risk communities identified across all agencies
- Maps used to visualize DAC distribution and support decision-making



DAC Analysis Findings Maps (City Examples)



Community Enhancement Zone (CEZ) Plan

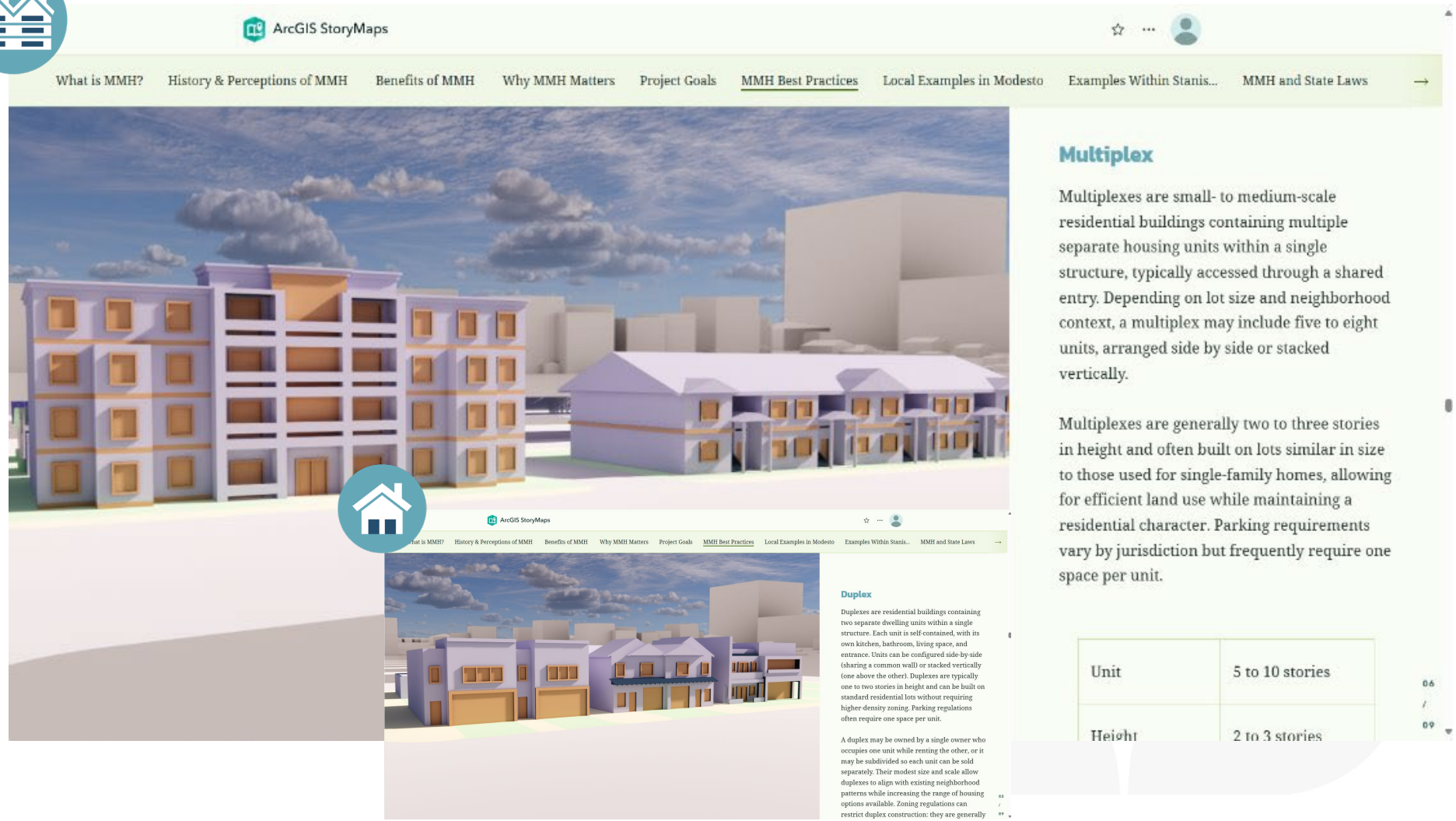
SCS Support Programs

Community Enhancement Zone (CEZ) Plan

- Draft StoryMap
- 90% Draft of Toolkit
- Uses the Missing Middle Housing Toolkit easier to access and understand
- LINK: *StanCOG Toolkit*

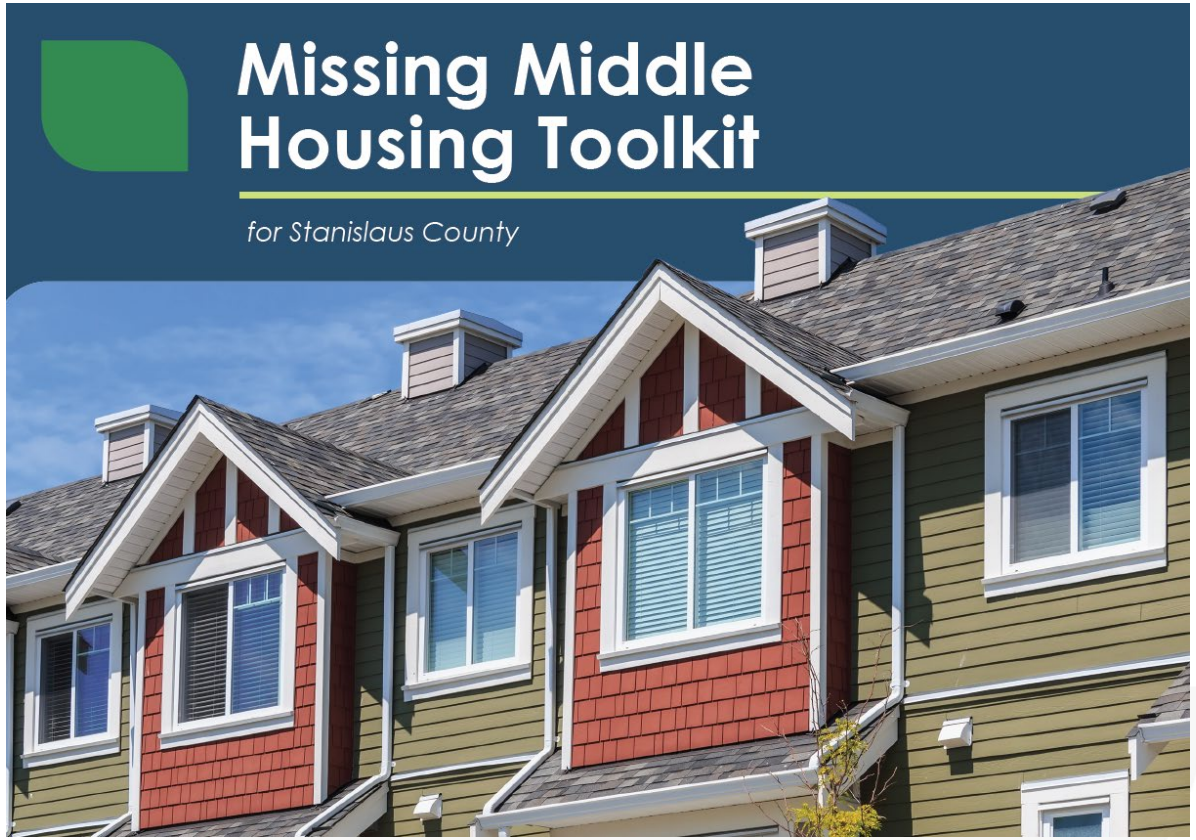
CEZ Missing Middle Toolkit - StoryMap

- Resources for Owners, Developers, and City Staff
- National and Local Best Practices
- Online, Easy-to-Use StoryMap

