

**THE BOARD OF SUPERVISORS OF THE COUNTY OF STANISLAUS  
BOARD ACTION SUMMARY**

DEPT: Chief Executive Office

BOARD AGENDA: 6.B.5  
AGENDA DATE: December 19, 2023

**SUBJECT:**

Approval of the 2023-2028 Comprehensive Economic Development Strategy as Submitted by the Stanislaus County Economic Development Action Committee as Part of the U.S. Economic Development Administration Requirement for Application of Federal Economic Development Administration Funding

**BOARD ACTION AS FOLLOWS:**

**RESOLUTION NO. 2023-0673**

On motion of Supervisor C. Condit and approved by the following vote,      Seconded by Supervisor Chiesa  
Ayes: Supervisors: B. Condit, Chiesa, Withrow, Grewal, and Chairman C. Condit  
Noes: Supervisors: None  
Excused or Absent: Supervisors: None  
Abstaining: Supervisor: None

- 1)  Approved as recommended
- 2)  Denied
- 3)  Approved as amended
- 4)  Other:

**MOTION:** The Board continued the item; and, directed staff to return this item to the Board once the federal threshold for language translation is defined.

**This Item was removed from the consent calendar for discussion and consideration.**

ATTEST: Kelly Rodriguez  
KELLY RODRIGUEZ, Assistant Clerk of the Board of Supervisors

File No.

**THE BOARD OF SUPERVISORS OF THE COUNTY OF STANISLAUS  
AGENDA ITEM**

DEPT: Chief Executive Office

BOARD AGENDA:6.B.5  
AGENDA DATE: December 19, 2023

CONSENT:

CEO CONCURRENCE: YES

4/5 Vote Required: No

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**SUBJECT:**

Approval of the 2023-2028 Comprehensive Economic Development Strategy as Submitted by the Stanislaus County Economic Development Action Committee as Part of the U.S. Economic Development Administration Requirement for Application of Federal Economic Development Administration Funding

**STAFF RECOMMENDATION:**

1. Approve the 2023-2028 Comprehensive Economic Development Strategy as submitted by the Stanislaus County Economic Development Action Committee as part of the U.S. Economic Development Administration requirement for application for Federal EDA grant funding.

**DISCUSSION:**

The Stanislaus County Economic Development Action Committee (EDAC) functions to develop and implement the Comprehensive Economic Development Strategy (CEDS) for Stanislaus County and its nine incorporated cities. The EDAC serves as a liaison between member jurisdictions and the programs offered by the United States Economic Development Administration (EDA) that promote permanent employment and economic growth. EDAC has been active since late 2008 with major emphasis being placed on development and maintenance of a countywide CEDS document. Over the years, the CEDS has become a fluid document for Stanislaus County and is updated annually. The Board of Supervisors approved the 2022-2027 CEDS on June 14, 2022.

EDAC has collaboratively developed an update to the Stanislaus County CEDS to cover the 2023-2028 five-year period. This strategy update presents the socio-economic overview, along with highlights of the economic development activities and projects that will be undertaken by public and private entities in a mission to create new jobs and provide critical services to Stanislaus County. EDAC provides general oversight of the document with demographic and project data refreshed annually to keep information relevant in accordance with EDA guidelines. The Stanislaus County 2023-2028 CEDS summarizes infrastructure projects that require support and establishes core project initiatives (Attachment 1).

Economic Development Administration Guidelines

The CEDS was developed in alignment with current EDA guidelines requiring Summary Background information, Strength/Weaknesses/Opportunities/Threats (SWOT) Analysis, Strategic Direction/Action Plan, and an Evaluation Framework. The 2023 EDA investment priorities focus on: equity, recovery and resilience, workforce development,

manufacturing, technology-based economic development, environmental sustainability, exports, and foreign direct investments.

The 2023-2028 CEDS addresses current EDA investment priorities throughout the document, and regional economic development initiatives. Of note, the Stanislaus 2030 initiative commits to building an economy that is diverse, inclusive, connected, vibrant and sustainable. With a focus on equity, Stanislaus County has designated economically distressed “Opportunity Zones” where new investments may be eligible for preferential tax treatment. Resilience is highlighted with the Stanislaus Regional Water Authority Regional Surface Water Supply Project to develop a resilient and sustainable source of drinking water that will reduce groundwater dependence, improve drinking water quality, and diversify regional drinking water supplies. Environmental sustainability, while generating accessible quality jobs, is a focus of Bioeconomy Agriculture Manufacturing (BEAM) Circular.

