

**COMPREHENSIVE
ECONOMIC
DEVELOPMENT
STRATEGY
2023-2028**

MODESTO • CERES • TURLOCK • PATTERSON • WATERFORD • OAKDALE • RIVERBANK • HUGHSON • NEWMAN

ECONOMIC DEVELOPMENT ACTION COMMITTEE MEMBERSHIP ROSTER 2023

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| Jose Ibarra | Community Representative (Finance) |

This document was compiled in joint effort with the
Economic Development Action Committee (EDAC) membership,
Stanislaus County and the nine incorporated cities,
with research and compilation provided by Opportunity Stanislaus
[Roster Update 4.20.23]



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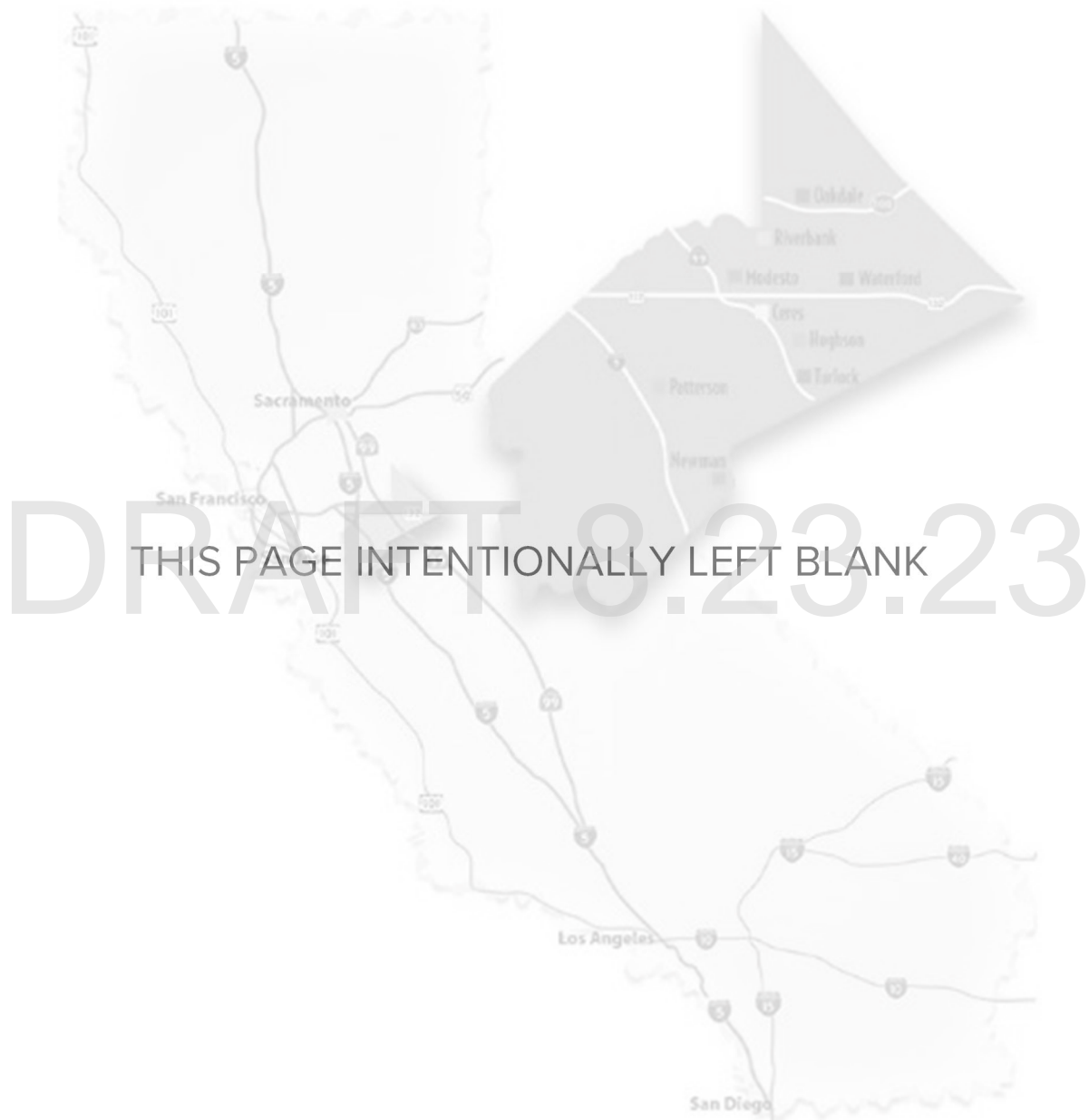
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I. EXECUTIVE SUMMARY

The Stanislaus County Economic Development Action Committee (EDAC) has collaboratively developed an update to the Stanislaus County Comprehensive Economic Development Strategy (CEDS). This Strategy will present the socio-economic overview of Stanislaus County along with highlights of the economic development activities and projects that public and private entities will undertake, many times in partnership, in a mission to create new jobs and provide critical services to the residents of Stanislaus County.

A central focus for pursuing economic development assistance is to begin to overcome the dramatic employment disparity between Stanislaus County and State and National figures. This employment gap has persisted for many years. Stanislaus County still lags significantly. Based on 24-month average data from the California Employment Development Department, the Stanislaus unemployment rate was still nearly one and a half times that of the national level.



Photo 1- Tenth Street Place

Stanislaus County is situated in the agricultural heart of California's Central Valley. Based on 2022 American Community Survey statistics, the County has 550,842¹

residents. The Stanislaus population is expected to reach 680,311 by 2060,² according to the State of California estimates. With projected population growth, there is an urgency to develop economic opportunity in the County. This population growth also underscores that finding enough skilled talent is a high priority for many employers throughout the Central Valley.

In the two years before the COVID-19 Pandemic, the local Stanislaus County economy had improved significantly. There were increases in the number of new job openings, and the County saw business success in many industries. However, along with major challenges such as poverty and homelessness, the County must also now endure additional economic recovery efforts resulting from the COVID-19 pandemic. Stanislaus County still faces an ever-increasing skills-gap issue. Many companies post job openings but struggle to find workers with the requisite skills. Along with the rest of California and the nation at large, the County still currently reports high unemployment at roughly 7%³.

¹ 2021 American Community Survey (ACS) 5-Year Population Estimates, U.S. Census Bureau, data.census.gov

² State of CA Population Estimates, Dept. of Finance, dof.ca.gov

³ Unemployment Rates and Labor Force Data, CA Employment Development Department, edd.ca.gov



Exacerbating the local skills gap issue is the region's commuter lifestyle, where people choose to commute to jobs in the San Francisco Bay Area and San Joaquin County that generally pay much more than local jobs. In addition, water quality and availability continue to be a concern with political issues surrounding authority over water resources.

This CEDS master document develops a summary of infrastructure projects that require support for future growth within the County and establishes core project area themes that the workgroup intends to develop and expand upon into the future. It is critical that the community has the benefit of these projects as the local economy continues to face several challenges. These projects envision working in collaboration to meet the needs of a growing community through expanded employment opportunities. For this process to succeed, continued investment in a combination of education and workforce development efforts is required.

This overall vision can be enhanced through the involvement of the U.S. Department of Commerce (DOC) and the Economic Development Administration (EDA). With this partnership, the County is more likely to achieve a self-sufficient and balanced economy. Along with neighboring counties, Stanislaus County continues to fall at the bottom of rankings in the areas of education, income attainment, and funding to assist with public assistance needs. Finally, this document has been developed with a conscious effort to compliment and expand upon the eight-county Central Valley Regional Comprehensive Economic Development Strategy (CVR CEDS). The eight counties included in the strategy are Fresno, Kern, Kings, Madera, Merced, San Joaquin, Stanislaus, and Tulare.

II. BACKGROUND

In December 2001, the California Housing and Community Development Department (CHCDD) approved Stanislaus County's grant to undertake a strategic plan. The purpose of this process was to identify goals and strategies to attract new business and retain and expand existing business to raise the community's economic vitality.



Photo 2- Sunrise in the County

A focus of the Stanislaus County Comprehensive Economic Development Strategy (CEDS) was to address the jobs-to-housing imbalance in the County and to develop strategies to reverse the

previous trends of slow job creation juxtaposed with rapid population growth. The plan was designed to guide the economic development and workforce development activities in the County. Input from the public, utilization of area demographics, review, and



research of economic and community development problems and opportunities within the County were used as a foundation for the CEDS tool.

In 2006, staff was directed to begin developing an updated CEDS that would address unfinished projects while becoming a tool to guide the EDAC in a new direction, including the regional collaboration reflecting the changing dynamics and factors influencing economic growth from a regional perspective.

In 2011, the California Central Valley Economic Development Corporation (CCVEDC) was requested by regional Federal Economic Development Administration representatives to apply for the designation of Economic Development District for purposes of receiving funding for regional economic development projects through the U.S. Economic Development Administration (EDA) and other Federal funding agencies. In March 2012, Stanislaus County joined its CCVEDC members in adopting a resolution to support the establishment of an eight-county San Joaquin Valley Economic Development District.

Over the past few years, the CEDS has become a fluid document for Stanislaus County and is updated and revised annually, with the last update occurring in 2021. The EDAC provides general oversight of the document and has developed flexible protocols to allow updates to occur. Demographic and project information is refreshed as the document is updated in an effort to keep information current. All formal changes require approval from the Board of Supervisors.

III. SETTING

Stanislaus County, California, was created on April 1, 1854 a land area of approximately 1,521 square miles. It has a population of 550,842⁴ and includes nine incorporated cities: Ceres, Hughson, Modesto, Newman, Oakdale, Patterson, Turlock, Riverbank, and Waterford. Modesto is the County seat. Located near the center of California, Stanislaus County is 90 miles east of San Francisco, 300 miles north of Los Angeles, and 90 miles south of Sacramento. With an abundance of rich farmland, Stanislaus County is noted for its agriculture and food processing. Other major industries include manufacturing and a range of service industries, including healthcare and retail, and within recent years, the warehouse and distribution industry has become a growing segment. Despite proximity to some of the wealthiest areas of California, Stanislaus County faces severe challenges in terms of lack of high-paying jobs, lack of skills to meet current employer demands, lack of affordable housing, and low per-capita income.



Photo 3- Sunset over Willmes Road

⁴ 2021 American Community Survey (ACS) 5-Year Estimates, U.S. Census Bureau, data.census.gov



IV. ECONOMY

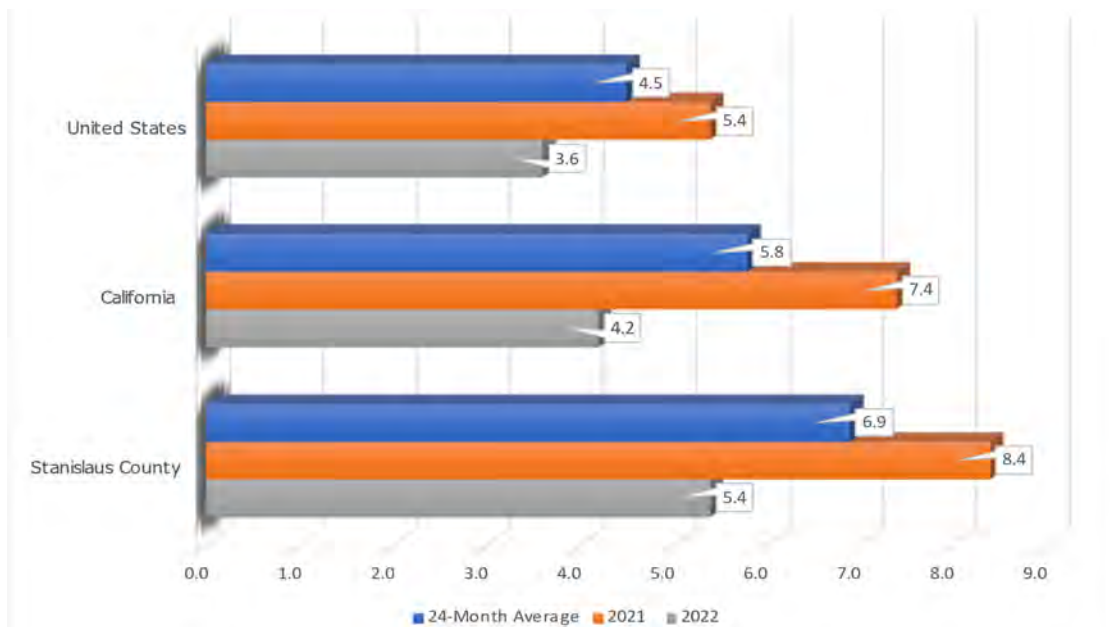
Stanislaus County suffers from continuously high unemployment compared to the State of California and the nation at large. According to data from the California Employment Development Department (CA EDD), payroll job creation had increased since 2018, prior to the COVID-19 Pandemic, and unemployment had dipped to historic lows. However, the County has not kept pace with economic growth nationwide, and there are still too many people in the County who lack the skills for the jobs being created.

Data averaged for the two years of 2021, and 2022 puts Stanislaus County’s unemployment rate at 6.9% of the labor force, compared to 5.8% for California and 4.5% for the nation. February 2023 rankings produced by the CA EDD show Stanislaus County’s unemployment rate as recently ranking 40th out of 58 counties in California.⁵

The following table reflects the average unemployment of 6.9% in Stanislaus County for the two-year period. Stanislaus County unemployment continues to remain higher than the state and nation overall.

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Table 1- 24-Month Average Unemployment Rates



⁵ Unemployment Rates and Labor Force Data, CA Employment Development Department, edd.ca.gov

a. COMMUTER LIFESTYLE



Photo 4- Commuter Traffic

Frequently, workers are willing to endure personal sacrifice and professional hardships associated with long commutes to reach a location with more plentiful, higher paying jobs. “The Commuter Lifestyle” is an ongoing challenge for our residents as well as those in neighboring counties- San Joaquin and Merced- as documented in the [2018 North San Joaquin Valley Index](#) (NSJVI) produced by the University of the Pacific in Stockton – a thorough analysis of regional economic and social indicators. As a

region, Stanislaus, San Joaquin, and Merced counties collectively lose a large number of commuters to the Greater Bay Area, as indicated in the NSJVI.

In 2020, Stanislaus County Workforce Development, in partnership with Resource Development Associates, completed the [2020 Stanislaus Commuter Study](#) of residents traveling from Stanislaus County to the San Francisco Bay Area⁶. The study integrated previous studies published in 2000 and 2006 but focused on Stanislaus County commuters. The objectives of the Commuter Study were to:

- Identify current job skills of commuters traveling over the Altamont Pass to the San Francisco Bay Area.
- Better understand what talent exists that could be an asset to a new or expanding business in Stanislaus County to support economic development and employment opportunity strategies
- Identify trends over the 19-year period from the initial survey in 2000 through data collected in 2020
- Determine the destinations, distances, travel times, salary requirements, and willingness to work locally reported by Stanislaus County commuters
- Identify industries and Stanislaus County-based employers that are at risk of losing current and potential talent that could result in these companies moving out of Stanislaus County or closing their doors
- Identify industries and non-Stanislaus County based employers that could bring additional employment opportunities to our local community and potentially transition to a more remote workforce
- Use the results of the Commuter Survey to address skills gaps and potentially meet existing workforce needs, enabling employers to stay in Stanislaus County

⁶ *Stanislaus County Commuter Study, Stanislaus County, 2020*



In 2023, there has been an increase in costs and inflation, causing rising gas prices to soar, creating a significant financial impact on commuters.

b. HOUSING

Stanislaus County stands near the epicenter of a region that was especially hard-hit by the housing crisis of 2008-2010. From peak 2005 levels to year-end 2011, the median home sales price fell by approximately two-thirds, according to figures from the National Association of Home Builders (NAHB)/Wells Fargo Housing Opportunity Index⁷.

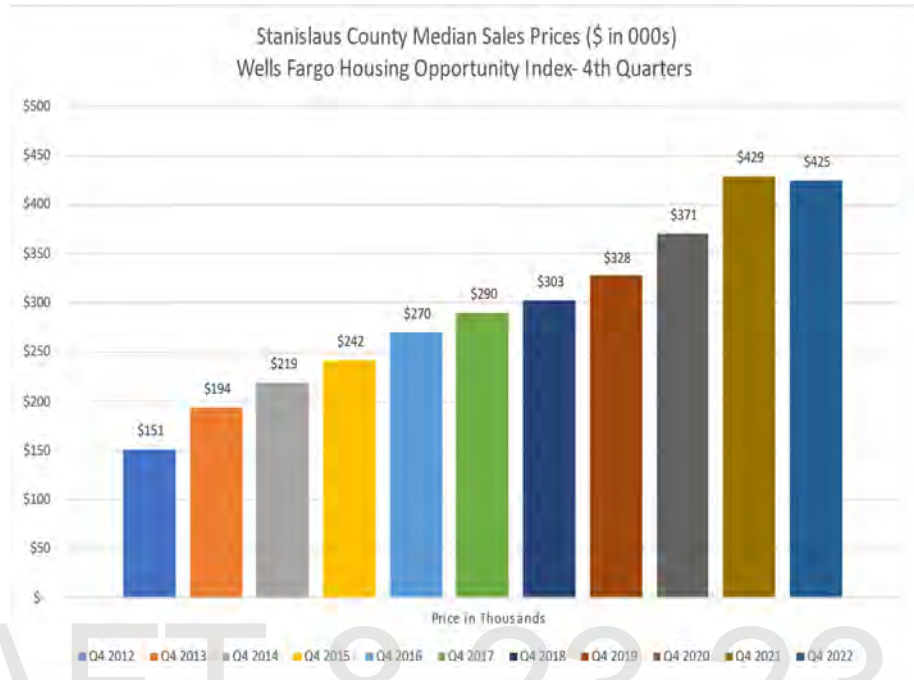
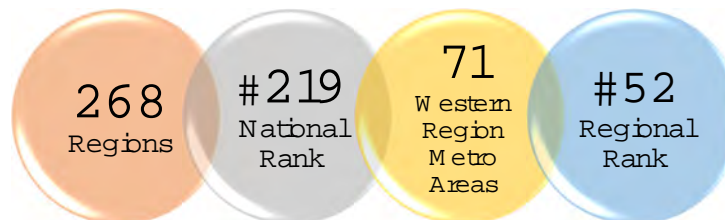


Figure 1- NAHB/Wells Fargo Housing Opportunity Index - www.nahb.org

Starting in 2012, however, prices continued to increase year after year while the local County available housing stock has diminished. This has created a local housing crisis, it very difficult for many people to afford housing. Income increases have not kept pace with the rising housing costs, which is reflected in the low affordability regional ranking for the Modesto Metro Area 52nd out of 71 - in the Western Region of the United States. The national rank was even more telling, ranking 219th of the entire 268 areas listed for all regions within the nation.

Figure 2- Wells Fargo Opportunity Index Affordability Ranking 2022



⁷ NAHB/Wells Fargo Housing Opportunity Index, National Association of Homebuilders, nahb.org



c. HOUSING AFFORDABILITY AND AVAILABILITY

Families looking for lower-cost living in California may have challenges finding affordable housing in Stanislaus County. A Ratio of Median Home Prices to Household Income in the 2.2 to 2.6 range has historically been viewed as an indicator of Home Affordability nationally. NAHB/Wells Fargo Housing Affordability Index data indicates that prior to the housing bubble around 2011, the affordability was in the low 2s. The current Affordability Ratio is 10.4⁸, much higher than the historical average and significantly higher over even just the previous year. As home prices increase and wages remain flat, the ratio will continue to reflect less affordability for our Stanislaus County residents.



Figure 3- Housing Affordability Ratios

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According to a recent study from GoodHire⁹, a background screening company in Redwood City, CA, Modesto was listed as the 6th “Least Affordable Place to Live and Work in 2022.”



Figure 4- GoodHire Map of America's Most (and Least) Affordable Places to Live & Work in 2022

The study ranked and evaluated cities utilizing data points such as wage growth, unemployment rates, job growth (or decline), percentage of open jobs, renter affordability, homeowner affordability, and real per capita personal income. These staggering findings underscore the need for more affordable housing to be created quickly.

⁸ NAHB/Wells Fargo Housing Affordability Ratios, National Association of Homebuilders, naib.org

⁹ America's Most (And Least) Affordable Places to Live & Work in 2022, GoodHire, goodhire.com

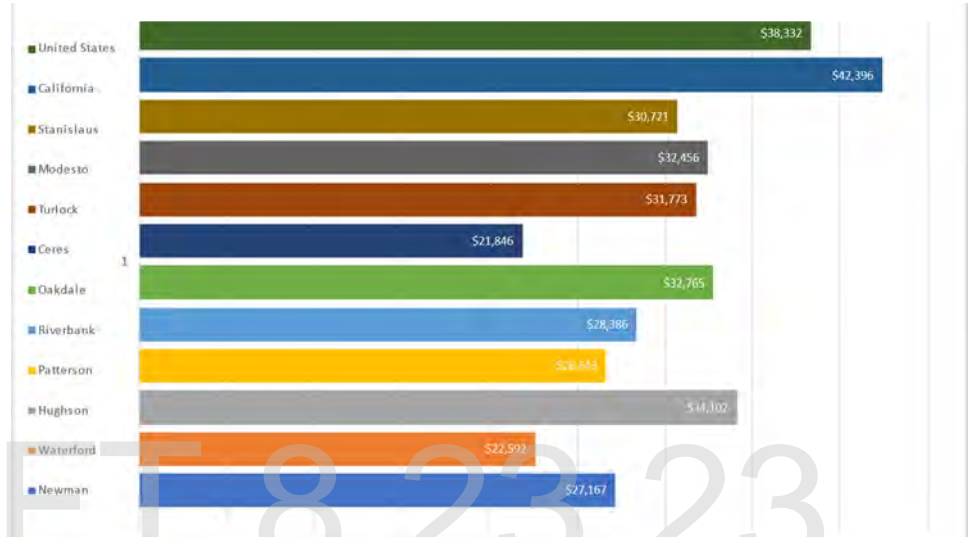


Adding to the large jobs-to-housing imbalance comes the fact that Stanislaus County itself is limited in what construction can occur in the unincorporated areas of Stanislaus County. In 2008, Stanislaus County voters passed Measure E - prohibiting residential growth in unincorporated areas unless voted upon and passed. This has put the responsibility and pressure on the nine cities that make up the County to meet the need.

d. PER CAPITA INCOME

Higher than average unemployment, coupled with larger than average family sizes, contributes to relatively low per capita income in Stanislaus County. American Community Survey data averaged over a 5-year period (2017–2021) shows an annual income of \$30,721¹⁰ per person for Stanislaus residents. This figure represents a 24.8% lower amount than the U.S. per capita income level of \$38,332 over the same period.

Figure 5- U.S. Census 2021 American Community Survey Per Capita Income Levels



e. UNEMPLOYMENT RATES

Unemployment rates for most of the nine cities within the County are significantly higher than the national average. The cities of Ceres, Oakdale, and Newman have been hit the hardest by continuously low unemployment. The following chart shows the 2-year averages for the national, state, County, and city levels.¹¹

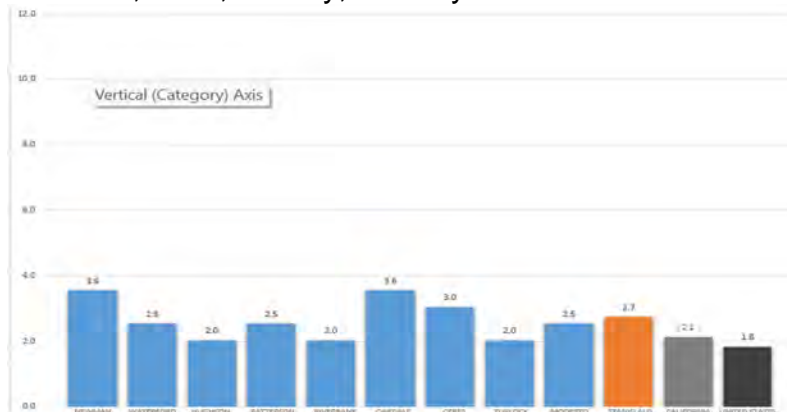


Figure 5- 2-Year Average Unemployment Rates

¹⁰ 2020 American Community Survey (ACS) 5-Year Estimates, U.S. Census Bureau, data.census.gov

¹¹ Unemployment Rates and Labor Force Data, CA Employment Development Department, edd.ca.gov

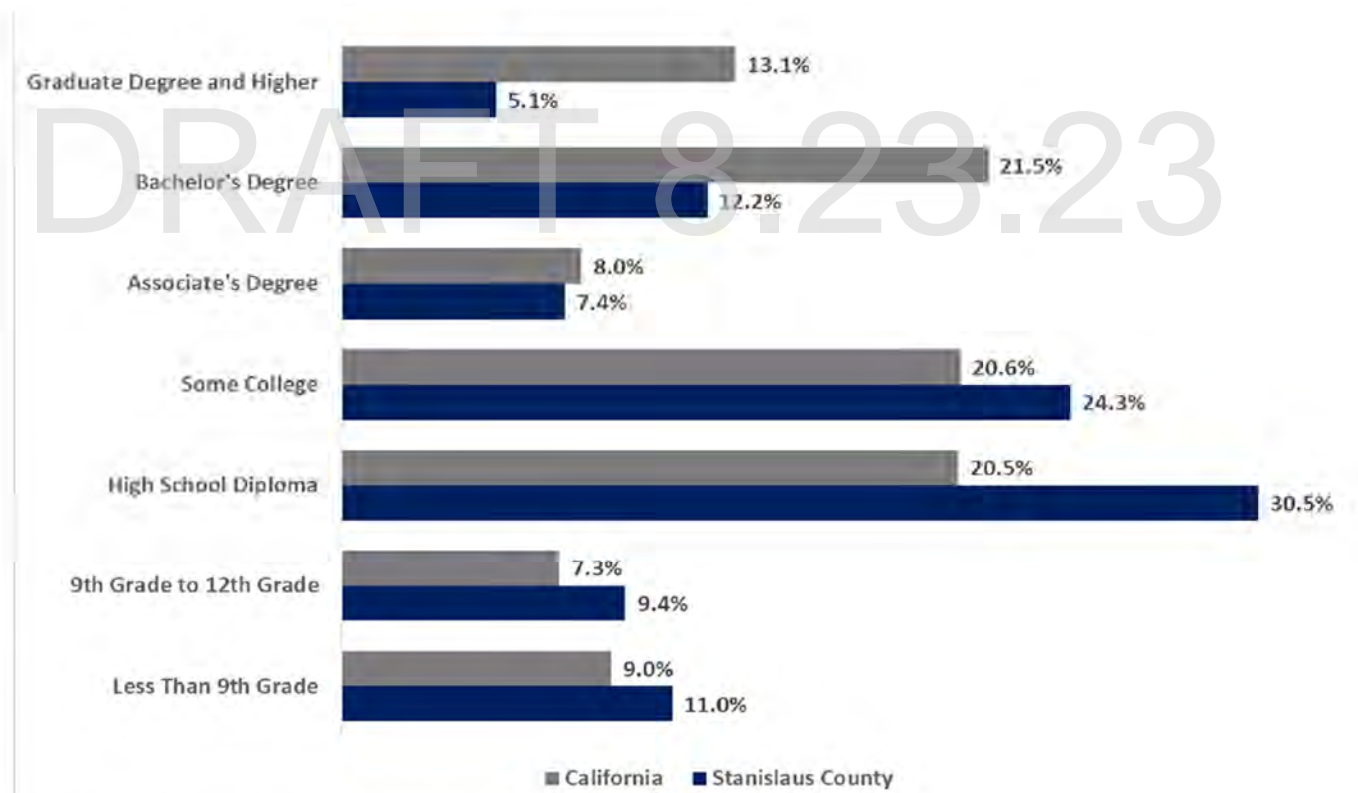


V. EDUCATION AND WORKFORCE DEVELOPMENT

a. EDUCATIONAL ATTAINMENT

Low workforce skills and low high school graduation rates can be a significant impediment to economic growth. At the same time, global competition and technological advances are continually increasing the need for a skilled workforce. Stanislaus County lags behind nationwide educational attainment averages in most categories. The educational attainment of Stanislaus County residents is represented in Figure 1, Educational

Attainment, Ages 25-64. Of note are the discrepancies between post-graduates and graduate degrees held by Stanislaus County residents as compared with the State of California as a whole. The rate for Bachelor’s Degree attainment is 56.7%¹³ of the California rate.



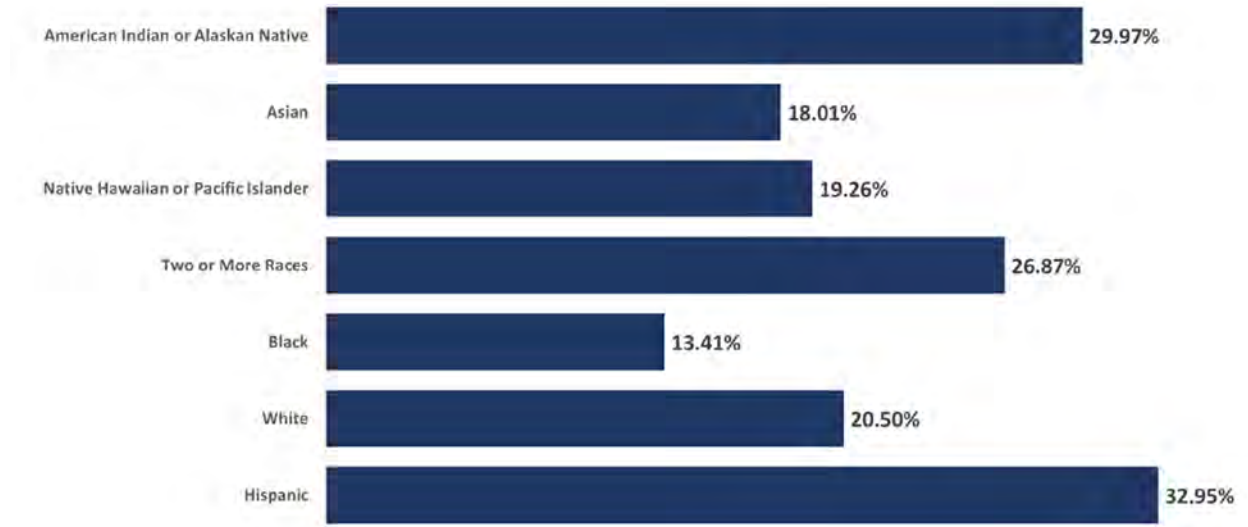
Source: Lightcast Educational Attainment Snapshot (Q3 2022 Data Set)

Figure 1- Educational Attainment, Age 25-64

¹³ Workforce Development Local Two Year Plan (stanworkforce.com)



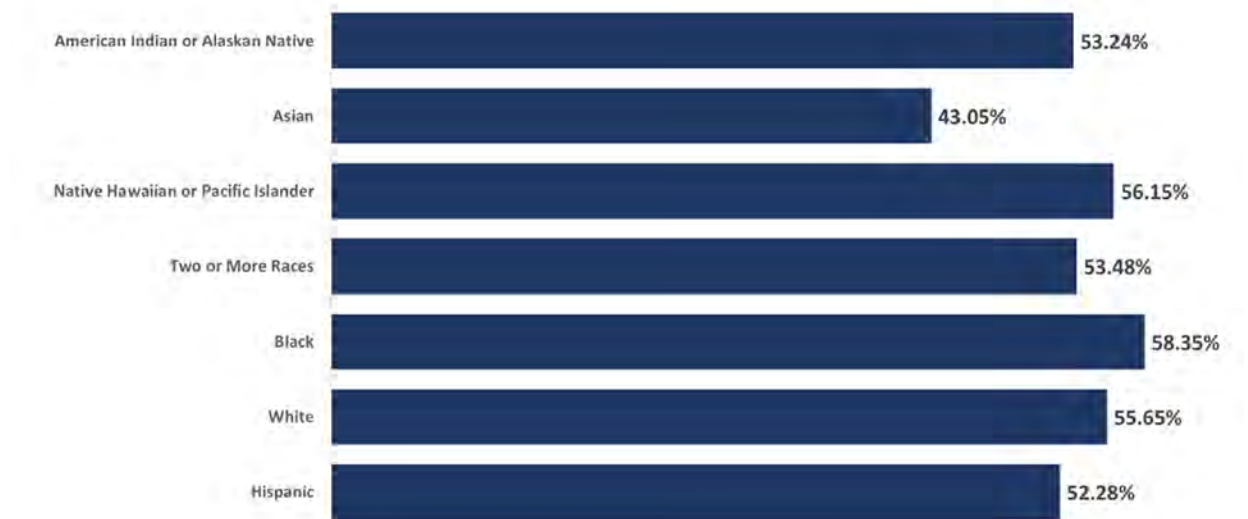
In an effort to determine how race and ethnicity affect educational preparedness, Figure 2, Educational Attainment by Race/Ethnicity: Less than High School, shows that individuals of Hispanic origin make up the highest number of individuals without a High School Diploma with almost 33%¹⁴ of Hispanics not completing High School.



Source: Lightcast Educational Attainment Snapshot (Q4 2022 Data Set)

Figure 2- Educational Attainment by Race/ Ethnicity: Less than High School

Figure 3 shows that the distribution of individuals getting a High School Diploma is fairly well distributed.



Source: Lightcast Educational Attainment Snapshot (Q4 2022 Data Set)

¹⁴ Workforce Development Local Two Year Plan (stanworkforce.com)



Figure 3. Educational Attainment by Race/Ethnicity: High School Diploma

Figure 4 shows the distribution of ethnicity with a College Degree. Asians have a significantly higher percentage of College Degrees than all other ethnic categories, exceeding the next highest level, Black, by 10.7 percentage points. Individuals identifying as Hispanic have the lowest level percentage, with only 14.77% achieving a College degree.

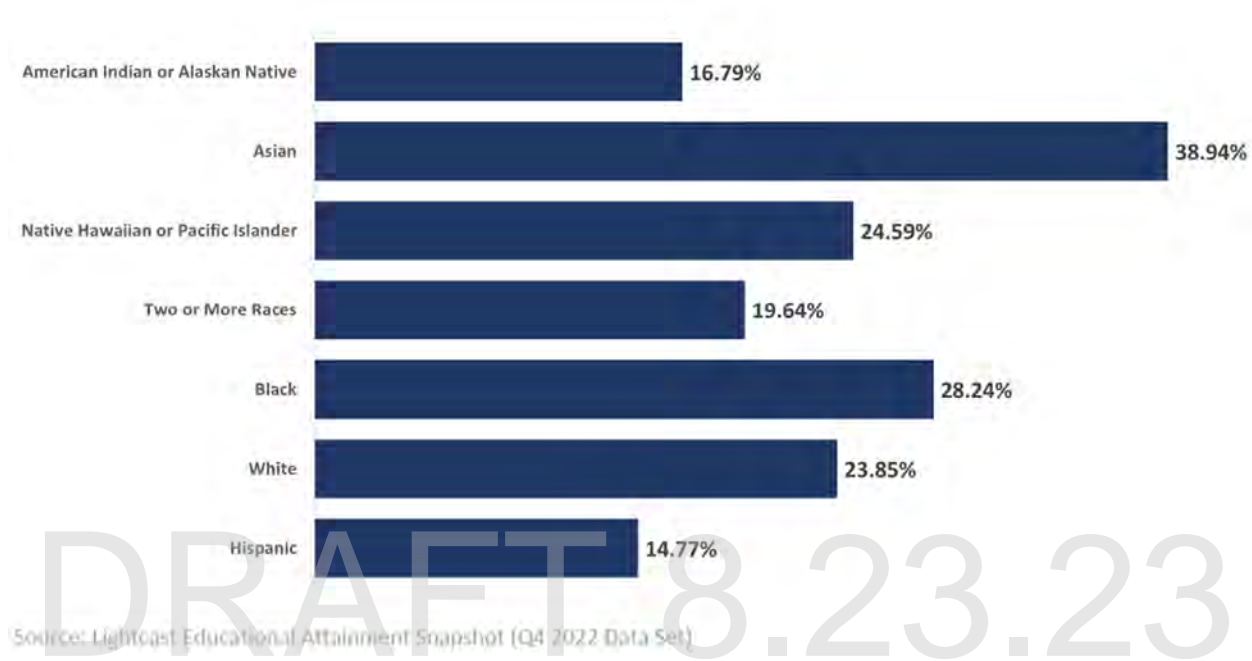


Figure 4. Educational Attainment by Race/Ethnicity: College Degree

b. LOCAL WORKFORCE

The Employment Development Department (EDD) statistics for 2022 include information on payroll positions located in the County. Average annual jobs in Stanislaus County totaled 229,100, slightly higher from the previous year at 220,200¹⁵. (***)Please be advised that there is some overlap between Non-Government and Non-Farm jobs; therefore, the sectors identified below do not total 229,100 jobs.) ,

- 29,000 in Government/Public Sector/Education (**Increased by 700**)
- 199,400 in Non-Government positions (**Increased by 41,000**)
- 14,200 in the Farm employment sector (**Decreased by 300**)
- 186,100 in Private (Non-Farm) industries (**Decreased by 42,300**)

There were considerable layoffs in the private sector before 2017 that impacted the local economy. In 2021, Stanislaus County faced more considerable impacts due to the COVID-19 pandemic. Prior job losses impacted all major areas but hit the food

¹⁵ Unemployment Rates and Labor Force Data, CA Employment Development Department, edd.ca.gov

processing industry especially hard. While many of those jobs rebounded, the COVID-19 pandemic has created an unanticipated inability for many local employers to hire and retain talent due to a phenomenon called “The Great Resignation,” where labor force participation has dramatically declined unexpectedly. For a detailed summary of total Stanislaus County layoffs between 2005 - 2022 (that were reported with a WARN notice), see [Appendix A](#). Major layoffs compound Stanislaus’ already high unemployment rate. Notably, many of the reductions occurred because of the offshoring of production or foreign competition.

c. OPPORTUNITY ZONES

Opportunity Zones are economically distressed communities where new investments, under certain conditions, may be eligible for preferential tax treatment. Localities qualify as Opportunity Zones if they have been nominated for that designation by the state. That nomination has been certified by the Secretary of the U.S. Treasury via his delegation of authority to the Internal Revenue Service.

Stanislaus County had the opportunity to submit various potential census tracts to be designated for inclusion in the Opportunity Zone project. Out of the tracts that were submitted, 17 separate census tracts¹⁷ from Stanislaus County were given the designation, and Opportunity Funds have begun to be set up by various groups. The project list is ever-expanding.



Figure 8- IRS.gov CA Designated Opportunity Zone

d. WORKFORCE TRAINING

Stanislaus County Workforce Development assists in locating training and education providers. Financial assistance may be available to help pay for training or educational-related costs. The Eligible Training Provider List (ETPL), which is approved by the Workforce Development Board annually, provides customer-focused employment training resources for adults and dislocated workers. The list includes qualified training providers who offer a wide range of educational programs, including classroom, correspondence, online, and apprenticeship programs. Additionally, Stanislaus County Workforce

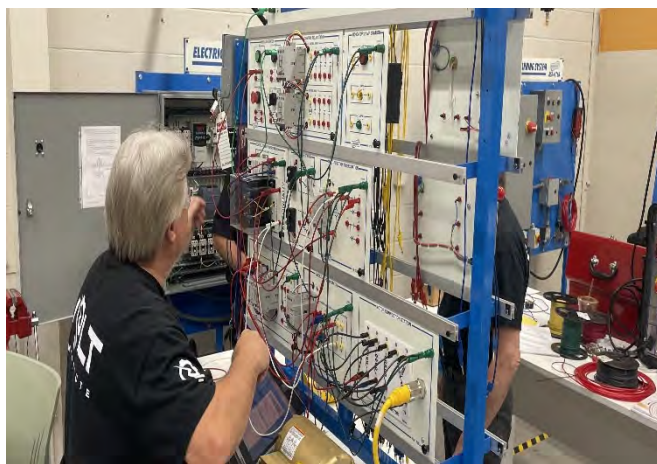


Photo 5- VOLT Student During Class

¹⁷ <https://www.irs.gov/newsroom/opportunity-zones-frequently-asked-questions>



Development supports youth, ages 17- 24 years old, to develop their skills to become job candidates that employers look for through a variety of services, including paid work experiences, training, and leadership development.

In addition to traditional degrees and educational completions, the last few years have continued to stress the importance and value of Career educational-related costs. In addition to traditional degrees and educational completions, the last few years have continued to stress the importance and value of Career Technical Education (CTE) programs across the nation. In response to this growing skills gap, there are several efforts underway in Stanislaus County. One of the most strategic options to respond to this skills gap issue has been the creation of the Valley Occupational Learning and Technology Institute (VOLT) - an industry-led, nimble, fast-paced training center that takes under-skilled or unskilled workers from the community and turns them into skilled workers with the attitude and aptitude to fill the now vacant skilled manufacturing jobs as well as openings that arise in the future. Most of these are well-paying jobs that contribute to higher standards of living and assist in closing the poverty gap. VOLT has been well received at local, state, and national levels and has created partnership and collaboration opportunities between Opportunity Stanislaus, community partners, Stanislaus County, Stanislaus County Workforce Development, and many others. In 2023, Volt Institute

launched Volt on the Go, a mobile training program to deliver advanced manufacturing training in distant locations in the county.