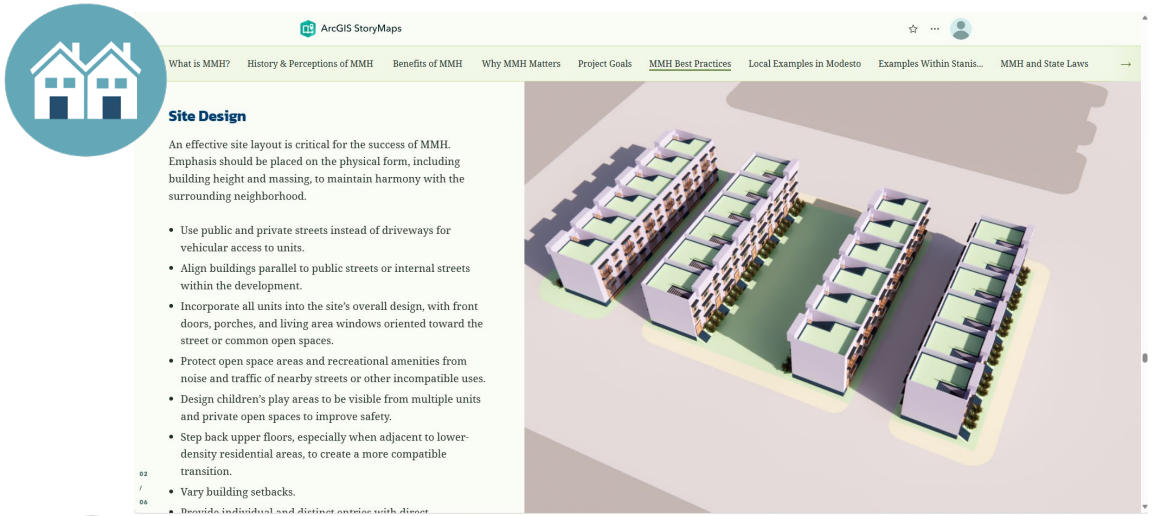


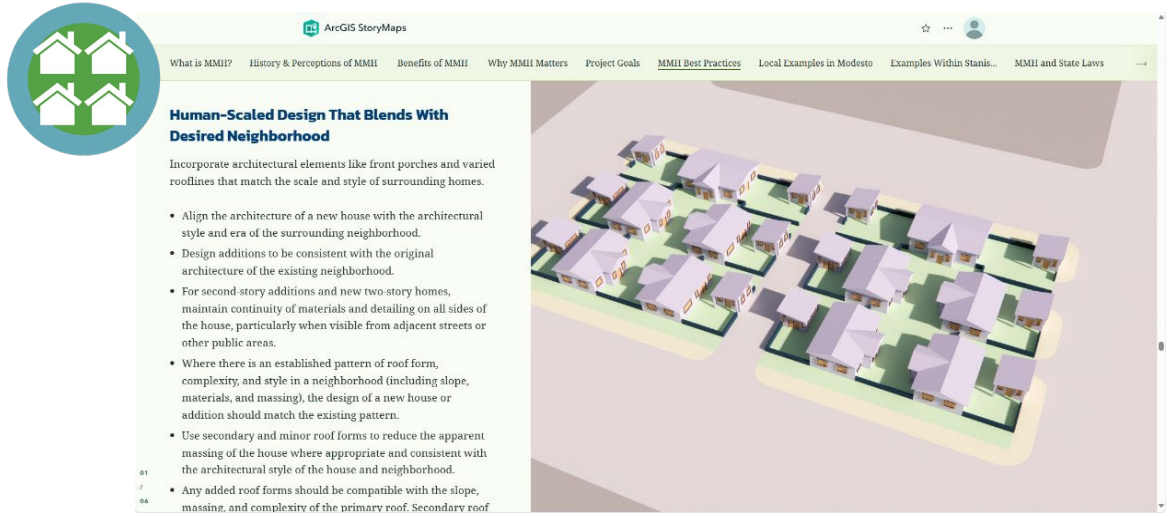
Missing Middle Housing Toolkit

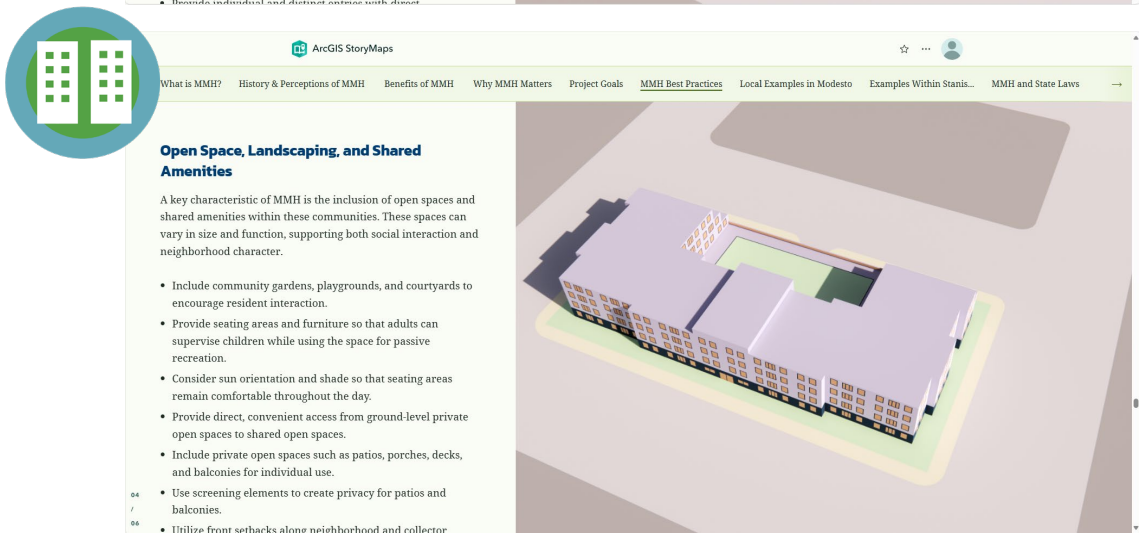
- 90% complete
- Provides member jurisdictions and partners a practical guide to expand Missing Middle Housing in the region.
- Focuses on house-scale types like ADUs, duplexes, triplexes, and townhomes to increase housing options, support affordability, and strengthen neighborhoods.

