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Action Plan



Christofferson Parkway, Turlock, CA

10. ACTION PLAN

This section summarizes the 2022 RTP/SCS Tier I transportation projects consistent with financial revenue forecasts through 2046 and includes short- and long-range actions. Short-range actions include implementing projects and programs within the next ten years (by 2032) while long-range actions include implementing projects and programs described in this chapter between 2033 and 2046.

The project list reflects Scenario D (Preferred Scenario/Neighborhood Infill) transportation improvement priorities developed through meetings and coordination efforts with StanCOG’s member agencies and Caltrans. The project list is organized by project type and lead agency (responsible jurisdiction). It presents the project location, project limits, project description, total cost, open to traffic year, funding sources, and project purpose/need. Lead agencies include the Stanislaus Council of Governments, StanCOG’s member jurisdictions, Caltrans, and the San Joaquin Regional Rail Commission (SJJRC). Project types include roadway, bicycle and pedestrian, transit, aviation, and regional study projects.

The 2022 StanCOG RTP/SCS project list includes approximately \$6.9 billion in project costs. Given that the 2022 StanCOG RTP/SCS financial revenue forecast is approximately \$8.7 billion in available funding through fiscal year 2046, the project list can be considered financially constrained per federal requirements (i.e., Tier I). The 2022 RTP/SCS Investment Plan is discussed in Chapter 5. Funding for the Plan includes local, state, and federal funds for a variety of transportation improvement projects.

Project Selection and Prioritization Criteria

Tier I transportation projects were identified in coordination with Stanislaus County, its nine major cities, the transit agencies, Caltrans, and StanCOG. The projects were nominated by local jurisdictions and StanCOG and those projects that had identified funding and would be constructed by the RTP/SCS horizon year of 2046 were included. Projects were added to the Tier I Project List, which represents the list of financially constrained projects for inclusion in the 2022 RTP/SCS. **Table 10.1** presents a list highlighting the key projects included in the 2022 RTP/SCS.

In 2016, Stanislaus County residents voted Measure L into law which funded several projects that are included in the 2022 RTP/SCS. Those projects must be prioritized and advanced per the Transportation Ordinance and Expenditure Plan. Therefore, 2022 RTP/SCS projects have been stratified into Measure L funded and non-Measure L funded groups. Within those groups, projects have been evaluated against priority criteria that were synthesized from the plan’s goals objectives. Those criteria identify whether the project will enhance traffic safety, reduce emissions, benefit public health, preserve existing infrastructure, or contribute to regional prosperity. Projects were scored based on how many of those criteria were met. Projects that met all five criteria are expected to advance regional goals faster than projects that address only one or two. The criteria

ranking provided in **Appendix X** will assist decision makers when determining which projects to implement first as appropriate funding is made available.

Project Purpose and Need

The Action Plan is required to “provide a clearly defined justification for its transportation projects and programs.” This requirement is often referred to as the “Purpose and Need.” Caltrans’ describes a project’s “Need” as an identified transportation deficiency or problem, and its “Purpose” as the set of objectives that will be met to address the transportation deficiency. StanCOG has incorporated this information into the project list by adding columns for eight categories that describe the purpose/need of each project. These classifications of purpose and need were developed in collaboration with the California Air Resources Board (CARB) to address CARB’s request to categorize the projects. Project purposes include system preservation, capacity enhancement, safety improvement, operational improvement, complete streets, active transportation, transit, and other.