An important component of the CEDS is the information contributed by the nine cities in Stanislaus County: Ceres, Hughson, Modesto, Newman, Oakdale, Patterson, Riverbank, Turlock, and Waterford. Each city provided updates on their respective economic development projects and activities. The 21-member EDAC includes one County Supervisor (appointed by the Board of Supervisors); nine city representatives; four representatives of Supervisorial Districts (one per district for the districts not represented by the County Supervisor appointed by the Board of Supervisors); and seven community members to include some combination of representatives of local governments, business, industry, finance, agriculture, the professions, organized labor, utilities, education, community organizations, public health agencies, the unemployed, ethnic minorities, and women.

#### Civic Engagement and Public Participation

Historically, the EDAC would meet two or three times each fiscal year, typically in February, April, and November with the CEDS approved by the Board of Supervisors in June. Since 2022, the EDAC has seen an increased interest in the CEDS with public participation at the EDAC meetings. At the April 27, 2023, July 27 2023, and October 4, 2023 EDAC meetings, and through subsequent communications sent to County staff, requests were received from the public to:

- Translate the draft 2023-2028 CEDS documents and related materials into Spanish;
- Provide technical assistance;
- Incorporate housing needs and challenges;
- Address deficiencies in the educational system;
- Provide a public comment period; and
- Review and update the EDAC member criteria.

The EDAC took action to extend time for EDAC members to make amendments to the 2023-2028 CEDS, confirm adherence to EDA requirements, and provide an additional 30-day public comment period. In response to language assistance requests received by staff prior to the meeting, professional, simultaneous Spanish interpretation was provided at the July 27, 2023 and October 4, 2023 EDAC meetings.

Regarding requests for Spanish translation of materials and technical assistance, Title VI of the Civil Rights Act of 1964, requires Stanislaus County to take responsible steps

to ensure meaningful access to benefits, services, information, and other important aspects of the programs for individuals with Limited English Proficiency (LEP). Since development of the 2023-2028 CEDS is funded by local funding and is not related to the delivery of benefits or services, translation of the document is not required by Federal law. Staff contact information was made available for any community members with questions or comments regarding the draft 2023-2028 CEDS. As noted above, simultaneous Spanish interpretation services were available at the July 27, 2023 EDAC meeting, and the October 4, 2023 EDAC meeting at which the 2023-2028 CEDS was recommended to be forwarded to the Board of Supervisors for approval.

Regarding housing affordability and availability and deficiencies in the educational system, the 2023-2028 CEDS document includes housing and education information as part of the overall community conditions with current data. The Public Works and Economic Development Act of 1965, requires a CEDS to apply for investment assistance under EDA's Public Works or Economic Adjustment Assistance Programs. The Stanislaus County 2023-2028 CEDS is required for public and private, and non-profit agencies to be eligible to apply for Federal EDA grants related to economic development and infrastructure projects within the County. The Federal and State government have other agencies focused on grant funding related to housing and education.

The public comment period took place from August 26, 2023 to September 24, 2023. The draft 2023-2028 CEDS was posted online, and hard copies were available for review at County Libraries, 1010 10<sup>th</sup> Street, Modesto, and the West Modesto Community Collaborative. The only written comment received was from the City of Modesto.

On October 4, 2023, the EDAC took action to incorporate the comments received from the City of Modesto into the 2023-2028 CEDS, which included two regional initiatives: Tuolumne River Regional Park and Bioeconomy Agriculture Manufacturing (BEAM) Circular. The EDAC reviewed and approved the amended draft Stanislaus County 2023-2028 CEDS and recommended it be forwarded to the Stanislaus County Board of Supervisors for review and approval. The 2023-2028 CEDS was then delivered to the EDA for review and on November 5, 2023, the County received a letter confirming EDA approval of the Stanislaus County 2023-2028 CEDS (Attachment 2).

**POLICY ISSUE:**

The EDAC is an advisory committee to the Board of Supervisors. The Committee adheres to the Rules and Regulations adopted by the Board of Supervisors on January 13, 2009, and functions to develop and implement the CEDS for Stanislaus County and its nine incorporated cities. The Board of Supervisors is the approving authority for the CEDS.

**FISCAL IMPACT:**

The EDA requires that a region seeking Federal EDA grant funding maintain an active CEDS and that the economic development priorities and areas of focus be contained in the approved strategy. Compliance with the EDA requirement makes available Federal grant funding opportunities to local jurisdictions through an ongoing competitive process.

**BOARD OF SUPERVISORS' PRIORITY:**

The recommended action is consistent with the Board's priorities of *Developing a High-Performing Economy, Delivering Efficient Public Services* and *Enhancing Community Infrastructure* to benefit residents and businesses. The Stanislaus County 2023-2028 CEDS is a collaboration that makes available, on a competitive basis, Federal EDA funding opportunities for local jurisdictions.