In addition to VOLT, the Stanislaus County Office of Education and their partners have launched a holistic approach to helping close the skills gap issue with the inception of the “Cradle to Career” (C2C) initiative – a partnership between the Stanislaus County Office of Education along with many community organizations, local government agencies, public sector businesses and various levels of educational systems. The partners are all committed to transforming the current systems of education that progress into the labor force. Workforce readiness continues to be a challenge at all levels in Stanislaus County, and the C2C partnership aims to minimize that challenge in the future.

VI. INDUSTRIES

Stanislaus County has long been known for the incredible Agriculture industry that thrives here. While Agriculture continues to play an important role in Stanislaus County, there is an ever-increasing need to diversify the economy. Regions with higher diversity can signal economic stability and better withstand economic pressures such as recessions and layoffs. Adversely, regions with low diversity can signal economic instability, and should their primary industries experience negative business conditions, it usually leads to harder rebounds from recession-type events.

a. AGRICULTURE

Stanislaus agricultural sales hit an all-time high value of \$4.4 billion in 2014 and was nearly \$3.6 billion in 2021. According to the most recent Stanislaus County agricultural report, the gross value of production was \$3,545,672,000. This represents a 2%



Photo 6- Wine Glass and Grape Vines

increase from the 2020 value of \$3,476,093,000¹⁸. Although vitally important to our community, this base does contribute to seasonal employment levels. The Stanislaus County Agriculture Crop Report, produced by the Stanislaus County Department of Agriculture states that one in eight jobs is directly tied to agriculture or related food manufacturing, placing our County at some risk unless we continue to

diversify. This stresses the importance of continuing to attract businesses from multiple industries. Stanislaus

b. MANUFACTURING

Stanislaus County ranks especially high in Capital-Intensive Manufacturing. Food and Beverage Manufacturing has long been a well-performing industry for Stanislaus County. Recently, plastics manufacturing of various kinds has also become a large part of the local Manufacturing Industry in the County. However, many of these manufacturers have found it challenging to find highly skilled workers who will be able to shift with newer technologies that the industry has begun using technologies, such as Mechatronics and Programmable Logic Control (PLC) Robotics.

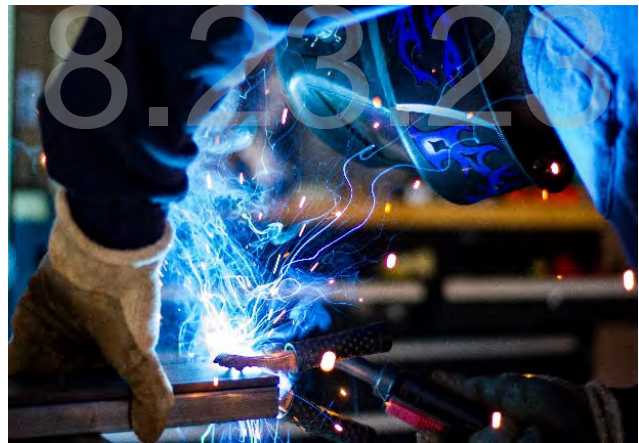


Photo 7- Welding in a Manufacturing Plant

c. WAREHOUSE AND DISTRIBUTION

Another well-performing industry that greatly helps with the diversification in Stanislaus County is the Distributive Services Industry. Businesses like Amazon, W.W. Grainger, Kohl's, Restoration Hardware, and others have increased the need for a skilled workforce in the last six years. Whereas workforce reductions have taken a major toll on production-

¹⁸ Stanislaus County Agriculture Crop Report, Stanislaus County Dept. of Agriculture, [2021 Stanislaus County Agricultural Report \(stanag.org\)](#)



related sectors, retailers and distributors are a major area of expansion in Stanislaus County. For a more detailed summary of total Stanislaus County business expansions, see [Appendix B](#).

d. HEALTHCARE

Healthcare is one of the greatest in demand in every region. This industry creates high-paying jobs and career pathways and provides invaluable support to local communities. The healthcare sector consists of businesses that provide medical services, manufacture medical equipment or drugs, provide medical insurance, or otherwise facilitate the provision of healthcare to patients. Stanislaus County is home to many high-performing hospitals and medical facilities that provide access for individuals from inside and outside of the county. There is a 14% anticipated job growth locally over the next five years. This continued growth underscores the need for the Stanislaus educational system and local training providers to develop currently non-existent training programs to meet future needs. The recently developed Regional Health Career Pathways Coalition will be instrumental over the next few years in addressing the challenge. Stanislaus County recently ranked 36 out of the 58 counties in California for the worst health outcomes. Health outcomes represent how healthy a county is right now in terms of length of life and quality of life as well. Ensuring there are adequate resources and assets available in our community that contribute to a better quality of life is absolutely essential. Projects like the Modesto Children's Museum, Awesome Spot Playground, and similar community assets will be vital to increase the betterment of our community as a whole.

Stanislaus (SL) is ranked in the lower middle range of counties in California (Lower 25%-50%).



Figure- County Health Rankings



e. INDUSTRY DIVERSITY

With the inception of business incentives such as the Cal Compete Tax Credit and Opportunity Zones, businesses are finding it more effective to relocate back to the United States. Since 2017, many of these industries have added jobs, but a major challenge has been the lack of skilled workers and the need for more robust local training options to meet that challenge. According to LIGHTCAST Industry Diversity Rankings²⁰, Stanislaus County exceeds typical county employment share in some areas, but there are many industries that Stanislaus still has work to do in, such as Healthcare, Knowledge Intensive Business Services, and others.

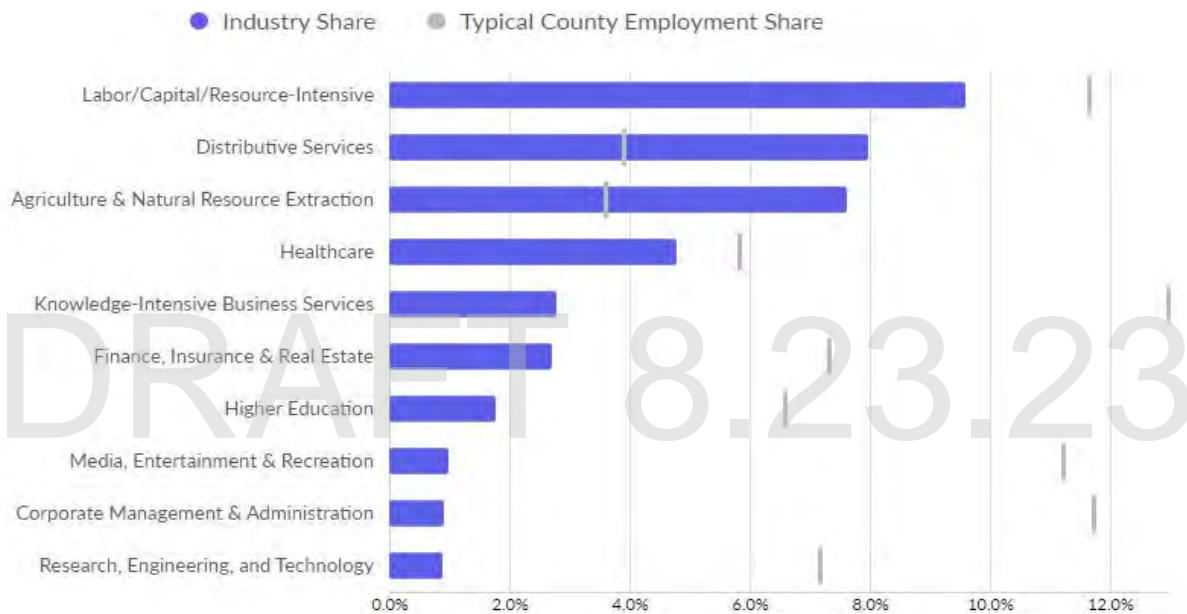


Figure 9- Lightcast Industry Diversity Rankings

f. STANISLAUS MAJOR MANUFACTURERS COUNTYWIDE

The following chart provides Stanislaus County’s Top 10 Manufacturing Employers based on estimated employee counts from a Business Database (SalesGenie.com).

- The top manufacturing companies employ nearly 16,000 workers
- There are 919 agriculture businesses in the County and 474 manufacturing businesses
- In the most recent EDD size of business data, an average of nearly 11%, or 15,051 workers, were employed in farm-related industries, while roughly 7%, or 23,649 workers, are employed in manufacturing-related industries

²⁰Lightcast Industry Diversity Ranking Report, 2022, economicmodeling.com



- The nearly 20% of workers employed in the two industries demonstrate the need to continually develop a diversified workforce and regional economy

TOP 10 MANUFACTURERS COUNTYWIDE

| COMPANY OR ORGANIZATION | EMPLOYEE ESTIMATE | DESCRIPTION |
|-------------------------------------|-------------------|-------------------------|
| E & J Gallo Winery | 6,000 | Winery |
| Foster Farms | 2,200 | Food Processing |
| Del Monte Foods | 1,500 | Food Processing |
| Stanislaus Food Products | 1,500 | Canning |
| Con Agra | 1,100 | Food Processing |
| Crystal Creamery | 650 | Milk Manufacturer |
| Frito Lay | 650 | Food Manufacturing |
| Blue Diamond Growers | 500 | Nut Processor |
| Pacific Southwest Containers | 451 | Container Manufacturing |
| Bronco Wine | 450 | Winery |

Table 3- Top 10 Manufacturers

g. STANISLAUS MAJOR NON-MANUFACTURERS COUNTYWIDE

The following chart provides an overview of Stanislaus County's major non-manufacturing employers. Countywide

- The top non-manufacturing companies employ nearly 19,000 workers
- Private Services and Retail Trade employ 95,446 workers
- Almost 76%, or 126,473 workers, are employed in non-manufacturing/non-farm-related industries

TOP 10 NON-MANUFACTURERS COUNTYWIDE

| COMPANY OR ORGANIZATION | EMPLOYEE ESTIMATE | DESCRIPTION |
|--|-------------------|--------------------|
| Stanislaus County | 3,960 | County Government |
| Modesto City Schools | 3,200 | School District |
| Doctors Medical Center | 2,600 | Health Care |
| Ceres Unified School District | 2,093 | School District |
| Turlock Unified School District | 2,000 | School District |
| SaveMart Supermarket | 1,700 | Retail Grocer |
| Memorial Medical Center | 1,500 | Health Care |
| City of Modesto | 1,200 | City Government |
| Stanislaus Office of Education | 1,145 | Education District |
| CSU Stanislaus | 1,000 | Public University |

Table 4- Top 10 Non-Manufacturer List



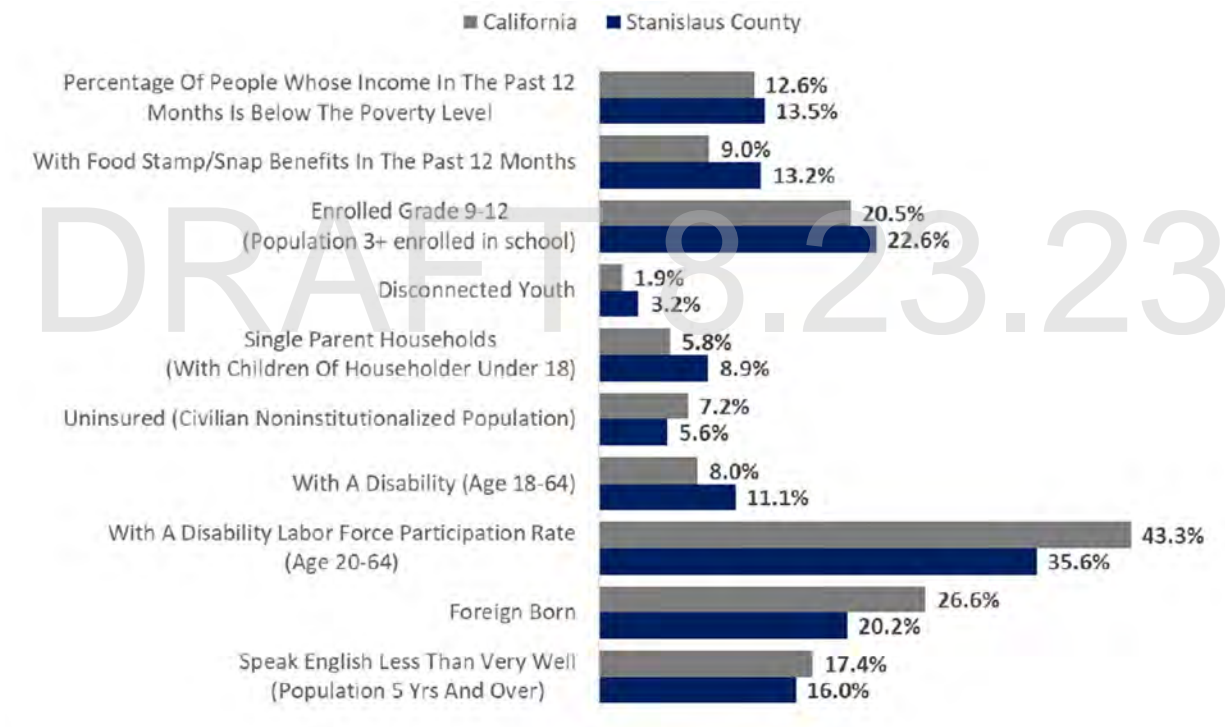
VII. POPULATION

The California Department of Finance population estimates for Stanislaus County (projecting forward to 2060) anticipate a nearly 24%²¹ increase in total population, and increases are anticipated in both single-family and multi-family households.

| | 2021* | 2060 | Percent Increase |
|------------------------------|---------|---------|------------------|
| Stanislaus Population | 550,842 | 680,311 | 23.5% |

Figure 9- CA Dept of Finance Population Estimates

*CA Department of Finance projections vary from ACS Population estimates – ACS estimates do not project out further than five years

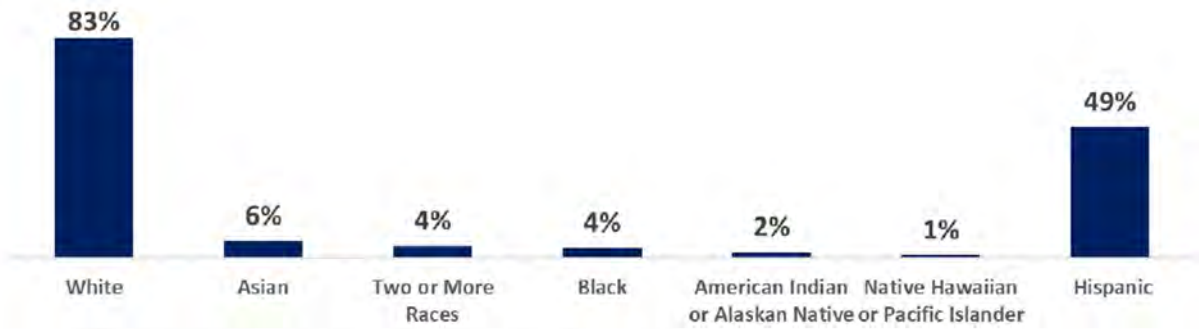


Source: ACS 5-Year Estimates 2016–2020. ACS 1-Year Estimates 2021 used for "Single Parent Households (With Children of Householder Under 18)".

1. Disconnected youth are 16-19 year olds who are (1) not in school, (2) not high school graduates, and (3) either unemployed or not in the labor force.

Figure 10- Stanislaus County Social Demographics

²¹ State of CA Population Estimates, Dept. of Finance, www.dof.ca.gov/Forecasting/Demographics/Projections/



Source: Lightcast Population Demographics Report (Q3 2022 Data Set)

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Figure 11. Stanislaus County Race and Ethnicity

VIII. TAXABLE SALES

Stanislaus County Taxable Sales

Retail sales data reported by the California Department of Tax and Fee Administration²⁴ showed a declining trend through 2009, but improvement has occurred since that time, with a significant increase in 2016 and continued growth through 2022. Taxable Sales for 2022 grew an astounding \$4

| Year | Total Taxable Sales | YOY Change (+/-) |
|------|---------------------|------------------|
| 2021 | \$12,268,531,141 | + |
| 2020 | \$10,087,295,207 | + |
| 2019 | \$9,679,826,460 | + |
| 2018 | \$9,298,940,774 | + |
| 2017 | \$8,972,620,398 | + |
| 2016 | \$8,742,754,097 | + |

Table 5- Stanislaus County Taxable Sales- CA Dept of Tax & Fee

million; however, the underlying implication in the data is that these sales were likely due to the rising nationwide inflationary pressure. Unfortunately, wages have not kept up with the rising inflation, making the cost of living much higher on the same amount of income.

IX. TRANSPORTATION

Transportation access to major markets and the Pacific Rim are key strategic advantages in Stanislaus County. Two of California’s major north-south routes intersect the area, Interstate 5 and Highway 99, provide convenient and efficient means of shipment to all major markets by rail, air, or truck-line carriers. Deep-water ports in Oakland and Stockton are within 90 minutes. Air passenger services from San Francisco, San Jose, Oakland, and Sacramento are all within 90 miles of Stanislaus County.

While strategic location is certainly an asset for Stanislaus County, a primary obstacle to economic growth is Stanislaus County’s aging infrastructure. In 2008, the County made a concerted effort to align the region’s transportation planning document, the Regional Transportation Plan (RTP), with its own Capital Improvement Program (CIP) and the region’s Public Facilities Financing Plan (PFF). This alignment gave clear direction on needs and project priority.

²³ Workforce Development Local Two Year Plan (stanworkforce.com)

²⁴ [Taxable Sales by County, CA Dept. of Tax and Fee Administration, cdtfa.gov](https://www.cdfta.gov)



Figure 10- Measure L Logo

In the two years prior to 2016, State revenues were reduced by more than 30%, making it difficult to maintain and advance our transportation network. In 2016, local and state spending on transportation infrastructure took a major leap forward with the passage of Measure L locally and the passage of SB 1 in 2017 by the California Legislature.

In November 2016, the voters of Stanislaus County approved a ½ cent transportation funding measure that will generate nearly \$1 billion over 25 years for our region. Our new self-help status will leverage State and Federal transportation funds to advance many regional capacity and safety projects and provide much-needed funds to maintain our roadway system. However, even with the two new funding sources, Stanislaus County has an overall Pavement Condition Index of 57 out of 100, which is poor, and 224 aging bridges, which on average, are ready for replacement today. Appendix C provides a list of transportation projects included in the Stanislaus Council of Government's (StanCOG) capital improvement program (CIP).

X. ENVIRONMENTAL ISSUES

Water supplies, wastewater treatment, and air quality are among the major concerns that could pose a threat to future economic prosperity. These issues will likely increase as the population of the entire San Joaquin Valley continues to expand.

In recent years, California has experienced severe drought conditions. Wet/dry cycles will always be a concern. Growing concerns related to the potential over-drafting and exportation of groundwater inspired County leadership to adopt a groundwater ordinance to control groundwater mining and exportation. The formation of a Water Advisory Committee and the addition of a Water Resources Manager position to the Department of Environmental Resources were created to continue to address issues surrounding our limited water resources.

In January 2019, a local utility company, Modesto Irrigation District, filed a lawsuit against the State Water Resource Control Board for attempting to impair Stanislaus County water flows. This will continue to be an ongoing issue and could potentially require the need for additional resources to be given towards the County's water resources, such as the Don Pedro Dam, Tuolumne River Project, and other similar initiatives.

XI. HOMELESSNESS

As is true throughout the State of California, homelessness is a serious challenge in Stanislaus County. Effectively addressing homelessness in Stanislaus County is a priority issue for local governments and residents. The community has a wealth of resources and providers, community groups, and governance structures to serve people



experiencing homelessness as well as motivated and concerned citizens who want to take part in crafting workable solutions to improve conditions across the County. During 2020, the COVID-19 pandemic increased concerns for Stanislaus's unhoused populations, who are especially vulnerable to contracting COVID-19 and suffering more severe effects of the disease. The pandemic also brought an enormous influx of federal and state funding for homeless services, shelters, and housing, which requires community collaboration to allocate and spend these funds.

To respond to these realities, in the fall of 2020, the Stanislaus Homeless Alliance (SHA) and Stanislaus Community System of Care (CSOC) created a strategic plan workgroup whose members began meeting to discuss the creation of a communitywide plan to address homelessness. The result of this workgroup's efforts is the Stanislaus Regional Homeless Strategic Plan ("strategic plan" or "plan"), presented to the Stanislaus County Board of Supervisors on July 12, 2022.

The plan captures information on the current state of homelessness, current community concerns, gaps in homeless resources and housing, barriers to effectively addressing homelessness, and priorities for homeless assistance funding. This information was collected through an extensive feedback and information collection process where existing data, reports, and community feedback received from a diverse group of stakeholders were obtained and reviewed.

Broadly speaking, the community feedback collected demonstrated that the most significant issues identified by community members in addressing homelessness are a lack of mental health support, substance abuse, and the lack of permanent and affordable housing in the County. Further, community data indicate a lack of permanent housing availability and demonstrate that the cost of rent in the County has steadily risen over the last few years, outpacing wage growth and benefits to support the higher cost of living. Perhaps unsurprisingly, the number of people experiencing homelessness has also risen steadily over the last several years, in tandem. Further, the data analyzed for this plan showed racial disparities in populations experiencing homelessness in the community, with rates of homelessness among Black or African American residents being four times higher than the percentage of Black or African American residents in the general population of the County.

Considering this data and feedback, the community has identified eight goals to address homelessness and respond to gaps in homelessness services and housing in Stanislaus County, which are as follows:

- 1) Increase availability of permanent housing for people experiencing homelessness;
- 2) Increase access to and availability of mental health, substance abuse treatment, and other supportive services to increase housing stability and well-being in the community;



- 3) Achieve equity in governance, outreach, provision of services, program participation, and outcomes while improving outreach, care, and culturally attuned services to vulnerable and historically underserved subpopulations;
- 4) Increase coordination of services, access, and information to build capacity across the homeless system of care;
- 5) Increase pathways to essential community services that support self-sufficiency;
- 6) Increase participation of people with lived experience of homelessness in decision-making and feedback processes across the homeless system of care;
- 7) Strategically support homelessness prevention, diversion, and rapid resolution; and
- 8) Improve coordination of homeless programs to further public health and safety in support of community standards and increased access to services for people experiencing homelessness.

These goals are not listed in order of importance, nor do they exist in isolation from each other. Working towards each of these goals is essential for a strong community response to homelessness. Further, this strategic plan is not intended to create mandates for any group, municipality, or other governing body. Instead, it is meant to reflect shared community priorities and best practices so the community can move forward with a shared understanding of the causes, gaps, barriers, and workable solutions to effectively address homelessness across the county. The goals are drafted with the intention of being carried out over a five-year period, and the plan provides implementation resources to help prioritize and allocate responsibility to participating governing bodies and individuals.

XII. ECONOMIC AND COMMUNITY DEVELOPMENT CHALLENGES AND OPPORTUNITIES

COUNTYWIDE SWOT ANALYSIS

The following is an analysis of the strengths, weaknesses, opportunities, and threats (SWOT) related to human and economic assets as posed by external and internal forces impacting the regional economy. A later section, entitled Local Economic Development Profiles and Projects, illustrates each of the nine cities and County in terms of economic characteristics, development strategies, and priorities.

1) STRENGTHS

- Centrally located along transportation routes to major metropolitan areas in California and Nevada
- Close to two deep-water ports
- Large, available workforce



- Climate conducive to diverse agriculture; 250 types of food and beverages
- #5 Agricultural-producing County in the state
- Multiple higher educational institutions and facilities. CSU Stanislaus has been recognized by Princeton Review (Nation's Best Colleges for 10th consecutive year), Forbes (America's Top Colleges list), Money (#1 Value-Added public university)
- Cultural diversity
- Strong culture of Entrepreneurship/Innovation
- Access to recreation and tourism attractions
- Primary and specialized healthcare facilities
- Competitive land costs and lower electric rates through MID/TID

2) WEAKNESSES

- Transportation infrastructure needs expansion
- Relatively high cost of business taxes relative to adjoining states
- Low skills in the workforce and lower levels of educational attainment
- Air quality is poor relative to competitor regions
- Water supply is variable from year to year
- Need more full-service hotels to attract business travelers and tourists
- Image and messaging of region
- Not marketing agriculture as a regional strength
- Relatively high poverty levels
- High unemployment (compared to the rest of California and the nation) and the effects this has on families, access to education, health care, and public safety.
- Diminished housing inventory and high cost of housing
- A large percentage of adults with "Less than a High School Diploma" and a low number with college degrees
- Low self-esteem/humbleness (negative self-perception)
- Growing homeless issue

3) OPPORTUNITIES

- Expansion of workforce training
- Expansion of business retention programs
- Opportunity Zones in key business expansion areas (17 different census tracts designated)
- Continued attraction of large companies
- Improve water management (long-term strategies)
- Regional Tourism
- Marketing agriculture as a regional strength, including agritourism
- Marketing campaign establishing a unique regional identity
- Social media to help promote Stanislaus County
- Encouragement of innovation and entrepreneurship
- Positive media coverage
- Positive community messaging- pride of place
- Streamlined permitting and anticipation of industry opportunities



4) THREATS

- The potential economic downturn on the horizon
- Unknown long-term impacts of the COVID-19 Pandemic
- Lack of affordable housing
- Potential inadequate or unreliable water supplies
- Over-regulation by government
- Negative media coverage
- Illegal drugs and gangs
- Potential loss of local canneries due to changes in consumer habits, lack of available workforce, a diminishing number of stone fruit orchards, antiquated technology, and rising business costs

XIII. PERFORMANCE MEASURES AND COUNTYWIDE INDICATORS

Supporting an economic environment that allows for increased employment, business growth, and general economic advancement help with developing a healthy economy.

Four community-wide indicators were identified to gauge the overall health of the Stanislaus County Economy. They are Unemployment Rate, Poverty Rate, Job Growth Rate, and Agricultural Harvested Acres and Value. These indicators address the overall financial status and health of the County and its residents.

In order to understand how Stanislaus County compares to other similar counties in unemployment, poverty, job growth, and agriculture, an Eight-County benchmark was used. The eight counties used in the comparison were Fresno, Kern, Madera, Merced, Monterey, Sacramento, San Joaquin, and Tulare Counties. These Counties give us a better understanding of how Stanislaus County really stacks up. In most cases, Stanislaus underperforms in comparison, a clear indicator that a lot of work must be done for our County to be able to develop and thrive. Resources need to be designated to Stanislaus County for future growth, development, and the ability to thrive.

a. UNEMPLOYMENT

Employment is a key factor in determining the health of an economy, both for the individual employed and for the employer. As for unemployment, high unemployment over an extended period will generally contribute to a lower standard of living and a multitude of social problems. In addition, the more individuals who are out of work, the less they will have to support their families financially, the less they will have to purchase products, and the less likely they are to have confidence in the economy. Therefore, lower unemployment rates are a desirable indicator.

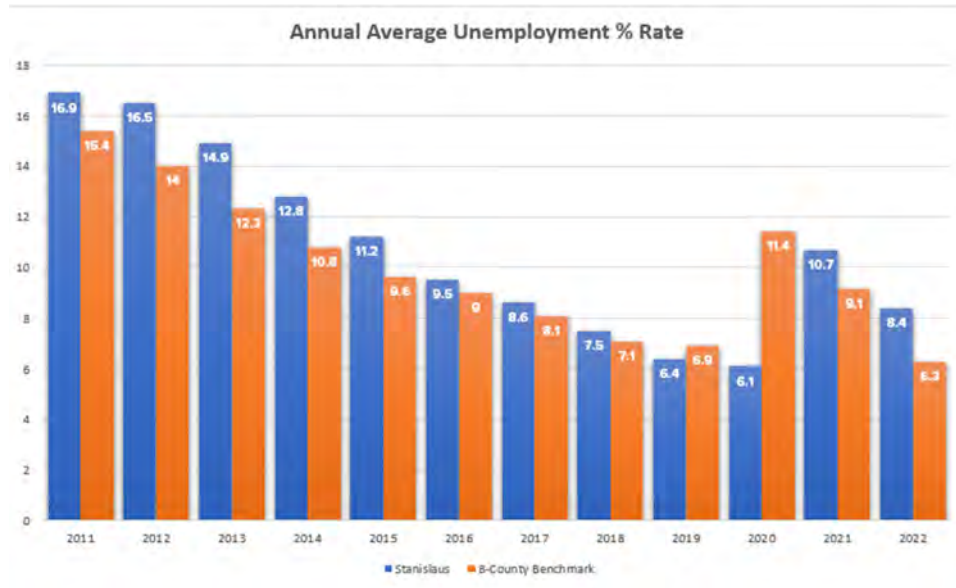


Figure 8- Unemployment Rates vs. Benchmark Counties
 Source: CA Employment Development Department Labor Force Data, www.edd.ca.gov

The unemployment rate is defined as the percentage of the labor force who is jobless. In Stanislaus County, from 2011 to 2022, the unemployment rate decreased by 8.5%. In 2008, the unemployment rate was 15.51% and was at its highest at 16.9% in 2010. Since 2010, the unemployment rate has consistently decreased, and in 2019, the unemployment rate was at an all-time low of 6.1% before the COVID-19 Pandemic occurred in March 2020, causing the unemployment rate to nearly double in 2020. Since the decline in unemployment began in 2010, Stanislaus County has consistently experienced a lower unemployment rate compared to Merced and Tulare County but had a higher unemployment rate than Monterey and San Joaquin County. From 2008 through 2019, Stanislaus County averaged the sixth-highest unemployment rate (11.4%), with Merced, Tulare, and Fresno being the counties with higher rates of unemployment. The COVID-19 Pandemic ignited rising unemployment rates, which have begun to decrease again as of the time of this report but still have not returned to pre-pandemic levels.

b. POVERTY RATE

The poverty rate is the percentage of people whose family’s total income is less than the family’s threshold, meaning the minimum level of income is deemed adequate to live. The poverty rate in Stanislaus County continued to decline, indicating that the local economy has been improving year over year. The most recent poverty rate available in Stanislaus County in 2021 is at only 13.6%, down by nearly 7% since 2015.

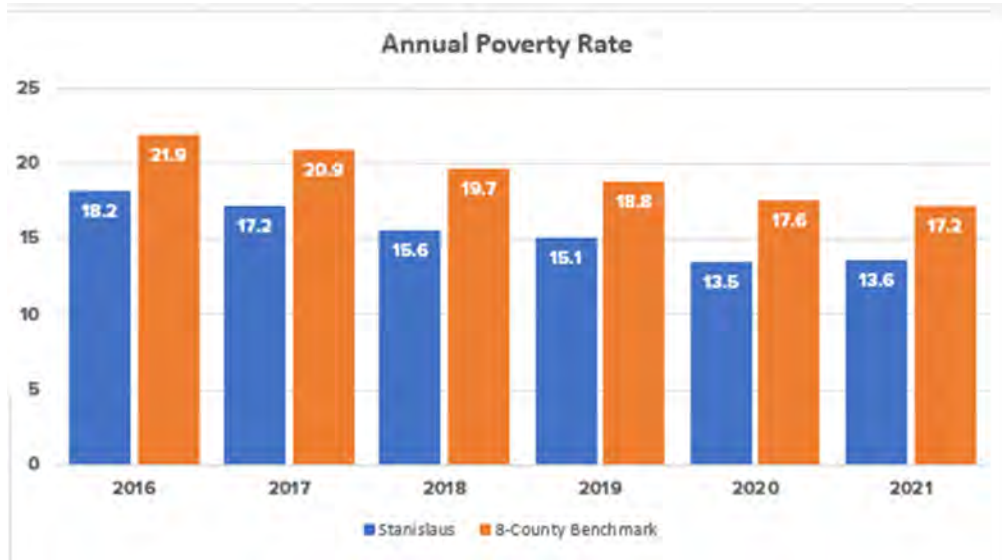


Figure 9- Annual Poverty Rate vs. Benchmark Counties
 Source: 2021 American Community Survey (ACS) 5-Year Population

Compared to the eight benchmark counties- Fresno, Kern, Madera, Merced, Tulare, Monterey, Sacramento, and San Joaquin—Stanislaus County ranks in the middle in terms of the poverty rate. On average, Tulare (19.8%) and Fresno (20.2%) experienced the highest poverty rate, whereas Monterey (12.2%) experienced the lowest poverty rate. The data indicates a downward trend in the poverty rate except for Sacramento County, which had a slight uptick in the poverty rate since 2017.

c. JOB GROWTH RATE

In a healthy economy, there should be expanded opportunity and, employment, and shared prosperity to advance community residents’ well-being. The Rockefeller Foundation defines a healthy economy as an inclusive economy that has the following characteristics: participation, equity, growth, stability, and sustainability.

One way to assess the health of Stanislaus County is to analyze the job growth rate, that is, the percent change of all employees in total for all industries for all establishment sizes in the County. Through an analysis of the quarterly census employment and wages by the Bureau of Labor Statistics, the job growth showed an upward, positive trend between 2010 to 2013 for both Stanislaus and the eight benchmark counties. Since 2013, however, job growth rates have fluctuated year to year. When the COVID-19 pandemic occurred, there was a huge job decline in all the counties, but the growth rate rebounded well between 2020 – 2021.

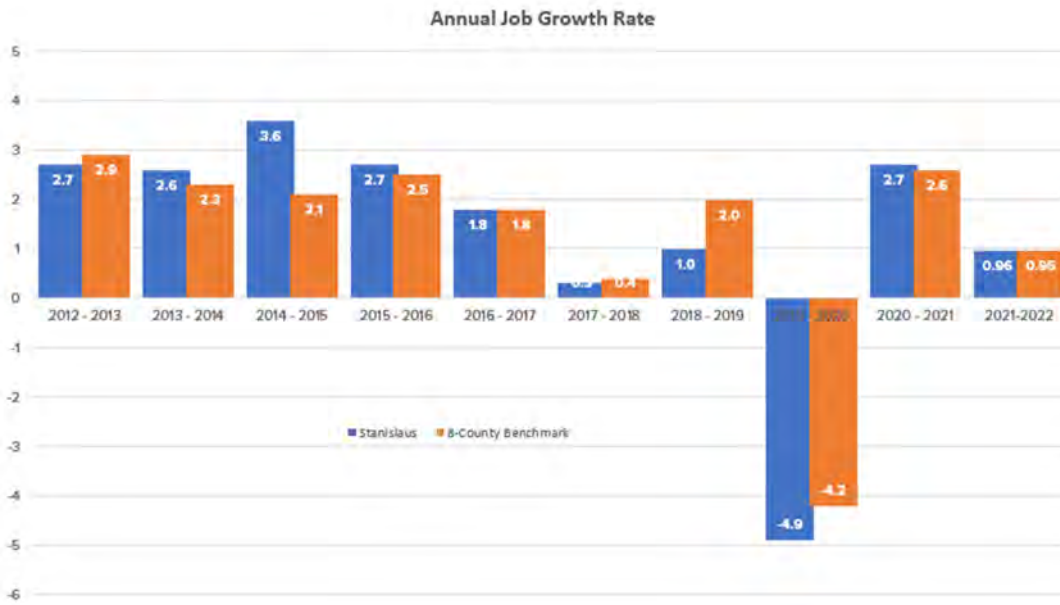


Figure 10- Annual Job Growth Rates vs. Benchmark Counties
 Source: Bureau of Labor Statistics, www.bls.gov

In 2021, there were 62,500²⁶ unique job postings in Stanislaus County, while the eight counties had an average of approximately 77,780 postings in the same time period. Postings were quite a bit higher in 2022, with approximately 64,641 (Stanislaus) and 85,489 (eight-county Benchmark), respectively, in alignment with the job growth data.

Job Postings Summary

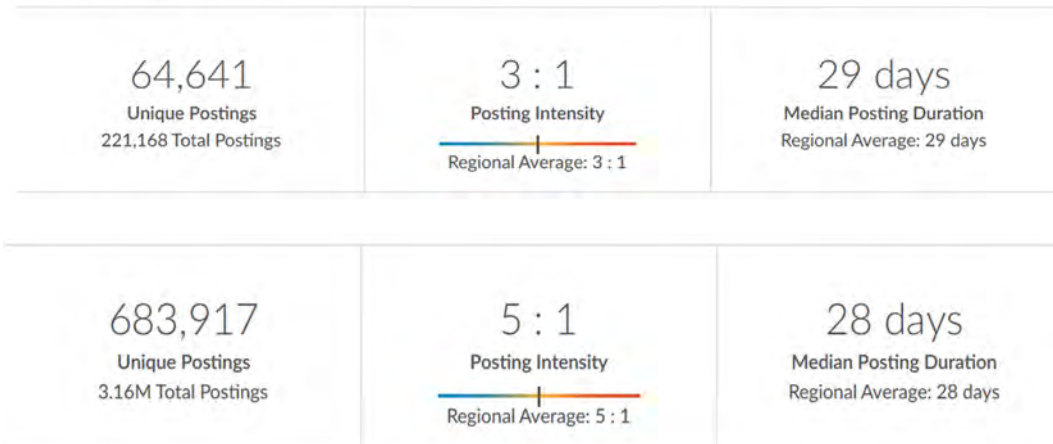


Figure 11- Unique Job Posting Data, LIGHTCAST, www.economicmodeling.com

²⁶ Job Posting Analytics, Lightcast, www.economicmodeling.com



d. AGRICULTURAL HARVESTED ACRES AND VALUE

The agricultural industry is a vital element in the County’s economy. This industry defines its Harvested Acres categories as Fruit and Nut Crops, Vegetable Crops, Field Crops, Seed Crops, Nursery Products, Organic Products, Apiary Products, Livestock Poultry, Fresh Livestock and Poultry Products, Aquaculture, and Firewood. In 2021, the value of agricultural commodities produced in Stanislaus County slightly increased from \$3.47 billion to \$3.54, down by \$70 million. The total value varies from year to year.

Factors affecting commodity value include the adjustment of acreage, per unit pricing, reduction in values of commodities, and the significant impact the drought had on water usage and availability in the community.

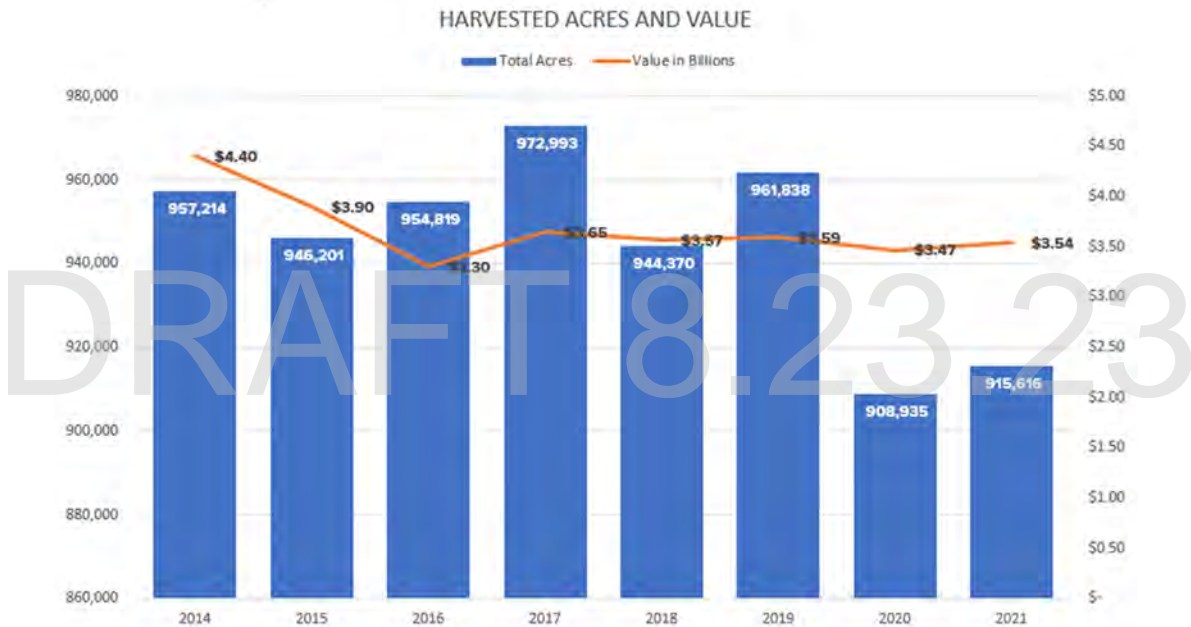


Figure 12- Agricultural Data- Harvested Acres and Value
 Source: Stanislaus County Agricultural Report (2021), 2021 Stanislaus County Agricultural Report

XIV. SUMMARY

In these opening pages, you have seen the broad-brush challenges that continue to face Stanislaus County at a time of unprecedented local economic conditions. Continued growth, rising real estate costs, continued poverty and low wages for unskilled workers, water resource impacts, road infrastructure deficits, and major gaps in education and workforce preparation skills training are just a few of the many issues our communities face.