TABLE 10.1 - 2022 RTP/SCS Key Projects

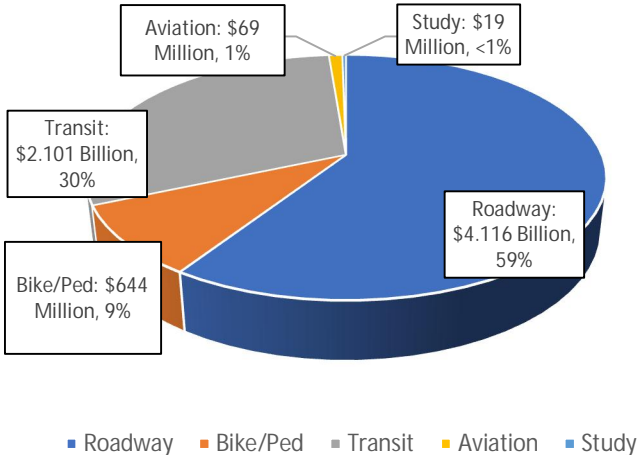
Roadway	Project Description
SR 132 Phase 1	To improve regional and interregional circulation and relieve traffic congestion, construct a 4-mile, 2-lane freeway from SR 99 to Dakota Avenue to replace the existing SR- 132/Maze Blvd.
SR 132 Phase 2	Widen the two-lane facility constructed in Phase 1 to four lanes from SR 99 to Dakota Ave, including the proposed SR 132/Carpenter Road interchange, the SR 99/SR 132 freeway-to-freeway interchange, and SR-99 corridor connectivity improvements.
SR 132 Phase 3	Construct a 7-mile long, access-controlled, four-lane facility from Dakota Ave. to Gates Rd., connecting the new alignment of SR-132 to its current alignment.
Oakdale SR 108\SR 120	Realign the north Stearns Rd. and south Stearns Rd. intersections with SR-108\SR-120 to improve safety and traffic operations.
McHenry Ave.	Widen approximately 1.7 miles of McHenry Avenue from 2-lanes to a 5-lane corridor with Class III bicycle lanes from Ladd/Patterson Rd (SR-108) to the McHenry Avenue Bridge over the Stanislaus River.
SR 99 Briggsmore Ave.	Reconstruct the Briggsmore Avenue\Carpenter Road overcrossing of SR 99 and Union Pacific Railroad to improve traffic operations.
SR 99 Standiford Ave.	Reconstruct the Standiford Avenue overcrossing of SR 99 and Union Pacific Railroad to improve traffic operations.
SR 99 Mitchell-Service	Construct a full interchange in a diverging diamond configuration at Service Road and provide a partial

	interchange with ramps connecting Mitchell Road and SR 99 to relieve congestion, improve regional mobility and improve goods movement.
North County Corridor	Between Coffee Rd. and Claus Rd., construct Phase 1 of an 18-mile, high-capacity expressway that will bypass the Cities of Modesto, Riverbank, and Oakdale connecting the eastern portion of Stanislaus County to SR 99.
Transit and Rail	
Bus Rapid Transit	Install and implement Intelligent Transportation Systems with Traffic (TSP) Traffic Signal Priority
Transit Facility Amenities	Bus Stop Shelters/Facilities with amenities & Solar lighting
Active Transportation	
Development of a Regional Active Transportation Network	Critical non-motorized transportation projects were incorporated from StanCOG's 2021 Non-Motorized Transportation Plan (NMTP) to support the development of regional network of non-motorized facilities and improve connectivity within and between local jurisdictions. 127 bicycle and pedestrian projects throughout the county were incorporated using StanCOG's NMTP.

Investment Plan – Tier I Project List

The 2022 RTP/SCS Project List, presented in Appendix K, provides a list of Tier I transportation projects that have been identified as priorities for Stanislaus County and its member jurisdictions. **Figure 10.1** and **Table 10.2** present the investments by project type (i.e., roadway, bicycle and pedestrian, transit, aviation, and regional study projects). Project types are discussed below.

Figure 10.1 - Transportation Investment by Project Type



Roadway Projects

The roadway projects included in the Plan emphasize safety, mobility (movement of people and goods), congestion relief, regional connectivity and accessibility to alternative transportation, transit, and rail. A total of \$4.116 billion (or 59 percent of the total investment) goes toward roadway capital improvement projects, including road widening, carpool and auxiliary lanes on highways, and new connections for local access.

Bicycle and Pedestrian Projects

The Tier I bicycle and pedestrian projects are proposed to improve mobility and access along corridors. A total of \$644 million (or 9 percent of the total investment) goes toward bicycle and pedestrian projects, including bike lanes, bike paths, signage, sidewalks, ADA improvements, and supporting facilities.

Transit Projects

The Tier I Transit projects include projects for enhancing the accessibility and reliability of bus and rail services for all users. Approximately \$2.10 billion (30 percent of the total investment) goes to transit projects, for expanding transit and rail services, bus replacement, reducing to transit headways (increasing frequency), and transit support facilities, such as transit stations, and parking facilities.