**STAFFING IMPACT:**

Existing staff from the Chief Executive Office are supporting this effort.

**CONTACT PERSON:**

Tina M. Rocha, Assistant Executive Officer

(209) 525-6333

**ATTACHMENT(S):**

1. Comprehensive Economic Development Strategy 2023-2028
2. U.S. Economic Development Administration Approval Letter



Stanislaus County



COMPREHENSIVE  
ECONOMIC  
DEVELOPMENT  
STRATEGY  
2023-2028

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

# ECONOMIC DEVELOPMENT ACTION COMMITTEE MEMBERSHIP ROSTER 2023

MEMBER NAME	REPRESENTATIVE
Chance Condit	Board of Supervisors
Javier Lopez	City of Ceres
George Carr	City of Hughson
Sue Zwahlen, Vice Chair	City of Modesto
John Pimentel	City of Newman
Kayleigh Gilbert	City of Oakdale
Carlos Roque, Chair	City of Patterson
Marisela H. Garcia	City of Riverbank
Amy Bublak	City of Turlock
Elizabeth Talbott	City of Waterford
John Ismail	District #1 (Business, Finance & Community Affairs)
Doris Foster	District #2 (Workforce Development)
Christine Schweininger	District #3 (Valley Builders Exchange)
Cecil Russell	District #4 (Chamber of Commerce)
Harpreet Singh	Community (Private Executive)
Rosalinda Vierra	Community (Agriculture)
Barbara Jensen	Community (Higher Education)
Dillon Olvera	Community (Development)
Ali Arshad	Community Representative (Environmental Resources)
David L. White	Community (Opportunity Stanislaus)
Jose Ibarra	Community (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.  
[Update10.27.23]



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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 overcoming 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 nearly one and a half times that of the national level.

Stanislaus County is situated in the agricultural heart of California's Central Valley. Based on 2022 American Community Survey statistics, the County has 550,842<sup>1</sup> residents. The Stanislaus population is expected to reach 680,311 by 2060,<sup>2</sup> according to estimates from the State of California. 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.



Photo 1- Tenth Street Place

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 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 required skills. Along with the rest of California and the nation at large, the County currently reports high unemployment at roughly 7%<sup>3</sup>.

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

<sup>1</sup> 2021 American Community Survey (ACS) 5-Year Population Estimates, U.S. Census Bureau, [data.census.gov](https://data.census.gov)

<sup>2</sup> State of CA Population Estimates, Dept. of Finance, [dof.ca.gov](https://dof.ca.gov)

<sup>3</sup> Unemployment Rates and Labor Force Data, CA Employment Development Department, [edd.ca.gov](https://edd.ca.gov)



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 benefits from 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. This process aimed 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 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, and 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 develop 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 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 550,842<sup>4</sup> 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 the proximity to some of the wealthiest areas of California, Stanislaus County faces severe challenges in terms of a lack of high-paying jobs, a lack of skills to meet current employer demands, affordable housing, and low per-capita income.



*Photo 3- Sunset over Willmes Road*

<sup>4</sup> 2021 American Community Survey (ACS) 5-Year Estimates, U.S. Census Bureau, [data.census.gov](https://data.census.gov)