This Comprehensive Economic Development blueprint takes a closer look at the nine incorporated jurisdictions in Stanislaus County and core priorities and development projects that have been identified as critical for us to shape a better quality of place in Stanislaus County.



ECONOMIC IMPACTS OF COVID-19

On March 4, 2020, the Governor issued a Proclamation of the State of Emergency in the State of California related to the 2019 Novel Coronavirus (COVID-19) pandemic. On March 17, 2020, the Board of Supervisors adopted a resolution ratifying the declaration of a local health emergency and issued a Proclamation of a Local Emergency related to COVID-19.

A “stay-at-home” order was issued by the state for all residents on March 19, 2020. In addition, all school districts shut down operations, and students’ spring breaks received an unexpected extension with no established end date. This order created the immediate impact of residents being required to stay in their own homes except for necessary trips to acquire essential items such as food and prescriptions. With this order, industries such as restaurants, boutique clothing stores, and other non-essential businesses were immediately impacted and forced to close. Many of these small businesses do not typically have enough cash reserves on hand to maintain their business for long periods of time.

To assist the County with the financial burden of responding to the COVID-19 pandemic emergency, the United States Treasury allocated and disbursed to Stanislaus County \$96.1 million of CARES Act Coronavirus Relief Funds (CRF). Further, the California Department of Finance allocated an additional \$12.8 million of States CARES Act CRF Pass-through funds to support costs necessary to respond to the emergency. The total of State Pass-through and Federal CARES Act CRF funds is \$108.9 million.

In October 2020, the Board of Supervisors approved the CRF policy recommendations and Spending Plan and designated the \$108.9 million allocation to Stanislaus County as follows:

- \$58.9 million for Direct Budget support for Stanislaus County departments.
- \$50 million for Community Support
 - The \$50 million for Community Support was allocated as follows:
 - \$15 million for the County’s nine incorporated cities;
 - \$18.4 million for two rounds of Small Business Grants;
- \$4.4 million for non-profit organization support consisting of \$2 million for local Community-Based Organizations to provide COVID-19 wrap-around services to support the Community Services Agency and Health Services Agencies and \$2.4 million for those local entities that provide services to youth or in the area of community-centered arts and culture;
- \$2 million for the implementation of a touchless gift card program across Stanislaus County;
- \$550,000 for administrative costs associated with the Business Revitalization and Economic Development programs; and
- \$500,000 for financial assistance to fire districts in the unincorporated area.



These approved spending plan initiatives total \$40.85 million dedicated to Community Support. The remainder of the approved spending plan is in the Community Support Reserve category, in the amount of \$9.15 million.

On March 11, 2021, the American Rescue Plan Act was signed by the President, allocating \$65.1 billion in direct, flexible aid to every County in America, with Stanislaus County's allocation at \$106.8 million dollars. The Board of Supervisors and County Leadership, working with our community partners, is developing a spending plan for these funds that will include community support to assist in economic recovery from the COVID-19 pandemic. Stanislaus County's Board of Supervisors rescinded the Local Emergency on February 8, 2022, and the Local Health Emergency on March 8, 2022, while the State Emergency ended on February 28, 2023, and the federal end is slated for May 11, 2023. It has now been over three years since the onset of the COVID-19 Pandemic, and the full economic impacts are still unknown currently.

While Stanislaus County was able to withstand the impact of COVID-19 slightly better than some of the other California counties due to having multiple essential industries, our workforce has still suffered greatly, with an unemployment rate that nearly doubled from 2019 to 2020 and over 25,000 individuals remaining unemployed.

Opportunity Stanislaus with support from Stanislaus County and other partners, was able to secure a special \$155,000 grant from the Economic Development Administration to support strategic economic development planning in response to the COVID-19 pandemic. Many local businesses were negatively impacted due to the stay-at-home orders. Opportunity Stanislaus hired Strategic Solutions from Austin, Texas, and developed a comprehensive 5-year plan to help local businesses grow and recover from the pandemic, attract new businesses to the county and support significant projects that will advance the county as a great place to live and work.



DRAFT 8.23.23

LOCAL PROFILES AND PROJECTS

CERES

Javier Lopez, Mayor

Doug Dunford, Interim City Manager

Tamra Spade, Redevelopment/Economic Development Manager

www.ci.ceres.ca.us



Introduction to City:

Ceres is an active and growing community of nearly 50,000 people that still maintains a small-town feel. The City is located in the middle of Stanislaus County, adjacent to State Route 99, in one of the richest and most diverse agricultural regions of the San Joaquin River Valley. While its vibrant local economy is based in agricultural production, its central location and prime accessibility to regional transportation arteries make Ceres a city on the rise. This expanding industrial sector is attracting large and small manufacturing companies, as well as large logistics operations.



Photo 10 - Ceres Businesses



Photo 11 - Ceres Community Center

The City government works actively with the Ceres Chamber of Commerce to support businesses of all sizes throughout our community. Ceres is also proud to partner closely with the Ceres Unified School District, which leads the County in its innovative education and training programs for students through an award-winning career technical education pathways program. In Ceres, we understand the importance of preparing our young people to excel in new technologies to become employees in demand by our current and future employers.

The City of Ceres continues to undertake numerous economic development projects that position Ceres as an attractive destination for business retention and expansion. Recent City initiatives include a seven-year Economic Development Strategic Plan. Implementation of the downtown Specific Plan revitalization of Ceres downtown, visible to more than



100,000 motorists daily. With attractive business incentives and façade improvement programs, Ceres continues to provide creative support for the business environment. The City has also maintained an aggressive Capital Improvement Plan that is upgrading and expanding the City's backbone infrastructure, focusing on underground infrastructure and transportation improvements in the southern part of the community, to improve public services and accessibility to lands zoned for regional commercial and industrial land uses. Ongoing vitalization projects such as The Regional Surface Water Supply Project, as well as additions to River Bluff Regional Park continue to add value to the Ceres community. All these efforts significantly support the implementation of the Ceres Economic Development Strategic Plan that focuses on the City's efforts to support the economic health and vitality of our citizens and businesses.

Some companies that call Ceres and the surrounding area home include Bronco Winery, G3 Enterprises, WinCo Foods West Coast Distribution Facility, Kingspan Insulated Panels, Stanislaus Farm Supply, IC Refrigeration, Kase Manufacturing, B&H Labeling, Stiles Custom Metal, and Diamond Bar Arena, to name a few.



Photo 12 - Bronco Wine

ECONOMIC DEVELOPMENT FOCUS

The City of Ceres has made a concerted effort toward responsible growth through a balanced mix of commercial, industrial, and residential development while striving to provide adequate infrastructure and improved quality of life for its residents.

The City of Ceres created a vision for the community that will attract and retain residents and businesses. Under this vision, the Ceres General Plan 2035 has established economic development policies to maintain a healthy and diverse economy to meet the present and future employment, shopping, and service needs of Ceres residents and visitors and expand the economic base through marketing Ceres' strengths and to address its challenges. The City of Ceres approved this comprehensive update to the Ceres General Plan and Final Environmental Impact Report in 2018, which has established an exciting, renewed vision of the City's future through 2035. In 2020, the City also completed a comprehensive update to the City's Municipal Code, including the Zoning Ordinance, with an eye on further streamlining the City's development permit review and entitlement process.

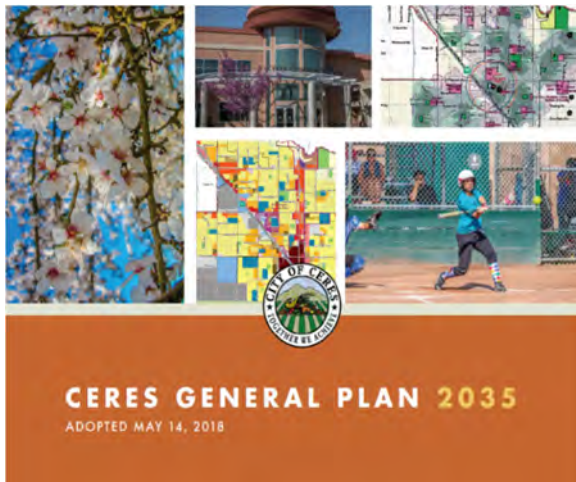


Figure 14 – Ceres General Plan Cover

The Building Division processed 1014 building permits, including 50 single-family homes, seven new commercial buildings, 39 pools, and 188 Solar.

In the last two years, entitlements for 160 multifamily residential units were processed, as well as 39 single-family residential lots across a handful of upcoming subdivisions. These lots are expected to be built in the next two years.

The City now accepts electronic building plan submittals and continues to contract with the County for our plan check and inspection services. Our website includes an interactive GIS map of our General Plan. This facilitates

economic development by delivering valuable information to developers to help them decide where to focus their efforts.

The Planning Division is reviewing plans for a master plan community called Copper Trails on the south side of the city in the unincorporated area between Highway 99, Blaker, south from Service Road to the TID lateral. This area includes Central Valley High School. Efforts are underway to develop an Environmental Impact Report (EIR) and a specific plan tailored to this project. Subsequently, public meetings will be held to determine the future of this area.

This proposed development could eventually increase the City's population by several thousand people in the years to come. Construction could start as early as 2025 to 2026, with full build-out in an estimated 5 to 8 years.

ECONOMIC DEVELOPMENT INITIATIVES AND PROJECTS

To accomplish these policies, the City is continuing to invest millions of dollars in upgrading its backbone infrastructure (water, wastewater, stormwater, and roadways) to accommodate the expansion of existing businesses and the attraction of new businesses. The infusion of public capital improvement funds is prompting a surge in private investment as downtown property and business owners undertake new improvements and upgrades to their properties and businesses. Since the Fall of 2017, the City's public investment in downtown revitalization has leveraged more than \$1.46 million of private investment on 4th Street.

In 2022 and continuing through 2024, the development of The Mitchell Ranch, Ceres Gateway Center will serve as a shopping center anchor, drawing new employers and jobs and new sales tax revenue opportunities. The Mitchell Ranch Center stores create more new job opportunities for the local economy. The Mitchell Ranch project offers more than 26 acres of commercial retail development at a key southern entryway from State Route 99. Including a 222,461 square foot Wal-Mart Supercenter and ten additional pads with approximately 82,000 square feet of commercial and/or restaurant uses that include Chipotle, In-N-Out Burger, Starbucks, Quick Quack Car wash, Popeyes Louisiana Kitchen, Tractor Supply, Hotel, and more. The Project will provide new retail options in close proximity to local consumers by providing daytime and nighttime shopping opportunities in a safe and secure environment.



Photo 13 - Ceres Walmart Supercenter

Over the past five years, the City has invested more than \$3.6 million to fund the installation of critical underground infrastructure and transportation improvements at and adjacent to the Service and Mitchell Road intersection.

Over the past three years, the city has actively completed the preliminary design and environmental review for a new diverging diamond freeway interchange at Service Road and State Route 99. This state highway improvement will facilitate improved access to the Ceres Gateway Center/Mitchell Ranch Development, as well as facilitate enhanced access to the City's industrial manufacturing areas west of State Route 99. To date, the City has invested over \$10 million for the early elements of this interchange improvement project.



Ceres Downtown



During the 2022-2023 fiscal year, the City of Ceres Department of Community Development entitled, processed, and/or inspected the construction of 3 warehouses, a pallet storage facility, a hotel, several retail developments, a gas station, and a sports bar.



The new developments include Wood Springs Suites, Popeye’s, a Union 76, Tractor Supply, The Dhillon Villas, Hawaiian BBQ, Dutch Bros Coffee, Starbucks, McDonald's (renovation to 2 lane drive-thru), Raising Canes Chicken Fingers, Lions Plaza, and O'Reilly Auto Parts.

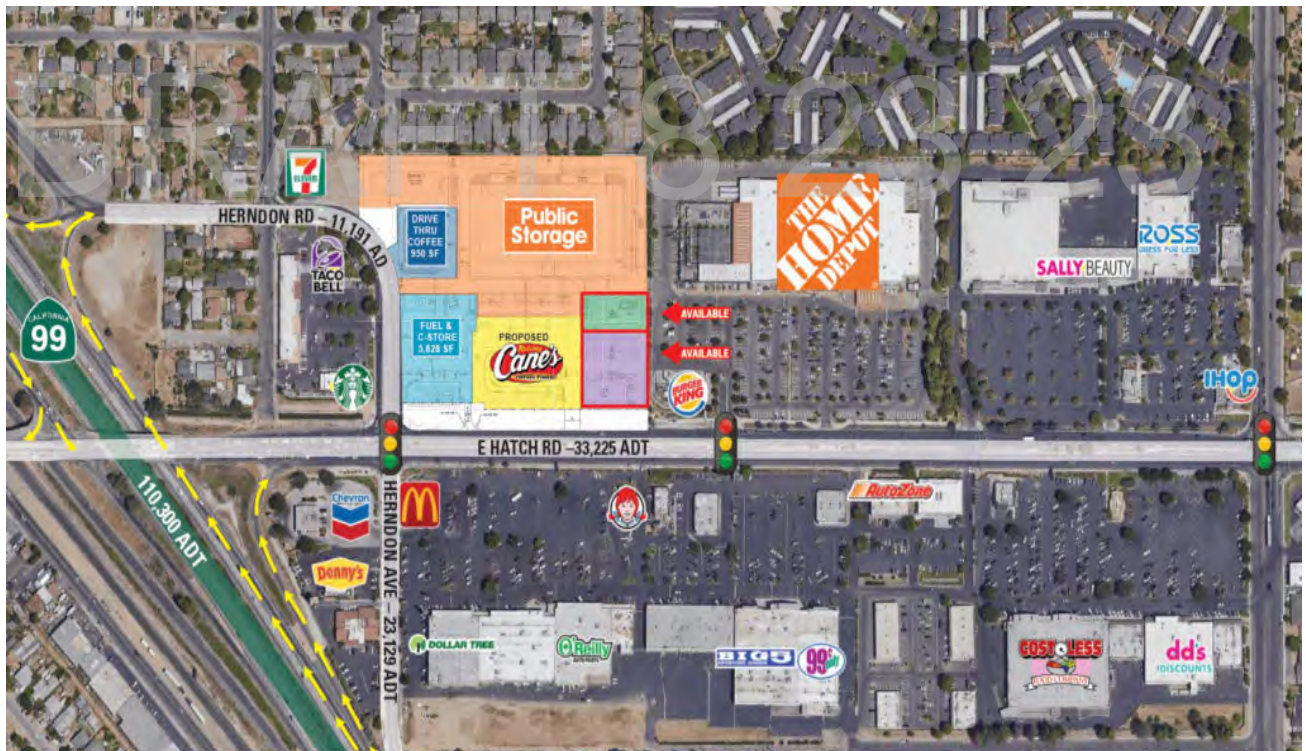
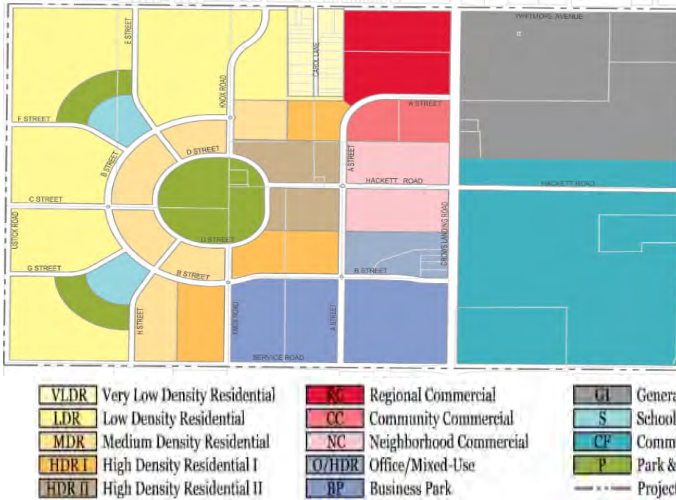


Figure 15 - Hatch Road Commercial



The West Landing Specific Plan is a master planned development that includes 1,310 new multi-family units, 2,325 single-family units, and 150 acres of regional, office, and light industrial uses near Crows Landing Road and Whitmore Avenue. All environmental review is complete, and this undeveloped territory is fully annexed into the City of Ceres, poised for new development.

In July 2019, the City Council authorized the City Manager to prepare a high-impact retail recruitment and development plan (Plan) specific to Ceres. This Plan effort has produced several important socio-economic demographic reports, identified Ceres' Primary Retail Market Area, and prepared several specific retail marketing tools, including an up-to-date retail gap analysis, a retail void analysis, and a Retail Market Flyer. Additionally, the Plan identified a Target List of more than 20 retailers that may be particularly suited and attracted to the Ceres local community, and focused recruitment of these retailers is underway.



Photo 16 - Kingspan Insulated Panels - Manufacturing



KEY CHALLENGES:

A challenge Ceres faces is developing new revenue to replace the loss of State redevelopment funds, a critical tool to finance economic development activities and city-wide infrastructure upgrades. The city is working closely with regional and statewide organizations, including the Stanislaus Business and Workforce Alliance (Opportunity Stanislaus), as we examine cutting-edge tools and alternatives that continue to promote economic development in our city.

Additionally, due to the success of past economic development efforts, Ceres is facing a current shortage of Tier 1 large and vacant industrial parcels (available for development permits within 60 days). The City Council’s 2018 adoption of the Ceres General Plan 2035 provides the opportunity to identify, plan, and annex the city's industrial-zoned lands necessary to meet the needs of new and expanding businesses over the next 20 years. Creating and maintaining an environment where our businesses and our citizens continue to have choices, new opportunities, and thrive, is our continuing focus.

MAJOR EMPLOYERS:

| City of Ceres | | | |
|--------------------------------|-----------|----------|-------------------------|
| Company or Organization | Employees | Category | Description |
| Bronco Wine | 465 | MFG | Winery |
| G3 Enterprises | 280 | MFG | Bottling and Production |
| Kingspan Insulated Panels | 135 | MFG | Building Wall Panels |
| Prompt Precision | 70 | MFG | Sheet metal |
| Ceres Unified School District | 1,961 | Non MFG | School District |
| Walmart Supercenter | 300 | Non MFG | Retailer |
| WinCo Distribution | 300 | Non MFG | Construction |
| City of Ceres | 180 | Non MFG | City Government |
| ACE Commercial Plastering | 180 | Non MFG | Contractor |
| Ceres PostAcute Care | 120 | Non MFG | Healthcare |
| Mark One Corp | 25 | Non MFG | Healthcare |
| Westmark Inc | 180 | Non MFG | Transportation |
| Save Mart | 140 | Non MFG | Grocery Retailer |
| Hunt & Sons, Inc | 90 | Non MFG | Fuel Sales |
| California Dept. of Correction | 30 | Non MFG | Public Administration |

Table 6 - Ceres Top Employer List

Figure 16 - Hatch Road Commercial



HUGHSON

George Carr, Mayor
Merry Mayhew City Manager
Carla C. Jauregui, Community Development Director
www.hughson.org



Introduction to City:

Hughson is a small but thriving agricultural community located in eastern Stanislaus County nestled amidst fruit and nut orchards. Hughson preserves a small-town atmosphere as it continues to grow with a blend of high-quality new homes in traditional neighborhoods and new commercial and industrial businesses.

Hughson was founded as a township in 1907 and named for the owner of the land, Hiram Hughson. The City of Hughson was incorporated in 1972.

The City's Vision and Mission Statements, adopted in 2018, identified the path for the organization and City moving forward:

Vision Statement: To preserve Hughson's unique spirit, heritage, and character, while creating an undeniably great place to be.

Mission Statement: Improve Hughson every day through fiscal responsibility, customer focused service and an emphasis on creating and strengthening partnerships.

Hughson's education needs are served by Hughson Unified School District whose schools have a long-standing tradition and reputation for excellence. The City of Hughson proudly partners with the Stanislaus County Sheriff's Department for law enforcement services. This partnership has afforded Hughson the honor of being the city with the lowest crime rate in the County. The Hughson Fire Protection District, the oldest established fire district in the County, has been providing critical fire protection and prevention services since 1915.

Community services are provided locally through the work of Stanislaus County (library, medical, etc.) and respected non-profit organizations such as Sierra Vista Child and Family Services, United Samaritan Foundation, and Community Hospice as well as other local entities for recreation. Samaritan Village is the City's hidden gem and the region's premier retirement community. The Hughson Arboretum and Gardens is another unique feature of the City of Hughson, which has been made possible through the passion and generosity of a long-time resident.



Economic Development Focus

Agricultural Strength

The City of Hughson embraces its agricultural partners that reside around the City limits. Hughson is strategically placed at the center of one of the most productive agricultural areas of Stanislaus County and home of domestic and international leaders in nut harvesting, growing, processing and traditional and viticulture nurseries. Generations of farming families call the Hughson area their home and partner with the City of Hughson to maintain that strength and unique characteristic of the region.

Industrial

While the City and the surrounding area is especially noted for nut growing and processing, it is also home to many agricultural related industrial businesses. The City of Hughson actively works to support these businesses to encourage economic growth to ensure their success. These highly competitive industrial businesses:

- Engineer and prefabricate wood roof and floor trusses and wall panels;
- Market and distribute agricultural products, animal feed and specialty chemicals and ingredients;
- Engineer efficient processing systems (metal fabrication) for the almond and walnut industries;
- Provide cold storage services;
- Provide full-service chemical and fertilizer services; and
- Serve other industrial uses that complement agriculture

The City provides adequate infrastructure to its industrial lands to attract new businesses and to ensure the capability of existing businesses to grow. This includes:

- A wastewater treatment facility;
- A municipal water system that complies with regulatory requirements; and
- Street infrastructure that has the highest pavement condition index in the region and conveniently connects to County roadways to provide quick and easy access to the State Highways (99 and 132)

There are approximately 167 acres of industrially zoned land in the City limits. These uses are located mostly in the southwest area of the City, along the Santa Fe railroad and allow the future potential of a rail spur.

While not immediately evident, the City of Hughson has great access to State Route 99. Using Tully Road to Keyes Road, trucks can access SR-99 in 7-8 minutes, with little traffic and few stops. This is key marketing point for the City's industrial area.

Historically, the City has been able to offer businesses (existing and new) assistance with public improvements, capital facility fees, structural improvements, and expansion projects. The City takes great pride in maintaining a business-friendly environment and offers a streamlined permitting process through efficient coordination with other local agencies.



Retail/Commercial

The City of Hughson has a uniquely vibrant downtown that consists of a variety of retail and commercial businesses. Centennial Plaza is located at the center of Hughson Avenue and is the home of the Hughson Historical Society Museum, Hughson Fruit and Nut Festival, the Hughson Christmas Parade and other events designed to unite the community and visitors in a very positive and festive manner. The Marketplace shopping center is located just a short distance from the thriving downtown main shopping and dining establishments. Local retail and commercial businesses provide residents with local dining, shopping, and service options.

The City of Hughson offers an array of business assistance programs to assist existing and new businesses including incentives and loans. The Hughson Small Business Development Center and the Hughson Chamber of Commerce are wonderful resources for local entrepreneurs. The small business incubation center is also a resource to give small business a chance to grow in Hughson.

Economic Development Goals

As expressed in the City's Vision Statement, the Hughson City Council's ultimate goal is to create an undeniably great place to be for residents, visitors and businesses. To this end, the City intends to "maintain and enhance Hughson's economic vitality through promotion of job creation and retention, business enrichment and expansion, and development of existing retail, commercial and industrial areas." The City is currently working with several property owners to develop industrial and commercial projects that will serve as a catalyst for future economic growth in the City. Some noteworthy projects include a 34 parcel industrial subdivision, the relocation of a trucking repair shop that will incorporate a large truck parking facility, along with the City's first 35,000 square foot grocery store within a new commercial center that will include fast food, a gas station, retail and office shops, industrial shops and self-storage/ mini-warehouses. ,

Objective #1: Support business in commercial/industrial areas

Strategy A: Improve the economic growth of City's commercial/industrial businesses by understanding their needs and providing programs/services that address them.

- Action #A1: Meet with business owners on a regular basis to discuss needs/issues affecting business, new opportunities, and available local programs/services that could assist in the growth of their businesses.
- Action #A2: Connect businesses to available resources through organizations such as the Opportunity Stanislaus, Department of Workforce Development, the Hughson Chamber of Commerce, etc.
- Action #A3: Develop local programs/enhance services to best meet needs

Strategy B: Promote the economic growth of City's commercial/industrial area through effective business attraction strategies, planning and infrastructure.



- Action #B1: Promote the City's proximity and access to SR99 via Tully Road.
- Action #B2: Explore and pursue construction of adequate infrastructure for business development (roads, water, sewer, storm drain, etc.).
- Action #B3: Streamline the entitlement and building process for new industrial development
- Action #B4: Work with Opportunity Stanislaus to entice new industrial businesses into the area.

Objective #2: Develop and enhance retail business opportunities

Strategy A: Implement strategies to enhance resident/visitor presence in City's retail areas.

- Action #A1: Promote activities in downtown that support and create opportunities.
- Action #A2: Develop the marketability of the City through timely communication and accessibility of current market and demographic information.

Strategy B: Foster support of ventures that complement existing business climate.

- Action #B1: Conduct and maintain inventory of existing businesses and develop strategies to support new ventures that complement the current landscape.
- Action #B2: Coordinate with existing businesses and identify or maximize opportunities for expansion.

Objective #3: Create a business-friendly environment

Strategy A: Ensure an efficient permitting process.

- Action #A1: Conduct frequent reviews of business permitting process for continuous improvement and to maximize efficiency.
- Action #A2: Provide flexibility during implementation of the business permitting process to best meet the needs of applicants.

Strategy B: Ensure adequate and competitive City business/development fee structure.

- Action #B1: Review and evaluate business/development fee structures on an annual schedule and recommend modifications if necessary.
- Action #B2: As part of the review, conduct comparison studies and provide opportunity for input from stakeholders.

Objective #4: Create and develop effective business assistance programs

Strategy A: Proactively market the City's business assistance programs.

- Action #A1: Utilize a variety of avenues to market local business assistance programs to increase accessibility.

Strategy B: Evaluate and develop the City's business assistance programs to ensure effectiveness.



- Action #B1: Conduct annual evaluations of the business assistance programs on an annual basis and modify as needed

MAJOR EMPLOYERS:

| City of Hughson | | | |
|---------------------------------|------------------|-----------------|---------------------------|
| Company or Organization | Employees | Category | Description |
| Hughson Nut | 300 | MFG | Almond Grower/Processor |
| Mid-Valley Nut Company | 150 | MFG | Walnut Packer/Processor |
| California Truss Frame | 60 | MFG | Wood Manufacturer |
| Grower Direct Nut Co. | 60 | MFG | Walnut Processor |
| Alpine Pacific Nut | 50 | MFG | Walnut Processor |
| Hudleson Nut Company | 50 | MFG | Walnut Processor |
| Valley Tool & Manufacturing | 40 | MFG | Farm Equipment |
| Martella's Walnut Huller | 20 | MFG | Walnut Processor |
| Duarte Nursery | 350 | Non MFG | Wholesale Nursery |
| Cal Almond | 250 | Non MFG | Almond Hulling |
| Hughson Unified School District | 230 | Non MFG | Education District |
| Whitehurst-Lakewood Memorial | 50 | Non MFG | Funeral/Cemetery Services |
| Samaritan Village | 45 | Non MFG | Retirement Center |
| City of Hughson | 18 | Non MFG | City Government |

Table 7- Hughson Top Employer List



Northern San Joaquin Valley Region

MODESTO

Sue Zwahlen, Mayor

Joseph Lopez, City Manager

Jessica Hill, Interim Director,

Community & Economic Development

www.modestogov.com



Introduction to City:

Modesto is geographically centered in Northern California. Modesto is the seat of Stanislaus County, with a population of over 218,000. With adjoining San Joaquin and Merced Counties, the North San Joaquin Valley region has a population of 1.62 million and a combined labor force of 746,000. Modesto's economy is anchored by a group of traded and local clusters, including:

Core Business Sectors / Clusters

Food Processing and Manufacturing

(Traded Cluster)

Modesto's economic roots are in food production and processing, including wine, dairy, eggs, poultry, fresh and canned produce, and nuts. Modesto is a large hub for essential domestic and export food and beverage production, home to regional and brand-name manufacturers like Frito-Lay, Del Monte, Stanislaus Foods, Blue Diamond, and E. & J. Gallo Winery - the world's largest wine producer.

The Modesto area supports a developing FoodTech/AgTech sector necessary to maintain a competitive edge in crop, food, and beverage production.



E. & J. Gallo Winery headquarters, Modesto



Modesto has a promising future in the emerging hemp/CBD industry, being selected in 2019 and 2020 as a regional hub by both Canopy Growth and TransCanna for more than 500,000 square feet of production facility space.

As part of the Stanislaus 2030 economic development initiative, Modesto is targeting new bioproduct manufacturing opportunities that are a key part of the emerging circular economy. This sector will benefit from the supply of feedstocks in the surrounding region and have adjacencies with respect to existing workforce skills.

Advanced Manufacturing – Off-Site(Traded Cluster)

The Modesto area is a regional center for a strategically important emerging industry, off-site construction, and manufactured housing that is cost-competitive and significantly decreases construction project time with higher quality products than the traditional labor-intensive onsite stick-built process. Home, apartment, and commercial construction productivity has stalled in America for decades, with chronic labor shortages cited as a major contributor to persistent housing shortages. The Modesto area's manufactured housing industry ecosystem includes S2A Modular and Kingspan insulated panel systems that recently opened a 158,000-square-foot PV solar roof factory.



DOT Food Trucks

Distribution and Electronic Commerce (Traded Cluster)

Modesto is a leader in specialty distribution, logistics and electronic commerce due to the concentration of trade in food and beverage products. Leading companies include DOT Foods, Americold, Pacific Southwest Container, and Sierra Pacific Warehouse Group.



Healthcare (Local Cluster)

Modesto’s healthcare sector became a regional magnet with the presence of Kaiser Permanente, Doctors Medical Center (Tenet Healthcare), Memorial Medical Center (Sutter Health), Stanislaus Surgical Hospital, Valley Children’s Hospital, Encompass Health Rehabilitation, and affordable care network Golden Valley Health. As a regional healthcare center, Modesto is focusing workforce development initiatives on healthcare career paths and .

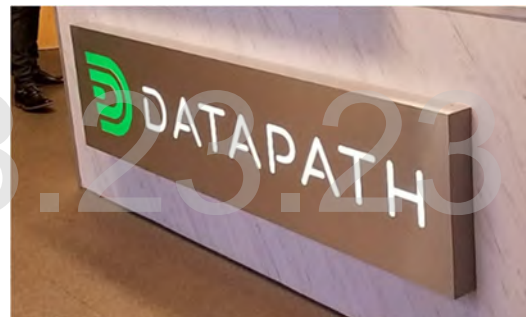


Valley Children's Health Center

Business Services

(Traded and Local Clusters)

Modesto is a regional center for professional business services including information technology, financial, real estate, marketing, design, and sales. Modesto’s DataPath corporation has won an INC. 5000 fastest-growing company row, designation eight times since 2011.



-DataPath

Workforce and Education



VOLT Institute

Within one hour of its downtown, Modesto is served by the University of California-Merced, California State University-Stanislaus, University of the Pacific, and Modesto Junior College. Modesto benefits from public/private workforce development initiatives, including VOLT Institute, Modesto Junior College, and Stanislaus County Department of Education. Additionally, Modesto supports tech-ed and co-working establishments such as Bay Valley Tech’s Code Academy and Digital Skills Academy.



Modesto has a nationally recognized robotics curriculum at the High School level. In 2017, the proven Cradle to Career initiative was adopted Countywide to improve access to economic prosperity for all community members. **Quality of Life**

With a highly rated warm Mediterranean climate, Modesto offers excellent affordable quality of life within 90 minutes of the major cities in the San Francisco Bay Area and Sacramento, creating an “insourcing” target for labor-challenged technology and service industries that have historically relied on out-of-state locations including Arizona and Texas. Residents enjoy year-round outdoor activities plus easy access to Yosemite, Lake Tahoe, multiple rivers, and the Pacific Ocean. The Tuolumne River Regional Park, walkable from downtown Modesto, is a natural treasure with untapped economic potential. The Gallo Center for



Modesto Graffiti Summer

the Arts is a world-class facility that hosts regional, national, and international artists, performers, and events. Modesto maintains its “city of great neighbors” charm with numerous music, art, maker, and craft festivals and a certified farmers’ market.

Native George Lucas’ paid homage to his teen years in Modesto in his 1973 film, “American Graffiti,” and Modesto celebrates the Graffiti spirit with a Graffiti Summer Festival, classic car shows, and a downtown Graffiti Cruise Route walking tour.

Economic Development Focus and Priorities

Support and Leverage Regional Economic Development Initiatives

- [Stanislaus 2030](#)
- [CERF \(California Economic Resilience Fund\)](#)

Develop a Comprehensive Set of Actionable Strategic Plans

- [City of Modesto Strategic Plan 2020-2025](#)
- [Modesto 2050: General Plan Update – in development](#)
- [Modesto Downtown Master Plan \(2020\)](#)
- [Modesto Housing Plan \(2022\)](#)
- Southwest Modesto Plan – in development
- Modesto Economic Development Strategic Plan – in development



Develop the Workforce to Strengthen Core and Targeted Growth Clusters

- Work with Stanislaus County Office of Education, Stanislaus Foundation, and Education and Training partners to raise workforce readiness and skills

Explore ways to add capacity in tech skills training and Entrepreneur support and development with public and private partners.

Strengthen Infrastructure for Core and Growth Clusters

- Explore ways to increase the amount of industrial land available for purchase
- Ensure critical infrastructure is in place and that plans anticipate industry growth and demand trends
 - Water and Wastewater
 - Electrical capacity for high-demand industry and consumers
 - Rail and Road transport
 - Air transport services
 - Smart Cities' information infrastructure
 - Continue to increase access city-wide to high-speed networking and internet services.



Modesto's Jennings Water Treatment Plant

Implement Downtown Master Plan

- Develop downtown as a hub for business attraction
 - Engagement with Seer World to further develop the Downtown Master Plan
 - Redevelopment planning with intensive community engagement and profiling
 - Project management and implementation support
 - Explore multi-sports venue
 - Redevelop the existing courthouse site
 - Connect to Tuolumne River Regional Park
 - Bridge to and integrate areas of Modesto south and west of downtown



City of Modesto Downtown Master Plan

Support Inclusive Economic Recovery, Resilience, and Opportunity

- Support Stanislaus2030 regional economic development strategy and action plan
 - Manufacturing Talent-to-Industry Exchange (\$250,000 ARPA funding)
 - Childcare expansion (\$200,000 ARPA funding)
 - Small Business Support system (\$250,000 ARPA funding)



- Support Manufacturing and Export
 - Recruit companies in sectors that complement and/or advance Modesto's core clusters in coordination with Stanislaus 2030 and CERF initiatives
- Upgrade City disaster planning considering the impact of COVID-19, including but not limited to
 - Healthcare services surge and on-demand capacity
 - Resilience in public transportation
 - Hardened and redundant emergency operation capabilities
 - Support Job "InSourcing" – retain and repatriate sustainable jobs
 - Support public and private workforce development initiatives to increase skilled labor supply in specific competencies and roles identified by anchor businesses, including the Stanislaus 2030 Talent to Industry initiative
- Support entrepreneur and venture skill-building, including Stanislaus 2030 Training Hubs initiative, with emphasis on underserved communities and woman-owned business
 - Support higher quality of life development
 - Implement new downtown master plan emphasizing infill, densification, affordable housing, mixed-use, and transit-centered development
 - Continue development of a master plan for Tuolumne River Regional Park. The Regional Park will enhance recreation and travel destination opportunities, improve management and mitigation of regional flood hazards along Modesto's main riparian corridor, and connect to downtown via improved pedestrian/bicycle and auto street circulation.



Tuolumne River Regional Park

and Implement a Cannabis Equity Program that includes an outreach strategy to individuals and communities that may have been disproportionately harmed by cannabis prohibition.

Economic Development Initiatives and Projects

- Prepare a city-wide Economic Development Strategic Plan
- Update the City of Modesto General Plan and Master Environmental Impact Report
- Execute Modesto Strategic Plan 2020-2025
- Implement Downtown Master Plan a Prepare a Southwest Modesto Plan to develop and integrate underserved, underinvested communities south and west of downtown
- Continue regional and local roadway and bridge improvement program / Measure L and SB1 Funding to improve commercial transport and residential quality of life
- Support and Promote passenger rail service improvements
 - Altamont Corridor Express (ACE) extension to improve rail service to Bay Area cities and Sacramento



- Refurbish and expand downtown transit center to support rail and bus service – completed June 2023
- Continue ongoing improvements in water and wastewater services to stay ahead of industrial and residential demand
- Continue work on the Tuolumne River Regional Park Plan that will transform the quality of life for all Modesto residents, especially underserved south Modesto
- Tell Modesto’s economic story and successes more effectively via digital marketing and networking partnerships

Economic Development Challenges

- Maximize the potential of Modesto’s well-regarded Downtown. A high-priority catalyst be jumpstarting mixed-use residential projects that will add to the downtown economy, meet existing demand for downtown residential units, and anticipate new demand residents to the ACE Rail service to San Jose, Sacramento, and Merced.
- Competition with adjoining municipalities for stagnant-to-declining retail/commercial opportunities
- Growing tech employment opportunities to encourage repatriation of long-distance commuters, improving their lives and reducing energy waste
- Transmuting Residual negative opinions formed in and after the Great Recession about the San Joaquin Valley in terms of quality of life and likelihood of business success, starting with local residents and businesses
- Creating a business-friendly jurisdiction within California’s relatively high-tax, high-regulation profile reputation
- Funding targeted Economic Development infrastructure investment and Incentives to, attract new businesses, and retain current businesses, especially young growing businesses and startups.

Economic Development Partnerships

- Regional – North San Joaquin Valley
 - CERF
 - Merced County Workforce Development Board
 - UC Merced
- Stanislaus County
 - Stanislaus 2030
 - Stanislaus County Chief Executive Office
 - Stanislaus Community Foundation
 - Opportunity Stanislaus
 - Valley Sierra SBDC
 - Stanislaus Workforce Development Board
 - California State University Stanislaus



- Modesto Junior College
- Modesto
 - Modesto Chamber of Commerce
 - Hispanic Chamber of Commerce
 - Downtown Modesto Partnership
 - Downtown Improvement District
 - Tuolumne River Trust
 - Bay Valley Tech Free Code Academy and Digital Skills Academy
 - Non-profit Financial Intermediaries
 - Local Financial Institutions
 - Local Development and Real Estate firms

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Large Employers

| City of Modesto | | | |
|--------------------------------|-----------|----------|--------------------------|
| Company or Organization | Employees | Category | Description |
| E. & J. Gallo | 6,000 | MFG | Winery |
| Del Monte Foods | 1,500 | MFG | Fruit Products |
| Stanislaus Foods | 1,500 | MFG | Canning |
| Foster Farms Dairy | 850 | MFG | Dairy Products |
| Frito-Lay | 650 | MFG | Snack Products |
| Pacific Southwest Containers | 451 | MFG | Container Manufacturing |
| Champion Industrial | 280 | MFG | Metal Fabrication |
| Rizo-Lopez Foods | 250 | MFG | Cheese Manufacturing |
| Flowers Baking Company | 250 | MFG | Food Manufacturing |
| Stanislaus County | 3,859 | Non MFG | County Government |
| Modesto City Schools | 3,200 | Non MFG | Education District |
| Doctors Medical Center | 2,600 | Non MFG | Health Care |
| Memorial Medical Center | 2,000 | Non MFG | Health Care |
| Save Mart Supermarkets | 1,650 | Non MFG | Retail Grocer |
| City of Modesto | 1,200 | Non MFG | City Government |
| Stanislaus County Office of Ed | 1,130 | Non MFG | Education District |
| Sylvan School District | 917 | Non MFG | Education District |
| Modesto Junior College | 842 | Non MFG | Education Institution |
| Vituity | 800 | Non MFG | Medical Billing/Coding |
| Storer Coachways | 500 | Non MFG | Transportation |
| Modesto Irrigation District | 450 | Non MFG | Water & Electric Utility |
| Costco | 210 | Non MFG | General Merchandise |

Modesto Top Employer List



NEWMAN

Casey Graham, Mayor
Michael Holland, City Manager
www.cityofnewman.com



Introduction to City:

As a result of the growing importance of the surrounding agricultural lands and the arrival of the railroad to the community, the City of Newman (known as the jewel of the West Side) was Founded by Simon Newman in 1888 and incorporated as a City in 1908. Agriculture continues to play an important role in the community, providing jobs and influencing the physical design of Newman. The City of Newman offers a variety of land and site uses ranging from agricultural operations to major retail; these sites include but aren't limited to highway/retail commercial, a large food processing facility, historic buildings, and a variety of light/heavy industrial. The City is continuing to focus its efforts on the revitalization of downtown and commercial and office development along the City's Highway 33 corridor. A primary goal of the City is to offer unique shops, services, restaurants, and additional retail development within both the downtown and highway corridor areas.