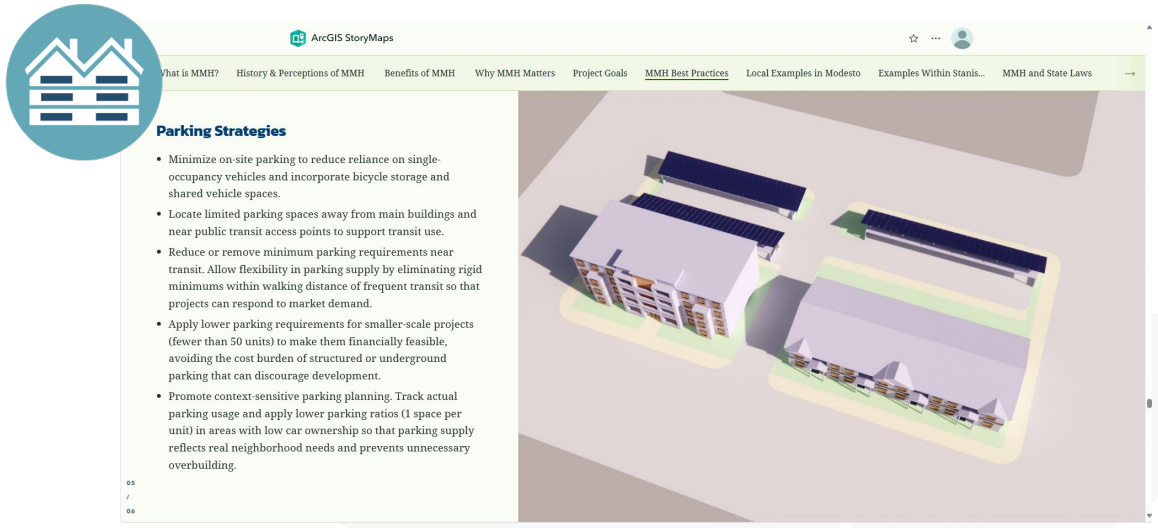


CEZ Missing Middle Toolkit - Design Guidelines

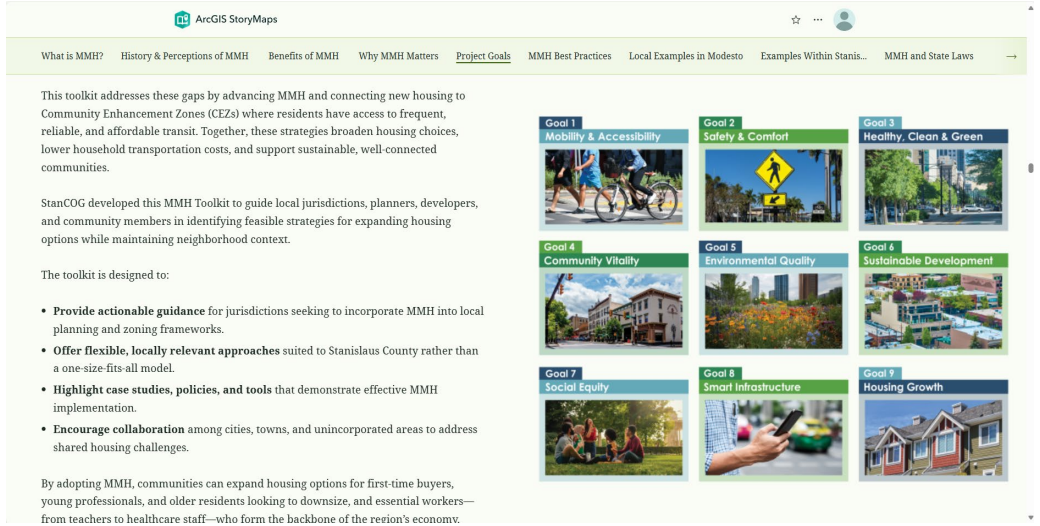


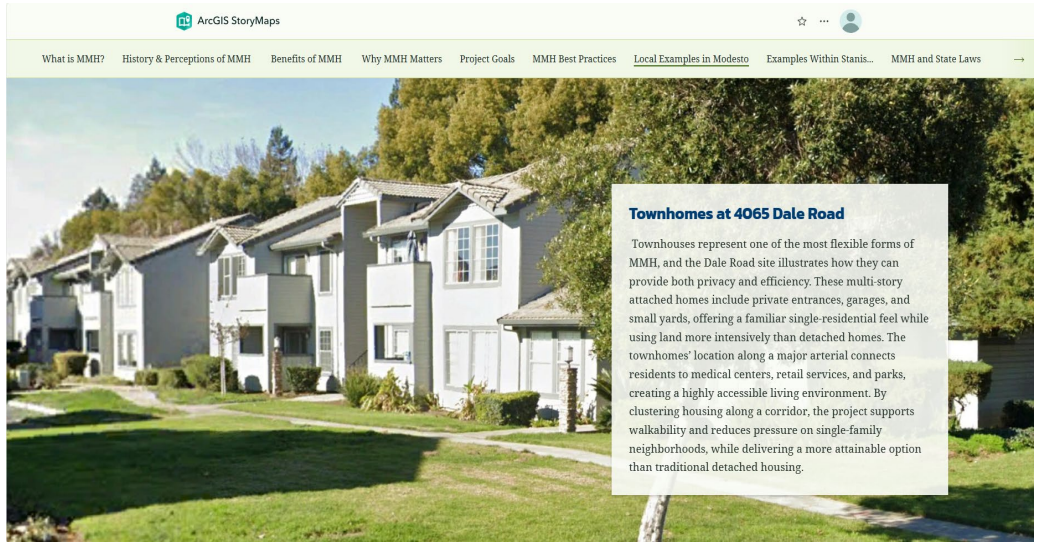


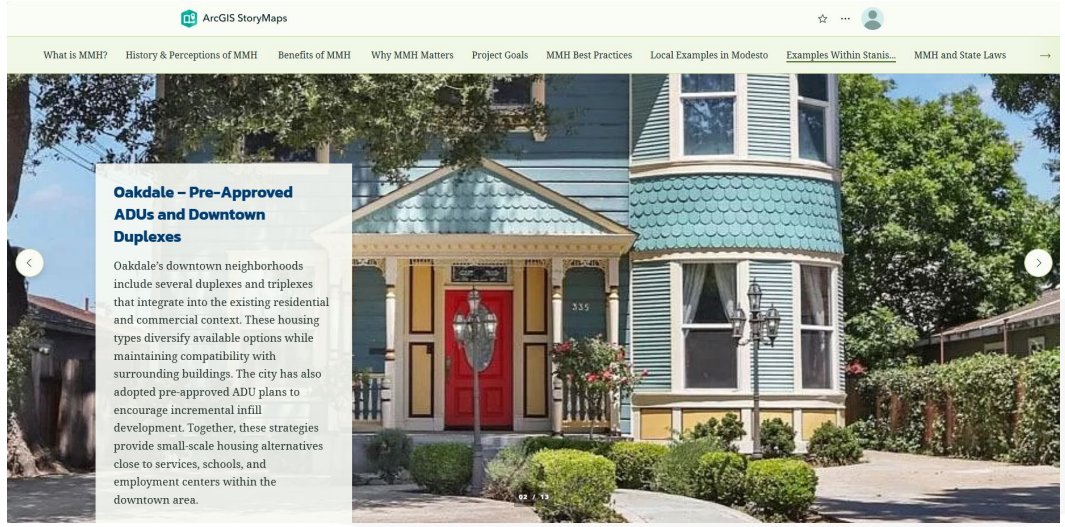




CEZ Missing Middle Toolkit - Local Examples







Selection of CEZ Pilot Project Area

- Selection of Area for First Focused Vision Plan
- Used GIS Analysis of Evaluation Criteria
- Vetted by Partners, Including StanRTA