Aviation Projects

The aviation projects in Tier I will be for maintenance and rehabilitation of existing airport pavements to improve safety and to maintain them in a state of good repair, as well as other various improvement projects around the County’s airports. Approximately \$69 million (or 1 percent of the total investment) goes toward aviation projects, including pavement rehabilitation, runway extension and widening, and layout improvements.

Table 10.2 - Investment by Project Type

Project Type	2022 Total	2018 Total
Roadway	\$4,115,899,534	\$4,102,377,081
Bike/Ped	\$643,656,699	\$329,709,050
Transit	\$2,100,759,092	\$2,578,080,702
Aviation	\$68,576,900	\$97,543,574
O&M	n/a	\$118,511,692
Study	\$19,376,810	\$900,000
Total:	\$6,948,269,035	\$7,227,122,099

Study Projects

In addition to the project categories above, the 2022 RTP/SCS project list includes seven studies related to traffic operations, transportation technology, and electric infrastructure implementation. A total of \$19,376,810 (or less than 1 percent of the total investment) is identified for conducting the studies.

Stanislaus County SR 99 Regional Concept of Transportation Operations

The 2022 RTP/SCS includes a planning study to develop a SR 99 Regional Concept of Transportation Operations for the 8-lane Widening of SR 99 from County Line to County

Line. This will include an Integrated Corridor Management (ICM) component (Managed Lane/ITS/ramp metering/ parallel facility integration).

Transportation Technology Strategy for Stanislaus County

The 2022 RTP/SCS includes a planning study to develop a Transportation Technology Strategy (TTS) that can be used to inform the Mobility Element of StanCOG's RTP and its member agency General Plans such that existing policies can be appropriately modified, and new policies can be introduced to facilitate and reduce barriers for transportation technologies that will improve the mobility, economic vitality, safety, and the environment. Specifically, the resulting policies are intended to create circumstances under which real actions to create and advance new transportation opportunities can occur.

Faith Home Road Project Initiation and Corridor Study

The 2022 RTP/SCS includes a planning study to develop a Project Initiation and Corridor Study for Faith Home Road from SR-132 to SR-99. This project will study the operational and other impacts of widening Faith Home Road along the project extents.

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

The 2022 RTP/SCS includes a planning study to develop the Preliminary Engineering of a 2-6 lane expressway from the Turlock City Limited to I-5. This project will include Preliminary Engineering on the newly identified alignment.

SR 33 Project Initiation and Corridor Study

The 2022 RTP/SCS includes a planning study to develop a Project Initiation and Corridor Study for SR-33 from County Line to County Line. This project will study the operational and other impacts of widening SR-33 along the project extents.

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

The 2022 RTP/SCS includes a planning study to develop and implement a program that will provide incentives related to the installation of electric vehicle chargers. This study will identify opportunities for county-wide programs to help reduce Greenhouse Gas (GHG) emissions by providing monetary incentives to install electric vehicle chargers, thereby increasing the rate of adoption of electric vehicles. A Charging Fee Offset Program and residential/home PEV Charging Incentive Program will also be developed as part of the study.

Vehicle Miles Traveled (VMT) Mitigation Bank Program

Initially, a study to define the program specifics of a Countywide fee-based VMT mitigation program will be completed. The program development will consider multiple frameworks including VMT Banking and VMT Exchanges. An implementation plan will then be developed. The VMT fee-based VMT mitigation program will provide funding for projects that reduce VMT and air pollutant emissions, including GHG. The potential for implementing a fee-based VMT mitigation program will seek to build partnerships with

StanCOG's local member agencies, Caltrans District 10, and/or other planning partners to ensure its success.

Conclusion

It is StanCOG's intent that funds are dedicated to the greatest needs that align with the priorities of Scenario D (Preferred Scenario/Neighborhood Infill). Given State and Federal priorities to address climate change by reducing VMT, promote the use of alternative fuel sources, reduce GHG emissions, and improve the market penetration of electric vehicles, the Stanislaus region is well positioned to meet its growing and changing needs. These priorities will be a driving force for enabling the region to obtain support on a variety of projects and studies described within the 2022 RTP/SCS.

This Action Plan represents a balanced approach to transportation funding, emphasizing a variety of travel modes to meet the daily needs of Stanislaus County residents through 2046.