Nestled on the west side of Stanislaus County, Newman is called home by approximately 11,500 residents. Located directly on California's Highway 33 with a beautiful view of the Diablo Range, the City of Newman is situated in an agriculturally rich and naturally beautiful geographical area. The City of Newman is a General Law city that operates under the City Council/City Manager form of municipal government. The General Law format allows for citizens to elect a governing body that will set policy, pass ordinances and resolutions, and approve fiscal spending. With its slogan of "Honoring the Past, Celebrating the Present, Building for the Future" the City of Newman looks forward towards progress and has positive goals for the future while keeping its historical roots in place. Through its General and master plans, the City has consistently crafted its vision of the future. This vision includes a walkable community with an accessible and safe street grid while encouraging new employment opportunities to allow residents to work, shop and live within the community. Currently, the number of commuters traveling outside of Newman for their jobs is increasing with approximately 50 percent of Newman residents traveling more than 30 minutes to their job; the City would like to see these jobs available locally. To address housing, the City's master plan areas require a variety of housing types to provide housing to satisfy the public's needs, while limiting growth and protecting surrounding agricultural lands. Recently, the City was the first in the region to adopt an Urban Growth Boundary, further preserving valuable agricultural land whilst allowing for economic development. These goals will assist the City in meeting the challenge of managing growth while enhancing the unique feel and character of Newman.



Presently, the City of Newman is a lovely small town with a vibrant historic downtown predominately surrounded by single family residential neighborhoods and then by agricultural and ranch lands. Made famous by the beautifully restored and active West Side Theatre, the downtown is centered along Main Street and consists of one- and two-story commercial buildings, many of which are historic and dating from the early 20th Century. Highway 33 also contains historical buildings with a mix of suburban and rural industrial and auto oriented commercial uses. The City's industrial/manufacturing areas contain a variety of uses and have vested and shovel-ready parcels ready to be developed. With access to Rail, Highway 33 and Interstate 5, Newman is an ideal location to live and work.

MAJOR EMPLOYERS:

| City of Newman | | | |
|-------------------------|-----------|----------|------------------------------|
| Company or Organization | Employees | Category | Description |
| Valley Sun Products | 350 | MFG | Sun Dried Tomatoes |
| Saputo | 100 | MFG | Cheese Production |
| Stewart & Jasper | 50 | MFG | Nut Grower/Processor |
| Newman Flange | 49 | MFG | Metal Flange Manufacturing |
| Westside Pallet Inc. | 40 | MFG | Pallets, Wood |
| Cebro Frozen Foods | 12 | MFG | Frozen Vegetables |
| DiMare Brothers | 170 | Non MFG | Tomato Grower/Packer |
| Newman-Crows Landing | 147 | Non MFG | School District |
| San Luis Convalescence | 120 | Non MFG | Nursing and Residential Care |
| Cerutti Bros | 80 | Non MFG | Trucking |
| Nob Hill | 75 | Non MFG | Retail Grocer |
| City of Newman | 50 | Non MFG | City Government |

Table 8- Newman Top Employer List



OAKDALE

Cherilyn Bairos, Mayor
 Bryan Whitemyer, City Manager
www.oakdalegov.com



Introduction to City:

Situated near the Stanislaus River, Oakdale, so named for the groves of oak trees that line the hills, boasts an impressive history. In 1848, gold was discovered along the Stanislaus River by the natives living in the area and thousands of miners soon travelled through the area, following their dream to stake their claim to part of the mother lode. This stampede to the mine fields also brought representatives of the Stockton and Visalia Railroad to the area. Land was purchased, and the railroad was extended from Stockton, thereby putting Oakdale on the map and creating our place in history as a gateway to the Sierras.

With the railroad extension to Oakdale, the town quickly became a freight center that created new business opportunities. A blacksmith, wagon shops and livery stables began operating to serve the needs of the miners. Hotels, dining halls, saloons, and general stores soon followed to accommodate the teamsters.

Oakdale was incorporated as a city in 1906 and continues to the present day as an important crossroads to the Central Sierras. An irrigation system was brought in by 1909, enabling ranchers to plant fruit and almond trees. This was followed by stockmen raising sheep, cattle, hogs and poultry, and operating dairy farms. Today, Oakdale is diverse, being both agricultural and industrial.

Oakdale is now a city of approximately 23,807 residents within an area encompassing 6.1 square miles. While Oakdale is considered a small city, it continues to be a desired community of choice with many residents working in town and others commuting to Modesto, Manteca, Tracy, and over the Altamont Pass to work sites in the East Bay Area. Approximately, 3,000 additional residents reside just outside the city limits in the East Oakdale Area which boasts a median household income of \$141,576.

Economic Development Focus:

The City of Oakdale has a rich agricultural and rural ranching heritage. Industrial activity is a major component of the City's economy which centers on agriculture, food manufacturing and tourism. Manufacturing and food processing, packaging, and shipping companies are some of Oakdale's largest employers. The City is an attractive location for these businesses because of its proximity to productive farmlands and nearby rail lines that transport raw materials and agricultural products for processing and wholesale distribution. Opportunities exist for the City to build upon and diversify its existing job base, leverage its increasingly educated workforce, and capitalize on access to the future North County Corridor and the Oakdale Municipal Airport. Oakdale is home to large food manufacturing operations including Ball Western Can



Company; ConAgra Foods, one of the largest tomato processing plants in the world; and Sconza Candy Company.

Economic Development Initiatives and Projects:

The 2030 General Plan (adopted August 8, 2013) addresses the City's goals for collaboration and workforce development. In the business community, the City will continue to build long-term partnerships with local business organizations to collaborate on economic development activities and to regularly provide input to the City on its services and development review and permit processes.

In addition, the City will continue to actively participate in regional economic development programs and organizations, such as the Stanislaus Economic Development and Opportunity Stanislaus, to promote local businesses and leverage City resources.

The City of Oakdale offers a variety of industrial and commercial property sites from two acres in size, many with rail access service from three different rail companies. For larger projects, the City has sites ranging from 70 to 200 acres. Oakdale actively works with new and existing businesses to encourage growth and ensure their success.

Major Retailer Closed in Oakdale in Late 2019:

In December 2019, the Kmart store in Oakdale closed its doors and 120 jobs were eliminated. This closure has caused residents of Oakdale to shop for general retail needs outside of Oakdale as the Kmart store was the only big box retailer in the community. The closure has caused the loss of jobs, sales tax revenue, and has left a large retail building vacant. The City is exploring a wide variety of options to work with the current property owners to repurpose the building. This site could potentially house another large retailer, be subdivided into multiple lease spaces for multiple smaller retailers or house a totally different business type altogether. The City is currently working with Opportunity Stanislaus to explore the opportunities that may be available for this location. In the short term, the City is concerned with keeping the vacant building well maintained in order to avoid becoming a blighted property that will negatively affect the look, feel and property values of the businesses around that area.

Health Care - Oak Valley Hospital:

Oak Valley Hospital, located in Oakdale, is a full service, non-profit public hospital created to provide residents of Oakdale and the surrounding rural communities with access to superior quality medical information, treatment, and care.



MAJOR EMPLOYERS:

| City of Oakdale | | | |
|--------------------------------|------------------|-----------------|--------------------------|
| Company or Organization | Employees | Category | Description |
| ConAgra Foods | 1,000 | MFG | Tomato/Bean Processor |
| Sonoco | 200 | MFG | Metal Can Manufacturing |
| Sconza Candy | 140 | MFG | Confectionery Products |
| Oakdale Joint Unified School | 555 | Non MFG | School District |
| Oak Valley Hospital/Care | 500 | Non MFG | Health Care |
| Gilton Solid Waste & | 165 | Non MFG | Solid Waste |
| A.L. Gilbert | 120 | Non MFG | Feed and Grain |
| Burchell Nursery | 110 | Non MFG | Fruit & Nut Tree Nursery |
| City of Oakdale | 100 | Non MFG | City Government |
| Valley First Credit Union | 100 | Non MFG | Bank |
| Oak valley Community Bank | 95 | Non MFG | Bank |
| Save Mart Supermarkets | 70 | Non MFG | Retail Grocer |
| Oakdale Irrigation District | 70 | Non MFG | Water Utility |
| Raley's | 50 | Non MFG | Retail Grocer |

Table 9- Oakdale Top Employer List



PATTERSON

Michael S. Clauzel, Mayor

Ken Irwin, City Manager

www.ci.patterson.ca.us



Introduction to City:

Patterson, incorporated in 1919, is a growing community with a current population of approximately 25,000 and serving a local trade area nearing 51,626. Strategically located in the western part of Stanislaus County, directly adjacent to Interstate 5 (I-5), the City has historically derived much of its economic vitality from agriculture and food processing. However, Patterson is also home to a rapidly expanding business park. Due to Patterson's proximity to the San Francisco Bay Area and Interstate 5, Patterson is positioned to absorb a considerable share of growth in the coming years. Over the past nine (9) years Patterson's economy has greatly diversified with a rapidly expanded business base with a focus on warehousing, distribution and logistics which include one million square foot Amazon fulfillment center and a 1.5 million square foot Restoration Hardware distribution center. Additionally, Kohl's, CVS Caremark, Grainger Industrial Supply and Affinia Group automotive parts have also established warehouse operations in the area.

The West Patterson Business Park (Business Park) provides many opportunities for retailers, fulfillment centers, and light manufacturing companies. With easy access to transportation options and a tremendous potential for growth, the Business Park consists of nearly 1,600 acres with a diverse range of parcel sizes, shovel ready build sites, and a 730,000 square foot building ready for tenant improvements. To date the above referenced businesses have created over 2,000 new jobs that have benefitted Patterson as well as other cities in Stanislaus County.

In addition to our Master Planned Business Parks, it is Patterson's quality of life and more specifically the historical downtown commercial district that enhances Patterson's appeal to business prospects. The City's unique street layout, inspired by the great metro areas of Paris and Washington D.C., features a circular format in the central district surrounded by radiating spokes, many trees and palm-lined thoroughfares are a source of community pride and speak to Patterson's uniqueness and sense of place.

Located along Interstate 5 with access to I-205 and I-580 as well as Highways 120 and 99, Patterson provides business with convenient, and less congested, access to the major metropolitan markets of Northern and Southern California. Patterson's advantage is not just distance to markets but more importantly time to markets. Patterson is located just 70 miles east of the Port of Oakland (the nation's third busiest port), 40 miles south of the Port of Stockton, 280 miles north of Los Angeles, 92 miles south of Sacramento and 89 miles southeast of San Francisco.



Along with its central location, Patterson offers access to many transportation options. The seaports at Oakland and Stockton provide access to maritime transport. Several nearby airports offer a variety of flight options including local service out of Modesto and international service out of Oakland and Sacramento. Rail transportation is highly accessible and convenient. The Central Valley is the confluence point for two national rail lines - the Burlington Northern Santa Fe and the Union Pacific Railroad. Additionally, local daily service is provided by the California Northern Railroad.

The City offers competitive fees and a streamlined entitlement process to invite businesses to Patterson. The City also offers a concurrent plan check and one-stop permitting process to help stream-line application processing and expediting construction.

Economic Development Focus and Priorities:

During the 2015-2016 fiscal year the City conducted a strategic planning process. We were very fortunate to have a good turnout and participation of private citizens and local business owners. The strategic plan provides guidance to city government to align with our council and resident's vision for our fast-growing City. The Strategic Plan continues to guide the City forward and is central to much of the City's efforts and priorities. As such many of the Strategic Plan Goals and Objectives have been met or are well on their way to being implemented.

In Fall 2022, the City received a long-awaited Demographic Marketing and Retail Gap/Leakage Analysis. Despite the substantial growth in retail sales that Patterson has already experienced. The study concluded that the City continues to experience approximately \$120,000,000 in economic/retail leakage resulting from its citizens spending their shopping, dining and other activity dollars in the surrounding communities. The City offers a variety of locations that will enhance and improve the opportunities to entice retailers and other opportunities for the benefit of its citizens. Development of these sites will address this leakage.

Improving municipal infrastructure will create new and expanded retail and business park opportunities for the community and support existing businesses, which, in turn, will help create new jobs during development and construction and permanent jobs in the retail and business development phases, which will generate revenue enhancement and economic sustainability for the community.

Although the limited and shrinking base of governmental economic development funds has become extremely competitive, the magnitude of the economic potential received from the use of the requested funds will spur private and institutional capital investment and will become the catalyst needed to be successful from a magnitude of governmental and private capital sources. The USDA (Rural Development) and HUD funding, in addition to other governmental incentive programs that the region qualifies for, establish multiple and combined funding opportunities including public and private partnerships.

This investment will enhance the municipal improvements surrounding properties located in the heart of the City of Patterson allowing private and institutional investors to continue the pattern of existing retail development and establish a regional retail core of commercial and



personal service opportunities for the community of Patterson as well as critical support of the surrounding Westside communities and farming operations for years to come. Some of our most recent commercial developments include nationally established businesses, such as Chipotle, Popeyes Chicken, Baja Fresh, Round Table Pizza, and Starbucks as well as local businesses.

The City of Patterson uses well established project design standards and procedures to ensure these improvements will be constructed and maintained to best serve the public. The City has also created a responsive Engineering Department and has expanded the Community Development Department to make sure the City’s economic development and infrastructure needs are met. The landowners and its development partners have an established record of successful retail and community developments to complete the next phase of enticing, selling and developing the commercial opportunities needed to complete the City’s goal of establishing a sustainable retail and jobs-oriented campus for the financial support and success of the community.

Given the expansion and evolution of the Central Valley from Americas’ Breadbasket to include vibrant business, industrial and residential communities to complement and support its core enterprise, the master planned community of Patterson plays a pivotal role in providing the retail, personal and industrial services to preserve and protect the fragile environment of the Central Valley in coordination with a wide spectrum of local, regional and Federal agencies.

MAJOR EMPLOYERS:

| City of Patterson | | | |
|----------------------------|-----------|----------|---------------------------|
| Company or Organization | Employees | Category | Description |
| Traina Dried Fruits | 150 | MFG | Sun Dried Tomatoes/Fruits |
| Kings Roofing | 100 | MFG | Roofing |
| Amazon | 850 | Non MFG | Distribution Center |
| Patterson Unified School | 662 | Non MFG | School District |
| CVS Caremark | 484 | Non MFG | Distribution Center |
| W. W. Grainger | 348 | Non MFG | Distribution Center |
| WalMart | 241 | Non MFG | Retailer |
| City of Patterson | 215 | Non MFG | City Government |
| Kohl's Distribution Center | 123 | Non MFG | Distribution Center |
| Restoration Hardware | 122 | Non MFG | Distribution Center |
| Luchich-Santos Farms | 100 | Non MFG | Apricot Farm |
| Save Mart Supermarkets | 94 | Non MFG | Retail Grocer |

Table 10- Patterson Top Employer List



RIVERBANK

Richard O'Brien, Mayor
Marisela H. Garcia, City Manager
www.riverbank.org



Introduction to City:

Riverbank is a progressive, growing community with over 25,000 residents which is located eight miles north-east of Modesto. Nestled along the Stanislaus River and State Highway 108, Riverbank offers a wide variety of recreational, cultural, and social activities for people of all ages. Agriculture and food processing are important aspects of the local community which proudly hosts the Riverbank Annual Cheese and Wine Exposition every October.

Riverbank is also attracting and cultivating a growing number of commercial, industrial, and retail businesses along its southern, western and eastern boundaries, in large part due to the recently annexed Crossroads West Specific Plan area which will provide new commercial opportunities through the expansion of the highly successful Crossroads Shopping Center (Crossroads West) and the ongoing remediation, redevelopment and property transfer of the previously closed Riverbank Army Ammunitions Plant (RAAP). Many of the new businesses are in the sustainable, green or clean-tech sector, creating a new business cluster that has the potential to transform the local economy and spur on job growth. In December 2021, the City of Riverbank formally signed the Master Developer Agreement with Aemetis Properties Riverbank, LLC for the RAAP. Aemetis Properties Riverbank, LLC is a company that focuses on renewable fuels and biochemicals.

Economic Development Focus and Priorities:

The City of Riverbank has focused economic development priorities in several areas. The key areas of focus are:

- Identify and develop a brand for the City of Riverbank that showcases the relative strengths of growing a business here
- Ensure a timely and predictable permitting process
- Recruit and secure new businesses in priority locations and industries
- Create incentive programs to facilitate commercial growth and reinvestment
- Maintain, upgrade and expand the infrastructure that businesses need to thrive

Key project areas in Riverbank include further development at the Riverbank Industrial Complex (the former Riverbank Army Ammunition Plant), the site of the former Sun Garden-Gangi Canning Company and the upcoming expansion of the Crossroads Shopping Center.



Economic Development Initiatives and Projects:

Property Transfer for the Riverbank Army Ammunition Plant to City Ownership and subsequent transfer of the property to the selected Master Developer, Aemetis Properties Riverbank, LLC.

Project funds are needed to improve and upgrade a variety of aged infrastructure on and around the subject property. Examples of critical needs include, upgrades to aged electrical infrastructure, water system improvements/replacements, transportation related improvements in front of and on the site of the property. The City has conveyed Parcel B to Aemetis Properties, Inc. and has the potential to partner with them to access additional funding for the installation of new infrastructure on this vacant portion of the property.

The installation of new and upgraded infrastructure will serve to attract new tenants to the site while also facilitating the development of new industrial space not already constructed on site.

The site has completed a National Environmental Protection Act (NEPA) and an Environmental Impact Report (EIR). A Finding of Suitability for Early Transfer has been issued for public comment and a final draft is in the process of being completed. Early transfer documents have been prepared and conveyance by deed is expected upon Governor's signature of the early transfer documents; the current timeline for this process is Q2 of 2021. If completed, the City of Riverbank would receive ownership of the main developed portion of the base. As described previously, the City has entered into a Master Developer Agreement with Aemetis Properties Riverbank, LLC.

Project Budget:

Federal Investment:

EDA Funds Request \$ 2,500,000

Local Investment:

From Industrial Site Revenue State grants and loans
\$ Ongoing Lease Hold Revenue Where Available

Project Readiness:

EDA is familiar with BRAC facilities and their unique circumstances. The project presented is ready to start upon funding approval.

Kick off development of Crossroads West Specific Plan project

In 2019, the City of Riverbank completed the Crossroads West Specific Plan, subsequently, LAFCO approved the annexation of the Crossroads West Specific Plan area. Now that the land is within incorporated City limits, development can begin in both the residential and commercial areas identified. Staff have begun the process of preparing for a significant



increase in building permit activity as well as preparing supportive fee studies and documents in advance of infrastructure, mapping and development processes.

MAJOR EMPLOYERS:

| City of Riverbank | | | |
|--------------------------------|------------------|-----------------|-----------------------|
| Company or Organization | Employees | Category | Description |
| Silgan Containers | 90 | MFG | Metal Food Containers |
| Monschein Industries | 75 | MFG | Cabinet Manufacturing |
| Riverbank Unified | 224 | Non MFG | School District |
| Kohl's Dept. Store | 200 | Non MFG | Retailer |
| Target | 185 | Non MFG | Retailer |
| Home Depot | 150 | Non MFG | Retailer |
| Valley West Health | 100 | Non MFG | Health Care |
| Save Mart | 100 | Non MFG | Retail Grocer |
| Applebee's | 88 | Non MFG | Restaurant |
| City of Riverbank | 77 | Non MFG | City Government |
| Stanislaus Fire | 60 | Non MFG | Fire Station |

Table 11- Riverbank Top Employer List



TURLOCK

Amy Bublak, Mayor
Reagan Wilson, City Manager
Anthony Sims, Economic Development Director –
Communications Officer
www.cityofturlock.org



Introduction to City:

Turlock is a city on the move and has a vision for its future. As a thriving community of over 72,000 in the heart of California's Central Valley, Turlock has held firm to its agricultural roots while diversifying economically and expanding opportunities for its residents. It has become a very desirable community, attracting many people to both live and work locally. The City's growth is expected to continue, adding some 35,000 new residents over the next 20 years. In addition, Turlock is home to California State University, Stanislaus that has a current enrollment of more than 10,000 and is scheduled to double in size in the next 20 years. The City of Turlock adopted a new General Plan in 2014 to guide that growth and development.

Turlock has had a long history of planning. A general plan for the City was prepared in the early 1950s, and although it was never adopted, it served as a point of departure for the future. The General Plan prepared in 1969, much before general plans acquired their present political and legal stature, addressed such contemporary issues as urban sprawl and unnecessary destruction of farmland, and was updated in the early 1980s. The next General Plan (formally adopted in 1993 and partially updated in 2002) has served the City well, guiding the creation of attractive new neighborhoods, parks, and major new retail and employment areas.

Population and economic growth in Turlock are intertwined. The City seeks to attract new industries and create jobs in order to boost revenue, remain competitive, attract new residents and provide opportunities for existing ones. The growing resident population demands increased goods and services which in turn fuel economic growth. The City of Turlock General Plan as well as the Westside Industrial Specific Plan creates a multi-pronged approach to economic development, in order to achieve these goals: supporting the build out of the Turlock Regional Industrial Park (established by the Westside Industrial Specific Plan), drawing new businesses Downtown, identifying new industries to target, and building on existing assets such as California State University, Stanislaus.

Turlock's current land use pattern and built form are products of the City's historical growth within an agricultural area. Turlock was incorporated in 1908. Like many San Joaquin Valley towns from the time period, the original downtown core was focused around the railroad station, with streets arranged in a grid oriented to the tracks. The town proceeded to grow outward, shifting to an orthogonal north-south grid matching the rural



road and parcel pattern around it. Golden State Boulevard, paralleling the railroad, was part of the original highway through the Central Valley, which became U.S. 99 roadway in 1926.

It is the City's goal to continue to provide a balance of jobs and housing in Turlock, which stimulates the local economy, reduces commuting, and maintains Turlock's competitiveness in the region. Therefore, the master planning process has extended to the non-residential sector as well. In 2006, Turlock completed the Westside Industrial Specific Plan (WISP), which identified land use, transportation improvements, infrastructure improvements, and design guidelines for industrial and business park uses for some 2,500 acres west of Route 99. Aided by this specific plan, the City's industrial sector is expanding and shifting to this area.

Industrial Areas

Turlock's agricultural setting has historically provided a basis for the City's industry. Food processing is the primary industry, providing the largest number of industrial jobs in Turlock. Top employers in the city are food processors, which includes Foster Farms, Blue Diamond Growers, Super Store Industries/Sunnyside Farms, and many other food processing employers. Fourteen percent of jobs in Turlock are in manufacturing, and four percent are in the warehousing and transportation industries, which are large users of industrial space. Turlock boasts an agri-business industry cluster with several new emerging technical software and laboratories and other related sectors to bolster this cluster.

Economic Development

Through the creation and implementation of the Westside Industrial Specific Plan (WISP), Turlock has reaffirmed the continuing importance of industrial development as a main source of jobs and economic growth in the City. This Plan involved the development of a Master Plan and Certified Environmental Impact Report for an area of approximately 2,600 acres immediately adjacent to Highway 99 with the goal to create jobs. Adequate sewer and water capacity exist, and most of the land is zoned industrial, with approximately eight percent devoted to commercial and office uses. The City and former Turlock Redevelopment Agency made significant contributions (\$15 million) to construct essential backbone infrastructure to create shovel-ready ground to attract industrial development.

Economic Development Focus and Priorities:

The fundamental purpose of the Westside Industrial Specific Plan (WISP) is to implement the General Plan goal of developing a major industrial center in the City of Turlock. The Specific Plan provides the project vision and objectives, and establishes development policies, including land use regulations, design standards, and a phasing plan that will guide the orderly growth of the existing and new industrial uses. The Specific Plan



accommodates growth of light and heavy industrial uses similar to those currently located in the Plan Area.

The Specific Plan also accommodates and nurtures the development of an Agri-Science Industry Cluster (referred to as the “Agri-Science Cluster”). The cluster is planned as a center for research and development, manufacture, processing, and celebration of agriculture and food products in the San Joaquin Valley. The Plan Area includes 2,615 gross acres allocated in a mix of industrial, industrial/business-professional, office, and commercial uses.

The Infrastructure Plan addresses the public facilities and services required in the Plan Area. This includes all components of the transportation system, sewer, water, drainage, electric power, natural gas, communications, recreation and parks, fire protection, and solid waste management. Because the Plan Area land uses do not include residential (other than existing residences), the public services discussion does not include those services that would normally be associated with residential uses, such as schools and libraries.

The Westside Industrial Specific Plan was developed in response to economic development opportunities over a period of years. Many of the infrastructure improvements required to serve development has and will occur on an incremental basis that corresponds to specific development proposals. Development of each area within the Turlock Regional Industrial Park (TRIP) has responded to landowner and developer interests. Front loading infrastructure through the use of redevelopment agency dollars has created “shovel-ready” areas of the TRIP. However, conventional phasing that identifies a specific sequence of development has not proven to be a practical approach to the development of this area.

The infrastructure requirements for each subarea of development include all roadway, sewer, water, reclaimed water, storm drainage, and dry utilities necessary for that subarea to develop. Development will occur within a subarea where the backbone infrastructure is completed and available, although subareas may be combined, and interim improvements may allow for development of only a portion of a subarea. The City of Turlock intends to submit grant applications to various state and federal agencies to assist in the capital projects to bring additional parcels to “shovel ready” status.

Project Description(s):

Turlock Regional Industrial Park Infrastructure Project – Phase 2

The City proposes to construct additional infrastructure improvements that includes water and sewer lines as well as road improvements through the southern loop subarea of the Turlock Regional Industrial Park (TRIP). As new firms have located into the Turlock Regional Industrial Park, there is a need to open and prepare sites in the southern portion of the TRIP for additional development and job growth. There are preliminary discussions



with several firms who are attracted to this southern area because of the potential to connect with the current rail service in the area. The current project, as designed, requires the installation of approximately \$11.9 million in infrastructure improvements, primarily water and sewer mains. The City of Turlock believes that this will spur an additional economic growth as was seen in the Phase 1 of the project that was funded through water bonds and former redevelopment agency funds. Both funds are no longer available as a financing tool.

Phase 1 has brought the following economic development and job growth:

- Construction of the Blue Diamond Almond Growers Processing Facility with more than a \$100 million investment that has already created almost 150 jobs. Blue Diamond anticipates adding an additional 150 jobs in the next year. There are three more phases of expansion planned that will create additional jobs.
- The Hilmar Cheese Co. is investing \$75 million to \$100 million to build a milk powder processing plant in Turlock. The plant will create 40 full-time jobs, plus expansion opportunities for dairies and related industries in Stanislaus and Merced counties.
- US Cold Storage has constructed a 3.5-million-cubic-foot expansion. The project will add three new storage rooms (including two convertible-temp rooms) and 16,000 more pallet positions. Upon completion, Turlock will have as many as 40,000 pallet positions and officials expect to hire more than 100 employees.
- Sensient Dehydrated Foods, a 227,000-square-foot warehouse showroom addition that added more than 20 jobs to their 100-plus workforce.
- Valley Milk, LLC. constructed a new dehydrated milk facility also located in the north region of the Turlock Regional Industrial Park. This development created 50 full-time jobs as well as provide additional demand for local milk producers.
- Amazon officially opened operations in October of 2022. The 1,080,308 square foot facility will bring between 1,000 – 1,500 employees to the region. Located on Fulkerth Road behind Dust Bowl Brewing, the warehouse will serve as a fulfillment center.

Amazon delivers jobs to Turlock

Facility to eventually employ 1,500



From left, Yosemite Community College District Chancellor Henry Yong, Amazon Turlock Senior Operations Manager Steve Ramirez and Turlock Mayor Amy Budrik cut the ceremonial ribbon on Thursday to open the new Amazon fulfillment center at 3200 Fulkerth Road in Turlock (JOE CORTEZ/The Journal).

North Valley Regional Recycled Water Program (NVRWP)

This program is designed as a regional solution to address California's water crisis by making tertiary-treated recycled water available to the drought-impacted west side of several California counties (Stanislaus, San Joaquin, and Merced Counties) for farmland irrigation. Current participants in the NVRWP include the Cities of Modesto, Ceres, Turlock, Stanislaus County, and the Del Puerto Water District on the west side of the San Joaquin Valley. Modesto and Turlock currently produce recycled water and provide wastewater treatment for communities in Stanislaus County.

Essentially, the project consists of the construction of pipelines that enable Modesto's and Turlock's recycled water to be delivered to Del Puerto Water District via the Delta Mendota Canal. These facilities would allow the long-term delivery of recycled water for irrigation of lands in the Del Puerto Water District.

The Cities of Turlock and Modesto both treat either all or a portion of their wastewater to tertiary standards meeting Title 22 (recycled water) standards.

This project provides environmental and economic benefits in the near-term, while meeting long-term water supply and environmental objectives. The first phase of the project, the Modesto component, was completed in 2017 and provides affordable recycled water to agricultural customers in the Del Puerto Water District. The Turlock component of the project is under construction and will be completed by the end of 2019. By implementing the project, productive agricultural lands can be brought back into full production and the North Valley communities can recognize an additional \$29 million in



total annual income with the creation of more than 572 permanent jobs. Additional jobs associated with project construction would also be created during project implementation.

The environmental benefits are also significant. The project will reduce the reliance on unsustainable area groundwater supplies south of the Delta and on pumped Delta water supplies. The NVERRWP will meet the recycled water goals and mandates of the State of California.

Over time, the NVERRWP could produce and deliver up to 32,900 acre-feet per year of tertiary-treated recycled water -worth an estimated total annual economic output of \$67.5 million- to the drought-impacted west side. This water can be used to irrigate food crops, public and privately-owned landscaping, and for industrial uses.

The economic benefits of the NVERRWP are substantial. The project will provide irrigation for approximately 10,966 acres of prime agricultural land with an estimated total an additional \$67.5 million per year to the region's economy in indirect annual income of \$29 million. The \$29 million total annual income is estimated to generate and induced impacts (this is based on an economic analysis completed by the University of the Pacific's Dr. Jeffrey Michael using the IMPLAN model). The five-year cumulative economic value to the region is expected to be \$206.5 million.

The NVERRWP is estimated to create approximately 572 on-going jobs (this number does not include the project-related construction jobs) to an area that has a 12.2% unemployment rate.

Master Plan for Rail Revitalization

This project is a two-phased project. The first phase includes addressing some significant deficiencies in the infrastructure of this 80-year-old industrial area of Turlock. More than 2,000 jobs are located in this industrial area near the downtown. However, some of the failing infrastructures such as the streets and storm water systems have precluded new firms from coming into re-use some of these small, older manufacturing buildings. This project would assist in funding a portion of the infrastructure upgrades and leverage other funds, including private investment to revitalize this aging but vital area of Turlock.

The second phase of the project is the development of a Turlock Railroad Master Plan (TRMP) focused on developing a coordinated, comprehensive master plan outlining achievable projects that will improve transportation mobility in Turlock between and among Union Pacific and the Tidewater Railroads. The specific goals of the Master Plan would be to promote efficient transportation systems management and operation, and to support regional economic vitality and revitalization.

The TRMP is proposed to be a long-range planning document that is intended to guide redevelopment of the local rail system in Turlock into a vibrant, mixed-use employment center that includes commercial, office, light industrial and institutional uses. In order to



fulfil the vision for redevelopment of rail in Turlock, the TRMP proposes to provide the necessary framework to direct new development that respects the historic condition and context of the existing rail facilities and their adjacent properties.

Food Innovation and Commercialization Center

This project proposes to develop a collaborative project with Opportunity Stanislaus to construct the Turlock Food Product Innovation and Commercialization Center (FoodPIC) that will offer incubator space, as well as marketing and development services to companies in the food processing industry pursuing new product lines.

This program is patterned after a similar program that was initiated by the faculty of the department of food science and technology in the College of Agricultural and Environmental Sciences and associates of the University of Georgia. It is internationally recognized for development of innovative food products and discovery, for implementation of cutting-edge science and technology, and for developing innovative food products. The program forms a strategic alliance with external marketing, technology, and engineering groups to help food companies take a new product from conception, through consumer research, formulation, prototyping, shelf-life analysis, and market launch.

The Center will field test products for both domestic and export purposes and will help support the growth of the region's agricultural cluster and help counter losses to manufacturing and other industries in central California.

The Food Innovation and Commercialization Center effort is estimated to create approximately 57 on-going jobs (this number does not include the project-related construction jobs) to an area that has a 12.2% unemployment rate and would be included in a low-income census tract that is classified as a Food Desert.

Recent Economic Development Projects and Developments:

Turlock continues to see growth and expansion with further developments throughout the already thriving Westside Industrial Specific Plan. Divert, Inc., Amazon, and Valley Milk, Inc., have all contributed to recent or planned developments within the WISP.

Divert, Inc. transforms wasted food that can't be sold or donated into carbon-negative renewable energy and prevents wasted food from emitting harmful methane in a landfill. Divert's proprietary technology efficiently removes packaging material and other residuals from unsold food. The food material is liquefied and purified before being processed into a finished clean food slurry and pumped directly into an on-site anaerobic digester, where it is transformed into biogas. The biogas is then upgraded into pipeline-quality Renewable Natural Gas (RNG) to meet utility company standards.



Divert has been operating in Turlock since March of 2020. In late 2022, Divert announced plans for a new 65,000-square-foot facility to be developed in the Westside Industrial Specific Plan and employ 40+ employees. The new facility will be fully operational by Q2 2024.

Project Facts



Location: 4407 West Main Street, Turlock, CA 95380

Facility: ~65,000 square foot facility on 18.5 acres with a construction cost of approximately \$62M

Target Timeline: Permitted, constructed, and operational Q4 2023

Employees: Roughly 40 employees (plant managers, technicians, drivers with above market family wages with healthcare and retirement benefits)

Operational Details: Facility will receive roughly 15 dry van trailers of food waste each day from up to 880 grocery stores regionally without adding a single trip from any of these grocery store locations.

Valley Milk, LLC also announced plans for a 2023, 10,000-square-foot expansion project of their 24/7/365 milk processing facility located in the WISP.



Other economic developments throughout Turlock included the opening of a new Texas Roadhouse restaurant and, future developments of numerous franchise restaurants and



food truck plaza development, The Trax Food Park. The 4.5 acre food truck park will include 20+ food trucks, outdoor lawn areas for cabanas, fire pits, entertainment stage and numerous indoor and outdoor gaming areas.



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Many aspects of the original project proposal for the TRAX Food Truck Park have been upgraded, including the entrance (Rendering courtesy of Torre Reich Construction Inc.).



The proposed TRAX Food Truck Park will have multiple bars, such as the one on the above rendering on a second floor (Rendering courtesy of Torre Reich Construction Inc.).

In a joint project, City of Turlock is working with the City of Ceres on Stanislaus Regional Water Authority (SRWA) Regional Surface Water Supply Project. The project will deliver long-term, sustainable water source that will allow for integrated use of groundwater and surface water, and diversify the water supply for both Ceres and Turlock. The SRWA Facility is targeted to open in December of 2023 and will be operated by City of Turlock employees.





MAJOR EMPLOYERS:

| City of Turlock | | | |
|--|------------------|-----------------|----------------------------|
| Company or Organization | Employees | Category | Description |
| Foster Farms Poultry | 2,000 | MFG | Poultry Processor |
| Blue Diamond Growers | 500 | MFG | Nut Processor |
| Super Store Industries/Sunnyside Farms | 340 | MFG | Dairy and Juice Products |
| SupHerb Farms | 209 | MFG | Culinary Herbs & Blends |
| Associated Feed & Supply Co. | 191 | MFG | Animal Feed Processor |
| Sensient Dehydrated Flavors | 182 | MFG | Food Processor |
| Turlock Unified School | 2,000 | Non MFG | School District |
| CSU Stanislaus | 1,000 | Non MFG | Public University |
| Emanuel Medical Center | 1,100 | Non MFG | Health Care |
| Amazon | 981 | Non MFG | Distribution Center |
| City of Turlock | 650 | Non MFG | City Government |
| TID | 450 | Non MFG | Water & Electric Utility |
| Home Depot | 201 | Non MFG | Retailer |
| Freshpoint | 200 | Non MFG | Distribution Center |
| Crimetek Security | 185 | Non MFG | Investigation & Security |
| Costco | 180 | Non MFG | Retailer |
| Walmart | 165 | Non MFG | Retailer |
| Covenant Retirement & Care | 165 | Non MFG | Nursing & Residential Care |
| Target | 150 | Non MFG | Retailer |
| Save Mart Supermarkets | 145 | Non MFG | Retail Grocer |
| Raley's | 134 | Non MFG | Retail Grocer |
| Northern Refrigerated | 100 | Non MFG | Freight Trucking |

Table 12- Turlock Top Employer List



WATERFORD

Jose Aldaco, Mayor
 Michael Pitcock, City Manager
www.cityofwaterford.org



Introduction to City:

The first modern record (1850's) of permanent residents in Waterford, other than the Native Americans that long frequented the area, were the homesteading and farming activities of William Wilkerson Baker. The main economic activities were agriculture and fishing as well as commerce with the nearby gold mining communities. Reflecting the area's river fording characteristics, the name of Waterford was eventually chosen.



Bordered by the Tuolumne River and known as a key gateway to the area's lakes, Yosemite National Park and other natural amenities, Waterford is being discovered as a place with a high quality of life that has a lot to offer. This premise has been verified by recent quality developments underway in

Waterford. The future looks bright. Residents of and visitors to Waterford enjoy a full spectrum of year-round recreational activities. Seven lakes within a twenty-mile radius provide fishing, boating, camping and waterskiing opportunities.

The City of Waterford is currently the lowest generating sales tax city in Stanislaus County, even though it is not the smallest in population. This is partly due to the lower overall City per capita income, but is due mostly to the absence of attractive, local shopping destinations, where over \$60 million in sales tax leakage occurs. Other than the school employment, agriculture and gas stations are the main economic and employment drivers in the City.

The downtown has recently been improved with an award-winning downtown renovation project. The improved downtown is hoping to draw new restaurants, antique shops, and other stores that can make it vibrant, attractive and an asset to the city. Several annual events draw several thousand visitors to the downtown and new tenants will benefit from these audiences.



MAJOR EMPLOYERS:

| City of Waterford | | | |
|--------------------------------|------------------|-----------------|----------------------------|
| Company or Organization | Employees | Category | Description |
| Frazier Nut Farms | 164 | MFG | Walnut Grower/Processor |
| Blueberry Bluff Blueberries | 30 | MFG | Blueberry Farm |
| Roberts Ferry Nut Company | 30 | MFG | Almond Grower/Processor |
| Waterford Irrigation | 32 | MFG | Agriculture Supply |
| Waterford Unified School | 243 | Non MFG | School District |
| Taco Bell | 30 | Non MFG | Limited-Service Restaurant |
| Waterford Child | 28 | Non MFG | Social Assistance |
| Burger King | 25 | Non MFG | Limited-Service Restaurant |
| McDonalds | 41 | Non MFG | Limited-Service Restaurant |
| Pioneer Market | 50 | Non MFG | Grocer |
| City of Waterford | 15 | Non MFG | City Government |

Table 13- Waterford Top Employer List

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STANISLAUS COUNTY

Terrance Withrow, Chairman of the Board of Supervisors

Jody Hayes, Chief Executive Officer

www.stancounty.com



Introduction to the County:

Stanislaus County is located in Central California within 90 minutes of the San Francisco Bay Area, the Silicon Valley, Sacramento, the Sierra Nevada Mountains and California's Central Coast. With approximately 552,878 people calling this area home, our community reflects a region rich in diversity with a strong sense of community.

Two of California's major north-south transportation routes (Interstate 5 and Highway 99) intersect the area, and the County has quickly become one of the dominant logistics center locations on the west coast.

The County is home to a vibrant arts community with the world-class Gallo Center for the Arts, a symphony orchestra, and abundant visual and performing arts.

Stanislaus County is a global center for Agribusiness, positioned by its mild Mediterranean climate, rich soils and progressive farming practices. The area is recognized internationally for agricultural innovation with wine, almonds, poultry, milk, cattle, and walnuts being some of our featured industries.

The County was established in 1854 and has a total land area of 1,521 square miles. Temperatures range from an average low of 38 degrees Fahrenheit in the winter to an average high of 85 degrees Fahrenheit during the spring and fall season. Temperatures move up into the 90's during the summer months with a low humidity and cooling evening breezes from the San Joaquin Delta.

Economy:

Stanislaus County is an international Agribusiness powerhouse. The gross value of agricultural production for 2021 was \$3.5 billion; this represents a 2% increase from the 2020 value. The Stanislaus County 2021 Agricultural Report emphasized that the gross values of agricultural commodities does not reflect production costs or profits. The report reflected the historic pandemic that created or exacerbated challenges along supply chains. Dry winter conditions continued to plague the county, and the 2020-2021 rainfall season culminated at only 75% of normal, with the other half of the seasonal rainfall coming in a two-day deluge in January. Subsequently, most water suppliers capped or curtailed deliveries in the case of most Central Valley Project water contractors.

Economic Development Initiative and Project:

Crows Landing Industrial Business Park (CLIBP)

From the commissioning of Naval Auxiliary Air Station Alameda in 1942 until the decommissioning of the Crows Landing Flight Facility/Ames Research Center by the National Aeronautics and Space Administration in 1999, the military and civilian workforce who lived and worked at the former Crows Landing Airfield proudly served the nation.