REAP 2.0 Community Enhancement Zone Plans, VMT Mitigation Strategy, and SCS Bicycle and Pedestrian Plans

Potential CEZ Plan Areas

1) Major Activity Centers

A. Vintage Faire Mall

B. Downtown Modesto

2) Major Transportation Corridors

A. McHenry Ave.

B. Standiford Ave.

C. Paradise Road

D. Briggsmore Ave.

E. Highway 99/S 9th Street

3) Major Transit Centers

A. MTC

B. Amtrak Station

C. BART Commuter Shuttle Stations

Kimley»Horn

Community Enhancement Zone (CEZ) Plan

Site Selection Corridors:

- *McHenry*

CEZ - Recommended Plan Area_v2

Community Enhancement Zone (CEZ) Plan

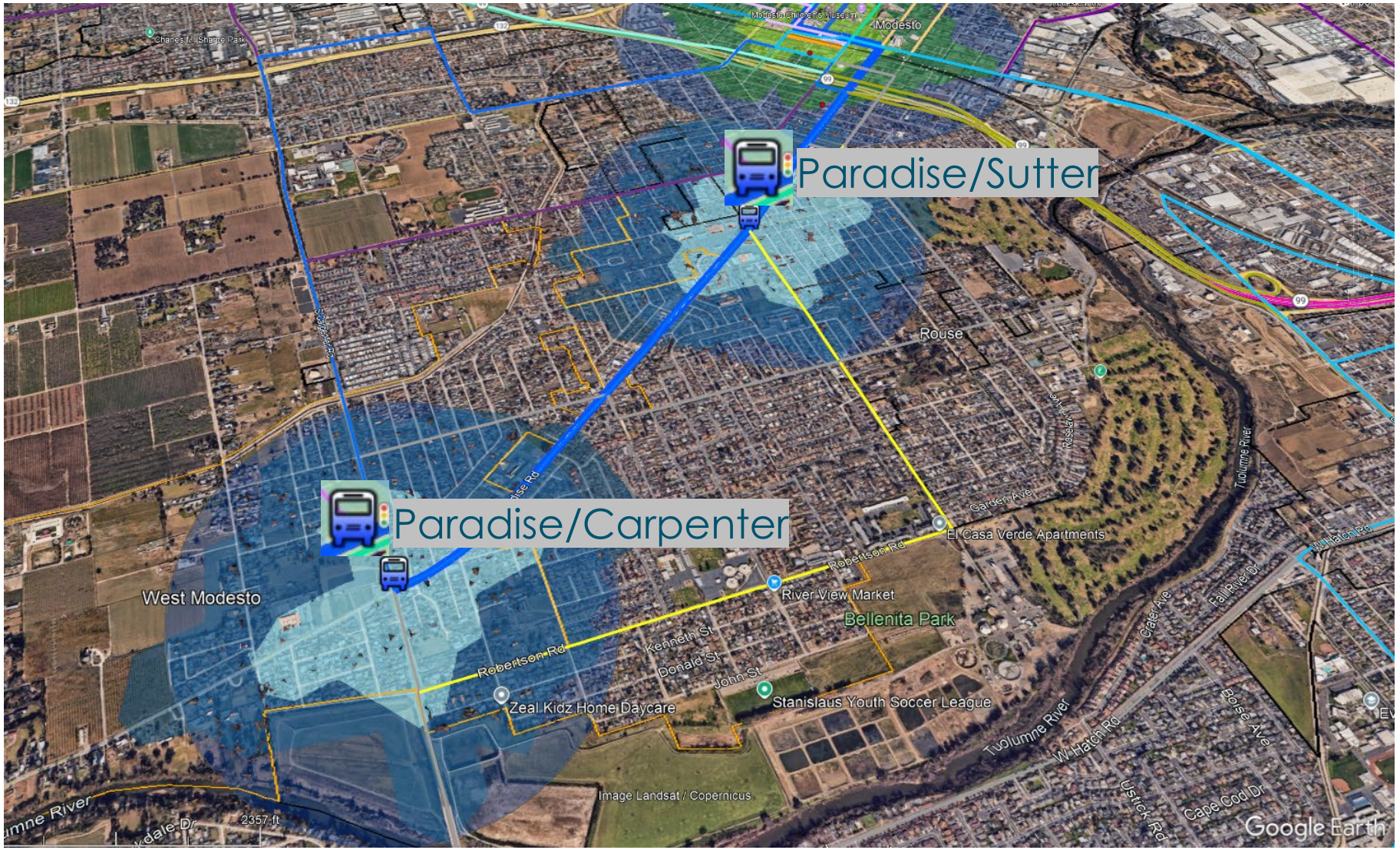
Site Selection Corridors:

- *McHenry*
- *MTC*

Community Enhancement Zone (CEZ) Plan

Site Selection Corridors:

- *McHenry*
- *MTC*
- ***Paradise***



Community Enhancement Zone (CEZ) Plan

Site Selection

Corridors:

- *McHenry*
- *MTC*
- *Paradise*

Station Areas:

- ***Select up to 3 station areas for visioning***

Community Enhancement Zone (CEZ) Plan

Site Selection

Corridors:

- McHenry
- MTC
- Paradise

Station Areas:

- Select up to 3 station areas for visioning
- Identify regional place types and appropriate housing typologies

Vehicle Miles Traveled (VMT) Mitigation Program

SCS Support Programs

VMT Threshold Development

- OPR guidance recommends 15% reduction from average VMT for residential and office uses
- Metrics used: Efficiency (VMT per capita/employee) and Net Change (total VMT)
- Local vs. regional VMT averages analyzed using StanCOG's TDM
- Thresholds calculated and adopted based on less restrictive (higher) values