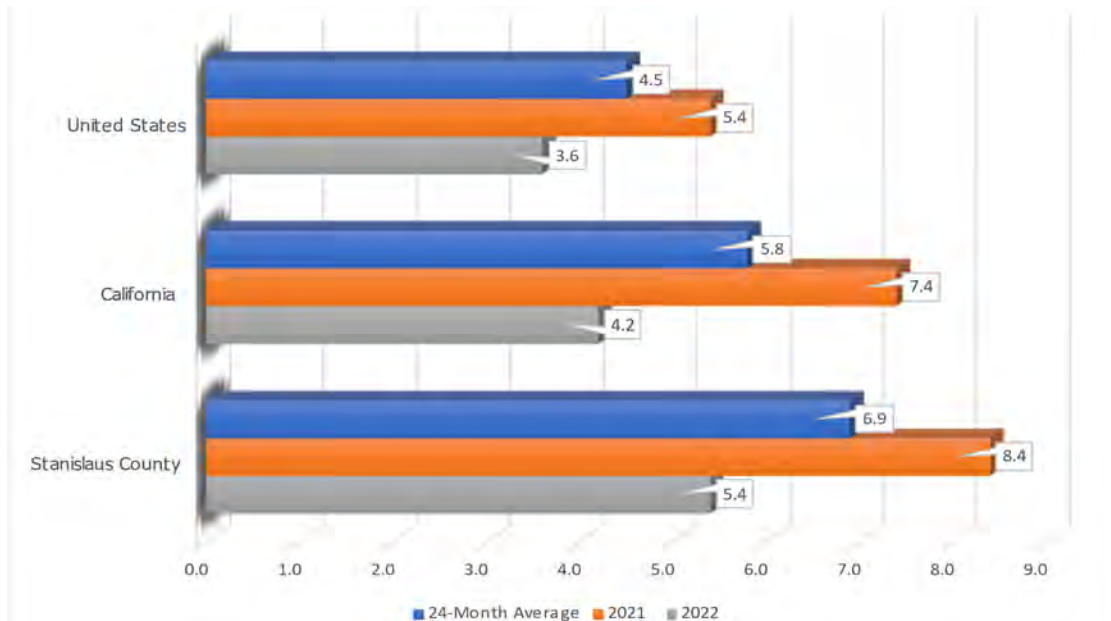
## IV. ECONOMY

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 has increased since 2018, before the COVID-19 Pandemic, and unemployment has dipped to historic lows. However, the county has not kept pace with nationwide economic growth, 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 40<sup>th</sup> out of 58 counties in California.<sup>5</sup>

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.

Table 1- 24-Month Average Unemployment Rates



<sup>5</sup> Unemployment Rates and Labor Force Data, CA Employment Development Department, [edd.ca.gov](http://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 Area<sup>6</sup>. 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.

<sup>6</sup> *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.

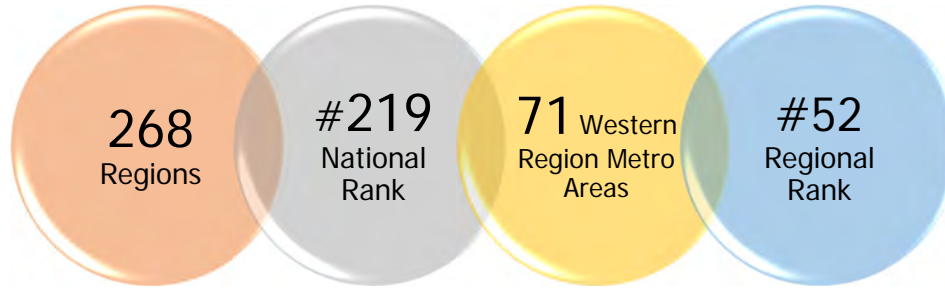


Figure 1- Wells Fargo Opportunity Index Affordability Ranking 2022

**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 Index<sup>7</sup>.

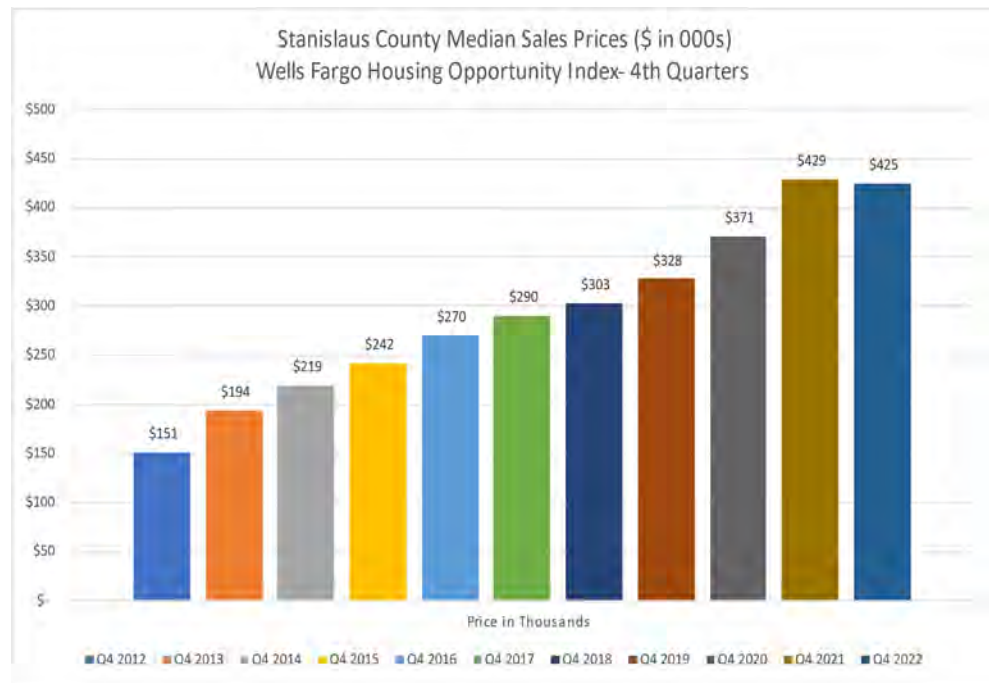


Figure 2- NAHB/Wells Fargo Housing Opportunity Index - [www.nahb.org](http://www.nahb.org)