The multiple missions and operations that occurred at Crows Landing brought new residents to Stanislaus County and contributed to the economic prosperity of the County, Central Valley, and the State of California and to the security of our nation.

Military operations at Crows Landing decreased following the Cold War, and the airfield was identified for closure by the Department of Defense's Base Closure and Realignment Commission (BRAC) during the 1990s.

The United States Congress conveyed the former military property to Stanislaus County in 2004 pursuant to Public Law 106-82. Since that time, the County has embraced the opportunity to revitalize the County's economy through the reuse of the former airfield to the benefit of the County residents and the region.



Photo 25 – Crows Landing Airfield

For more than a decade, the County has pursued the development of a locally based, regional employment center on the 1,528-acre former military facility site to improve its jobs-to-housing imbalance and provide locally based opportunities for sustainable-wage jobs that



will not require commutes beyond the County's borders. To that end, the County has designated the former Crows Landing Air Facility as the Crows Landing Industrial Business Park (CLIBP) for job creation. To support the economic development of the County's west side and the County as a whole, the CLIBP will focus on job creation in three of the five industries that cause its residents to commute most: industrial uses, including manufacturing and assembly; transportation and warehousing (logistics); public administration/facilities, including public administration offices, law enforcement, and public safety services; as well as general office, business park, and similar uses.

Opportunity Zone Designation

Opportunity Zones are a provision of the Federal Tax Cuts and Jobs Act of 2017 designed to spur growth in low-income communities by encouraging reinvestment of capital gains into Qualified Opportunity Funds and allowing for significant federal tax benefits.

Census Tracts meeting specific requirements related to poverty rate and median family income were designated by State and Federal Governments as Opportunity Zones. CLIBP (Census Tract 34) is one of seventeen census tracts in Stanislaus County designated as an Opportunity Zone.

For additional information, including a project overview video visit <http://www.crowsbizpark.biz/> and to view the CLIBP Prospectus, visit <http://www.crowsbizpark.biz/pdf/prospectus.pdf>

Major Issues and Challenges

For many years, the unemployment rate in Stanislaus County has been higher than the statewide average. Many jobs within the County do not provide wages that are sufficient to sustain a household, and thus, residents seeking sustainable-wage jobs must undertake commutes to distant job centers outside of the County, frequently traveling to Sacramento and the San Francisco Bay Area (Bay Area).

A 2014 analysis of commuting patterns in the North San Joaquin Valley, which includes San Joaquin, Stanislaus, and Merced counties, indicated that approximately 23% of Stanislaus County's employed residents commute outside of the County, and 9% of its residents commute to San Francisco Bay Area communities. The five employment sectors with the highest proportion of residents traveling outside of the County to work were construction, transportation, warehousing and utilities, public administration, wholesale trade, and manufacturing.

Project Goals and Objectives

With the Project-level Environmental Impact Report (EIR) and Specific Plan document completed and certified as of October 2018 – our development attention moving forward will turn to making this property shovel-ready for the development community.



- Deliverable Objective: Complete Design and Engineering for Phase IA to include potable water and pre-annexation strategy for cooperation with the Crows Landing Community Services District (CSD), all infrastructures, landscape planning, etc. (see project description below)
- Deliverable Objective: Formation of an Enhanced Infrastructure Financing District (EIFD) to allow for property tax increment from future vertical development to remain with the CLIBP to assist with future capital infrastructure improvements and maintenance of effort.

Update: On September 15, 2020, the Crows Landing Industrial Business Park Public Financing Authority adopted an Infrastructure Financing Plan, forming the Enhanced Infrastructure Financing District.

- Deliverable Objective: Development of Facilities Fee programming for the CLIBP and to align those fees as part of the County Public Facility Fee (PFF) program.

Update: CLIBP impact fees were included in the updated PFF program approved by the Board of Supervisors on August 7, 2020, and went into effect on October 10, 2020.

Implementation Summary

The Crows Landing Industrial Business Park (CLIBP) is a significant land reuse project for Stanislaus County and Northern California. The three, ten-year phases and 30-year development timeline will provide over 880 net acres designated for industrial uses and have the potential to support approximately 15 million square feet of built inventory at build-out.

The two strongest advantages offered by the CLIBP are its potential to support large building footprints and to offer cost advantages to end users due to physical proximity to interstate infrastructure and urban consumer markets.

The CLIBP site is estimated to represent 16% of the total market area competitive land supply in the region (the region is defined as San Joaquin, Stanislaus, and Merced Counties) and 40% of the competitive land supply within Stanislaus County.

The size of the CLIBP site and its proximity to residential development could position it to attract heavier industrial users, and the proximity to Silicon Valley may help attract users involved in emerging technologies.

Funding Issue:

The Crows Landing Industrial Business Park (CLIBP) is extremely important to Stanislaus County concerning the economic development of a historically impoverished region of the northern San Joaquin Valley. We are quite pleased with the progress we are making in



moving the project forward towards its ultimate reality of providing living wage jobs to the citizens of Stanislaus County and the Northern California region – creating jobs where people live. With adequate funding, we will be ready to start construction of this important project in the near term.

To provide a summary of what this project will deliver:

- Stanislaus County will construct a new source well, transmission, and storage on a parcel of land contiguous to the Crows Landing Community Services District (CSD) service area to be used to supply the drinking water needs of Phase 1 of the CLIBP Project area. The well facilities will be constructed in such a way that they can be later connected to the CSD's water system.
- At the appropriate time, the water well and appurtenant storage and transmission facilities will be transferred to the CSD, whereupon that source well can be used to augment and provide redundancy for the water supply needs of the CSD as well as to continue to supply the drinking water needs of the CLIBP Project. The County will take the lead in terms of securing the necessary permits and approvals for the water system consolidation as may be required by State and local laws and regulations, including a master water service agreement that will address, among other things, long-term financing and system maintenance responsibilities.

Funding Needed:

The Crows Landing Industrial Business Park (The Landing @ Crows) will require significant funding sources as it develops forward. The County of Stanislaus is committed to bringing Phase IA online to a shovel-ready state. However, this long-term project will require additional funding for various utilities and infrastructures as it begins to gain development momentum.

- Additional Water System Upgrades (subsequent phases)
- Roadway improvements
- Sewer/Wastewater improvements
- Landscape and lighting
- Signage
- Airport improvements and maintenance



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REGIONAL ECONOMIC DEVELOPMENT INITIATIVES



Stanislaus 2030

www.stanislaus2030.com



STANISLAUS 2030

Overview

Stanislaus 2030 is a collaboration among business, government, and civic stakeholders to create and deliver a joint strategy and investment plan for regional economic growth and opportunity in the coming decade. The initiative envisions – and commits to building – a high-performing, diverse economy to match the County’s multicultural lifestyles and dreams for the future. The mission is to create pathways for Stanislaus residents to achieve economic mobility by building an economy that is diverse, inclusive, connected, vibrant, and sustainable.

The initiative began in the summer of 2021 and includes a Leadership Council of over 100 leaders representing the community; an Executive Committee of 31 private, public, and civic leaders representing geographic, demographic, and sectors of the community; and an Elected Officials Roundtable of city, county, state, and federal elected representatives. Residents of Stanislaus County provided input through one-to-one interviews, listening sessions, focus groups, digital surveys, and community forums.

An integral part of this initiative was a market assessment developed by the Brookings Institution. This assessment is a comprehensive data and qualitative analysis of the region’s economic performance and competitive position. The assessment revealed that the regional economy has not generated the kind of growth that enables its workers to prosper. As a result, nearly 40% of the County’s residents are in families with at least one working adult but still struggle to meet basic living expenses and accumulate savings that improve their economic status. Furthermore, over half of the County’s population struggles to make ends meet. Young, less educated, and diverse workers are more likely to struggle, reflecting national trends that advantage those with greater credentialing and experience, as well as other structural barriers to economic success.

As a result of the assessment, the initiative is currently developing concrete actions in five specific areas of focus. These areas of focus are on opportunity industries, small business supports, barriers to jobs and training, as well as developing a more cohesive talent pipeline. The five focus areas that workgroups will develop actionable strategies around following:

- Bioproducts and circular economy – Target manufacturing potential as a location for piloting and scaling production of new materials and energy, leveraging agricultural assets and proximity to innovation.
- Food sector adoption of innovation – Facilitate local adoption of innovation to improve productivity for both competitiveness and job quality, such as identification of solutions and related workforce upskilling.



- Non-skill barriers to jobs and training – Engage employers in collective solutions to providing childcare access and English language proficiency as competitiveness issues that unlock needed labor force participation.
- Talent development – Implement best practices for primary workforce providers to align their efforts, prioritizing activities by job quality and access for both new and incumbent workers, linking to economic development objectives, and increasing accessibility and responsiveness to business in opportunity industries.
- Entrepreneurship and small business dynamism – Identify and fill the mainstream supports that are missing or should be scaled in a region of this size to improve outcomes for young firms, with a special sub-focus on women and minority-owned businesses.

Initiative Goals

In Stanislaus County, 54% of children are in working families that struggle to make ends meet. The aspirational goal set by Stanislaus 2030 is to cut this number in half. This means filling a gap of more than 40,000 quality jobs, equivalent to growing or upgrading about 20% of the region's job base. Stanislaus 2030 will begin working toward this aspirational goal by developing an investment agenda and activation plan for the five focus areas: bioproducts and circular economy; food sector adoption of innovation; non-skill barriers to jobs and training; talent development; and entrepreneurship and small business dynamism.

The investment agenda will be based on the following:

- Understanding larger market forces and future trends
- Current and future state of the Stanislaus County economy
- Knowledge of demographic shifts
- Authentic community input

Activation plans for each priority investment area include:

- Plans with investable strategies and tactics owned by local stakeholders
- Funding and policy aligned with each of the plans
- Performance that is reported regularly to partners and the public

Strategy development and development of the investment agendas will occur in spring 2022. In the summer of 2022, Stanislaus 2030 intends to deliver the investment plans with buy-in and local ownership, identify and align policy and funding, and set up accountability and governance structure.

More Information

More information regarding the program can be found on the Stanislaus 2030 website by visiting www.stanislaus2030.com/resources.

- [Final Stanislaus 2030 Executive Summary](#) – The Executive Summary provides an overview of the Market Assessment, a comprehensive quantitative and qualitative analysis of the region's economic performance and competitive position.



- [Stanislaus 2030 Market Assessment](#) – The Market Assessment is a comprehensive quantitative and qualitative analysis of the region’s economic performance and competitive position. This assessment offers a common evidence base and considerations for diverse stakeholders to jointly make decisions on economic and workforce priorities, strategic responses, and how to implement them.
- [Data Book](#) - The Data Book includes rich, detailed data that informs the Market Assessment. Full of charts and data, this shows Stanislaus County's economic challenges and opportunities for the future, as well as performance in the Drivers of Competitiveness - Clusters, Talent, Innovation, Infrastructure, and Governance.
- [Opportunity Industries Methodology](#) - This document shares the methodology to set "good wage" targets for opportunity industries analysis.
- [Debrief | Insights & News From the Neighborhood](#) - Understanding the lived experience of Stanislaus County residents is a critical component of this effort. Stanislaus 2030 community engagement partner Debrief is capturing resident voices to help inform the investment plans.

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Stanislaus Regional Water Authority

www.stanrwa.com



Overview

The Cities of Ceres and Turlock have formed the Stanislaus Regional Water Authority (SRWA) and, in partnership with the Turlock Irrigation District (TID), are working on a multi-benefit Regional Surface Water Supply Project (RSWSP) to develop a resilient and sustainable source of drinking water that will reduce groundwater dependence, improve drinking water quality, diversify regional drinking water supplies, and provide environmental benefits.

The RSWSP is a collaborative effort that will provide water from the Tuolumne River via an existing infiltration gallery deep below the surface of the river from a set of perforated pipelines installed in gravel about eight feet below the bottom of the river bed, a new intake structure and pump station, treat the raw water to drinking water standards, and deliver it to the SRWA service areas for municipal and industrial uses for both City of Ceres and City of Turlock. TID will also use the raw water facilities to deliver irrigation water to agricultural users.

Project Benefits

The SRWA's Regional Surface Water Supply Project will deliver a long-term, sustainable water source that will allow for integrated use of groundwater and surface water and diversify the water supply portfolios for both Ceres and Turlock. The benefits for residents, businesses, agriculture, and government agencies include:

- Diverse water supply portfolios
- Reliable integrated surface water and groundwater system
- Drought resilient water supplies
- Groundwater aquifer replenishment (reduced urban groundwater pumping)
- Decrease in hardness and mineral content in both delivered drinking water and wastewater effluent discharges
- Benefits to the agricultural community associated with reduced urban groundwater pumping and the delivery of "offset" water to TID (from recycled or stored groundwater supplies) during dry periods
- Potential to provide water to disadvantaged communities and other regional partners



Stanislaus County's AgTech Cluster Initiative

www.valleyagtech.org



Overview

Stanislaus County's AgTech Cluster Initiative sprang from a shared passion for the value of creating meaningful and actionable economic development programs around Agriculture, Technology, and Education. Our united interest – Stanislaus County, as the Ag Tech hub of the Central Valley, has many levels of development that continued to move forward with relevant, actionable, and facilitated conversations at the second Annual Ag Tech Summit Conference on February 6, 2020. Due to COVID-19, the Summit was postponed for 2021; however, it is anticipated that it will resume in 2023.

Coined "Adapt or Die – Sowing the Seeds of an Innovative AgTech Ecosystem," the Ag Tech Summit brought over 300 people together from agriculture, technology, and education for a day to understand, shed light, and develop partnership opportunities for all parties in the AgTech sector. This second-year event was extremely well received and started an initiative that will grow into multiple events, training, and ultimately a thriving cluster-attracting AgTech investments into Stanislaus County.

Initiative Goals

With this initiative, our goals are clear: attracting new businesses to this area, retaining top education talent to be the next-generation workforce, developing software that advances innovations in the Ag industry, and producing more career opportunities right here in our community. To achieve these goals, we have asked the public, private, and educational sectors to take a hard look at the role they play and how each sector can contribute to the adaptation and growth of the AgTech Industry.

Given our inherent strength in food and beverage growing, processing, and exporting, Stanislaus County is uniquely positioned to attract investments in the AgTech space that help diversify and strengthen our economy. Supporting AgTech also helps retain our existing base employers who provide the valuable base sector jobs that are the backbone of our economy.



Regional Tourism Roundtable Initiative

Overview

According to Visit California's Economic Impact Report, travelers visiting California in 2019 contributed an estimated \$144.9 billion in travel-related spending to the state economy. In Stanislaus County, this equated to approximately \$670.8 million dollars in annual direct travel-related spending, \$59.4 million in state and local tax revenue, and nearly 7,000 jobs. Travel and tourism are one of the most important "export-oriented" industries in California.

The potential for tourism in Stanislaus County is fueled by our strategic location proximate to the State Capital, San Francisco, Los Angeles, and one of the primary gateways to Yosemite National Park. With over four million people living within a 50-mile radius and over 11 million people living within 100 miles (a day trip) of our communities, the benefits of this industry are an important element of a comprehensive economic development strategy.

Initiative Goals

Recognizing that we are more marketable as a collective and that working together allows each community to do more with limited resources, the Stanislaus Regional Tourism Roundtable (RTR) was established to promote regional tourism and marketing between our communities.

Regional Tourism had two primary goals: 1) marketing our region as a collective and 2) building a unique identity for our communities. Initiatives include collecting relevant data that will ultimately support a unique value-based brand and a messaging campaign that can resonate with our residents as well as with visiting tourists.

In 2019, Destination Analysts, an industry-leading market research firm in the tourism industry, conducted a Stanislaus County Market Analysis and Brand Assessment, identifying key insights from the comprehensive study of in-market visitors and pass-through visitors as well as Stanislaus County residents. In 2020, the RTR, via the County, contracted with Vladimir Jones, a tourism and destination marketing firm, to develop a regional brand platform and create a credible, unique, and distinctive destination brand that resonates with visitors, stakeholders, and the community. In 2021, the brand platform of "Offbeat On Purpose" was finalized, and a marketing and communication plan was developed, with implementation planned to launch in 2022.

These efforts will not only encourage tourism, an economic opportunity identified in our SWOT analysis, but will also address several weaknesses identified, including a negative image and messaging of the region to those outside the community, negative self-perception from those living within the community, and economic recovery from the COVID-19 pandemic.



Health Career Pathways Coalition

Overview

There is a critical need for Registered Nurses (RNs) and other healthcare workers in California's Central Valley region. The current system does not have the capacity to meet the industry's needs for trained workers. The Regional Partnership is designed to address industry needs and educational capacity to increase the pipeline of healthcare workers. The healthcare sector accounts for the largest generator of jobs in the 14 counties that make up the region. Growth among healthcare jobs, which are resilient to economic disruptions, is predicted to remain strong. The Regional Partnership will re-imagine existing healthcare career pathways for the unemployed and underemployed, as well as upskill existing workers to fill in-demand quality jobs.

This will be accomplished in three phases using a collaborative approach among industry, education, workforce, economic development, social support partners, and organized labor. The re-imagined system will address unmet needs and expand access to healthcare careers and quality jobs—especially among minority residents (the largest percentage of the regional population). Led by Stanislaus County Workforce Development, the project will expand the pipeline of healthcare workers with a goal of increasing the number of RNs by 500 and an additional 2,225 other healthcare workers over four years. This includes moving existing workers to higher quality positions, with new workers filling the resulting vacancies (the pipeline), creating a wider, more accessible pipeline to quality jobs in the healthcare sector.

Data for the region confirms the growing need for health care, demand for health care jobs, and the shortage of trained staff. An estimated seven million Californians—the majority of whom are minorities—live in Health Professional Shortage (HPS) areas, a federal designation for counties experiencing healthcare provider shortfalls. All counties included in the proposed Regional Partnership have been named HPSs for at least one care category. The healthcare sector is a major contributor to the state's economy at 12.6 percent of the Gross Domestic Product and is critically important to the region, accounting for one of the largest generators of jobs in the region.

While the region is experiencing growth in health care, it remains challenged to provide enough qualified workers to fill thousands of open positions. The region's current post-secondary education system does not have the capacity to meet all industry needs for skilled workers. The Central California Regional Partnership for Health Career Pathways, through the EDA Good Jobs Challenge Grant funding, plans to develop and strengthen regional workforce training systems that support sectoral partnerships, design sectoral partnerships, and implement sectoral partnerships that will lead to high-quality jobs.



The focus on healthcare jobs is consistent with each county's existing plans, regional planning efforts, and statewide efforts to increase access to healthcare and grow the number of qualified healthcare workers.

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COMMITTEE RECOMMENDATIONS



Determining Regional Eligibility

The Economic Development Agency determines regional eligibility for a Public Works or an Economic Adjustment Assistance investment based on the unemployment rate, per capita personal income, or a special need in the region in which the project will be located. For economic distress levels based on the unemployment rate, EDA will base its determination upon the most recent American Community Survey (ACS) published by the US Census Bureau. If a recent ACS is not available, EDA will base its decision on the most recent Federal data from other sources. If no Federal data is available, an applicant must submit to EDA the most recent data available from the State. Generally, the amount of the EDA grant may not exceed fifty (50) percent of the total cost of the project. During the pre-application process, the EDA regional representative will assess and evaluate the current community stress points and determine whether any additional matching fund breaks can be leveraged for a candidate project.

Economic Issues Facing Stanislaus County

Stanislaus County continues to be one of the counties in the State of California with a growing population. However, nearly 20% of adults 25+ years of age are without a High School Diploma, and 13.5% of our population lives in poverty²⁷. We need to focus on the future of our residents and their economic improvement. The economy continues to be based upon agriculture and food manufacturing, which inherently causes significant seasonality in employment cycles and unemployment rates. In order to address these issues and strengthen local and regional economies, the communities of Stanislaus will need to continue to diversify and strive to better prepare and develop the workforce with the skills and technology awareness to make our locations attractive to new clusters and expanded, non-agricultural employment sectors.

²⁷ 2020 American Community Survey (ACS) 5-Year Population Estimates, U.S. Census Bureau, data.census.gov



Development Strategy: Goals and Priorities

First and foremost, the priority objective of this Comprehensive Economic Development Strategy (CEDS) strategic effort is to inspire and facilitate future investments in infrastructure -both physical and human- so as to maintain a competitive place in the economic development future of Stanislaus County. In addition, it is important to the Stanislaus County Economic Development Action Committee (EDAC), through the development of this CEDS document, to continue an alignment of efforts with those identified in the broader eight-county economic development strategic efforts. To that end, development goals and priorities are consistent with regional objectives and include:

- Encourage and support new business innovation and entrepreneurs
- Promote the region as a tourism destination
- Encourage the further development of a vibrant ag-based economy looking for ways to add new products, generate food and beverage innovation, and promote our products and services
- Develop specialized education, including higher education, career technical education, and workforce development
- Support the development of college-level program infrastructure to provide opportunities for students to learn and stay here
- Enhance goods movement transportation projects that build capacity while increasing safety, decreasing congestion, improving air quality, and promoting economic development
- Develop wet and dry utility infrastructure to increase business development interest
- Participate in the development of comprehensive regional water planning
- Continue to promote accessibility and utilization of advanced communications services (through targeted technology training efforts, etc.) as fundamental and necessary for all residents and businesses

These primary themes will serve as the general parameters for the Stanislaus County CEDS development process over the next performance and implementation cycle. It is the intention of the Stanislaus EDAC to continue to review this strategy, themes, and projects on an annual basis moving forward.



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APPENDICIES



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APPENDIX A

STANISLAUS COUNTY LAYOFFS (2006-2023)

APPENDIX A

| Stanislaus Layoffs 2005 - 2022 | | Total | 10058 | |
|--------------------------------|-------------------------------------|-------------------------|---------|-------------------|
| Year | Company | Product/Service | Job (-) | City |
| 2022 | Barkin Dog Grill | Restaurant | 2 | Modesto |
| 2021 | Shore Chemical Co. | Agriculture | 3 | Turlock |
| 2021 | Silgan Containers | Manufacturing | 164 | Riverbank |
| 2021 | National Express Transit | Transportation | 158 | Modesto |
| 2021 | Valley Printing | Manufacturing | 33 | Ceres |
| 2021 | Varni Bros Corp. 7-Up Bottling | Manufacturing | 68 | Modesto |
| 2021 | The Disney Store | Retail | 22 | Modesto |
| 2021 | The House Modesto - Hope Medivan | Social Services | 4 | Modesto |
| 2021 | Novo Technologies | Technical Services | 68 | Modesto |
| 2021 | Turning Point | Social Services | 48 | Modesto |
| 2021 | Lags Spine and Sportscare Medical | Healthcare | 13 | Modesto |
| 2021 | Brake Parts, Inc | Warehousing | 39 | Patterson |
| 2021 | Gamestop | Retail | 5 | Modesto |
| 2020 | Golden Valley Health Centers | Healthcare | 10 | Various |
| 2020 | Harbor Distributing | Distribution Center | 15 | Ceres |
| 2020 | Howard Training Center | Healthcare | 35 | Modesto |
| 2020 | Berkeley Farms | Farm | 11 | Modesto |
| 2020 | Dust Bowl Brewing Company | Restaurant | 148 | Turlock |
| 2019 | Yosemite Meat Company | Food Manufacturing | 188 | Modesto |
| 2019 | DBI Beverage | Beverage Manufacturing | 84 | Ceres |
| 2019 | Nestle | Food Manufacturing | 74 | Modesto |
| 2019 | Transform KM LLC | Retail | 53 | Oakdale |
| 2019 | Title Max | Financial Operations | 4 | Modesto |
| 2019 | Forever 21 | Retail | 1 | Modesto |
| 2019 | Silgan Containers | Container Manufacturing | 153 | Riverbank |
| 2019 | Silgan Containers | Container Manufacturing | 237 | Modesto |
| 2019 | PAQ Inc | Grocery | 61 | Modesto |
| 2019 | Tomato Growers Inc | Farm | 270 | Crows Landing |
| 2019 | Aisle 1 | Convenience Store | 7 | Modesto |
| 2018 | Kmart | Retail | 62 | Modesto |
| 2018 | Silgan Containers | Container Manufacturing | 86 | Modesto |
| 2018 | Silgan Containers | Container Manufacturing | 157 | Riverbank |
| 2018 | Orchard Supply | Home Improvement | 59 | Modesto |
| 2018 | Dairy Farmers of America | Dairy | 34 | Hughson |
| 2018 | Seneca | Food Manufacturing | 1975 | Modesto |
| 2018 | Freebirds | Restarant | 13 | Modesto & Turlock |
| 2018 | Restaurante Los Gallos | Restarant | 21 | Turlock |
| 2018 | Boyd Coffee Company | Coffee Shop | 1 | Turlock |
| 2018 | Sears | Retail | 86 | Modesto |
| 2018 | Cool Hand Luke's | Restaurant | 35 | Turlock |
| 2017 | Silgan Containers | Container Manufacturing | 162 | Riverbank |
| 2017 | Bebe Stores Inc | Retail | 10 | Modesto |
| 2017 | PG&E | Utilities | 1 | Modesto |
| 2017 | Nasco Education LLC | Education | 46 | Modesto |
| 2017 | Parker Hannifin | Manufacturing | 362 | Modesto |
| 2017 | Transdev Services | Transportation | 138 | Modesto |
| 2016 | SPX FLOW, Inc. | Food Manufacturing | 8 | Modesto |
| 2016 | Sutter Central Valley Hospitals dba | Healthcare | 96 | Modesto |
| 2016 | CST California Stations, Inc. | Retailer | 7 | Oakdale |
| 2016 | American Medical Response | Healthcare Services | 8 | Modesto |
| 2016 | DCS Facility Services | Social Services | 11 | Modesto |
| 2016 | Sutter VNA & Hospice | Healthcare Services | 14 | Modesto |
| 2016 | BlueScope Buildings North America | Manufacturing | 51 | Turlock |
| 2015 | Suchman, LLC | Professional Services | 21 | Modesto |
| 2015 | Centrex | Construction | 163 | Modesto |
| 2015 | Scarborough Management Corp. | Retail (Burger King) | 177 | Modesto |
| 2015 | Olam West Coast | Food Manufacturer | 65 | Modesto |

| | | | | |
|------|--|----------------------------|-----|-------------------|
| 2015 | AM2T | Metal Manufacturer | 32 | Riverbank |
| 2015 | Medic Alert | Health Care Monitoring | 31 | Turlock |
| 2014 | AQH | Data Processing | 10 | Riverbank |
| 2013 | Sam's Food City | Retailer | 70 | Modesto & Turlock |
| 2013 | Zacky Farms | Agriculture | 9 | Various |
| 2013 | Memorial Medical Center | Healthcare | 114 | Modesto |
| 2013 | SaveMart | Retailer | TBD | Modesto |
| 2013 | Blockbuster | Entertainment | 20 | Modesto |
| 2013 | International Paper | Packaging | 136 | Modesto SOI |
| 2013 | Oak Valley Hospital | Healthcare | 20 | Oakdale |
| 2013 | Post Foods | Food Processing | 140 | Modesto |
| 2013 | Repsco | Plastic Slipsheets/Pallets | 9 | Riverbank |
| 2013 | Hormel | Food Processing | 163 | Turlock |
| 2012 | CVS Caremark | Distribution Center | 103 | Patterson |
| 2012 | Dawn Food Products | Food Processing | 265 | Modesto SOI |
| 2012 | Hostess Brands | Bakery | 23 | Modesto |
| 2012 | Raley's | Retailer | 71 | Modesto |
| 2012 | Patterson Vegetable Company LLC | Food Processing | 526 | Patterson |
| 2012 | Xpal Power | Portable Power Products | 6 | Modesto |
| 2012 | MV Transportation | Transportation | 114 | Modesto |
| 2012 | United Rentals | Back Office | 29 | Oakdale |
| 2012 | Richland Market | Retailer | 35 | Ceres |
| 2012 | Mi Pueblo Food Center | Retailer | 85 | Modesto |
| 2012 | Emanuel Medical Center | Health Care | 24 | Turlock |
| 2011 | Conifer Revenue Cycle | Call Center | 100 | Modesto |
| 2011 | John B. Sanfilippo & Son | Food Processing | 19 | Modesto SOI |
| 2011 | State Farm Insurance | Insurance | 10 | Modesto |
| 2011 | Buy-Rite Thrift Store | Retailer | 75 | Modesto |
| 2011 | Raley's | Retailer | 60 | Ceres |
| 2011 | Valley Heart Associates | Health Care | 58 | Modesto |
| 2010 | Angelica Textile Services | Laundry Services | 211 | Turlock |
| 2010 | First Transit | Transportation | 120 | Modesto |
| 2010 | Kindred Hospital | Hospital | 127 | Modesto |
| 2010 | Stellar Relay | Call Center | 147 | Salida |
| 2010 | Trim Masters | Automotive Parts | 186 | Modesto SOI |
| 2010 | NI Industries | Ammunition Plant | 15 | Riverbank |
| 2010 | Valley Fresh, Inc | Poultry Processing | 163 | Turlock |
| 2010 | Xanodyne Pharmaceuticals | Drugs | 1 | Modesto |
| 2009 | Mervyn's LLC | Retailer | 89 | Turlock |
| 2009 | Circuit City Stores | Retailer | 53 | Modesto |
| 2009 | Crossmark Home Improvement Services | Merchandising Services | 10 | Modesto |
| 2009 | Gottschalks Inc. | Retailer | 256 | Modesto |
| 2009 | Modesto Cal Fruit | Food Processing | 77 | Modesto |
| 2009 | CDG Management/Civic Development Group | Call Center | 105 | Modesto |
| 2009 | NI Industries | Ammunition Plant | 33 | Riverbank |
| 2009 | Servicecraft Logistics LLC | Logistics | 21 | Modesto SOI |
| 2009 | Trim Masters | Automotive Parts | 83 | Modesto SOI |
| 2009 | Varco Pruden Buildings | Metal Buildings | 53 | Turlock |
| 2009 | Gallo Glass | Manufacturing | 45 | Modesto SOI |
| 2009 | County Bank | Bank | 30 | Modesto |
| 2009 | Hazel's Fine Dining | Restaurant | 10 | Modesto |
| 2009 | Modesto Steam Laundry | Cleaning Services | 19 | Modesto |
| 2009 | Blockbuster | DVD Rentals | 9 | Modesto |
| 2009 | Modesto Bee | newspaper | 40 | Modesto |
| 2009 | SaveMart | Supermarket | 50 | Modesto |
| 2009 | Modesto Bee` | newspaper | 11 | Modesto |
| 2009 | Modesto Flight Center | Transportation | 10 | Modesto |
| 2008 | Ace Hardware | Retailer | 9 | Modesto |
| 2008 | PennySaver | Newspaper | 7 | Modesto |
| 2008 | Crescent Jewelers | Jewelery Retailer | 9 | Modesto |
| 2008 | Brawley's RV | RV Sales | 5 | Modesto |
| 2008 | Ethan Allen` | Furniture Store | 15 | Modesto |

| | | | | |
|------|--|---------------------------------|-------|-------------|
| 2008 | Enterprise Rent-A-Car | Car Rentals | 8 | Modesto |
| 2008 | Stanislaus Co. Child Support Services | Govt. | 21 | Modesto SOI |
| 2008 | Curt Hughes Generation Motors | New Cars | 50-99 | Modesto |
| 2008 | CA Fraternal Orer of Police Fundraising | Charity | 103 | Modesto SOI |
| 2008 | Sacramento Bldg Products | Construction Supplies | 65 | Modesto |
| 2008 | Hischier Nursery | Nursery | 10 | Modesto |
| 2008 | Addus Health Care | Health Care & Social Assistance | 12 | Modesto |
| 2008 | American Auto Assn | Home & Vehicle Insurance | 10 | Modesto |
| 2008 | Westland Technologies | Rubber Products Mfg | 3 | Modesto SOI |
| 2008 | Skywest Airlines | Air Travel | 4 | Modesto |
| 2008 | Alliance Motor & Transmission | Auto Service Repair | 5 | Modesto |
| 2008 | North American Title Co. | Title Company | 5 | Modesto |
| 2008 | The Yard Lumber & Fence | Building Materials Retailer | 20 | Modesto SOI |
| 2008 | Special Days Bridal & Tuxedo | Bridal Retailer | 20 | Modesto |
| 2008 | Tony Roma's | Restaurant | 41 | Modesto |
| 2008 | Scrambl'z Country Kitchen | Restaurant | 20 | Modesto |
| 2008 | Calvary Temple Academy | Private School | 32 | Modesto |
| 2008 | Stanislaus County Building Permit | Govt | 9 | Modesto |
| 2008 | Wachovia Mortgage | Finance | 5 | Modesto |
| 2008 | Aqua Shi | Restaurant | 10 | Modesto |
| 2008 | Stanislaus County Library | Library | 94 | Countywide |
| 2008 | Compass Maps | Cartography | 17 | Modesto |
| 2008 | Michotti's Marketplace | Supermarket | 25 | Modesto |
| 2008 | Kraft Foods | Kool-Aid | 65 | Modesto |
| 2008 | Hammetts Womens Wear | Retailer | 5 | Modesto |
| 2008 | Indalex, Inc. | Extruded Aluminum | 139 | Modesto SOI |
| 2008 | Kindred Hospital | Hospital | 75 | Modesto |
| 2008 | Mervyn's LLC | Retailer | 104 | Modesto |
| 2008 | Patterson Vegetable Company LLC | Food Processing | 20 | Patterson |
| 2008 | People First Rehabilitation | Health Care | 2 | Modesto |
| 2008 | Richland Markets | Retailer | 60 | Modesto |
| 2008 | Linens 'n Things | Retailer | 25 | Modesto |
| 2007 | Stellar Nordia | Call Center | 237 | Riverbank |
| 2007 | Modesto Bee | Newspaper | 172 | Modesto |
| 2007 | Lactalis USA | Cheese Mfg | 94 | Turlock |
| 2007 | Patterson Frozen Foods | Frozen Food Processing | 633 | Patterson |
| 2007 | US Postal Service | Encoding Services Center | 350 | Modesto |
| 2007 | CompUSA | Computers | 35 | Modesto |
| 2007 | Levitz | Furniture Store | 10 | Modesto |
| 2007 | Mallard's | Restaurant | 51 | Modesto |
| 2007 | IHOP | Restaurant | 38 | Modesto |
| 2007 | Acapulco Restaurant | Restaurant | 35 | Modesto |
| 2007 | National City Mortgage | Home Loans | 8 | Modesto |
| 2007 | DeltaTRAK | Scientific Instrumentation | 4 | Modesto |
| 2007 | Planet Mitsubishi | Car Dealership | 17 | Modesto |
| 2007 | Owens Corning Homexperts | Home Finishers | 35 | Modesto SOI |
| 2007 | Hershey Co. (Total layoff number) | Candy Mfg | 575 | Oakdale |
| 2007 | Graham Packaging | Packaging | 25 | Oakdale |
| 2007 | Plyco | Vent Mfg | 33 | Waterford |
| 2007 | Alliance Title Co. | Title Company | 30 | Countywide |
| 2006 | Valley Fresh, Inc | Poultry Processing | 200 | Turlock |
| 2006 | California Fruit & Tomato Kitchen | Food Processing | 200 | Riverbank |
| 2006 | Signature Fruit, LLC | Food Processing | 1190 | Modesto SOI |
| 2006 | Modesto Disposal Service | Waste Management | 64 | Modesto SOI |
| 2006 | Copeland Sports | Sporting Goods | 49 | Modesto |
| 2006 | Doctors Medical Center | Hospital | 40 | Modesto |
| 2006 | Northrup Grumman Technical Services, Inc. (U | Manufacturing | 9 | Modesto SOI |
| 2005 | Richland Markets | Retailer | 50 | Modesto |
| 2005 | Doctors Medical Center | Hospital | 75 | Modesto |
| 2005 | Modesto Tallow Co. | Tallow/Rendering | 65 | Modesto |

Note - these lists are a partial view of some major expansions and downsizings in Stanislaus. They are not comprehensive. Information is from a variety of sources, including WARN Notices and press reports. May reflect midpoint of estimates.