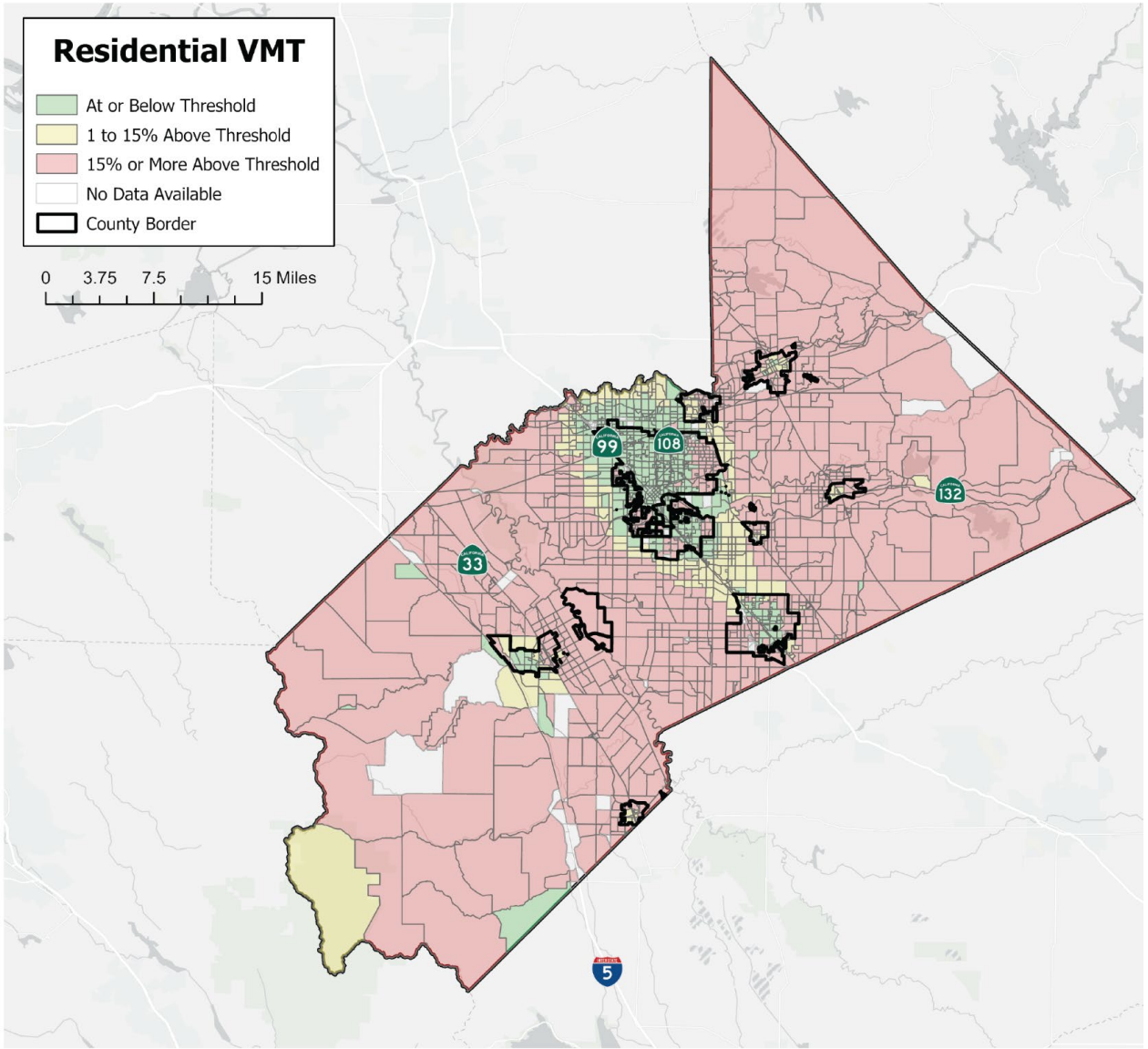
Draft Residential VMT Thresholds

Jurisdiction	Threshold (VMT/capita)	Basis
Ceres	8.2	15% Below Countywide Average
Hughson	10.8	15% Below Citywide Average
Modesto	8.2	15% Below Countywide Average
Newman	15.1	15% Below Citywide Average
Oakdale	11.5	15% Below Citywide Average
Patterson	8.2	15% Below Countywide Average
Riverbank	8.4	15% Below Citywide Average
Stanislaus County	10.1	15% Below Unincorporated County Average
Turlock	8.2	15% Below Countywide Average
Waterford	14.7	15% Below Citywide Average