Starting in 2012, however, prices continued to increase year after year while the local county's available housing stock diminished. This has created a local housing crisis; it's challenging for many people to afford housing. Income increases have not kept pace with

<sup>7</sup> NAHB/Wells Fargo Housing Opportunity Index, National Association of Homebuilders, [nahb.org](http://nahb.org)





the rising housing costs, which is reflected in the low affordability regional ranking for the Modesto Metro Area, 52<sup>nd</sup> out of 71 - in the Western Region of the United States. The national rank was even more telling, ranking 219<sup>th</sup> of the entire 268 areas listed for all regions within the nation.

**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, affordability was in the low 2s. The current Affordability Ratio is 10.4<sup>8</sup>, 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.

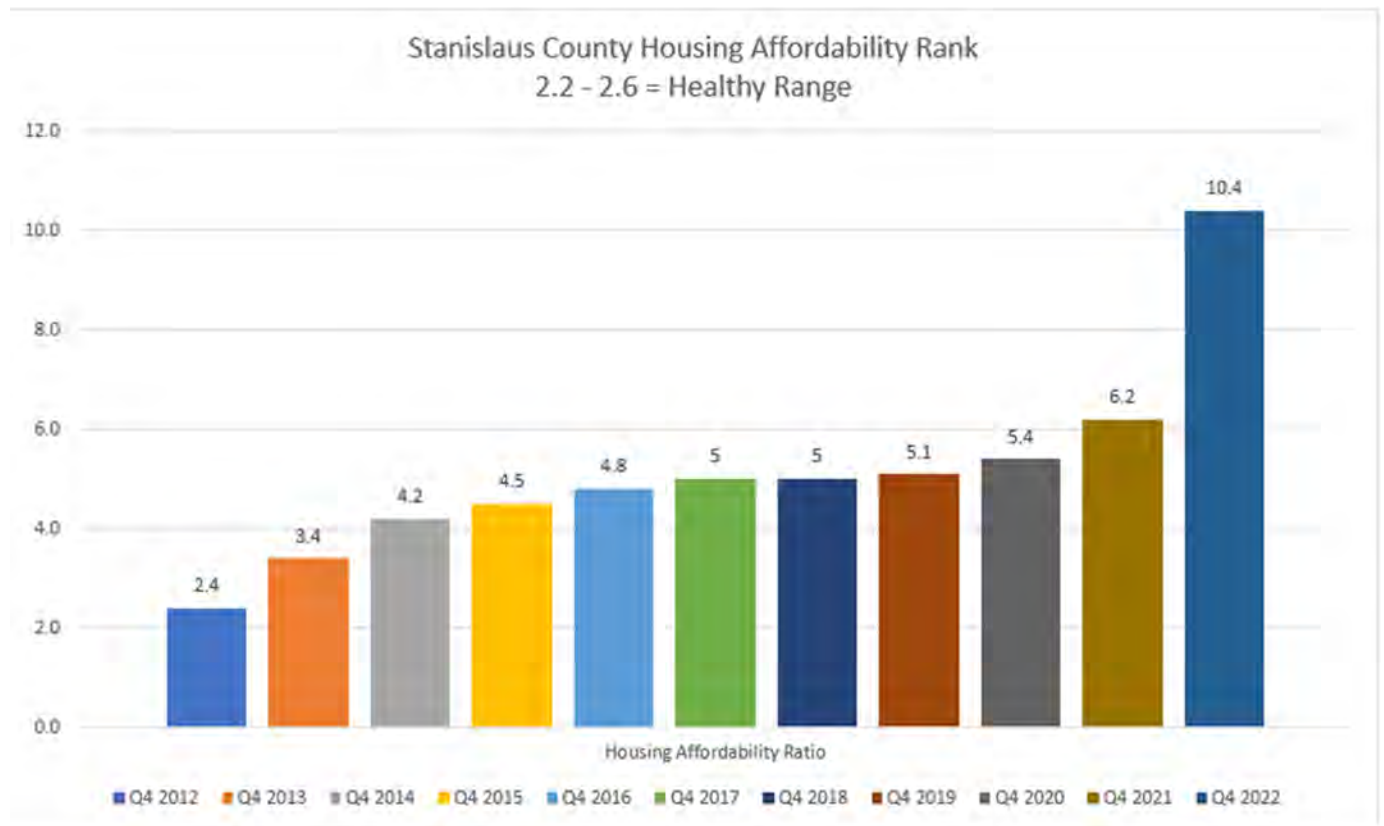


Figure 3- Housing Affordability Ratios

<sup>8</sup> NAHB/Wells Fargo Housing Affordability Ratios, National Association of Homebuilders, [nahb.org](http://nahb.org)



According to a recent study from GoodHire<sup>9</sup>, a background screening company in Redwood City, CA, Modesto was listed as the 6<sup>th</sup> “Least Affordable Place to Live and 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.