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APPENDIX B

STANISLAUS COUNTY EXPANSIONS (2006-2023)

APPENDIX B

| Stanislaus Expansions 2005 - 2022 | | Total | 9835 | |
|-----------------------------------|------------------------------|-------------------------|---------|-------------------|
| Year | Company | Product/Service | Job (+) | City |
| 2022 | Monte Vista Farming | Food Processor | TBD | Denair |
| 2022 | US Cold Storage | Warehouse | 50 | Turlock |
| 2021 | HPKA | Ag Equipment | 11 | Turlock |
| 2021 | Jackrabbit Equipment | Ag Manufacturing | 100 | Ripon |
| 2021 | Pacific Southwest Irrigation | Ag Irrigation | 30 | Modesto |
| 2020 | Sovena USA | Olive Oil Manufacturing | 2 | Modesto |
| 2020 | S2A Modular | Home Manufacturing | 250 | Patterson |
| 2020 | Save Mart | Grocery | 70 | Modesto |
| 2020 | Kase Manufacturing | Manufacturing | 24 | Ceres |
| 2019 | Jatco | Auto Part Manufacturing | 150 | Salida |
| 2019 | Aemetis | Manufacturing | 45 | Riverbank |
| 2019 | Entekra | Manufactured Home Mfg | 250 | Modesto |
| 2019 | Sovena USA | Olive Oil Manufacturing | 25 | Modesto |
| 2019 | Graham Packaging | Packaging Manufacturer | 24 | Modesto |
| 2019 | Save Mart Supermarkets | Retail Grocer | 70 | Modesto |
| 2019 | Blue Diamond | Food Processor | 28 | Turlock |
| 2019 | Fresh Fork | Restaurant | 12 | Ceres |
| 2019 | Blades and Bottles | Barber Shop | 11 | Modesto |
| 2019 | Black Bear Diner | Restaurant | 6 | Turlock |
| 2018 | Weinerschnitzel | Restaurant | 9 | Turlock |
| 2018 | Ike's Love and Sandwiches | Restaurant | 17 | Modesto & Turlock |
| 2019 | MidiCi Pizza | Restaurant | 6 | Modesto |
| 2016 | Stanislaus County | New Jail | 32+ | Modesto |
| 2016 | Flying J | Retailer | 100 | Patterson |
| 2016 | Amazon | Fulfillment Center | TBD | Patterson |
| 2016 | Don's RV | Retailer | TBD | Turlock |
| 2016 | Repsco | Plastic Slip Sheets | 15 | Riverbank |
| 2016 | Valley Milk | Dairy | TBD | Turlock |
| 2016 | E&J Gallo Winery | Winery | TBD | Modesto |
| 2016 | Oportun | Information Technology | 25 | Modesto |
| 2015 | Togo's | Restaurant | 14 | Oakdale |
| 2015 | Dollar General | Retailer | 7 | Oakdale |
| 2015 | Weinerschnitzel | Restaurant | TBD | Oakdale |
| 2015 | River Journey Adventures | Recreation | 10 | Oakdale |
| 2015 | Oakdale Kids Dentist | Dentist | 3 | Oakdale |
| 2015 | Bloomingcamp Ranch | Recreation | 5 | Oakdale |
| 2015 | Daily Harvest | Fullfillment Center | TBD | Modesto SOI |
| 2015 | Restoration Hardware | Distribution Center | 400 | Patterson |
| 2015 | CalCentral | Manufacturer | 38 | Modesto SOI |
| 2015 | dd's Discounts | Retailer | 60 | Turlock |
| 2015 | Grocery Outlet | Retailer | 30 | Turlock |
| 2015 | Dollar Tree | Retailer | 20 | Turlock |
| 2015 | Planet Fitness | Fitness Center | 25 | Turlock |
| 2015 | Buffalo Wild Wings | Restaurant | 80 | Turlock |
| 2014 | Pete's Joe & Snow | Restaurant | 5 | Oakdale |
| 2014 | Golden State Inspections | Home Services | 4 | Oakdale |
| 2014 | Wendy's | Restaurant | 28 | Oakdale |
| 2014 | Donaldson | Manufacturer | 5 | Riverbank |
| 2014 | Dick's Sporting Goods | Retailer | 60 | Turlock |
| 2014 | JoAnn Fabrics | Retailer | 40 | Turlock |

| | | | | |
|------|---|----------------------------------|-----|-------------|
| 2014 | Hilmar Cheese | Powdered Milk | 40 | Turlock |
| 2014 | Blue Diamond | Almond Producer | 200 | Turlock |
| 2014 | Justice | Retailer | 25 | Turlock |
| 2014 | Maurice's | Retailer | 25 | Turlock |
| 2014 | Sprint | Retailer | 30 | Turlock |
| 2014 | Tilly's | Retailer | 25 | Turlock |
| 2013 | Blue Diamond | Almond Producer | 100 | Turlock |
| 2013 | Amazon | Fullfillment Center | 350 | Patterson |
| 2013 | Wal-Mart Supercenter | Retailer | 320 | Patterson |
| 2013 | Wal-Mart Neighborhood Market | Retailer | 95 | Turlock |
| 2013 | Central Valley Specialty Hospital | Healthcare | 150 | Modesto |
| 2013 | HealthSouth | Healthcare | 100 | Modesto |
| 2013 | Dollar General | Retailer | 20 | Ceres |
| 2013 | Pacific Southwest Container | Packaging Manufacturer | 12 | Modesto SOI |
| 2013 | Flower's Foods | Bakery | 100 | Modesto SOI |
| 2013 | Dollar General | Retailer | 6 | Newman |
| 2013 | AM2T | Metal Manufacturer | 15 | Riverbank |
| 2013 | AQH | Data Services | 6 | Riverbank |
| 2013 | Green Eyes Manufacturing | Recycled Plastic Lumber | 5 | Riverbank |
| 2013 | Intuitive Motion | Skateboard Manufacturer | 5 | Riverbank |
| 2013 | NxStage Security | Metal Door Manufacturer | 5 | Riverbank |
| 2013 | Dollar General | Retailer | 6 | Turlock |
| 2013 | InShape | Fitness Center | 35 | Turlock |
| 2013 | SDLG/Volvo | Equipment Dealer | 4 | Turlock |
| 2012 | Olive Garden | Restaurant | 185 | Turlock |
| 2012 | Ring Container Technologies | Plastic Container Mfg | 24 | Modesto |
| 2012 | Wal-Mart Neighborhood Market | Retailer | 80 | Modesto |
| 2012 | Grocery Outlet Bargain | Retailer | 38 | Oakdale |
| 2012 | Repsco | Plastic Pallets | 10 | Riverbank |
| 2012 | Duarte Nursery | Nursery | 40 | Hughson |
| 2011 | Maxx Value Foods | Retailer | 35 | Modesto |
| 2011 | Greens Market | Retailer | 35 | Modesto |
| 2011 | T3-Direct | Call Center | 60 | Modesto |
| 2011 | Dick's Sporting Goods | Retailer | 60 | Modesto |
| 2011 | Prime Shine | Car Wash | 10 | Modesto |
| 2011 | AE Biofuels | Ethanol Production | 50 | Keyes |
| 2011 | Sunflower Farmers Market (now Sprout's) | Retailer | 80 | Modesto |
| 2011 | Ross Dress For Less | Retailer | 40 | Modesto |
| 2011 | Golden Corral | Restaurant | 150 | Modesto |
| 2011 | Paleteria La Michoacana | Ice Cream | 25 | Modesto |
| 2011 | Aarons | Retailer | TBD | Oakdale |
| 2011 | U.S. Cold Storage | Refrigerated Storage/Distributio | 15 | Turlock |
| 2011 | Hobby Lobby | Retailer | 35 | Modesto |
| 2011 | W.W. Grainger | Distribution Center | 150 | Patterson |
| 2010 | Buffalo Wild Wings | Restaurant | 160 | Modesto |
| 2010 | Save Mart Supermarkets | Retailer | 10 | Modesto |
| 2010 | Walgreen's | Pharmacy | TBD | Oakdale |
| 2009 | Dawn Foods | Food Processing | 100 | Modesto SOI |
| 2009 | H&M | Retailer | 50 | Modesto |
| 2009 | Goodwill | Retailer | 18 | Modesto |
| 2009 | Kaiser Permanente | Hospital | 650 | Modesto |
| 2009 | 99 Cents Only Store | Retailer | 50 | Modesto |
| 2009 | Forever 21 | Retailer | 150 | Modesto |
| 2008 | HPL Contract | Furniture Manufacturer | 50 | Patterson |
| 2008 | Westfalia Separator | Biotechnology Equipment | 50 | Patterson |
| 2008 | Sconza Candy Company | Candy Maker | 130 | Oakdale |
| 2008 | Coach/Coldwater Creek | Retailer | 300 | Modesto |

| | | | | |
|------|----------------------------------|-----------------------|-----|-------------|
| 2008 | Cost Less Food Co. | Supermarket | 75 | Modesto |
| 2008 | Fresh & Easy Neighborhood Market | Supermarket | TBD | Modesto |
| 2008 | Absopure-Div of Plastipak | Bottled Water | 10 | Modesto SOI |
| 2008 | Premier Bakers | Hot Dog/Buns Bakers | 10 | Modesto SOI |
| 2008 | CVS | Pharmacy | 20 | Modesto |
| 2008 | JEOL Ltd. | Mass Spectrometers | 5 | Modesto SOI |
| 2008 | Wal Mart Supercenter | Retailer | 350 | Modesto |
| 2008 | CarMax | Retailer | 90 | Modesto |
| 2008 | SunOpta | Food Processing | 100 | Modesto SOI |
| 2007 | Patterson Vegetable Company | Food Processing | 650 | Patterson |
| 2007 | Uno Chicago Grill | Restaurant | 140 | Modesto |
| 2007 | Raley's | Retailer | 125 | Modesto |
| 2007 | Choice Lighting Co. | Retailer | 7 | Modesto |
| 2007 | Fuddrucker's | Restaurant | 15 | Modesto |
| 2007 | Foster Farms Dairy | Food Processing | 35 | Modesto |
| 2007 | Royal Robbins | Clothing | 50 | Modesto |
| 2007 | Fiscalini Cheese Co. | Food Processing | 10 | Modesto SOI |
| 2007 | 5.11 Tacktical | Clothing Manufacturer | 249 | Modesto SOI |
| 2007 | Save Mart Supermarkets | Retailer | 90 | Riverbank |
| 2007 | Dairy Farmers of America | Dairy Products | 7 | Hughson |
| 2007 | Tractor Supply | Retailer | TBD | Oakdale |
| 2006 | Home Depot | Retailer | 175 | Riverbank |
| 2006 | Longs Drug | Distribution Center | 470 | Patterson |
| 2006 | Fastenal | Distribution Center | 150 | Modesto SOI |
| 2006 | Grocery Outlet | Retailer | 49 | Modesto |
| 2006 | Just Tomatoes, Etc | Food Processing | 75 | Westley |
| 2006 | Plastipak Packaging | Plastic Container Mfg | 50 | Modesto SOI |
| 2006 | Kohls | Distribution Center | 104 | Patterson |
| 2005 | Food 4 Less | Retailer | 125 | Ceres |
| 2005 | Piranha Produce | Distribution Center | 100 | Keyes |
| 2005 | American Medical Response, Inc. | Emergency Response | 120 | Modesto SOI |
| 2005 | Home Depot, Inc. | Retailer | 200 | Ceres |
| 2005 | Kohl's Corp. | Distribution Center | 100 | Patterson |
| 2005 | Target | Retailer | 200 | Riverbank |

Information is from a variety of sources, including estimates, press reports and averages. May reflect midpoint of estimates.



APPENDIX C

PROJECT LIST

The 2018 StanCOG RTP/SCS Capital Improvement Program (CIP) project list provides a list of financially constrained projects consistent with financial revenue forecasts through 2042. The project list reflects Scenario 2 as selected by the StanCOG Policy Board and was developed through meetings and coordination efforts with StanCOG's member agencies and Caltrans.

The project list is based on lead agency, project types, and project purposes and needs. Lead agencies include the Stanislaus Council of Governments, Stanislaus County and member agencies, Caltrans, and the San Joaquin Regional Rail Commission (SJRRRC). Project types include roadway, bicycle and pedestrian, transit, aviation, and operations and maintenance projects. Project purposes and needs include system preservation, capacity enhancement, safety, operations, alternative mode improvements, complete streets improvements, and aviation improvements.

The 2018 StanCOG RTP/SCS CIP includes approximately \$7.2 billion in project costs. Cost estimates for implementing the projects identified in the RTP reflect "year of expenditure dollars" to reflect inflation rates. Given that the 2018 StanCOG RTP/SCS financial revenue forecast anticipates approximately \$7.2 billion in available funding through fiscal year 2042, the project list can be considered financially constrained per federal requirements (i.e., Tier I).

APPENDIX K – PROJECT LIST

Stanislaus Council of Governments
2022 Regional Transportation Plan/Sustainable Communities Strategy

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STANCOG 2022 Regional Transportation Plan

TIER 1 ROADWAY PROJECTS

| PID | Project Details | | | | | | | Purpose/Need (P = Primary Purpose / X = Need) | | | | | | | |
|------------------------|-----------------|--|---|---|----------------------|-----------------|------------------------------|---|-------------------|--------|-------|------------------|-----------------------|---------|-------|
| | Jurisdiction | Location | Project Limits | Description | Total Cost | Open to Traffic | Funding Source | System Preserv. | Capacity Enhance. | Safety | Oper. | Complete Streets | Active Transportation | Transit | Other |
| | City of Ceres | | | | | | | | | | | | | | |
| C01 | Ceres | Morgan Rd | Service Rd & Morgan Rd | Install Traffic Signal | \$347,800 | 2022 | PFF, CMAQ | | | X | X | | | | |
| C02 | Ceres | SR-99 | Mitchell Rd/Service Rd | Construct New Interchange - Phase I | \$134,000,000 | 2024 | PFF, STBGP, RAISE | | X | | | | | | |
| C03 | Ceres | Morgan Rd | 7th St to Grayson Rd | Widen from 2 to 4 lanes | \$938,700 | 2030 | PFF | | X | | | | | | |
| C04 | Ceres | Whitmore Ave | Eastgate Blvd to Faith Home | Widen from 2 to 4 lanes | \$1,072,500 | 2026 | PFF | | X | | | | | | |
| C05 | Ceres | Crows Landing Rd | Crows Landing Rd & A Street | Install Traffic Signal | \$430,500 | 2025 | WLSPP, PFF | | | X | X | | | | |
| C06 | Ceres | Whitmore Ave | Ustick Rd to Blaker Rd | Widen from 2 to 4 lanes | \$1,621,200 | 2025 | PFF | | X | | | | | | |
| C07 | Ceres | Hatch Rd | Hatch Rd & Faith Home Rd | Install Traffic Signal | \$600,000 | 2025 | CMAQ, PFF | | | X | X | | | | |
| C08 | Ceres | Central Ave | Hatch Rd to Grayson Rd | Widen from 2 to 4 lanes | \$8,361,100 | 2025 | PFF | | X | | | | | | |
| C09 | Ceres | Mitchell Rd | River Rd to Service Rd | Widen to 6 lanes | \$9,146,800 | 2030 | PFF | | X | | | | | | |
| C10 | Ceres | Crows Landing Rd | Crows Landing Rd & Grayson Rd | Install Traffic Signal | \$499,100 | 2040 | CMAQ, PFF | | | X | X | | | | |
| C11 | Ceres | Service Road | Service Road & Ustick | Install Traffic Signal | \$499,100 | 2035 | WLSPP, PFF | | | X | X | | | | |
| C12 | Ceres | Whitmore Ave | Whitmore Ave. @ E Street | Install Traffic Signal | \$499,100 | 2030 | WLSPP, PFF | | | X | X | | | | |
| C13 | Ceres | Whitmore Ave | Whitmore Ave & Boothe Rd | Install Traffic Signal | \$514,000 | 2025 | CMAQ, PFF | | | X | X | | | | |
| C14 | Ceres | Whitmore Ave | Whitmore Ave. @ Knox Rd | Install Traffic Signal | \$545,300 | 2030 | WLSPP, PFF | | | X | X | | | | |
| C15 | Ceres | Hatch Rd | Herridon Rd to Faith Home Rd | Install Complete Street Improvements | \$27,086,200 | 2030 | PFF | | X | X | | X | | | |
| C16 | Ceres | Service Rd | Moore Rd to Central Rd | Install Complete Street Improvements | \$40,000,000 | 2035 | PFF | | X | X | | X | | | |
| C17 | Ceres | Crows Landing Rd | Crows Landing Rd & B Street | Install Traffic Signal | \$578,500 | 2030 | WLSPP, PFF | | | X | X | | | | |
| C18 | Ceres | Ustick Rd | Ustick Rd & F Street | Install Traffic Signal | \$578,500 | 2030 | WLSPP, PFF | | | X | X | | | | |
| C19 | Ceres | Whitmore Ave | Whitmore Ave. and Ustick Rd | Install Traffic Signal | \$578,500 | 2030 | WLSPP, PFF | | | X | X | | | | |
| C20 | Ceres | Various Locations | Various Locations | Signal & ITS Improvements | \$3,353,200 | 2035 | CMAQ | | | X | X | | | | |
| C21 | Ceres | Various Locations | Various Locations | Reconstruct Major Streets (Annual Basis) | \$19,175,400 | 2035 | STBGP | X | | | | | | | |
| C22 | Ceres | Crows Landing Rd | Service Rd to Grayson Rd | Widen from 2 to 4 lanes | \$2,980,100 | 2035 | PFF | | X | | | | | | |
| C23 | Ceres | Ustick Rd | Ustick Rd & C Street | Install Traffic Signal | \$670,700 | 2030 | WLSPP, PFF | | | X | X | | | | |
| C24 | Ceres | Whitmore Ave | Whitmore Ave & Faith Home Rd | Install Traffic Signal | \$670,700 | 2035 | CMAQ, PFF | | | X | X | | | | |
| C25 | Ceres | Ustick Rd | Ustick Rd & G Street | Install Traffic Signal | \$777,500 | 2040 | WLSPP, PFF | | | X | X | | | | |
| C26 | Ceres | Grayson Rd | Ustick Rd to Central Ave | Widen from 2 to 4 lanes | \$2,889,600 | 2040 | PFF | | X | | | | | | |
| C27 | Ceres | Various Locations | Service Rd., Central Ave. & Don Pedro Rd. | ITS Signal Synchronization Phase III | \$1,300,000 | 2022 | CMAQ | | | X | X | | | | |
| C28 | Ceres | Various Locations | Crows Landing Rd. Whitmore Rd. | ITS Signal Synchronization Phase IV | \$552,425 | 2022 | CMAQ | | | X | X | | | | |
| C29 | Ceres | Various Locations | Various Locations | Reconstruct Local Streets (Annual Basis) | \$53,756,000 | 2035 | STBGP | X | | | | | | | |
| C30 | Ceres | Various Locations | Various Locations | Preventive Maintenance Local Streets (Annual Basis) | \$4,084,000 | 2035 | Measure L | X | | | | | | | |
| C31 | Ceres | Various Locations | Various Locations | Traffic Signal Optimization | \$100,000 | 2022 | ATP | | | X | X | | | | |
| C32 | Ceres | El Camino Ave | El Camino Ave at North St | Surface Parking and undercrossing to ACE station traffic mitigation | \$1,500,000 | 2023 | SB1, CMAQ, Measure L | | | | | | | | X |
| C33 | Ceres | Railroad Ave | Railroad Ave, Central Ave, Hackett Rd | Overflow Parking ACE Station | \$1,500,000 | 2030 | SB1, CMAQ, Measure L | | | | | | | | X |
| C34 | Ceres | Park and Ride Lot | Park and Ride Lot | Near Whitmore Overpass | \$1,000,000 | 2025 | SB1, CMAQ, Measure L | | | | | | | | X |
| C35 | Ceres | Develop a Park and Ride Lot | Develop a lighted Park and Ride 2nd Lot | Near Freeway/ACE Station | \$1,200,000 | 2035 | SB1, CMAQ, Measure L | | | X | | | | | X |
| C36 | Ceres | TID Ceres Main Canal at Service Rd. and Moore Rd. Bridge 38C0222 | Bridge 38C0222 and 200 feet each direction on Service Rd. and Moore Rd. | Replace bridge for safety, widen lanes to meet Caltrans standards, add bike/pedestrian facility | \$1,962,000 | 2026 | HBP | X | | X | X | | X | | |
| Total Ceres | | | | | \$325,368,525 | | | | | | | | | | |
| Caltrans | | | | | | | | | | | | | | | |
| CA01 | Caltrans | SR-99 | PM 18.5/20.9 | Install Ramp Metering, Add HOV Lanes, and Mixed Flow Lanes. Modify Onramp & Ramp Intersections | | 2027 | SHOPP | | X | X | | | | | |
| CA02 | Caltrans | SR-33 | PM 4.9 | Newman Intersection Oversight | \$731,000 | 2027 | Local | | | X | | | | | |
| CA03 | Caltrans | SR-99 | PM 22.56/24.75 | Construction HOV lanes | | 2027 | STIP | | X | X | | | | | |
| CA04 | Caltrans | SR-132 | Kasson/River Rd | Lengthen EB and WB two lanes transition | \$1,500,000 | 2026 | SHOPP | | | | X | | | | |
| CA05 | Caltrans | SR-33 | Crows Landing Rd/Fink Rd | Construct Traffic Signal or Roundabout | \$2,260,000 | 2026 | SHOPP | | | | X | | | | |
| CA06 | Caltrans | SR-99 | On SR-99 from Keyes Rd to Taylor Rd | Construct auxiliary lane | \$6,226,000 | 2025 | SHOPP | | X | X | | | | | |
| CA07 | Caltrans | CA-5 | Near Patterson, from Fink Road Undercrossing No. 38-0114L to Khaksa Road Undercrossing No. 38-0127L/R at various locations. Rehabilitate bridge decks with concrete overlay, replace joint seals and/or approach slabs. | Rehabilitate bridge decks with concrete overlay, replace joint seals and/or approach slabs. | \$14,611,000 | 2024 | 2020 SHOPP | X | | | X | | | | |
| CA08 | Caltrans | SR-99 | In Stanislaus and San Joaquin Counties, on various routes at various locations. | Install Transportation Management System (TMS) elements, and enhance highway worker safety. | \$14,800,000 | 2028 | 2020 SHOPP | X | | | | | | | |
| CA09 | Caltrans | CA-5 | Near Westley, at the Westley Safety Roadside Rest Area (SRRA). | Replace SRRA buildings. | \$26,930,000 | 2023 | 2020 SHOPP | X | | | | | | | |
| CA10 | Caltrans | vc | In and near Ceres and Modesto, at various locations from Mitchell Road to Kansas Avenue; also in Merced County, on Route 59 near the City of Merced, at Childs Avenue (PM 14.0). | Upgrade drainage pump plants. | \$9,957,000 | 2022 | 2020 SHOPP | X | | | | | | | |
| CA11 | Caltrans | SR-99 | In Modesto, near Zeff Road Undercrossing. | Construct stormwater Best Management Practices (BMPs). | \$3,144,000 | 2024 | 2020 SHOPP | X | | | | | | | |
| CA12 | Caltrans | SR-99 | PM 3.63 to 4.10 | Construct NB and SB SR-99 auxiliary lanes between Monte Vista rd to Taylor Rd | \$6,800,000 | 2028 | STIP, IIP, RSTP, CMAQ | | X | X | | | | | |
| CA13 | Caltrans | SR-132 | In Waterford, from Reinway Avenue to F Street. | Upgrade pedestrian facilities to make compliant with the Americans with Disabilities Act (ADA) standards. | \$6,399,000 | 2023 | 2020 SHOPP | | | | X | | | | |
| CA14 | Caltrans | SR-4 | Bridge replacement in Stanislaus County on State Route 4 at Hoods Creed Bridge (#38 0041) | Bridge Replacement | \$15,050,000 | 2027 | 2022 SHOPP | X | | | | | | | |
| CA15 | Caltrans | CA-5 | Pavement Class I in Stanislaus County Route 5 | Pavement Class I in Stanislaus County Route 5 | \$56,600,000 | 2030 | 2026 SHOPP | X | | | X | | | | |
| CA16 | Caltrans | SR-33 | Intersection SR-33/Frank Cox Road, north of city of Patterson | Install Left-Turn Channelization for southbound and northbound traffic | \$10,923,000 | 2026 | 2024 SHOPP | | | X | | | | | |
| CA17 | Caltrans | SR-99 | Repair or replace old signals in District 10 (D10) in Stanislaus & Merced Counties | Repair or replace old signals in District 10 (D10) in Stanislaus & Merced Counties | \$15,900,000 | 2030 | 2026 SHOPP | | | | X | | | | |
| CA18 | Caltrans | SR-99 | Stanislaus County SR-99 at Modesto Mtce Station Yard (Facility #38M5715) | Modesto Maintenance Station Rehabilitation | \$36,250,000 | 2028 | 2022 SHOPP | X | | | | | | | |
| CA19 | Caltrans | SR-99 | On SR-99 in the city of Modesto in Stanislaus county at Briggsmore Avenue, Standiford Avenue, Beckwith Road. | Collision Severity Reduction | \$29,626,000 | 2027 | 2022 SHOPP | | | X | | | | | |
| CA20 | Caltrans | SR-108 | Repair or replace old signals in Stanislaus county 108 PM 23.08 to 38.24 | Repair or replace old signals in Stanislaus County 108 PM 23.08 to 38.24 | \$6,749,000 | 2030 | 2026 SHOPP | X | | | X | | | | |
| CA21 | Caltrans | SR-120 | Intersection SR 120/Wamble Road, east of the city of Oakdale. | Install Left-Turn Channelization for eastbound and westbound traffic. | \$6,348,000 | 2026 | 2022 SHOPP | | | X | | | | | |
| CA22 | Caltrans | SR-120 | Stanislaus 120 PM 15.04 | Bridge Replacement to address Fish Passage Priority. | \$14,600,000 | 2031 | 2024 SHOPP | X | | | | | | | |
| CA23 | Caltrans | SR-99 | NB & SB from Lander Ave (SR-165) to W Main Street | Construct NB & SB auxiliary lanes | \$22,200,000 | 2026 | SHOPP | | | | X | | | | |
| CA24 | Caltrans | SR-108 | Charity Way | Construct Traffic Signal or Roundabout | \$3,500,000 | 2026 | SHOPP | | | | X | | | | |
| CA25 | Caltrans | SR-33 | Howard Rd/Grayson Rd | Construct Traffic Signal or Roundabout | \$2,700,000 | 2026 | SHOPP | | | | X | | | | |
| CA26 | Caltrans | SR-108 | Between Codoni Rd and C & D Streets | Construct Two-Way Left Turn Lane | \$2,600,000 | 2026 | SHOPP | | | | X | | | | |
| CA27 | Caltrans | SR-99 | Between Carpenter Rd and Beckwith Rd | Construct NB & SB auxiliary lanes | \$7,100,000 | 2026 | SHOPP | | | | X | | | | |
| CA28 | Caltrans | SR-99 | Between Hatch Rd and Crows Landing Rd | Construct NB & SB auxiliary lanes | \$32,000,000 | 2026 | SHOPP | | | | X | | | | |
| CA29 | Caltrans | SR-99 | Between Whitmore Ave and Hatch Rd | Construct NB & SB auxiliary lanes | \$19,750,000 | 2026 | SHOPP | | | | X | | | | |
| Total Caltrans | | | | | \$375,254,000 | | | | | | | | | | |
| City of Hughson | | | | | | | | | | | | | | | |
| H01 | Hughson | Euclid Ave | Hatch Rd to Whitmore Ave | Install Complete Street Improvements | \$3,000,000 | 2023 | Dev. Impact Fees, SB 1 | | X | X | | X | | | |
| H02 | Hughson | 7th Street | Whitmore Ave to Santa Fe Ave | Improve to 2-lane Major Collector | \$2,500,000 | 2024 | Dev. Impact Fees, SB 1 | | X | | | | | | |
| H03 | Hughson | 7th Street and Santa Fe Avenue | 7th Street and Santa Fe Avenue | Roadway Realignment Project | \$600,000 | 2025 | Dev. Impact Fees | | | X | X | | | | |
| H04 | Hughson | Various Locations | Various Locations | Various Intersection Improvements | \$250,000 | 2022-2046 | STBGP, CMAQ | | | X | X | | | | |
| H05 | Hughson | Tully Road | Whitmore Avenue to S City Limit | Improve to 2-lane Major Collector (Goods Movement) | \$750,000 | 2026 | Dev Impact Fees, STBGP, SB 1 | | X | | | | | | |
| H06 | Hughson | Various Locations | Various Locations | Roadway Rehabilitation | \$8,548,075 | 2022-2046 | STBGP, Measure L | X | | | | | | | |
| H07 | Hughson | Tully Road | Fox Road to Santa Fe Ave | Improve to 2-lane Minor Collector | \$600,000 | 2022 | Measure L | X | | X | X | X | X | | |
| Total Hughson | | | | | \$16,248,075 | | | | | | | | | | |
| City of Modesto | | | | | | | | | | | | | | | |
| M01 | Modesto | Claratina Ave | Oakdale Rd to Roselle Ave | Construct new 2 lane roadway | \$10,000,000 | 2025 | CFF, CFD, Developer, CMAQ | | | X | | X | X | | |
| M02 | Modesto | 10th Street | J.St. to Morton Blvd | Street Improvements and Pedestrian & Bicycle Enhancements | \$8,000,000 | 2023 | Local | | | | | X | X | | |
| M03 | Modesto | J Street | Needham to 9th Street | Pedestrian & Bike Enhancements | \$10,000,000 | 2023 | STBGP, Local, Measure L | | | | | X | X | | |
| M04 | Modesto | Claratina Ave | McHenry Ave to Coffee Rd | Widen from 2 to 6-lane Expressway | \$16,391,000 | 2023 | STBGP, CFF | | X | | | | | | |
| M05 | Modesto | Claratina Ave | Coffee Rd. to Oakdale Rd | Widen from 2 to 6-lane Expressway | \$10,000,000 | 2025 | STBGP, CFF | | X | | | | | | |
| M06 | Modesto | Dale Rd | Pelandale Ave to Kiernan Ave | Widen from 4 to 6 lanes | \$7,600,700 | 2025 | STBGP, CFD | | X | | | | | | |
| M07 | Modesto | Dale Rd | Pelandale Ave to Standiford Ave | Widen from 4 to 6 lanes | \$3,800,400 | 2025 | STBGP | | X | | | | | | |
| M08 | Modesto | Claus Rd | Briggsmore to Sylvan | Widen from 2 to 4 lanes | \$10,000,000 | 2025 | CFF, CFD, Developer | | X | | | | | | |
| M09 | Modesto | Hwy 132 | SR-99 to 9th Street | Various improvements | \$7,000,000 | 2025 | STIP | X | | | | | | | |
| M10 | Modesto | Oakdale Rd | Sylvan Ave to Claratina Ave | Widen from 3 to 6 lanes | \$7,600,700 | 2025 | STBGP, CFF, Local, CFD | | X | | | X | | | |
| M11 | Modesto | Oakdale Rd | Floyd Ave to Sylvan Ave | Complete Street Improvements | \$7,600,700 | 2025 | STBGP, Local, CFD | | X | | | X | | | |
| M12 | Modesto | Roselle Ave | Sylvan Ave to Claratina Rd | Widen from 2 to 4 lanes | \$8,867,400 | 2025 | STBGP, CFF, Local, CFD | | X | | | X | | | |

| PID | Project Details | | | | | | | Purpose/Need (P = Primary Purpose / X = Need) | | | | | | | | |
|-------------------|-----------------|---------------------------|--|--|---------------|-----------------|---|---|-------------------|--------|-------|------------------|-----------------------|---------|-------|--|
| | Jurisdiction | Location | Project Limits | Description | Total Cost | Open to Traffic | Funding Source | System Preserv. | Capacity Enhance. | Safety | Oper. | Complete Streets | Active Transportation | Transit | Other | |
| M13 | Modesto | Various Locations | Various Locations | Roadway Rehabilitation | \$200,000,000 | 2022-2046 | STBGP, Measure L | X | | | | | | | | |
| M14 | Modesto | Various Locations | Various Locations | Various intersection improvements | \$60,000,000 | 2022-2046 | CMAQ, Measure L | | | X | X | | | | | |
| M15 | Modesto | SR-99 | SR-99/Pelandale Interchange (Phase 2) | 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. | \$5,000,000 | 2025 | STIP, CFF, CMAQ | | X | | | | | | | |
| M16 | Modesto | SR-132 | State Route 99 to Dakota Ave Phase 1 (2-lane expressway) | Construct a two-lane expressway from N. Dakota Ave to the Needham St. Overcrossing. (Phase 1 of ultimate build-out of SR132 West Freeway/Expressway Project) (Reference: 2014 RTP Project ID - RE01). | \$148,000,000 | 2022 | Measure L, SB 1, STIP, STBGP, RAISE, DEMO, CFF, PFF | | X | X | X | | | | | |
| M18 | Modesto | SR-99 | Briggsmore Interchange | Reconstruct to 8 Lane Interchange | \$118,679,400 | 2026 | Measure L, SB 1, STIP, CMAQ, STBGP, RAISE | | X | X | X | | | | | |
| M19 | Modesto | SR-99 | Standiford/Beckwith Interchange | Reconstruct to 8 Lane Interchange | \$120,000,000 | 2035 | Measure L, SB 1, STIP, CMAQ, STBGP, CFF | | X | X | X | | | | | |
| M20 | Modesto | Various Locations | Various Locations | Intelligent Transportation System Upgrades | \$40,000,000 | 2035 | Measure L, CMAQ, SB1 | | | X | X | | | | | |
| M21 | Modesto | Crows Landing Road | SR-99 to Hatch Rd. | Complete Street Improvements | \$5,000,000 | 2025 | STBGP, ATP, CFF, Measure L | | | X | | X | X | | | |
| M22 | Modesto | Tuolumne Blvd. | Neece Ave. to Paradise Rd. | Complete Street Improvements | \$5,000,000 | 2025 | STBGP, ATP, Measure L | | | X | | X | X | | | |
| M23 | Modesto | Paradise Road | 1st St. to Carpenter Rd. | Complete Street Improvements | \$10,000,000 | 2025 | STBGP, ATP, CFF, Measure L | | | X | | X | X | | | |
| | | | | Total Modesto | \$818,540,300 | | | | | | | | | | | |
| City of Newman | | | | | | | | | | | | | | | | |
| N01 | Newman | Merced Avenue | Highway 33 to Canal School Rd | Install Collector Street improvements | \$3,965,100 | 2030 | CFF, LTF, STBGP, Local, SB1, Measure L | | X | X | X | X | | | | |
| N02 | Newman | SR-33 (South) | Inyo Ave to South City limits | Install 4 Lane Arterial Roadway Improvements | \$5,700,500 | 2025 | CFF, LTF, CMAQ, STBGP, Local | | | X | | X | | | | |
| N03 | Newman | SR-33 (South) | Highway 33/Sherman Parkway | Install Traffic Signal | \$1,900,200 | 2025 | CFF, LTF, CMAQ, STBGP, Local | | | X | | X | | | | |
| N04 | Newman | Inyo Ave | Highway 33 to Canal School Rd | Install Collector Street improvements | \$7,751,800 | 2046 | CFF, LTF, STBGP, Local, SB1, Measure L | | X | X | | X | | | | |
| N05 | Newman | SR-33 | Yolo St to Sherman Pkwy | Install 4 Lane Arterial Roadway Improvements | \$4,753,100 | 2030 | CFF, LTF, STBGP, Local, SB1, Measure L | | X | | | X | | | | |
| N06 | Newman | SR-33 | Sherman Pkwy to Stuhr Road | Install 4 Lane Arterial Roadway Improvements | \$4,298,600 | 2035 | CFF, LTF, STBGP, Local, SB1, Measure L | | X | | | X | | | | |
| N07 | Newman | Stuhr Road | CCID Canal to Highway 33 | Install 2 Lane Arterial Roadway Improvements | \$8,117,200 | 2035 | CFF, LTF, STBGP, Local, SB1, Measure L | X | X | X | X | X | | | | |
| N08 | Newman | SR-33 | Yolo Avenue to Inyo Avenue | Install 4 Lane Arterial Roadway Improvements | \$3,689,700 | 2035 | CFF, LTF, STBGP, Local, SB1, Measure L | | X | | | X | | | | |
| N09 | Newman | R Street | Mariposa to Stephens, including Stephens Ave. | Pavement Rehabilitation, Maintenance | \$750,000 | 2030 | SB1, Local, Measure L | X | | X | X | | | | | |
| N10 | Newman | Main Street | Merced to Inyo and Yolo to Kern | Pavement Rehabilitation, Maintenance | \$1,000,000 | 2030 | Measure L, SB 1, STIP, CMAQ, STBGP | X | | X | X | | | | | |
| N11 | Newman | Fresno | Main Street to T Street | Pavement Rehabilitation, Maintenance | \$750,000 | 2030 | SB1, Local, Measure L | X | | X | X | | | | | |
| N12 | Newman | Tulare | Main Street to T Street | Pavement Rehabilitation, Maintenance | \$750,000 | 2030 | SB1, Local, Measure L | X | | X | X | | | | | |
| N13 | Newman | Mariposa | Main Street to T Street | Pavement Rehabilitation, Maintenance | \$750,000 | 2030 | SB1, Local, Measure L | X | | X | X | | | | | |
| N14 | Newman | L Street | Merced to Inyo Avenue | Pavement Rehabilitation, Maintenance | \$750,000 | 2030 | SB1, Local, Measure L | X | | X | X | | | | | |
| N15 | Newman | Canal School Road | Driskell to Rodeo Grounds Way | Realign Canal School Road to meet the Driskell Ave and Hills Ferry Road Intersection | \$6,000,000 | 2030 | CFF, LTF, CMAQ, STBG, Measure L, SB1, Local | | | X | X | X | X | | | |
| N16 | Newman | Q Street | Inyo Ave to Yolo Ave | Roadway rehabilitation, maintenance, pedestrian, and complete streets improvements | \$2,500,000 | 2035 | CFF, LTF, CMAQ, STBG, Measure L, SB1, Local | X | | X | X | X | X | | | |
| N17 | Newman | Sherman Parkway | SR-33 to Hills Ferry Road | Pavement Rehabilitation and Maintenance | \$1,500,000 | 2035 | CFF, LTF, CMAQ, STBG, Measure L, SB1, Local | X | | X | X | X | | | | |
| N18 | Newman | SR-33 | Merced County line northward to Yolo Avenue | Highway and pedestrian safety improvements | \$10,000,000 | 2030 | Measure L, SB 1, STIP, CMAQ, STBGP | | | X | X | X | X | | | |
| N19 | Newman | Barrington Ave | Driskell to Sherman Parkway | Pavement Rehabilitation, Maintenance, and complete streets improvements | \$1,500,000 | 2035 | CFF, LTF, CMAQ, STBG, Measure L, SB1, Local | X | | X | X | X | X | | | |
| N20 | Newman | Balsam Dr | Driskell to Sherman Parkway | Pavement Rehabilitation, Maintenance, and complete streets improvements | \$1,500,000 | 2035 | CFF, LTF, CMAQ, STBG, Measure L, SB1, Local | X | | X | X | X | X | | | |
| N21 | Newman | Canyon Creek Drive | Upper Rd to Prince Street | Pavement Rehabilitation, Maintenance, and complete streets improvements | \$1,500,000 | 2035 | CFF, LTF, CMAQ, STBG, Measure L, SB1, Local | X | | X | X | X | X | | | |
| N22 | Newman | Eucalyptus Avenue | Merced St to Sherman Parkway | Roadway rehabilitation, maintenance, pedestrian, and complete streets improvements | \$5,000,000 | 2035 | CFF, LTF, CMAQ, STBG, Measure L, SB1, Local | X | | X | X | X | X | | | |
| N23 | Newman | Jensen Rd | SR-33 to Hardin Rd | Roadway rehabilitation, widening, intersection improvements, pedestrian, and complete streets improvements | \$6,500,000 | 2046 | CFF, LTF, CMAQ, STBG, Measure L, SB1, Local | X | X | X | X | X | X | | | |
| N24 | Newman | Various Locations | Various Locations | Pavement Rehabilitation and Maintenance | \$5,000,000 | 2022-2046 | CFF, LTF, CMAQ, STBG, Measure L, SB1, Local | X | X | X | X | | | | | |
| N25 | Newman | T Street | From Inyo Ave to Yolo St | Roadway rehabilitation, maintenance, pedestrian, and complete streets improvements | \$5,000,000 | 2046 | CFF, LTF, CMAQ, STBG, Measure L, SB1, Local | X | | X | X | X | X | | | |
| N26 | Newman | Kern Street | From T Street to Hills Ferry Road | Roadway rehabilitation, maintenance, pedestrian, and complete streets improvements | \$4,000,000 | 2046 | CFF, LTF, CMAQ, STBG, Measure L, SB1, Local | X | | X | X | X | X | | | |
| N27 | Newman | Canal School Road | From Hills Ferry Road to City Limits | Roadway rehabilitation, maintenance, pedestrian, and complete streets improvements | \$3,950,000 | 2046 | CFF, LTF, CMAQ, STBG, Measure L, SB1, Local | X | X | X | X | X | X | | | |
| | | | | Total Newman | \$98,876,200 | | | | | | | | | | | |
| City of Oakdale | | | | | | | | | | | | | | | | |
| O01 | Oakdale | F St | Maag Ave to Stearns Rd | Widen Roadway to 5-lanes with full frontage improvements. Existing section includes 3 lanes with no frontage improvements. | \$4,356,000 | 2030 | CFF, STBGP, Developer | | X | | | | | | | |
| O02 | Oakdale | F St | Lee Ave to Stanislaus Ave/Wood Ave | Widen Roadway to 5-lanes, including realignment of existing sidewalk and frontage improvements infill on the North side of the street | \$992,794 | 2026 | CFF, STBGP, Developer | | X | | | | | | | |
| O03 | Oakdale | J St | Orsi Road to Stearns Road | Install Complete Street Improvements. No existing roadway, will include full frontage improvements with sidewalk and Class 1 Bikeway and 3 lanes. | \$4,498,780 | 2035 | CFF, Developer | | X | X | | X | | | | |
| O04 | Oakdale | Crane Road | F Street to Pontiac | Widen Roadway to 4-lanes from existing 2 lane road. Includes full frontage improvements. | \$2,213,250 | 2030 | CFF, Developer | | X | | | | | | | |
| O05 | Oakdale | Orsi Rd | Sierra Rd to F St | Install Complete Street Improvements with full frontage improvements. | \$3,460,600 | 2035 | CFF, Developer | | X | X | | X | | | | |
| O06 | Oakdale | Sierra Rd | Maag Ave to Stearns Rd | Install Complete Street Improvements with full frontage improvements on the north side of the road. | \$1,866,150 | 2035 | CFF, STBGP | | X | | | X | | | | |
| O07 | Oakdale | Stearns Rd | F St to Sierra Rd | Install Complete Street Improvements to include 2 lanes, median, 2 bike lanes, and full frontage improvements. | \$4,200,000 | 2024 | CFF, Developer | | X | | | X | | | | |
| O08 | Oakdale | F St / Crane | Intersection | Improve intersection to include traffic signal pole relocation, modify signal, and restriping. | \$259,350 | 2030 | CFF, Dev. Impact Fees, General Fund, SB 1 | | | | X | | | | | |
| O09 | Oakdale | F St / Willowood | Intersection | Project will include removal of existing median, paving, restriping, and traffic light reconfiguration. | \$50,000 | 2023 | CFF, Dev. Impact Fees, General Fund, SB 1 | | | X | | | | | | |
| O10 | Oakdale | F St / Stearns | Intersection | Install Signal & Intersection Improvements | \$768,800 | 2028 | CFF, Dev. Impact Fees, General Fund, SB 1 | | | | X | | | | | |
| O11 | Oakdale | Greger / Kaufman | Intersection | Install Signal & Intersection Improvements | \$433,125 | 2046 | CFF, Dev. Impact Fees, General Fund, SB 1 | | | | X | | | | | |
| O12 | Oakdale | Sierra / Maag | Intersection | Striping & Signage to include a 3-way stop, turn lanes for traveling North on Maag. | \$22,500 | 2024 | CFF, Dev. Impact Fees, General Fund, SB 1 | | | X | | | | | | |
| O13 | Oakdale | Sierra / Stearns | Intersection | Install Signal & Intersection Improvements | \$456,000 | 2030 | CFF, Dev. Impact Fees, General Fund, SB 1 | | | | X | | | | | |
| O14 | Oakdale | Various Locations | Various Locations | Install Traffic Signals and Various Intersection Improvements | \$1,000,000 | 2022-2030 | CMAQ | | | X | X | | | | | |
| O15 | Oakdale | Various Locations | Various Locations | Roadway Rehabilitation | \$25,000,000 | 2022-2046 | STBGP, CMAQ, Prop 42 | X | | | | | | | | |
| O16 | Oakdale | SR-108-SR-120 | Oakdale / County | Intersection Improvements at Rodeo Intersection Improvements at Rodeo Stearns and F (SR-108/120 and Stearns Road intersection) | \$10,000,000 | 2028 | Measure L, SB 1, STIP, CMAQ, STBG | | | X | X | | | | | |
| | | | | Total Oakdale | \$59,577,349 | | | | | | | | | | | |
| City of Patterson | | | | | | | | | | | | | | | | |
| P01 | Patterson | Sperry Ave | Baldwin Road to Rogers Road | Install Complete Street Improvements, widen to four lanes. | \$12,610,000 | 2030 | Dev. Fees, STBGP | | X | | | X | X | | | |
| P02 | Patterson | Sperry Ave Interchange | I-5 to Rogers Road | Signal and Off-Ramp Improvements at interchange. Widen Sperry Ave to 4 Lanes between Rogers Road and I-5. | \$17,505,000 | 2030 | Dev. Fees, STIP, CMAQ, Local | | X | | X | | | | | |
| P03 | Patterson | Rogers Rd | Delta Mendota to Keystone Pacific Park Way | Widen from 2 to 4 lanes. | \$5,000,000 | 2030 | New Development, Dev. Fees | | X | | | X | X | | | |
| P04 | Patterson | Various Locations | Various Locations | Install Traffic Signals | \$17,008,800 | 2022-2046 | Dev. Fees, CMAQ | | | X | X | | | | | |
| P05 | Patterson | Various Locations | Various Locations | Roadway Rehabilitation | \$5,510,100 | 2022-2046 | STBGP, CMAQ | | | | X | | | | | |
| P06 | Patterson | Zacharias Rd | Raines Rd to I-5 | Construct New Interchange at I-5. | \$75,000,000 | 2040 | Measure L, SB 1, STIP, CMAQ, STBG | | X | X | X | | | | | |
| P07 | Patterson | Sperry Ave/State Route 33 | Sperry Ave/State Route 33 | Signal at intersection, adding a left turn to each approach. | \$1,852,027 | 2040 | Measure L, SB 1, STIP, CMAQ, STBG | | X | X | | | | | | |
| P08 | Patterson | Roger Rd | Roger Rd/ Keystone Pacific Parkway | Signalizing the intersection, adding a left-lane to each approach, widening Rogers Rd/Keystone Pacific Parkway to two lanes on each approach. | \$707,890 | 2030 | Measure L, SB 1, STIP, CMAQ, STBG | | X | X | | | | | | |
| P09 | Patterson | Rogers Rd | Rogers Road/Zacharias Rd | Signalizing the intersection, adding a left-lane to each approach, widening Zacharias Rd to two through lanes on each approach, Rogers Rd widened to provide three through lanes on the northbound approach. | \$2,535,690 | 2040 | Measure L, SB 1, STIP, CMAQ, STBG | | X | X | | | | | | |
| P10 | Patterson | Ward Ave | Ward Av/ East-West Connection | Signalizing the intersection, install two Northbound left-turn lanes. | \$2,000,000 | 2030 | Dev. Fees, CMAQ | | X | X | | | | | | |
| P11 | Patterson | Ward Ave | SR-33/ Ward Ave | Signalize intersection: add a northbound left turn lane. | \$1,860,130 | 2040 | Dev. Fees, CMAQ | | X | X | | | | | | |
| P12 | Patterson | Salado Av | Salado Av and Ward Av | Signalize intersection | \$1,117,428 | 2040 | Measure L, SB 1, STIP, CMAQ, STBG | | X | X | | | | | | |
| P13 | Patterson | Las Palmas Av | Las Palmas Av and Poplar Av | Signalize intersection and Lane Improvement | \$1,616,408 | 2040 | Measure L, SB 1, STIP, CMAQ, STBG | | X | X | | | | | | |
| P14 | Patterson | Sperry Rd | Ward Av to SR-33 | Widen from 2 to 4 lanes. | \$7,188,200 | 2040 | Measure L, SB 1, STIP, CMAQ, STBG | | X | X | | X | | | | |
| P15 | Patterson | Ward Av | Sperry Av to American Eagle Way | Widen from 2 to 4 lanes. | \$5,402,895 | 2040 | Measure L, SB 1, STIP, CMAQ, STBG | | X | X | | X | | | | |
| P16 | Patterson | Ward Av | American Eagle Way to SR-33 | Widen from 2 to 4 lanes. | \$5,775,968 | 2040 | Measure L, SB 1, STIP, CMAQ, STBG | | X | X | | X | | | | |
| P17 | Patterson | Ward Av | Sperry Av to Marshall Rd | Widen from 2 to 4 lanes. | \$17,853,476 | 2040 | Measure L, SB 1, STIP, CMAQ, STBG | | X | X | | X | | | | |
| P18 | Patterson | Walnut Ave | SR-33 to Sycamore Av | Adding center turn lane | \$6,952,725 | 2030 | Dev. Fees, CMAQ | | X | X | | X | | | | |
| | | | | Total Patterson | \$187,496,737 | | | | | | | | | | | |
| City of Riverbank | | | | | | | | | | | | | | | | |
| R01 | Riverbank | Various Locations | Various Locations | Roadway Rehabilitation | \$4,000,000 | 2022-2046 | STBGP, LTF, SB1, Measure L | X | | | | | | | | |