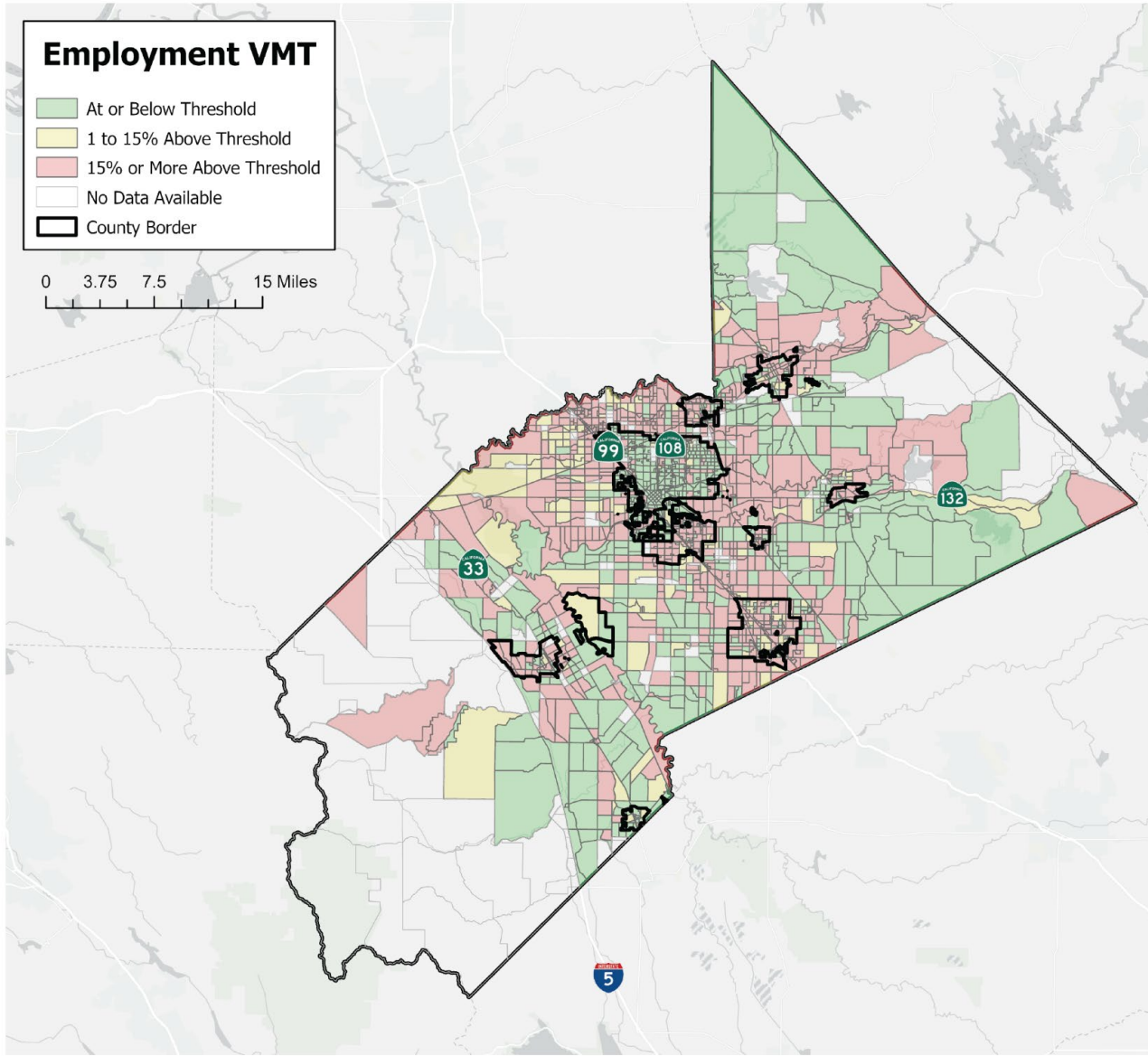
Draft Non-Residential VMT Thresholds

Land Use	VMT Threshold	Basis
Professional Office and Industrial	8.9 Work VMT/Employee	15% below existing countywide average Work VMT per employee
Retail	Net regional change	Using Stanislaus County as the basis
Other Employment	Work VMT/Employee	15% below existing countywide average Work VMT per employee for similar land uses
Other Customer	Net regional change	Using the Stanislaus County as the basis

Residential VMT Screening



Non-Residential VMT Screening



Draft VMT Mitigation Need

- Total VMT from Land Use Growth in Areas Above Threshold

VMT Type	Future VMT to Mitigate		
	Residential	Employment	Total
Land Use Growth (Population/Jobs)	36,018	24,143	60,161
Total VMT (Thru 2049)	28,203	77,341	105,544
Total VMT per Year	**1,128**	**3,094**	**4,222**

Nonmotorized Transportation Plan (NMTP)

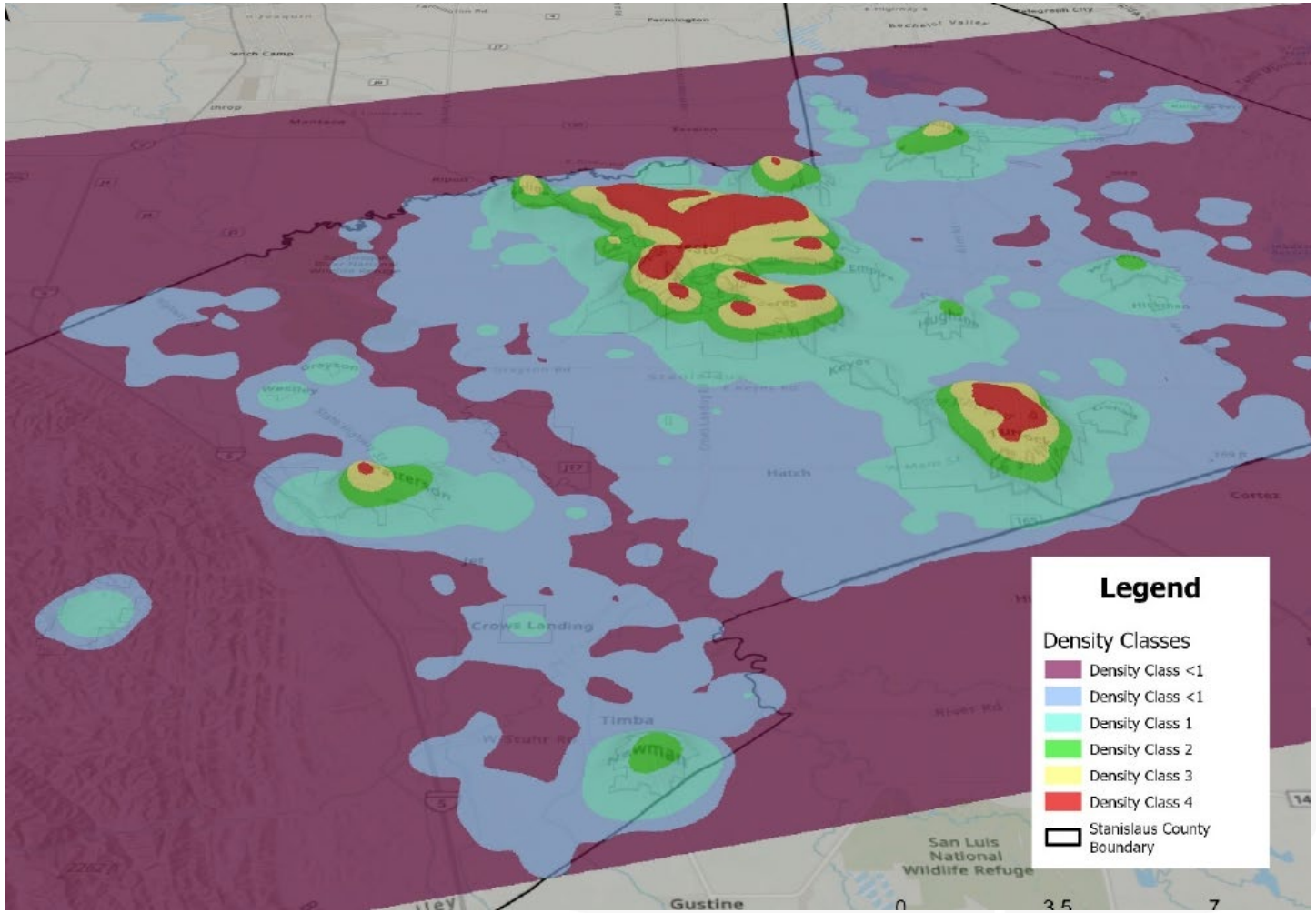
SCS Support Programs

Bike/Pedestrian Document Overview

- Existing Conditions Report
  - Assessed Current Facilities and Resources
- Existing Plan Review
  - Mapped Existing Planned Projects
  - Documented Conflicts and Adjacencies Between Proposed Projects
- System Development Memo
  - Identified Key Connectivity Nodes
  - Proposed Ideal Bicycle Network
  - Aligned with Existing Plans
  - Identified Planning Gaps and Conflicts