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.



Figure 3- GoodHire Map of America’s Most (and Least) Affordable Places to Live & Work in 2022

<sup>9</sup> America’s Most (And Least) Affordable Places to Live & Work in 2022, GoodHire, [goodhire.com](http://goodhire.com)



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 \$30,721<sup>10</sup> 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.

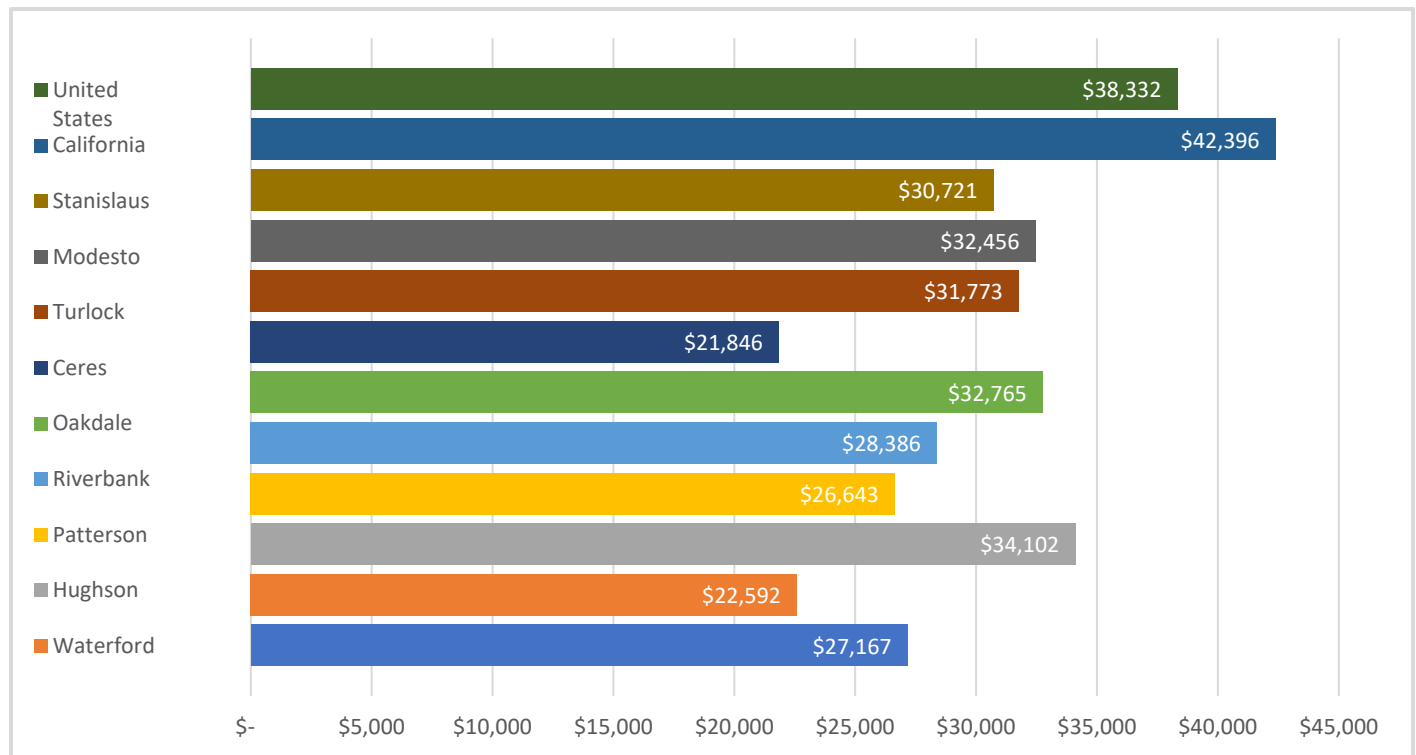


Figure 5- U.S. Census 2021 American Community Survey Per Capita Income Levels

<sup>10</sup> 2020 American Community Survey (ACS) 5-Year Estimates, U.S. Census Bureau, [data.census.gov](https://data.census.gov)



### 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 continuous low unemployment. The following chart shows the 2-year averages for the national, state, County, and city levels.<sup>11</sup>