| PID | Project Details | | | | | | | Purpose/Need (P = Primary Purpose / X = Need) | | | | | | | |
|-------------------|-------------------|---|--|--|---------------|-----------------|--|---|-------------------|--------|-------|------------------|-----------------------|---------|-------|
| | Jurisdiction | Location | Project Limits | Description | Total Cost | Open to Traffic | Funding Source | System Preserv. | Capacity Enhance. | Safety | Oper. | Complete Streets | Active Transportation | Transit | Other |
| R02 | Riverbank | Various Locations | Various Locations | Preventative Maintenance | \$36,000,000 | 2022-2046 | STBGP, LTF, SB1, Measure L | X | | | | | | | |
| R03 | Riverbank | Patterson Road | First Street to Claus Rd | Install Complete Street Improvements | \$6,844,500 | 2030 | STBGP, Dev. Fees, Traffic Impact Fees | | X | X | | X | X | | |
| R04 | Riverbank | Roselle Avenue | Patterson to Claribel | Install Complete Street Improvements | \$4,311,400 | 2030 | Dev. Fees, Traffic Impact Fees | | X | X | | X | X | | |
| R05 | Riverbank | Claus Road | California to Claribel | Widen roadway from 2-4 lanes | \$1,895,700 | 2030 | Dev. Fees, Traffic Impact Fees | | X | | | | | | |
| R06 | Riverbank | Patterson Rd | Patterson at Third | Signal improvements | \$450,300 | 2030 | CMAQ | | | X | X | | | | |
| R07 | Riverbank | Claus Road | Claus at California | Signal improvements | \$652,400 | 2023 | CMAQ | | | X | X | | | | |
| R08 | Riverbank | Patterson Rd | Patterson at Eighth | Signal improvements | \$403,200 | 2030 | CMAQ | | | X | X | | | | |
| R09 | Riverbank | Roselle/Morrill Intersection Improvements | Roselle at Morrill | Intersection Improvements | \$434,000 | 2023 | CMAQ | | | | X | | | | |
| R10 | Riverbank | Claus Rd | SR-108 at Claus | Install signal light at Claus & SR-108 and Install congestion Management Improvements at First Street & SR-108 | \$4,201,000 | 2024 | Measure L, SB 1, STIP, CMAQ, STBGP | | | X | X | | | | |
| R11 | Riverbank | First Street | First Street north of Patterson Road | Railroad crossing improvements | \$396,600 | 2024 | Dev. Fees, Traffic Impact Fees | | | X | X | | X | | |
| R12 | Riverbank | Third Street | Third Street north of Patterson Road | Railroad crossing improvements | \$500,000 | 2025 | Dev. Fees, Traffic Impact Fees | | | X | X | | X | | |
| R13 | Riverbank | Eighth Street | Eighth Street north of Patterson Road | Railroad crossing improvements | \$500,000 | 2025 | Dev. Fees, Traffic Impact Fees | | | X | X | | X | | |
| R14 | Riverbank | Snedigar Road | Snedigar Road north of Patterson Road | Railroad crossing improvements | \$311,566 | 2023 | Dev. Fees, Traffic Impact Fees | | | X | X | | X | | |
| R15 | Riverbank | Patterson Rd | Patterson Road west of Terminal Avenue | Railroad crossing improvements | \$311,566 | 2025 | Dev. Fees, Traffic Impact Fees | | | X | X | | X | | |
| R16 | Riverbank | SR-108 | SR-108 at First Street | Install Congestion Management improvements | \$2,512,700 | 2027 | Measure L - Regional Project | | | | X | | | | |
| Total Riverbank | | | | | \$63,724,932 | | | | | | | | | | |
| StanCOG | | | | | | | | | | | | | | | |
| RE83 | StanCOG | SR-132 | East of State Route 99 to Dakota Ave (Phase 2 Ultimate 4 lane facility with SR-99 Connections) | State Route 132 West Freeway/Expressway Phase 2 - Phase 2 will add 2-lanes to the existing 2-lane facility to construct a four-lane freeway from Needham Street, east of State Route 99, to Dakota Avenue and provide direct connections to SR 99. | \$171,000,000 | 2028 | CFF, CMAQ, INFRA, Measure L, MEGA, PFF, RAISE, SB 1, STIP, STBGP | | X | X | X | | | | |
| Total StanCOG | | | | | \$171,000,000 | | | | | | | | | | |
| Stanislaus County | | | | | | | | | | | | | | | |
| S01 | Stanislaus County | Crows Landing Road Corridor Improvements | SR-99 to Interstate 5 | Improve 22 miles to Expressway standards | \$22,000,000 | 2035 | PFF, SB 1, Measure L, STBGP | | X | X | X | | | | |
| S02 | Stanislaus County | SR-99 | SR-99 Interchange with Crows Landing Road | Reconstruct interchange | \$35,000,000 | 2035 | PFF, SB 1, Measure L, STBGP | | X | | | | | | |
| S03 | Stanislaus County | I-5 | I-5 Interchange with Fink Road | Reconstruct interchange | \$25,000,000 | 2035 | PFF, SB 1, Measure L, STBGP | | X | | | | | | |
| S04 | Stanislaus County | SR-99 | SR-99 Interchange with Hammett Road | Reconstruct interchange | \$45,000,000 | 2035 | PFF, SB 1, Measure L, STBGP | | X | | | | | | |
| S21 | Stanislaus County | Various Locations | Various Locations | Roadway Rehabilitation | \$165,000,000 | 2040 | STBGP, Measure L, SB1 | X | | | | | | | |
| S24 | Stanislaus County | Albers Rd | Milnes Road to Claribel Road | Widen to 3 lanes | \$5,600,000 | 2030 | PFF, Measure L | | X | | | | | | |
| S25 | Stanislaus County | Crows Landing Rd | San Joaquin River Bridge | Seismic Bridge Replacement - 3-lane Bridge | \$25,623,882 | 2023 | HBP/LSSRP, RMRA | X | X | X | | | | | |
| S27 | Stanislaus County | Hills Ferry Rd | Hills Ferry Rd @ San Joaquin River | Seismic Bridge Replacement | \$22,928,000 | 2025 | HBP/LSSRP | X | | X | | | | | |
| S29 | Stanislaus County | Seventh St | Seventh St @ Tuolumne River Bridge | Seismic Bridge Replacement: 4 lane bridge with pedestrian access | \$73,000,000 | 2025 | HBP, RMRA, Measure L | X | X | X | | X | | | |
| S30 | Stanislaus County | Crows Landing Rd | Crows Landing Rd & Keyes Rd | Intersection improvements | \$3,000,000 | 2027 | CMAQ, PFF, Measure L | | | X | X | | | | |
| S31 | Stanislaus County | Crows Landing Rd | Crows Landing Rd & Fulkerth Ave | Intersection Improvements | \$3,000,000 | 2025 | PFF, Measure L | | | X | X | | | | |
| S32 | Stanislaus County | Kilburn Rd | Kilburn Rd @ Orestimba Creek Bridge | Replace Bridge (Critical) | \$4,125,000 | 2024 | HBP | | | X | X | | | | |
| S33 | Stanislaus County | Carpenter Rd | Crows Landing Rd & Carpenter Rd | Intersection Improvements | \$2,500,000 | 2029 | CMAQ, PFF, Measure L, SB1 | | | X | X | | | | |
| S34 | Stanislaus County | Carpenter Rd | Carpenter Rd & Grayson Rd | Intersection Improvements | \$2,500,000 | 2029 | CMAQ, PFF, Measure L, SB1 | | | X | X | | | | |
| S35 | Stanislaus County | Carpenter Rd | Carpenter Rd & Keyes Rd | Intersection Improvements | \$2,500,000 | 2031 | CMAQ, PFF, Measure L, SB1 | | | X | X | | | | |
| S36 | Stanislaus County | Carpenter Rd | Carpenter Rd & W. Main St | Intersection Improvements | \$2,500,000 | 2032 | CMAQ, PFF, Measure L, SB1 | | | X | X | | | | |
| S38 | Stanislaus County | W. Main St. | W. Main St & Central Ave | Intersection Improvements | \$5,000,000 | 2032 | CMAQ, PFF, Measure L, SB1 | | | X | X | | | | |
| S42 | Stanislaus County | Golden State Blvd | Golden State Blvd & Golf Rd / Berkeley Ave | Intersection Improvements | \$6,300,000 | 2025 | CMAQ, PFF, Measure L, SB1 | | | X | X | | | | |
| S43 | Stanislaus County | Keyes Road | Keyes Road & SR-99 Exit/Entrance Ramps | Ramp Signalization | \$1,000,000 | 2023 | PFF | | X | X | X | | | | |
| S44 | Stanislaus County | Santa Fe Ave | Santa Fe Ave & East Ave | Intersection Improvements | \$2,400,000 | 2038 | CMAQ, PFF, Measure L, SB1 | | | X | X | | | | |
| S45 | Stanislaus County | Santa Fe Ave | Santa Fe Ave & Keyes Rd | Intersection Improvements: Upgrade Railroad Crossing Equipment | \$3,600,000 | 2034 | CMAQ, PFF, Measure L, SB1 | | | X | X | | | | |
| S46 | Stanislaus County | Santa Fe Ave | Santa Fe Ave & Main St | Intersection Improvements: Upgrade Railroad Crossing Equipment | \$3,600,000 | 2036 | CMAQ, PFF, Measure L, SB1 | | | X | X | | | | |
| S47 | Stanislaus County | Santa Fe Ave | Santa Fe Ave & Service Rd | Intersection Improvements: Upgrade Railroad Crossing Equipment | \$3,600,000 | 2032 | CMAQ, PFF, Measure L, SB1 | | | X | X | | | | |
| S56 | Stanislaus County | Crows Landing Rd | Carpenter Rd to River Rd / Marshall Rd | Widen to 3 lanes | \$2,000,000 | 2030 | PFF, L | | X | | | | | | |
| S57 | Stanislaus County | Crows Landing Rd | River Rd/Marshall Rd to SR-33 | Widen to 3 lanes | \$9,700,000 | 2032 | PFF, L | | X | | | | | | |
| S65 | Stanislaus County | W. Main St | San Joaquin River to Carpenter Rd | Widen to 3 lanes | \$3,900,000 | 2033 | PFF, Measure L | | X | | | | | | |
| S66 | Stanislaus County | W. Main St | Carpenter Rd to Crows Landing Rd | Widen to 3 lanes | \$3,443,700 | 2034 | PFF, Measure L | | X | | | | | | |
| S67 | Stanislaus County | W. Main St | Crows Landing Rd to Mitchell Rd | Widen to 3 lanes | \$4,300,000 | 2035 | PFF, Measure L | | X | | | | | | |
| S68 | Stanislaus County | W. Main St | Mitchell Rd to Washington Rd | Widen to 3 lanes | \$3,783,900 | 2036 | PFF, Measure L | | X | | | | | | |
| S69 | Stanislaus County | SR-219 | SR-99 to McHenry Ave | Widen to 6-lanes | \$41,527,100 | 2035 | STIP | | X | | | | | | |
| S70 | Stanislaus County | Cooperstown Rd | Cooperstown Road at Gallup Creek | Bridge Replacement - Off System Bridge Toll Credits | \$3,100,000 | 2025 | HBP | X | | X | | | | | |
| S71 | Stanislaus County | Cooperstown Rd | Cooperstown Road at Rydberg Creek | Bridge Replacement - Off System Bridge Toll Credits | \$3,800,000 | 2025 | HBP | X | | X | | | | | |
| S72 | Stanislaus County | Crabtree Rd | Crabtree Road at Dry Creek | Bridge Replacement - Off System Bridge Toll Credits | \$5,462,400 | 2024 | HBP | X | | X | | | | | |
| S76 | Stanislaus County | St. Francis | St. Francis Ave at MID Main Canal | Bridge Replacement - Off System Bridge Toll Credits | \$3,035,000 | 2023 | HBP | X | | X | | | | | |
| S78 | Stanislaus County | Tim Bell Road | Tim Bell Road at Dry Creek | Bridge Replacement - Off System Bridge Toll Credits | \$20,495,000 | 2025 | HBP | X | | X | | | | | |
| S79 | Stanislaus County | Las Palmas Ave | Las Palmas Ave over San Joaquin River | Bridge Rehabilitation Preventative Maintenance | \$4,438,000 | 2024 | HBP | X | | X | | | | | |
| S80 | Stanislaus County | Milton Road | Milton Road over Rock Creek Tributary | Bridge Replacement - Off System Bridge Toll Credits | \$4,630,000 | 2025 | HBP | X | | X | | | | | |
| S81 | Stanislaus County | Sonora Road | Sonora Road over Martells Creek | Scour Countermeasure | \$2,401,484 | 2025 | HBP | X | | X | | | | | |
| S82 | Stanislaus County | Albers Road | Claribel Road to Warnerville Road | Widen to 5 lanes | \$6,000,000 | 2028 | PFF, Measure L, STBGP | | X | | | | | | |
| S84 | Stanislaus County | Oakdale-Waterford Hwy | Over Claribel Bridge Lateral | Replace Bridge | \$3,856,000 | 2025 | HBP | X | X | X | | | | | |
| S85 | Stanislaus County | Valley Home Rd. | Over Lone Tree Creek | Bridge Rehabilitation | \$3,000,000 | 2026 | HBP | X | | X | | | | | |
| S86 | Stanislaus County | Pioneer Ave. | Over Lone Tree Creek | Replace Bridge | \$3,421,000 | 2024 | HBP | X | X | X | | | | | |
| S88 | Stanislaus County | Milton Rd. | Over Hood Creek | Replace Bridge | \$4,725,000 | 2025 | HBP | X | X | X | | | | | |
| S89 | Stanislaus County | Lake Road | Over T.I.D. Main Canal | Replace Bridge | \$4,295,050 | 2030 | HBP | X | X | X | | | | | |
| S90 | Stanislaus County | Montpelier Road | Over Main Canal @ Dallas Rd | Replace Bridge | \$4,350,000 | 2025 | HBP | X | X | X | | | | | |
| S101 | Stanislaus County | SR-132 | SR-132 Dakota Avenue to Gates Road | Construct 2 or 4-lane divided expressway or freeway (County) | \$117,000,000 | 2028 | Measure L, SB 1, STIP, CMAQ, STBGP, PFF | | X | X | X | | | | |
| S103 | Stanislaus County | Faith Home Road | Hatch Road to Garner Road | 2-Lane Expressway | \$74,300,000 | 2025 | Measure L, SB 1, STIP, PFF, STBGP | | X | X | X | | | | |
| S104 | Stanislaus County | McHenry | Ladd Rd to the south end of the McHenry Bridge | Widen to 5 Lanes | \$22,322,000 | 2023 | Measure L, SB 1, STIP, PFF, STBGP, LPP, TIP | | X | | X | | | | |
| S106 | Stanislaus County | Quincy Road | Over TID Upper Lateral #3 | Replace Bridge | \$2,200,000 | 2024 | SB1 | X | | X | | | | | |
| S107 | Stanislaus County | Eastin Road | Eastin Road & Orestimba Creek | Low water crossing - bridge or culvert construction | \$400,000 | 2030 | HSIP, SB1 | | | X | | | | | |
| S108 | Stanislaus County | Crows Landing Road | Catfish Camp to 1,200' southwest | Raise Road profile | \$600,000 | 2024 | SB1 | | | X | X | | | | |
| S109 | Stanislaus County | Geer Road | Geer Road and Santa Fe Avenue | Intersection Improvements - curb, gutter, SD improvements @ NW corner | \$1,000,000 | 2026 | SB1 | | | | X | | | | |
| S110 | Stanislaus County | Faith Home Road | W. Main St & Faith Home Rd | Intersection Improvements | \$2,520,000 | 2030 | CMAQ, PFF, Measure L | | | | X | | | | |
| S111 | Stanislaus County | Faith Home Road | Faith Home Road @ Whitmore Avenue | Intersection Improvements | \$3,500,000 | 2026 | CMAQ, PFF, Measure L, SB1 | | X | X | X | | | | |
| S112 | Stanislaus County | Faith Home Road | Faith Home Road @ Roeding Road | Intersection Improvements | \$3,500,000 | 2026 | CMAQ, PFF, Measure L, SB1 | | X | X | X | | | | |
| S113 | Stanislaus County | Faith Home Road | Faith Home Road @ Service Road | Intersection Improvements | \$3,500,000 | 2026 | CMAQ, PFF, Measure L, SB1 | | X | X | X | | | | |
| S114 | Stanislaus County | Claribel Road | Claribel Road @ Langworth Road | Intersection Improvements | \$4,000,000 | 2027 | CMAQ, PFF, Measure L, SB1 | | X | X | X | | | | |
| S115 | Stanislaus County | Dakota Road | Dakota Road @ Beckwith Road | Intersection Improvements | \$3,500,000 | 2030 | Measure L, SB1, HSIP, CMAQ | | X | X | X | | | | |
| S116 | Stanislaus County | Grayson Road | Grayson Road @ Vivian Road | Intersection Improvements | \$3,000,000 | 2030 | Measure L, SB1, HSIP | | | X | X | | | | |
| S117 | Stanislaus County | Crows Landing Road | Crows Landing Road @ Marshall Road/River Road | Intersection Improvements | \$2,000,000 | 2024 | Measure L, SB1, CMAQ, HSIP, STBG | | X | X | X | | | | |
| S118 | Stanislaus County | Pirrone Road | Pirrone Road @ Sisk Road | Intersection Improvements | \$2,000,000 | 2023 | Measure L, SB1, HSIP, STBGP | | | X | X | | | | |
| S119 | Stanislaus County | Pirrone Road | Pirrone Road - Gateway Drive to Hammett Road | Roadway Realignment | \$2,500,000 | 2035 | Measure L, SB1 | | | | X | | | | |
| S120 | Stanislaus County | A Street | A Street @ 3rd Street | Intersection Improvements | \$750,000 | 2035 | Measure L, SB1 | | | X | X | | | | |
| S121 | Stanislaus County | Various Locations | Various Locations | ITS/Traffic Operations Improvements | \$20,000,000 | 2030 | Measure L, CMAQ, SB1, STBGP | | | | X | | | | |
| S122 | Stanislaus County | Various Locations | Various Locations | Roadway Safety Improvements | \$20,000,000 | 2030 | Measure L, SB1, HSIP, STBGP | | | X | X | | | | |
| S123 | Stanislaus County | W. Ike Crow Road | Bell Road to SR-33 | Widen to County Standard | \$1,250,000 | 2024 | HUTA, Measure L | | X | X | | | | | |

| PID | Project Details | | | | | | | Purpose/Need (P = Primary Purpose / X = Need) | | | | | | | |
|-----------------|-----------------|--|--|--|--------------|-----------------|----------------------------------|---|-------------------|--------|-------|------------------|-----------------------|---------|-------|
| | Jurisdiction | Location | Project Limits | Description | Total Cost | Open to Traffic | Funding Source | System Preserv. | Capacity Enhance. | Safety | Oper. | Complete Streets | Active Transportation | Transit | Other |
| C55 | Ceres | Park St | El Camino Ave to 6th Street | Class 2 Bicycle Lane. Parking removal. StanCOG Non-Motorized Transportation Master Plan Project ID: CER-4 | \$14,700 | 2022-2046 | ATP, SB 1, BIL/IIJA, CMAQ, STBGP | | | | | | X | | |
| C56 | Ceres | El Camino Ave | North Central Ave to Park St | Class 2 Bicycle Lane. Lane narrowing. StanCOG Non-Motorized Transportation Master Plan Project ID: CER-5 | \$114,000 | 2022-2046 | ATP, SB 1, BIL/IIJA, CMAQ, STBGP | | | | | | X | | |
| C57 | Ceres | North Central Ave | El Camino Ave to East Whitmore Ave | Class 2 Bicycle Lane. Parking removal. StanCOG Non-Motorized Transportation Master Plan Project ID: CER-6 | \$49,700 | 2022-2046 | ATP, SB 1, BIL/IIJA, CMAQ, STBGP | | | | | | X | | |
| C58 | Ceres | Central Ave, Herndon Rd, North Central Ave | East Hatch Rd to East Whitmore Ave | Class 4 Separated Bike Lane. Lane narrowing, parking removal (both sides). StanCOG Non-Motorized Transportation Master Plan Project ID: CER-7 | \$714,900 | 2022-2046 | ATP, SB 1, BIL/IIJA, CMAQ, STBGP | | | | | | X | | |
| C59 | Ceres | East Whitmore Ave, Whitmore Ave | Crows Landing Rd to Central Ave | Class 4 Separated Bike Lane. Lane narrowing. StanCOG Non-Motorized Transportation Master Plan Project ID: CER-8A | \$1,590,700 | 2022-2046 | ATP, SB 1, BIL/IIJA, CMAQ, STBGP | | | | | | X | | |
| C60 | Ceres | West Whitmore Ave | Ustick Rd to Crows Landing Rd | Class 1 Path. New construction. StanCOG Non-Motorized Transportation Master Plan Project ID: CER-8B | \$1,590,700 | 2022-2046 | ATP, SB 1, BIL/IIJA, CMAQ, STBGP | | | | | | X | | |
| C61 | Ceres | East Hatch Rd | Faith Home Rd to Boothe Rd | Class 1 Path. Paved existing path. StanCOG Non-Motorized Transportation Master Plan Project ID: CER-9 | \$817,600 | 2022-2046 | ATP, SB 1, BIL/IIJA, CMAQ, STBGP | | | | | | X | | |
| C62 | Ceres | Herndon Rd | East Hatch Rd to Joyce Ave | Class 4 Separated Bike Lane. New construction, south side of roadway. StanCOG Non-Motorized Transportation Master Plan Project ID: CER-10 | \$105,200 | 2022-2046 | ATP, SB 1, BIL/IIJA, CMAQ, STBGP | | | | | | X | | |
| Total Ceres | | | | | \$19,107,000 | | | | | | | | | | |
| City of Hughson | | | | | | | | | | | | | | | |
| H08 | Hughson | Hatch Rd | Santa Fe Ave to Euclid Ave | Construct Multi-Use Trail | \$783,000 | 2025 | CMAQ, Measure L, ATP | | | | | | X | | |
| H09 | Hughson | Whitmore Avenue | E of Tully Road to Charles Street | Construction Sidewalk and pedestrian improvements (across railroad tracks) | \$393,000 | 2023 | CMAQ, STBGP, ATP | | | | | | X | | |
| H10 | Hughson | Various Locations | Various Locations | Construct Bikeway and Pedestrian Improvements (Per Non-Motorized Plan) | \$1,981,300 | 2022-2046 | CMAQ, STBGP, ATP | | | | | X | | | |
| H11 | Hughson | Hughson Avenue | Santa Fe Avenue to 7th Street | Construct Sidewalk In-Fill and Streetscape Improvements (ADA) | \$500,000 | 2023 | Measure L, Dev. Impact Fees | | | | | X | | | |
| H12 | Hughson | Various Locations | Various Locations | Construct Sidewalk In-Fill and Streetscape Improvements (ADA) | \$192,000 | 2022-2046 | CMAQ, CDBG | | | | | X | | | |
| H13 | Hughson | Tully Rd | Fox Road to Santa Fe Ave | Bicycle Lane (Class 2), Bicycle boulevard (Class 3), and pedestrian improvements. (Non-Motorized Transportation Plan Top 25: Route 20A) | \$680,100 | 2022-2046 | ATP, SB 1, BIL/IIJA, CMAQ, STBGP | | | | | | X | | |
| H14 | Hughson | E. Hatch Rd | Santa Fe Ave. to Geer Rd | Path (Class 1) and pedestrian improvements. (Non-Motorized Transportation Plan Top 25: Route 20B) | \$3,099,100 | 2022-2046 | ATP, SB 1, BIL/IIJA, CMAQ, STBGP | | | | | | X | | |
| H15 | Hughson | Santa Fe Ave | East Hatch to 7th St | Class 3.5 Bicycle Route with Wide Shoulders. Widen shoulder to at least 4 feet, wider preferred. StanCOG Non-Motorized Transportation Master Plan Project ID: HU-3 | \$1,503,200 | 2022-2046 | ATP, SB 1, BIL/IIJA, CMAQ, STBGP | | | | | | X | | |
| Total Hughson | | | | | \$9,131,700 | | | | | | | | | | |
| City of Modesto | | | | | | | | | | | | | | | |
| M24 | Modesto | Various Locations | Various Locations | Non-Motorized Improvements | \$30,000,000 | 2022-2046 | CMAQ, BTA, Measure L | | | | | | X | | |
| M25 | Modesto | Various Locations | Various Locations | Safe Routes to School projects | \$8,000,000 | 2022-2046 | ATP, Measure L | | | | | | X | | |
| M26 | Modesto | Hetch Hetchy ROW | Semallon Dr to Riverbank | Class I Trail Improvements | \$6,000,000 | 2030 | CMAQ, CFF | | | | | | X | | |
| M27 | Modesto | Lincoln Corridor | Yosemite to Orangeburg | Class I Bike path/Ped Bike Bridge | \$10,000,000 | 2040 | ATP, Measure L | | | X | | | X | | |
| M28 | Modesto | Virginia Corridor | Woodrow to Pelandale | Bike/Ped facility including overcrossings | \$8,000,000 | 2040 | CMAQ, CFF, Local | | | | | X | X | | |
| M29 | Modesto | Downtown Class IV | Virginia Corridor to Dry Creek | Class IV Bike Path | \$5,000,000 | 2025 | ATP, Measure L | | | | | X | X | | |
| M30 | Modesto | Dry Creek Bike Path | Kewin to Beardbrook Park | Class I Bike Path Connecting Trails | \$5,000,000 | 2028 | ATP, Measure L | | | | | | X | | |
| M31 | Modesto | MID Canal System | MID Lateral Nos. 3, 4 and 7 | Construct Class I Trail along MID Lateral Nos. 3, 4 and 7 | \$15,000,000 | 2022-2046 | CMAQ, CFF, Measure L | | | X | | | X | | |
| M32 | Modesto | MID Canal System | Carver to Virginia Corridor | Class I Bike Path along MID | \$3,000,000 | 2024 | CFF, Measure L | | | X | | | X | | |
| M33 | Modesto | Stoddard Ave | Campus Way to Tully Rd | MJC Class I Bike Path Phase 3 | \$2,000,000 | 2024 | Measure L | | | | | X | X | | |
| M34 | Modesto | Claus Rd | Briggsmore to Sylvan | Class I Bike Path along Claus Rd. | \$4,000,000 | 2025 | STBGP, CFF | | | X | | X | X | | |
| M35 | Modesto | Tuolumne River Restoration Project | Mitchell Rd to Carpenter Rd | Remaining Trail Improvements | \$20,000,000 | 2030 | CMAQ, PROP 84 | | | | | | X | | |
| M36 | Modesto | Pelandale Ave | Dale Road to Virginia Corridor | Class I bike path | \$5,000,000 | 2025 | CMAQ, CFF, Measure L | | | X | | X | X | | |
| M37 | Modesto | Various Locations | Various Locations | Pedestrian/ADA modifications | \$20,000,000 | 2022-2030 | CMAQ, CFF, BTA, Measure L | | | | | X | X | | |
| M38 | Modesto | Various Locations | Various Locations | Class II Bicycle Improvements (Class II - Signage/Striping, Curb, Gutter & Sidewalk) | \$10,000,000 | 2022-2030 | CMAQ, CFF, BTA | | | | | X | X | | |
| M39 | Modesto | Paradise Road Area | Paradise from Sheridan to 1st, S. Jefferson from Paradise to Vine, 1st from Vine to Sierra and G St from Sierra to 2nd | Pedestrian and Bicycle Safety Improvements around Modesto High School | \$4,000,000 | 2022 | ATP, Local, Measure L | | | X | | X | X | | |
| M40 | Modesto | Various Locations | Various Locations | Non-Motorized Improvements | \$30,553,200 | 2022-2035 | STBGP | | | | | | X | | |
| M41 | Modesto | 9th Street | Carpenter Road to J Street | Complete Streets/Bike Trail Improvements | \$10,000,000 | 2025 | ATP, AHSC, Local, Measure L | | | X | | X | X | | |
| M42 | Modesto | Various Locations | Various Locations | Rectangular Rapid Flashing Beacons | \$4,000,000 | 2025 | HSIP, Measure L, SB1 | | | X | X | | X | | |
| M43 | Modesto | Tuolumne River Trail Extension | Ustick Rd to Golden State Highway | Class 1 Path. New construction, south side of roadway. StanCOG Non-Motorized Transportation Master Plan Project ID: MOD-1 | \$1,430,700 | 2022-2046 | ATP, SB 1, BIL/IIJA, CMAQ, STBGP | | | | | | X | | |
| M44 | Modesto | Ustick Rd/Sutter Ave/Garden Ave/Roselawn Ave | W. Whitmore Ave to South Ave | Path (Class 1) and Bicycle Boulevard (Class 3), and pedestrian improvements. (Non-Motorized Transportation Plan Top 25: Route 5) | \$8,311,399 | 2022-2046 | | | | | | | X | | |
| M45 | Modesto | Robertson Rd | Sutter Ave to South Carpenter Rd | Class 3 Bicycle Boulevard. Traffic calming, signage, and crossing treatments. StanCOG Non-Motorized Transportation Master Plan Project ID: MOD-3 | \$119,200 | 2022-2046 | ATP, SB 1, BIL/IIJA, CMAQ, STBGP | | | | | | X | | |
| M46 | Modesto | S. Carpenter Rd | Paradise Ave to W. Briggsmore Ave | Separated Bike Lane (Class 4) and pedestrian improvements. (Non-Motorized Transportation Plan Top 25: Route 6) | \$7,702,400 | 2022-2046 | | | | | | | X | | |
| M47 | Modesto | Wade Ave/Rouse Ave | Paradise Ave to Tuolumne Creek | Bicycle Boulevard (Class 3) and pedestrian improvements. (Non-Motorized Transportation Plan Top 25: Route 4) | \$1,475,000 | 2022-2046 | ATP, SB 1, BIL/IIJA, CMAQ, STBGP | | | | | | X | | |
| M48 | Modesto | H St | 1st St to 17th St | Class 4 Separated Bike Lane (Class 4). (Non-Motorized Transportation Plan Top 25: Route 9) | \$2,451,400 | 2022-2046 | ATP, SB 1, BIL/IIJA, CMAQ, STBGP | | | | | | X | | |
| M49 | Modesto | Paradise Rd | 1st St to South Carpenter Rd | Class 2 Buffered Bicycle Lane. Lane removal (currently planned project). StanCOG Non-Motorized Transportation Master Plan Project ID: MOD-7 | \$261,700 | 2022-2046 | ATP, SB 1, BIL/IIJA, CMAQ, STBGP | | | | | | X | | |
| M50 | Modesto | 1st St | South Washington St to Sierra Drive | Class 3 Bicycle Boulevard. Install traffic calming, signage, and crossing treatments. StanCOG Non-Motorized Transportation Master Plan Project ID: MOD-8 | \$17,600 | 2022-2046 | ATP, SB 1, BIL/IIJA, CMAQ, STBGP | | | | | | X | | |
| M51 | Modesto | South Washington St | 1st St to Maze Blvd | Class 4 Separated Bike Lane. Parking removal (one side). StanCOG Non-Motorized Transportation Master Plan Project ID: MOD-9 | \$280,400 | 2022-2046 | ATP, SB 1, BIL/IIJA, CMAQ, STBGP | | | | | | X | | |
| M52 | Modesto | L St, Maze Blvd | 9th St to 5th St | Class 4 Separated Bike Lane. Travel lane removal (4 to 3). StanCOG Non-Motorized Transportation Master Plan Project ID: MOD-10A | \$245,400 | 2022-2046 | ATP, SB 1, BIL/IIJA, CMAQ, STBGP | | | | | | X | | |
| M53 | Modesto | L St | 9th St to Needham St | Class 2 Buffered Bicycle Lane. Lane removal. StanCOG Non-Motorized Transportation Master Plan Project ID: MOD-10B | \$167,700 | 2022-2046 | ATP, SB 1, BIL/IIJA, CMAQ, STBGP | | | | | | X | | |
| M54 | Modesto | 17th St | H St to Needham St | Class 4 Separated Bike Lane. Lane removal. StanCOG Non-Motorized Transportation Master Plan Project ID: MOD-11 | \$133,300 | 2022-2046 | ATP, SB 1, BIL/IIJA, CMAQ, STBGP | | | | | | X | | |
| M55 | Modesto | Needham St | Downey Ave to College Ave | Class 4 Separated Bike Lane. Parking lane removal (both sides) StanCOG Non-Motorized Transportation Master Plan Project ID: MOD-12 | \$504,600 | 2022-2046 | ATP, SB 1, BIL/IIJA, CMAQ, STBGP | | | | | | X | | |
| M56 | Modesto | 12th St | D St to B St | Class 3 Bicycle Route. Wayfinding. StanCOG Non-Motorized Transportation Master Plan Project ID: MOD-13A | \$5,000 | 2022-2046 | ATP, SB 1, BIL/IIJA, CMAQ, STBGP | | | | | | X | | |
| M57 | Modesto | 12th St | D St to Virginia Ave | Class 4 Separated Bike Lane. Lane narrowing. StanCOG Non-Motorized Transportation Master Plan Project ID: MOD-13B | \$637,700 | 2022-2046 | ATP, SB 1, BIL/IIJA, CMAQ, STBGP | | | | | | X | | |
| M58 | Modesto | B St | 9th St to 12 St | Class 2 Buffered Bicycle Lane. Lane narrowing. StanCOG Non-Motorized Transportation Master Plan Project ID: MOD-14 | \$90,100 | 2022-2046 | ATP, SB 1, BIL/IIJA, CMAQ, STBGP | | | | | | X | | |
| M59 | Modesto | 9th St, South 9th St | Latimer Ave to B St | Class 4 Separated Bike Lane. Lane narrowing. StanCOG Non-Motorized Transportation Master Plan Project ID: MOD-15 | \$728,900 | 2022-2046 | ATP, SB 1, BIL/IIJA, CMAQ, STBGP | | | | | | X | | |
| M60 | Modesto | D St | 14th St to 12th St | Class 4 Separated Bike Lane. Parking lane removal (both sides) or a 4-3 road diet with one lane parking lane removal (one side). StanCOG Non-Motorized Transportation Master Plan Project ID: MOD-16 | \$98,300 | 2022-2046 | ATP, SB 1, BIL/IIJA, CMAQ, STBGP | | | | | | X | | |
| M61 | Modesto | Yosemite Blvd | D St to Garner Rd | Class 4 Separated Bike Lane. Parking lane removal (both sides). StanCOG Non-Motorized Transportation Master Plan Project ID: MOD-17 | \$2,557,700 | 2022-2046 | ATP, SB 1, BIL/IIJA, CMAQ, STBGP | | | | | | X | | |
| M62 | Modesto | Claus Rd | SR-132 to Garst Rd | Multi-Use Path (Class 1) and pedestrian improvements. (Non-Motorized Transportation Plan Top 25: Route 8) | \$798,800 | 2022-2046 | ATP, SB 1, BIL/IIJA, CMAQ, STBGP | | | | | | X | | |
| M63 | Modesto | Oakdale Rd | Sylvan Ave to SR-132 | Separated Bike Lane (Class 4) and pedestrian improvements. (Non-Motorized Transportation Plan Top 25: Route 2) | \$6,037,600 | 2022-2046 | ATP, SB 1, BIL/IIJA, CMAQ, STBGP | | | | | | X | | |
| M64 | Modesto | Sylvan Ave | Coffee Rd to Claus Rd (Proposed) | Class 4 Separated Bike Lane. Lane narrowing, lane removal. StanCOG Non-Motorized Transportation Master Plan Project ID: MOD-20 | \$2,109,200 | 2022-2046 | ATP, SB 1, BIL/IIJA, CMAQ, STBGP | | | | | | X | | |
| M65 | Modesto | Coffee Rd | East Briggsmore Ave to Sylvan Ave | Class 4 Separated Bike Lane. Lane removal, lane narrowing. StanCOG Non-Motorized Transportation Master Plan Project ID: MOD-21 | \$1,044,200 | 2022-2046 | ATP, SB 1, BIL/IIJA, CMAQ, STBGP | | | | | | X | | |
| M66 | Modesto | Briggsmore Ave | Sisk Rd to Claus Rd | Multi-Use Path (Class 1); Separated Bike Lane (Class 4) and pedestrian improvements. (Non-Motorized Transportation Plan Top 25: Route 1) | \$10,659,200 | 2022-2046 | ATP, SB 1, BIL/IIJA, CMAQ, STBGP | | | | | | X | | |
| M67 | Modesto | Sisk Rd | Standiford Ave to W Briggsmore Ave | Separated Bike Lane (Class 4) and pedestrian improvements. (Non-Motorized Transportation Plan Top 25: Route 3) | \$2,377,900 | 2022-2046 | ATP, SB 1, BIL/IIJA, CMAQ, STBGP | | | | | | X | | |
| M68 | Modesto | Dale Rd, Standiford Ave | Pelandale Ave to Sisk Rd | Class 4 Separated Bike Lane. Lane removal, lane narrowing. StanCOG Non-Motorized Transportation Master Plan Project ID: MOD-24 | \$770,900 | 2022-2046 | ATP, SB 1, BIL/IIJA, CMAQ, STBGP | | | | | | X | | |
| M69 | Modesto | Tully Rd | West Briggsmore Ave to North 9th Street | Class 4 Separated Bike Lane. Travel lane removal, add vertical elements to existing buffered bike lanes. StanCOG Non-Motorized Transportation Master Plan Project ID: MOD-25 | \$1,072,300 | 2022-2046 | ATP, SB 1, BIL/IIJA, CMAQ, STBGP | | | | | | X | | |
| M70 | Modesto | Stoddard Ave | Tully Rd to Terminal Ave | Class 3 Bicycle Boulevard. Install traffic calming, signage, and crossing treatments. StanCOG Non-Motorized Transportation Master Plan Project ID: MOD-26 | \$42,200 | 2022-2046 | ATP, SB 1, BIL/IIJA, CMAQ, STBGP | | | | | | X | | |
| M71 | Modesto | Root Lateral Path | East Briggsmore Ave to Virginia Ave | Class 1 Path. Pave side of existing irrigation canal. StanCOG Non-Motorized Transportation Master Plan Project ID: MOD-27 | \$3,221,100 | 2022-2046 | ATP, SB 1, BIL/IIJA, CMAQ, STBGP | | | | | | X | | |