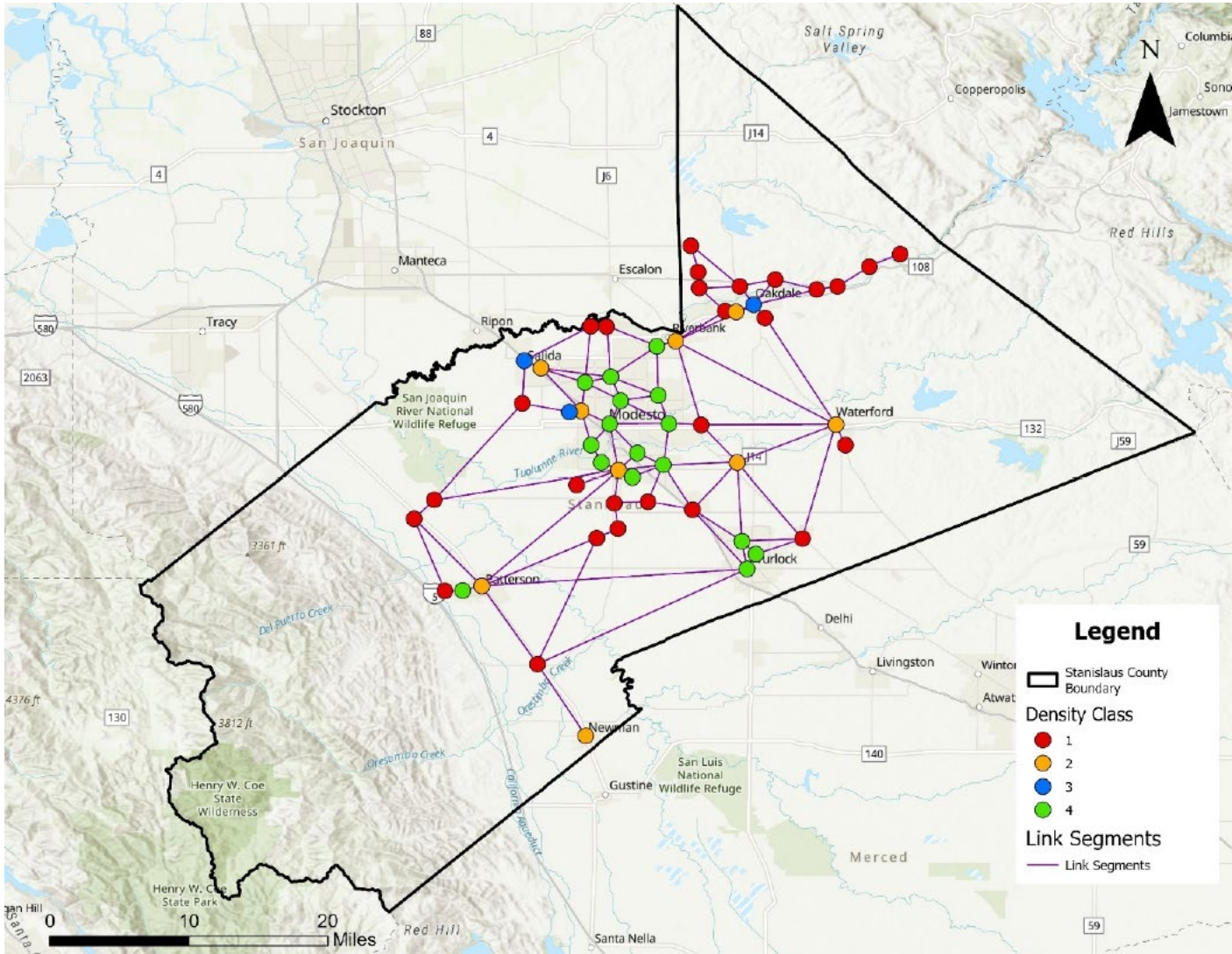
County Activity Nodes

- Nodes of Population and Employment Density
- Anchors for Regionally Connected Network



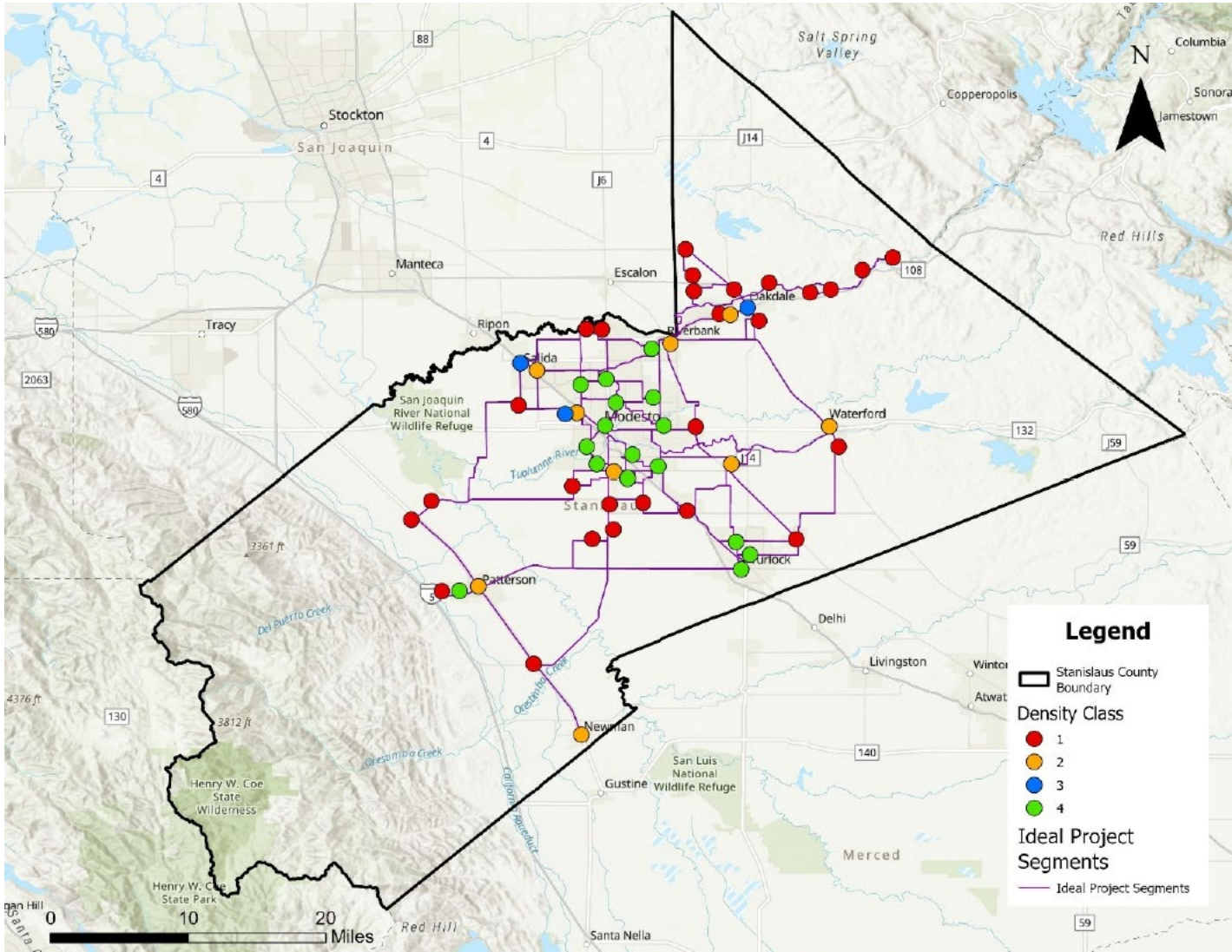
Desired Connectivity Web

- Jurisdiction Agnostic
- Shortest Distance
- Connects Communities and Neighborhoods