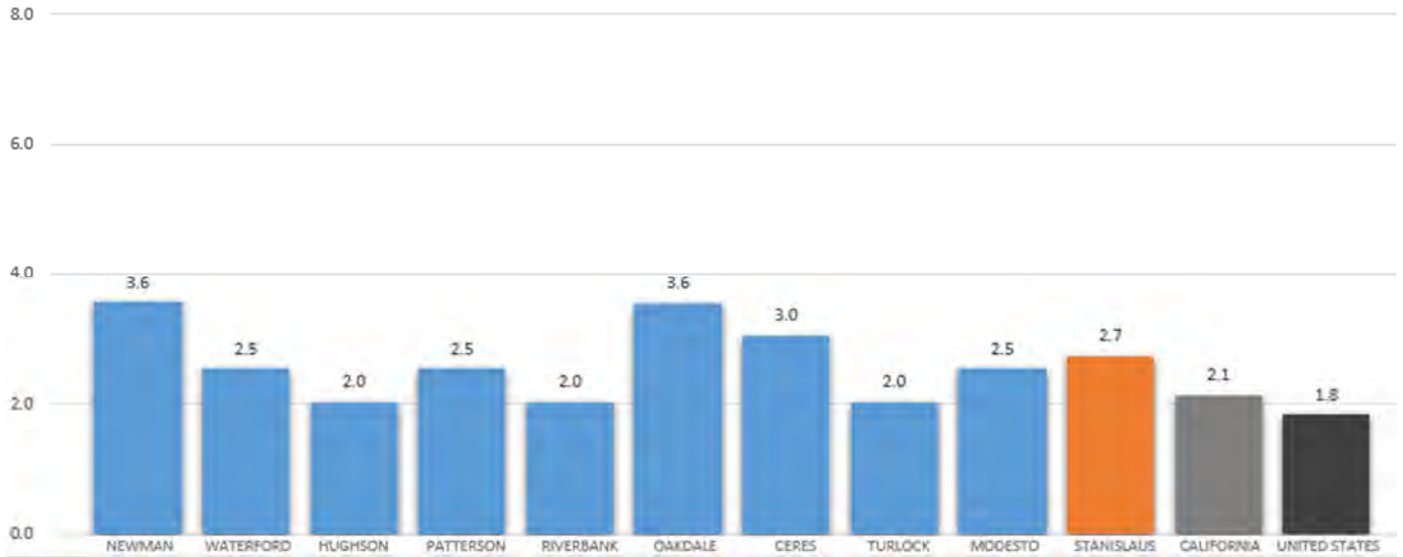


Figure 4- 2-Year Average Unemployment Rates

## V. EDUCATION AND WORKFORCE DEVELOPMENT

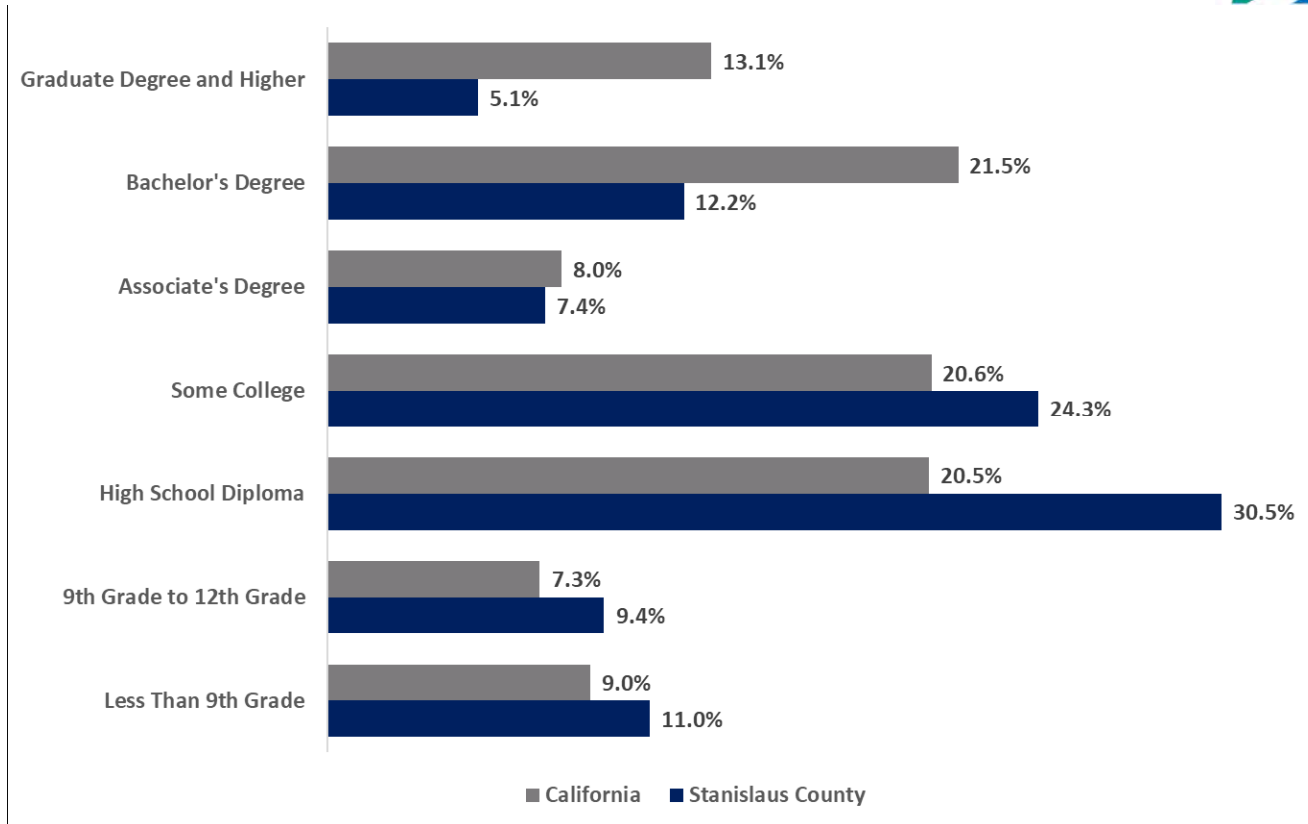
### a. EDUCATIONAL ATTAINMENT

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%<sup>13</sup> of the California rate.

<sup>11</sup> *Unemployment Rates and Labor Force Data*, CA Employment Development Department, [edd.ca.gov](http://edd.ca.gov)