| PID | Project Details | | | | | | | Purpose/Need (P = Primary Purpose / X = Need) | | | | | | | | |
|-------------------|-----------------|--|--|---|---------------|-----------------|--|---|-------------------|--------|-------|------------------|-----------------------|---------|-------|--|
| | Jurisdiction | Location | Project Limits | Description | Total Cost | Open to Traffic | Funding Source | System Preserv. | Capacity Enhance. | Safety | Oper. | Complete Streets | Active Transportation | Transit | Other | |
| M72 | Modesto | Blue Gum Ave | North Carpenter Rd to Poust Rd | Class 4 Separated Bike Lane. Lane narrowing. StanCOG Non-Motorized Transportation Master Plan Project ID: MOD-28 | \$525,600 | 2022-2046 | ATP, SB 1, BIL/IUA, CMAQ, STBGP | | | | | | X | | | |
| M73 | Modesto | McHenry Ave | West Briggsmore Ave to J St | Class 4 Separated Bike Lane. Travel lane removal, parking removal (both sides). StanCOG Non-Motorized Transportation Master Plan Project ID: MOD-29 | \$1,198,300 | 2022-2046 | ATP, SB 1, BIL/IUA, CMAQ, STBGP | | | | | | X | | | |
| M74 | Modesto | Needham St | Nellie Ave to 10th St | Class 3 Bicycle Route. Wayfinding. StanCOG Non-Motorized Transportation Master Plan Project ID: MOD-30A | \$2,200 | 2022-2046 | ATP, SB 1, BIL/IUA, CMAQ, STBGP | | | | | | X | | | |
| M75 | Modesto | Needham St, North 9th St | Tully Rd to Nellie Ave | Class 4 Separated Bike Lane. Lane removal. StanCOG Non-Motorized Transportation Master Plan Project ID: MOD-30B | \$196,400 | 2022-2046 | ATP, SB 1, BIL/IUA, CMAQ, STBGP | | | | | | X | | | |
| M76 | Modesto | Claus Rd | Sylvan Ave to Santa Fe Ave (Proposed) | Class 3.5 Bicycle Route with Wide Shoulders. Lane narrowing. StanCOG Non-Motorized Transportation Master Plan Project ID: MOD-31 | \$189,900 | 2022-2046 | ATP, SB 1, BIL/IUA, CMAQ, STBGP | | | | | | X | | | |
| M77 | Modesto | Tuolumne River Trail | Tuolumne River Bike Trail to River Rd | Class 1 Path. New construction. StanCOG Non-Motorized Transportation Master Plan Project ID: MOD-32 | \$572,300 | 2022-2046 | ATP, SB 1, BIL/IUA, CMAQ, STBGP | | | | | | X | | | |
| M78 | Modesto | Torrid Ave | Mercy Ave to N Carpenter Rd | Class 3 Bicycle Boulevard. Traffic calming, wayfinding. StanCOG Non-Motorized Transportation Master Plan Project ID: MOD-33 | \$90,300 | 2022-2046 | ATP, SB 1, BIL/IUA, CMAQ, STBGP | | | | | | X | | | |
| M79 | Modesto | Woodland Ave | N Carpenter Rd to N 9th Street | Class 2 Bicycle Lane. Lane narrowing, add markings/signage. StanCOG Non-Motorized Transportation Master Plan Project ID: MOD-34 | \$207,400 | 2022-2046 | ATP, SB 1, BIL/IUA, CMAQ, STBGP | | | | | | X | | | |
| Total Modesto | | | | | \$257,887,499 | | | | | | | | | | | |
| City of Newman | | | | | | | | | | | | | | | | |
| N28 | Newman | Various Locations | Various Locations | Bicycle and Pedestrian Improvements | \$6,543,500 | 2022-2046 | CFF, LTF, CMAQ, STBGP, Local | | | | | X | X | | | |
| N29 | Newman | Canal School Rd/Hills Ferry Rd | Canal School Road/Hills Ferry From Driskell to City LID Project | Class I Multiuse Path | \$750,000 | 2025 | CFF, LTF, CMAQ, STBGP, ATP, Local | | | X | | X | X | | | |
| N30 | Newman | Kern, Merced, and Inyo | Intersections of SR33 and Kern St | Install bicycle detector loops | \$100,000 | 2035 | CFF, LTF, CMAQ, STBGP, ATP, Local | | | X | X | X | X | | | |
| N31 | Newman | Kern, Merced, and Inyo | Intersection of SR33 and Merced St | Install bicycle detector loops | \$100,000 | 2035 | CFF, LTF, CMAQ, STBGP, ATP, Local | | | X | X | X | X | | | |
| N32 | Newman | Kern, Merced, and Inyo | Intersections of SR33 and Inyo Ave | Install bicycle detector loops | \$100,000 | 2035 | CFF, LTF, CMAQ, STBGP, ATP, Local | | | X | X | X | X | | | |
| N33 | Newman | City Parks | At City Parks | Bike Parking facilities at City Parks | \$150,000 | 2035 | CFF, LTF, CMAQ, STBGP, ATP, Local | | | X | | | X | | | |
| N34 | Newman | City Schools | At City Schools | Bike Parking facilities at City Schools | \$150,000 | 2035 | CFF, LTF, CMAQ, STBGP, ATP, Local | | | X | | | X | | | |
| N35 | Newman | Various Locations | <ul style="list-style-type: none"> At Jensen Road and N Street Along Sherman Parkway At Orestimba Road and T Street At Inyo Avenue and Upper Road At Inyo Avenue and T Street At Inyo Avenue and P Street/Prince Street At Merced Street and Barrington Avenue At Hills Ferry Road and Canal School Road | Install bicycle crossing warning signs at unsignalized intersections | \$150,000 | 2022-2046 | CFF, LTF, CMAQ, STBGP, ATP, Local | | | X | | X | X | | | |
| N36 | Newman | Merced St | Merced St at Railroad | Pedestrian RR Crossing Improvements | \$150,000 | 2025 | CFF, LTF, CMAQ, STBGP, ATP, Local | | | X | | X | X | | | |
| N37 | Newman | Sherman Pkwy | Sherman Pkwy at Railroad | Pedestrian RR Crossing Improvements | \$150,000 | 2025 | CFF, LTF, CMAQ, STBGP, ATP, Local | | | X | | X | X | | | |
| N38 | Newman | Driskell Ave | Driskell Ave at Railroad | Pedestrian RR Crossing Improvements | \$150,000 | 2025 | CFF, LTF, CMAQ, STBGP, ATP, Local | | | X | | X | X | | | |
| N39 | Newman | T Street | T Street from Inyo Ave to Orestimba High School | Class I Multiuse Path, pedestrian and bicycle improvements | \$1,300,000 | 2025 | CFF, LTF, CMAQ, STBGP, ATP, Local | | | X | | X | X | | | |
| N40 | Newman | Jensen Rd | SR33 to Hardin | Class I Multiuse Path, pedestrian and bicycle improvements | \$1,300,000 | 2030 | CFF, LTF, CMAQ, STBGP, ATP, Local | | | X | | X | X | | | |
| N41 | Newman | Various Locations | Various Locations | Construct Bicycle Parking Facilities and Bus Shelters (Figure 4-4 in Non-motorized Transportation Plan) | \$200,000 | 2022-2046 | CFF, LTF, CMAQ, ATP, Local | | | X | | | X | X | | |
| N42 | Newman | Eucalyptus Ave | Merced St to Sherman Parkway | Bicycle and Pedestrian Improvements | \$500,000 | 2030 | CFF, LTF, CMAQ, ATP, Local | | | X | | X | X | | | |
| N43 | Newman | Fig Lane | Yolo St to Jensen Rd | Bicycle and Pedestrian Improvements | \$750,000 | 2030 | CFF, LTF, CMAQ, ATP, Local | | | X | | X | X | | | |
| N44 | Newman | Hardin Rd | Yolo St to Jensen Rd | Bicycle and Pedestrian Improvements | \$750,000 | 2030 | CFF, LTF, CMAQ, ATP, Local | | | X | | X | X | | | |
| N45 | Newman | T St | Yolo St to Merced St | Buffered Bicycle Lane (Class 2) and pedestrian improvements. (Non-Motorized Transportation Plan Top 25: Route 18) | \$793,600 | 2022-2046 | ATP, SB 1, BIL/IUA, CMAQ, STBGP | | | | | | X | | | |
| N46 | Newman | Yolo St | S St to Q St | Class 2 Bicycle Lane. Lane narrowing. StanCOG Non-Motorized Transportation Master Plan Project ID: NEW-2 | \$43,900 | 2022-2046 | ATP, SB 1, BIL/IUA, CMAQ, STBGP | | | | | | X | | | |
| N47 | Newman | CA 33, N St | Jensen Rd to Merced County Line | Class 2 Bicycle Lane. Lane narrowing, widen shoulder to at least 4'. StanCOG Non-Motorized Transportation Master Plan Project ID: NEW-3 | \$6,513,800 | 2022-2046 | ATP, SB 1, BIL/IUA, CMAQ, STBGP | | | | | | X | | | |
| Total Newman | | | | | \$20,644,800 | | | | | | | | | | | |
| City of Oakdale | | | | | | | | | | | | | | | | |
| O17 | Oakdale | Stanislaus River Corridor | South of Kerr Park to A Street | Construct Class I Bike Lane to connect to the D Street multi use trail. | \$3,599,050 | 2040 | CFF, CMAQ, LTF, Developer Fees, Grants | | | | | | X | | | |
| O18 | Oakdale | Valley View Multi-Use Trail, Phase I | North of Kerr Park to Valley View Park | Construct Class I Bike Lane along Stanislaus River to connect to the existing Valley View Trail. | \$1,144,000 | 2040 | CMAQ, Grants | | | | | | X | | | |
| O19 | Oakdale | Various Locations | Various Locations | Install Sidewalks; upgrade ADA-compliant ramps; install and/or enhance crosswalks | \$3,000,000 | 2022-2046 | CMAQ, Grants, LTF, Measure L | | | | | X | X | | | |
| O20 | Oakdale | Various Locations | Various Locations | Pedestrian/Bicycle Infrastructure Improvements | \$3,032,200 | 2022-2046 | STBGP | | | | | | X | | | |
| O21 | Oakdale | Willowood Drive | F Street (SR-108) to Oakdale City Limits North of Pontiac St | Bicycle Boulevard (Class 3) and pedestrian improvements. (Non-Motorized Transportation Plan Top 25: Route 16A) | \$64,000 | 2022-2046 | ATP, SB 1, BIL/IUA, CMAQ, STBGP | | | | | | X | | | |
| O22 | Oakdale | F Street | Yosemite Ave to Crane Rd | Separated Bicycle Lane (Class 4) and pedestrian improvements. (Non-Motorized Transportation Plan Top 25: Route 16B) | \$3,628,400 | 2022-2046 | ATP, SB 1, BIL/IUA, CMAQ, STBGP | | | | | | X | | | |
| O23 | Oakdale | North Yosemite Ave | South Yosemite Ave to Stanislaus River Trail (Proposed) | Class 4 Separated Bike Lane. Lane removal. StanCOG Non-Motorized Transportation Master Plan Project ID: OAK-3 | \$567,700 | 2022-2046 | ATP, SB 1, BIL/IUA, CMAQ, STBGP | | | | | | X | | | |
| Total Oakdale | | | | | \$15,035,350 | | | | | | | | | | | |
| City of Patterson | | | | | | | | | | | | | | | | |
| P19 | Patterson | Various Locations | Various Locations | Roadway Rehabilitation and complete street improvements. | \$5,510,100 | 2022-2046 | STBGP, CMAQ | | | | | X | X | | | |
| P20 | Patterson | Various Locations | Various Locations | Construct & Rehabilitate Class I and Class II bike lanes | \$3,964,600 | 2022-2046 | CMAQ | | | | | X | X | | | |
| P21 | Patterson | SR-33, North 2nd St, South 2nd St | Barth Ave to Eucalyptus Ave | Class 3.5 Bicycle Route with Wide Shoulders. Widen shoulder to at least 4 feet, wider preferred. StanCOG Non-Motorized Transportation Master Plan Project ID: PAT-1 | \$2,064,900 | 2022-2046 | ATP, SB 1, BIL/IUA, CMAQ, STBGP | | | | | | X | | | |
| P22 | Patterson | Plaza, West Las Palmas Ave | Ward Ave to South 2nd St | Class 2 Bicycle Lane. Lane narrowing. StanCOG Non-Motorized Transportation Master Plan Project ID: PAT-2 | \$227,900 | 2022-2046 | ATP, SB 1, BIL/IUA, CMAQ, STBGP | | | | | | X | | | |
| P23 | Patterson | Las Palmas Ave | Ward Ave to South 2nd St | Bicycle Lane (Class 2) and pedestrian improvements. (Non-Motorized Transportation Plan Top 25: Route 17A) | \$941,300 | 2022-2046 | ATP, SB 1, BIL/IUA, CMAQ, STBGP | | | | | | X | | | |
| P24 | Patterson | Ward Ave | M St to Sperry Ave | Multi-Use Path (Class 1), Bicycle Lane (Class 2), Separated Bike Lane (Class 4) and pedestrian improvements. (Non-Motorized Transportation Plan Top 25: Route 17B) | \$1,820,400 | 2022-2046 | ATP, SB 1, BIL/IUA, CMAQ, STBGP | | | | | | X | | | |
| P25 | Patterson | East Las Palmas Ave, West Las Palmas Ave | North 2nd St to South Hartley St | Class 2 Bicycle Lane. Lane narrowing. StanCOG Non-Motorized Transportation Master Plan Project ID: PAT-4 | \$137,400 | 2022-2046 | ATP, SB 1, BIL/IUA, CMAQ, STBGP | | | | | | X | | | |
| Total Patterson | | | | | \$14,666,600 | | | | | | | | | | | |
| City of Riverbank | | | | | | | | | | | | | | | | |
| R17 | Riverbank | Oakdale Road | Patterson Rd to Claribel Ave | Bicycle Lanes | \$166,000 | 2023 | CMAQ, Measure L | | | X | | X | X | | | |
| R18 | Riverbank | Various Locations | Various Locations | Pedestrian/Bicycle Infrastructure Improvements | \$4,768,600 | 2022-2046 | CMAQ, LTF, Measure L | | | | | X | X | | | |
| R19 | Riverbank | Various Locations | Various Locations | ADA/Sidewalk Improvements | \$1,811,900 | 2022-2046 | SB1, Measure L | | | | | X | X | | | |
| R20 | Riverbank | Various Locations | Various Locations | School Traffic Safety Project | \$1,461,100 | 2022-2046 | ATP | | | | | X | X | | | |
| R21 | Riverbank | Hetch Hetchy Trail System | Hetch Hetchy Trail | Install trail system improvements | \$1,730,100 | 2028 | Park Development Fees | | | | | | X | | | |
| R22 | Riverbank | Jacob Myer Park Pedestrian Bridge | Jacob Myer Park Bridge | Install trail system bridge | \$9,828,200 | 2028 | CMAQ, Dev. Fees/Traffic Impact Fees | | | | | | X | | | |
| R23 | Riverbank | Various Locations | Various Locations | Rails with Trails | \$817,800 | 2024-2029 | Park Development Fees, CMAQ | | | X | | | X | | | |
| R24 | Riverbank | Callander Avenue | Bicycle/Pedestrian/Traffic Management Improvements | Install Bicycle & Pedestrian infrastructure improvements | \$1,600,000 | 2028 | CMAQ, ATP, Measure L, SB 1 | | | X | | X | X | | | |
| R25 | Riverbank | Roselle Avenue | Roselle Avenue Patterson to Pocket | Sidewalk & ADA Improvements, Drainage and ROW | \$330,000 | 2022 | LTF, CMAQ | | | | | X | X | | | |
| R26 | Riverbank | Roselle Avenue | Patterson Rd to Claribel Rd | Bicycle Lane Striping and Road Improvements | \$267,050 | 2022 | CMAQ | | | | | X | X | | | |
| R27 | Riverbank | Roselle Avenue | Pedestrian Access over MID Canal | Installation of Sidewalk over MID Canal | \$400,000 | 2022 | CMAQ | | | | | | X | | | |
| R28 | Riverbank | Patterson Road | Terminal to Claus Road | Bicycle/Pedestrian Path along BNSF Railroad | \$1,200,000 | 2023 | ATP | | | X | | | X | | | |
| R29 | Riverbank | Roselle Avenue | Crawford Road to Sylvan Avenue | Bicycle/Pedestrian Path w/ ADA | \$1,614,000 | 2025 | ATP | | | X | | | X | | | |
| R30 | Riverbank | Atchison St | 7th St to 8th St | Class 4 Separated Bike Lane. Lane narrowing. StanCOG Non-Motorized Transportation Master Plan Project ID: RB-1 | \$84,200 | 2022-2046 | ATP, SB 1, BIL/IUA, CMAQ, STBGP | | | | | | X | | | |
| R31 | Riverbank | Atchison St, Callander Ave | 1st St to Patterson Rd | Class 4 Separated Bike Lane. Pave shoulder, lane removal, or lane narrowing. StanCOG Non-Motorized Transportation Master Plan Project ID: RB-2 | \$8,227,500 | 2022-2046 | ATP, SB 1, BIL/IUA, CMAQ, STBGP | | | | | | X | | | |
| R32 | Riverbank | Patterson Rd | Railroad Ave to 40 ft SW of Callander Ave | Class 2 Bicycle Lane. Lane narrowing, parking removal (one side). StanCOG Non-Motorized Transportation Master Plan Project ID: RB-3 | \$87,700 | 2022-2046 | ATP, SB 1, BIL/IUA, CMAQ, STBGP | | | | | | X | | | |
| R33 | Riverbank | Roselle Ave | Morrill Rd to Railroad Ave | Class 2 Buffered Bicycle Lane. Lane narrowing, parking lane removal (one side). StanCOG Non-Motorized Transportation Master Plan Project ID: RB-4A | \$204,500 | 2022-2046 | ATP, SB 1, BIL/IUA, CMAQ, STBGP | | | | | | X | | | |
| R34 | Riverbank | Roselle Ave | Blacksand Creek Path (Near Claribel Rd) to Morrill Rd | Separated Bicycle Lane (Class 4) and pedestrian improvements. (Non-Motorized Transportation Plan Top 25: Route 15) | \$1,892,100 | 2022-2046 | ATP, SB 1, BIL/IUA, CMAQ, STBGP | | | | | | X | | | |
| R35 | Riverbank | Terminal Ave | Van Dusen Ave to Patterson Rd | Class 2 Bicycle Lane. Parking lane removal (one side), widen shoulder to at least 4'. StanCOG Non-Motorized Transportation Master Plan Project ID: RB-5 | \$3,623,300 | 2022-2046 | ATP, SB 1, BIL/IUA, CMAQ, STBGP | | | | | | X | | | |
| R36 | Riverbank | Claus Rd | Santa Fe St to Kentucky Ave (Santa Fe Ave changed to St) | Buffered Bicycle Lane (Class 2) and Bicycle Route with wide Shoulders (Class 3.5) and pedestrian improvements. (Non-Motorized Transportation Plan Top 25: Route 23) | \$975,100 | 2022-2046 | ATP, SB 1, BIL/IUA, CMAQ, STBGP | | | | | | X | | | |
| R37 | Riverbank | 1st St, J7 | Atchison St to Orange Ave | Class 2 Bicycle Lane. Lane narrowing. StanCOG Non-Motorized Transportation Master Plan Project ID: RB-7A | \$55,600 | 2022-2046 | ATP, SB 1, BIL/IUA, CMAQ, STBGP | | | | | | X | | | |
| R38 | Riverbank | J7 | San Joaquin County Line to Orange Ave | Class 3 Bicycle Route. Wayfinding, share the road signs. StanCOG Non-Motorized Transportation Master Plan Project ID: RB-7B | \$2,900 | 2022-2046 | ATP, SB 1, BIL/IUA, CMAQ, STBGP | | | | | | X | | | |

| PID | Project Details | | | | | | | Purpose/Need (P = Primary Purpose / X = Need) | | | | | | | |
|-------------------|-------------------------|---|---|--|---------------|-----------------|--|---|-------------------|--------|-------|------------------|-----------------------|---------|-------|
| | Jurisdiction | Location | Project Limits | Description | Total Cost | Open to Traffic | Funding Source | System Preserv. | Capacity Enhance. | Safety | Oper. | Complete Streets | Active Transportation | Transit | Other |
| | Total Riverbank | | | | \$41,147,650 | | | | | | | | | | |
| Stanislaus County | | | | | | | | | | | | | | | |
| S137 | Stanislaus County | Hickman Road | East Ave. to City Limit | Shoulders Widening - Class 2 Bikepath | \$2,500,000 | 2030 | PFF - City County | | | | | X | X | | |
| S138 | Stanislaus County | Santa Fe Road | Keyes Rd to SR-132 | Shoulder Widening - Class 2 Bikepath | \$2,000,000 | 2030 | STBGP, Measure L | | | | | X | X | | |
| S139 | Stanislaus County | Pirrone Road | Hammett Rd to SR-219/Sisk Inc. MCS | Shoulder Widening - Class 2 Bikepath | \$913,400 | 2025 | STBGP, Non-motorized LTF, Measure L | | | | | X | X | | |
| S140 | Stanislaus County | Geer Rd. /Albers Rd. | Santa Fe to Patterson Rd. | Shoulder Widening - Class 2 Bikepath | \$2,250,000 | 2030 | STBGP, Non-motorized LTF, Measure L | | | | | X | X | | |
| S141 | Stanislaus County | Coffee Road | Claratina Ave to Ladd Rd | Shoulder Widening - Class 2 Bikepath | \$500,000 | 2030 | STBGP, Non-motorized LTF, Measure L | | | | | X | X | | |
| S142 | Stanislaus County | East Ave | Daubenberger to Hickman | Shoulder Widening - Class 2 Bikepath | \$500,000 | 2030 | STBGP, Non-motorized LTF, Measure L | | | | | X | X | | |
| S143 | Stanislaus County | Crows Landing Road | SR-33 to Carpenter Road | Shoulder Widening - Class 2 Bikepath | \$3,250,000 | 2032 | STBGP, Non-motorized LTF, Measure L | | | | | X | X | | |
| S144 | Stanislaus County | West Main St | Sycamore to Washington | Shoulder Widening - Class 2 Bikepath | \$3,250,000 | 2032 | STBGP, Non-motorized LTF, Measure L | | | | | X | X | | |
| S145 | Stanislaus County | Robertson Road | Carpenter Rd to Hays St | Pedestrian Improvements | \$1,997,000 | 2024 | Measure L | | | | | X | X | | |
| S146 | Stanislaus County | Bret Harte Neighborhood | Glenn Ave, Las Vegas St, Butte Ave | Pedestrian Improvements | \$3,005,000 | 2023 | Measure L, ATP | | | | | X | X | | |
| S147 | Stanislaus County | Airport Neighborhood | Various Locations | Pedestrian Improvements | \$6,161,000 | 2023 | Measure L, ATP | | | | | X | X | | |
| S148 | Stanislaus County | Downtown Denair | Various Locations | Pedestrian Improvements | \$3,070,000 | 2025 | Measure L | | | | | X | X | | |
| S149 | Stanislaus County | Various Locations | Various Locations | Construct Bicycle and Pedestrian Improvements (Class I Bikeways / Sidewalk, etc.) | \$15,000,000 | 2035 | CMAQ, ATP | | | | | X | X | | |
| S150 | Stanislaus County | Stanislaus River Trail | North Yosemite Ave to 1st St | Class 1 Path. New Construction. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-1A | \$6,253,900 | 2022-2046 | ATP, SB 1, BIL/IJA, CMAQ, STBGP | | | | | | X | | |
| S151 | Stanislaus County | Stanislaus River Trail | North Yosemite Ave (Proposed) to Orange Blossom Rd | Class 1 Path. New Construction. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-1B | \$4,880,600 | 2022-2046 | ATP, SB 1, BIL/IJA, CMAQ, STBGP | | | | | | X | | |
| S152 | Stanislaus County | Stanislaus River Trail | 630 ft NE of Stanislaus River Court/Stanislaus River Drive to Sonora Rd | Class 1 Path. New Construction. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-1C | \$6,270,300 | 2022-2046 | ATP, SB 1, BIL/IJA, CMAQ, STBGP | | | | | | X | | |
| S153 | Stanislaus County | Atchison St, CA 108 | 270 ft E of Brady Rd/CA 108 to 8th St | Class 3.5 Bicycle Route with Wide Shoulders. Parking removal (both sides). StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-2 | \$2,163,500 | 2022-2046 | ATP, SB 1, BIL/IJA, CMAQ, STBGP | | | | | | X | | |
| S154 | Stanislaus County | Lateral No. One - Canal Path | SR-108 to Riverbank City Limits (Near Oakdale Rd) | Multi-Use Path (Class 1) and pedestrian improvements. (Non-Motorized Transportation Plan Top 25: Route 22) | \$3,703,200 | 2022-2046 | ATP, SB 1, BIL/IJA, CMAQ, STBGP | | | | | | X | | |
| S155 | Stanislaus County | Hetch Hetchy Canal, Lateral Number One Path, Minniear Ave | Virginia Corridor Bike Path to Terminal Ave | Class 1 Path. New Construction. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-4 | \$3,507,200 | 2022-2046 | ATP, SB 1, BIL/IJA, CMAQ, STBGP | | | | | | X | | |
| S156 | Stanislaus County | McHenry Ave, Patterson Rd | Kiernan Ave to 390 ft W of Hot Springs Ln/Patterson Rd | Class 3.5 Bicycle Route with Wide Shoulders. Widen shoulders to at least 4', lane narrowing. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-5A | \$2,254,700 | 2022-2046 | ATP, SB 1, BIL/IJA, CMAQ, STBGP | | | | | | X | | |
| S157 | Stanislaus County | McHenry Ave | Hetch Hetchy Canal (Proposed) to Kiernan Ave | Class 4 Separated Bike Lane. Parking removal (both sides). StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-5B | \$588,800 | 2022-2046 | ATP, SB 1, BIL/IJA, CMAQ, STBGP | | | | | | X | | |
| S158 | Stanislaus County | Terminal Ave | Van Dusen Ave to Claribel Rd | Class 3.5 Bicycle Route with Wide Shoulders. Widen shoulder to at least 4 feet, wider preferred. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-6 | \$432,800 | 2022-2046 | ATP, SB 1, BIL/IJA, CMAQ, STBGP | | | | | | X | | |
| S159 | Stanislaus County | Claribel Rd | Claus Rd to Terminal Ave (Proposed) | Class 1 Path. New Construction. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-7 | \$335,300 | 2022-2046 | ATP, SB 1, BIL/IJA, CMAQ, STBGP | | | | | | X | | |
| S160 | Stanislaus County | SR-33 | Bartch Ave to 70 ft N of CA 33/East Stuhr Rd/West Stuhr Rd | Class 3.5 Bicycle Route with Wide Shoulders. Widen shoulder to at least 4 feet, wider preferred. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-8 | \$7,515,200 | 2022-2046 | ATP, SB 1, BIL/IJA, CMAQ, STBGP | | | | | | X | | |
| S161 | Stanislaus County | East Las Palmas Ave, West Main Ave, West Main St | Sycamore Ave to S. Washington Rd | Class 3.5 Bicycle Route with wide shoulders and pedestrian improvements. (Non-Motorized Transportation Plan Top 25: Route 24) | \$15,656,700 | 2022-2046 | ATP, SB 1, BIL/IJA, CMAQ, STBGP | | | | | | X | | |
| S162 | Stanislaus County | SR-33 | Howard Rd to Eucalyptus Ave | Class 3.5 Bicycle Route with Wide Shoulders. Widen shoulder to at least 4 feet, wider preferred. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-10 | \$3,681,700 | 2022-2046 | ATP, SB 1, BIL/IJA, CMAQ, STBGP | | | | | | X | | |
| S163 | Stanislaus County | Grayson Rd, West Grayson Rd | Shiloh Rd to River Rd | Class 1 Path. Widen shoulder to at least 4', bridge construction. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-11 | \$10,554,700 | 2022-2046 | ATP, SB 1, BIL/IJA, CMAQ, STBGP | | | | | | X | | |
| S164 | Stanislaus County | Shiloh Rd | West Grayson Rd to Paradise Rd | Class 3.5 Bicycle Route with Wide Shoulders. Widen shoulder to at least 4', wider preferred. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-12 | \$2,596,300 | 2022-2046 | ATP, SB 1, BIL/IJA, CMAQ, STBGP | | | | | | X | | |
| S165 | Stanislaus County | Paradise Rd | Shiloh Rd to South Carpenter Rd | Class 3.5 Bicycle Route with Wide Shoulders. Widen shoulder to at least 4', wider preferred. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-13 | \$4,273,900 | 2022-2046 | ATP, SB 1, BIL/IJA, CMAQ, STBGP | | | | | | X | | |
| S166 | Stanislaus County | Geer Rd, Santa Fe Ave | East Taylor Rd to 7th St | Class 3.5 Bicycle Route with Wide Shoulders. Widen shoulder to at least 4', wider preferred. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-14 | \$2,907,500 | 2022-2046 | ATP, SB 1, BIL/IJA, CMAQ, STBGP | | | | | | X | | |
| S167 | Stanislaus County | East Hatch Rd | Faith Home Rd to Santa Fe Rd | Class 1 Path. Pave existing path along canal. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-15 | \$3,204,700 | 2022-2046 | ATP, SB 1, BIL/IJA, CMAQ, STBGP | | | | | | X | | |
| S168 | Stanislaus County | Golden State Highway Path | 180 ft E of Lucas Rd/Mitchell Rd to North Golden State Blvd | Class 1 Path. New Construction. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-16 | \$3,458,200 | 2022-2046 | ATP, SB 1, BIL/IJA, CMAQ, STBGP | | | | | | X | | |
| S169 | Stanislaus County | Tuolumne River Trail | Hickman Rd to Mitchell Rd | Class 1 Path. New Construction. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-17 | \$11,199,800 | 2022-2046 | ATP, SB 1, BIL/IJA, CMAQ, STBGP | | | | | | X | | |
| S170 | Stanislaus County | Garst Rd, Lateral Number Two Path | Oakdale-Waterford Highway to Claus Rd | Class 1 Path. New Construction. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-18 | \$7,210,400 | 2022-2046 | ATP, SB 1, BIL/IJA, CMAQ, STBGP | | | | | | X | | |
| S171 | Stanislaus County | Albers Rd, Geer Rd | Lateral Number Two Path (Proposed) to 1180 ft E of East Hatch Rd/Eucild Ave | Class 3.5 Bicycle Route with Wide Shoulders. Widen shoulder to at least 4', wider preferred. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-19 | \$1,882,800 | 2022-2046 | ATP, SB 1, BIL/IJA, CMAQ, STBGP | | | | | | X | | |
| S172 | Stanislaus County | Rhode Rd/7th St/Nunes Rd/N. Golden State Blvd | Moore Rd to W. Christofferson Pkwy | Bicycle Lane (Class 2), Buffered Bicycle Lane (Class 2), Bicycle Route with wide shoulders (Class 3.5), Separated Bike lane (Class 4), and pedestrian improvements. (Non-Motorized Transportation Plan Top 25: Route 25) | \$8,027,400 | 2022-2046 | ATP, SB 1, BIL/IJA, CMAQ, STBGP | | | | | | X | | |
| S173 | Stanislaus County | Mitchell Rd | Yosemite Blvd to East Hatch Rd | Class 4 Separated Bike Lane. Lane narrowing. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-21 | \$2,228,400 | 2022-2046 | ATP, SB 1, BIL/IJA, CMAQ, STBGP | | | | | | X | | |
| S174 | Stanislaus County | East Hatch Rd, West Hatch Rd | Lateral Number One Trail (Proposed) to Herndon Rd | Class 1 Path. Pave path along irrigation canal. Class 1 bridge over Golden State Highway. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-22 | \$2,321,900 | 2022-2046 | ATP, SB 1, BIL/IJA, CMAQ, STBGP | | | | | | X | | |
| S175 | Stanislaus County | Lower Lateral No. 2.5 Canal Path (Parallel to Alpine Ave) | Ustick Rd to W. Hatch Rd | Multi-Use Path (Class 1) and pedestrian improvements. (Non-Motorized Transportation Plan Top 25: Route 7) | \$2,016,100 | 2022-2046 | ATP, SB 1, BIL/IJA, CMAQ, STBGP | | | | | | X | | |
| S176 | Stanislaus County | Ustick Rd | Crater Ave to West Whitmore Ave | Class 3 Bicycle Boulevard. Traffic calming, signage, and crossing treatments. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-24 | \$97,000 | 2022-2046 | ATP, SB 1, BIL/IJA, CMAQ, STBGP | | | | | | X | | |
| S177 | Stanislaus County | Yosemite Blvd | I St to Claus Rd | Class 4 Separated Bike Lane. Lane narrowing, shoulder widening, parking removal. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-25 | \$5,797,500 | 2022-2046 | ATP, SB 1, BIL/IJA, CMAQ, STBGP | | | | | | X | | |
| S178 | Stanislaus County | Yosemite Blvd | Leek Rd to I St | Class 3.5 Bicycle Route with Wide Shoulders. Widen shoulder to at least 4', wider preferred. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-26 | \$220,300 | 2022-2046 | ATP, SB 1, BIL/IJA, CMAQ, STBGP | | | | | | X | | |
| S179 | Stanislaus County | Broadway Ave, Kiernan Ave | Sequoia St to Sisk Rd | Class 4 Separated Bike Lane. Lane narrowing in some areas, convert angled to parallel parking (both sides). StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-27 | \$455,500 | 2022-2046 | ATP, SB 1, BIL/IJA, CMAQ, STBGP | | | | | | X | | |
| S180 | Stanislaus County | Sisk Rd | Pelandale Ave to Kiernan Ave | Separated Bicycle Lane (Class 4) and pedestrian improvements. (Non-Motorized Transportation Plan Top 25: Route 21) | \$1,325,200 | 2022-2046 | ATP, SB 1, BIL/IJA, CMAQ, STBGP | | | | | | X | | |
| S181 | Stanislaus County | Herndon Rd | River Rd to Joyce Ave | Class 3 Bicycle Boulevard. Wayfinding, traffic calming, crossing improvements. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-29 | \$102,700 | 2022-2046 | ATP, SB 1, BIL/IJA, CMAQ, STBGP | | | | | | X | | |
| S182 | Stanislaus County | Bystrum Rd, Joyce Ave, Latimer Ave | Herndon Rd to South 9th St | Class 2 Bicycle Lane. Wayfinding, traffic calming, crossing improvements. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-30 | \$242,800 | 2022-2046 | ATP, SB 1, BIL/IJA, CMAQ, STBGP | | | | | | X | | |
| S183 | Stanislaus County | Oakdale-Waterford Highway | Albers Rd to MID Main Canal (Waterford) | Class 3.5 Bicycle Route with Wide Shoulders. Widen shoulder to at least 4', wider preferred, add markings and signage. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-31 | \$5,313,800 | 2022-2046 | ATP, SB 1, BIL/IJA, CMAQ, STBGP | | | | | | X | | |
| S184 | Stanislaus County | Santa Fe Ave | East Hatch Rd to Yosemite Blvd | Class 2 Bicycle Lane. Widen shoulder to at least 4', add markings. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-32 | \$8,980,100 | 2022-2046 | ATP, SB 1, BIL/IJA, CMAQ, STBGP | | | | | | X | | |
| S185 | Stanislaus County | Hickman Rd | Lake Rd to F St Bridge | Class 2 Bicycle Lane. Add shoulder (4 feet min), add markings, and signage. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-33 | \$3,584,700 | 2022-2046 | ATP, SB 1, BIL/IJA, CMAQ, STBGP | | | | | | X | | |
| S186 | Stanislaus County | Albers Rd | Proposed Canal Path North of Yosemite Blvd to Warnerville Rd | Class 3.5 Bicycle Route with Wide Shoulders. Improve shoulder, add markings. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-34 | \$5,511,200 | 2022-2046 | ATP, SB 1, BIL/IJA, CMAQ, STBGP | | | | | | X | | |
| S187 | Stanislaus County | S Yosemite Ave | E F St to E H St | Class 2 Bicycle Lane. Lane removal. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-35 | \$49,700 | 2022-2046 | ATP, SB 1, BIL/IJA, CMAQ, STBGP | | | | | | X | | |
| S188 | Stanislaus County | Roselle Ave | Claribel Rd to Sylvan Ave | Class 2 Bicycle Lane. Widen shoulder, add markings. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-36 | \$5,472,900 | 2022-2046 | ATP, SB 1, BIL/IJA, CMAQ, STBGP | | | | | | X | | |
| S189 | Stanislaus County | Geer Rd | Santa Fe Ave to E Hatch Rd | Class 3.5 Bicycle Route with Wide Shoulders. Improve shoulder, add markings. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-37 | \$1,768,900 | 2022-2046 | ATP, SB 1, BIL/IJA, CMAQ, STBGP | | | | | | X | | |
| | Total Stanislaus County | | | | \$202,444,700 | | | | | | | | | | |
| City of Turlock | | | | | | | | | | | | | | | |
| T32 | Turlock | Various Locations | Various Locations | Construct Class I Bike Paths | \$6,000,000 | 2022-2046 | ATP, SysDev, CMAQ, STBG, Measure L | | | | | X | X | | |
| T33 | Turlock | Various Locations | Various Locations | Construct Class II Bike Lanes and Class III Bike Paths | \$5,500,000 | 2022-2046 | ATP, SysDev, CMAQ, STBG, Measure L | | | | | X | X | | |
| T34 | Turlock | Various Locations | Various Locations | ADA/Pedestrian Improvements | \$4,000,000 | 2022-2046 | ATP, HSIP, Local, SB 1, Local ADA, Measure L | X | | | | X | X | | |
| T35 | Turlock | Various Locations | Various Locations | Implement bike share program | \$150,000 | 2025 | Private partnerships | | | | | | X | | |
| T36 | Turlock | Various Locations | Various Locations | Curb, Gutter, Sidewalk and Bike/Pedestrian Improvements | \$18,890,900 | 2022-2046 | STBGP | | | | | X | X | | |
| T37 | Turlock | Monte Vista Ave | N. Berkeley Ave to Countryside Dr. | Separated Bicycle Lane (Class 4) and pedestrian improvements. (Non-Motorized Transportation Plan Top 25: Route 10) | \$5,009,400 | 2022-2046 | ATP, SB 1, BIL/IJA, CMAQ, STBGP | | | | | | X | | |
| T38 | Turlock | Geer Rd | East Christofferson Parkway to West Taylor Rd | Class 4 Separated Bike Lane. Lane narrowing. StanCOG Non-Motorized Transportation Master Plan Project ID: TUR-3A | \$364,500 | 2022-2046 | ATP, SB 1, BIL/IJA, CMAQ, STBGP | | | | | | X | | |

| PID | Project Details | | | | | | Purpose/Need (P = Primary Purpose / X = Need) | | | | | | | | |
|-----|---|----------|----------------|-----------------------|-----------------|-----------------|---|-----------------|-------------------|--------|-------|------------------|-----------------------|---------|-------|
| | Jurisdiction | Location | Project Limits | Description | Total Cost | Open to Traffic | Funding Source | System Preserv. | Capacity Enhance. | Safety | Oper. | Complete Streets | Active Transportation | Transit | Other |
| | | | | Total Regional Study: | \$19,376,810 | | | | | | | | | | |
| | Note: All costs are in 2022 dollars | | | | | | | | | | | | | | |
| | Note that the opening year refers to the study completion date and no construction funds are included | | | | | | | | | | | | | | |
| | TOTAL FOR ALL PROJECTS: | | | | \$6,948,269,035 | | | | | | | | | | |

DRAFT 8.23.23