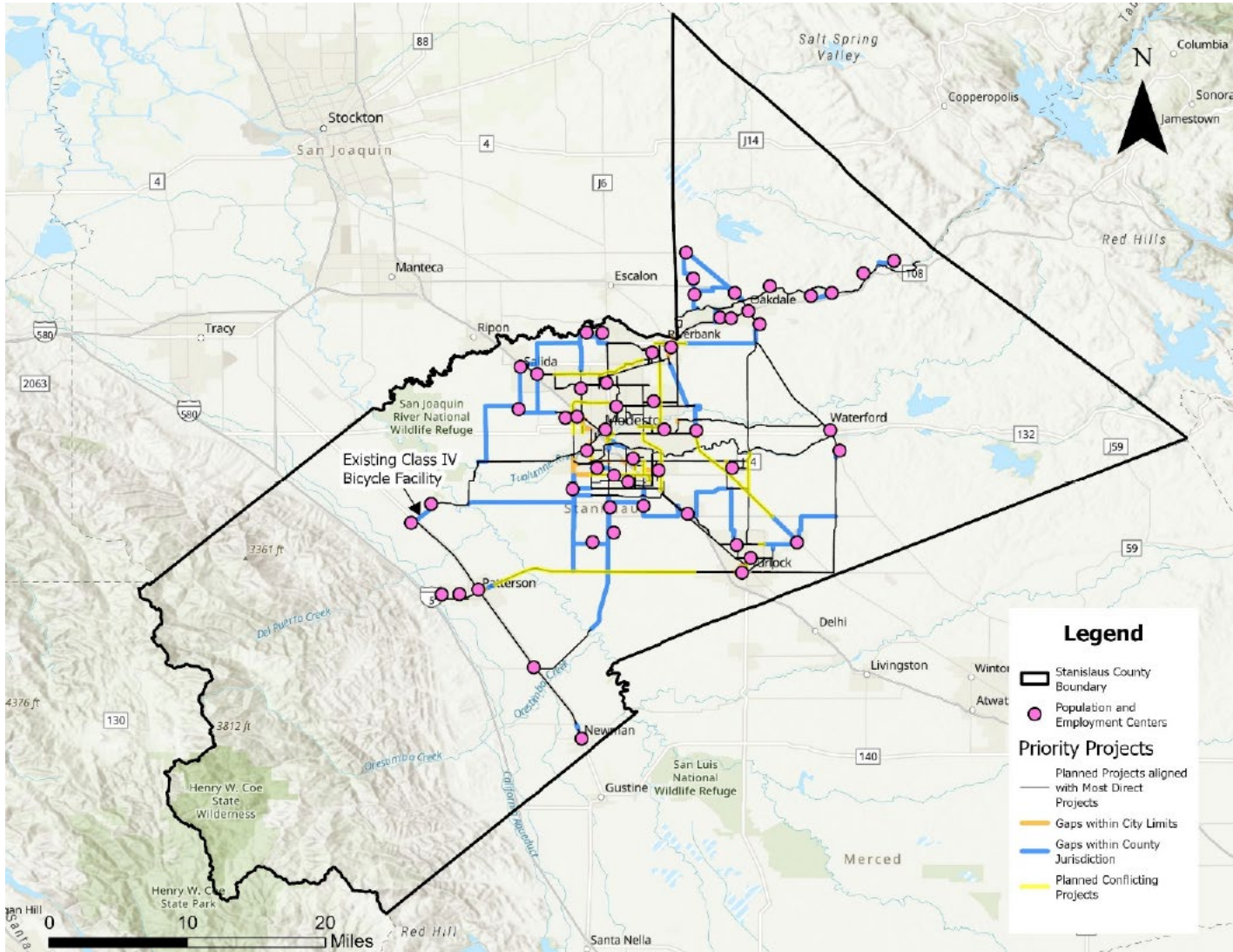
Alignment with Existing Right-of-Way

- Snapped to Network of Roads and Waterways
- Fair and Equitable Transportation Burden



Alignment with Existing Plans

- Already Planned Projects
- New Links not Included in Current Plans
- Alignments with Conflicting Plans



NMTP Other Updates

- Meeting with Local Jurisdictions
- Submitted Needs Assessment Report and System Development Memorandum
- Conducting existing plan inventory and sociodemographic and high crash area analysis for Draft ATP report
- Reviewing right-of-way and existing traffic for potential project types

Outreach Summary

RTP/SCS Outreach Status

- First Round of Public Workshops Complete
  - Oakdale, Patterson, Waterford, Turlock, and Modesto
- StanCOG's RTP/SCS project website updated: www.ValleyVision2049.com
  - Updated Formatting of Website for Ease of Use
  - Provided Information on Outreach Events
  - Added Links to Final Documents (Meeting Presentations, RTP/SCS PPP, etc.)
  - Added Content on SCS Projects to Educate Users
    - Story Map on MMH
  - Public Input Mapping Site Live 11/21 (PublicCoordinate)

Updated Outreach Strategy

- Additional Round 1 Methods
  - Produce short (no more than 5 minutes) educational video to add to project website, distribute through social media channels and include on flyering materials
  - Go where they already are; upcoming in-person opportunities
    - Friday, 11/21 Modesto Junior College Annual Pride Education Conference
    - Saturday, 12/6 Gospel Mission & Stanislaus Latino Chamber of Commerce Carnaval
    - Any weekday at the StanRTA's Downtown Transit Center
- Goal: Get input on map survey (Public Coordinate)

Air Quality Waiver and Next Steps

California Air Quality Waiver Rescinded

- Federal Government Rescinded CA's Federal Waiver For Stricter Vehicle Emissions Standards
  - Invalidates Use of EMFAC 2021 Model for SCS Air Quality Conformity
- CARB is Developing Off-model Adjustment Factors for EMFAC 2021
  - Removing Benefits Associated with the Now-invalid GHG Regulations
  - Adjustment Factors Must be Approved by U.S. EPA
- May Cause Scheduling Impact for RTP/SCS Conformity
  - Lawsuits Were Filed, No Stays or Injunctions Granted to Date

Next Steps

- Continue Updating RTP/SCS Website - https://valleyvision2049.com/
- Finalize RTP/SCS Land Use Scenarios Based on Today's Feedback
- Begin Modeling RTP/SCS Land Use Scenarios
- Finalize CEZ Pilot Project Site Selection (Final Meeting with 3 Agencies)
- Launch CEZ Visioning, Existing Conditions, Market Analysis with Local Partners
- Finalize VMT Thresholds by Agency
- Develop Agency-specific VMT Screening Criteria
- Evaluation of Potential Projects (NMTP)
- Link Prioritization (NMTP)

Questions