<sup>13</sup> Workforce Development Local Two Year Plan ([stanworkforce.com](http://stanworkforce.com))

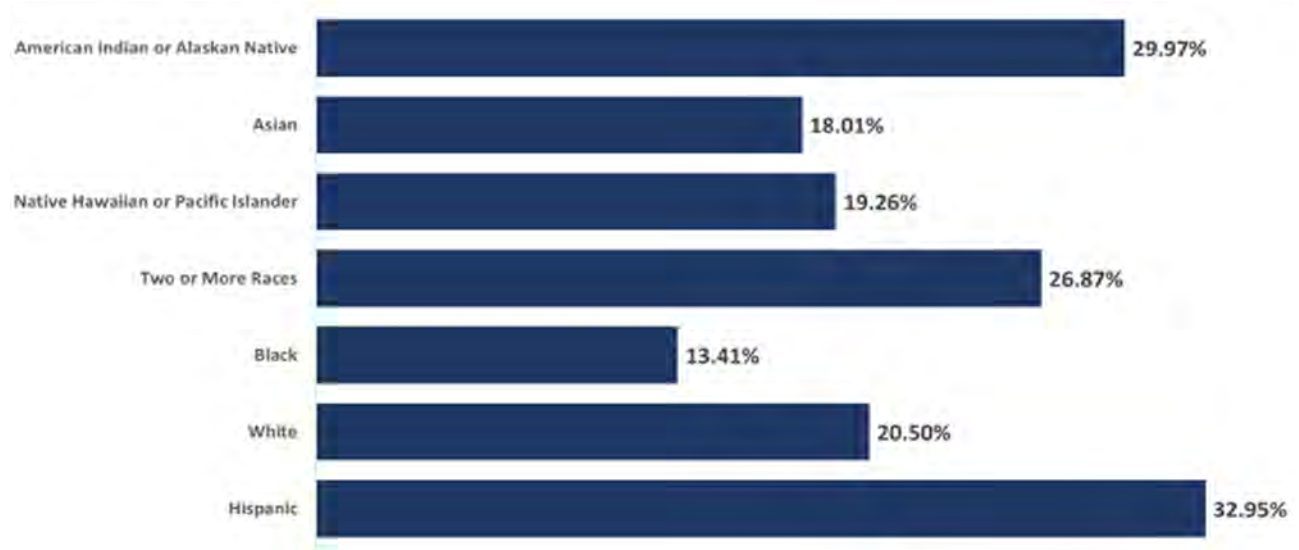


Source: Lightcast Educational Attainment Snapshot (Q3 2022 Data Set)

Figure 1- Educational Attainment, Age 25-64



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%<sup>14</sup> 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 number of individuals getting a high school diploma is fairly well distributed.

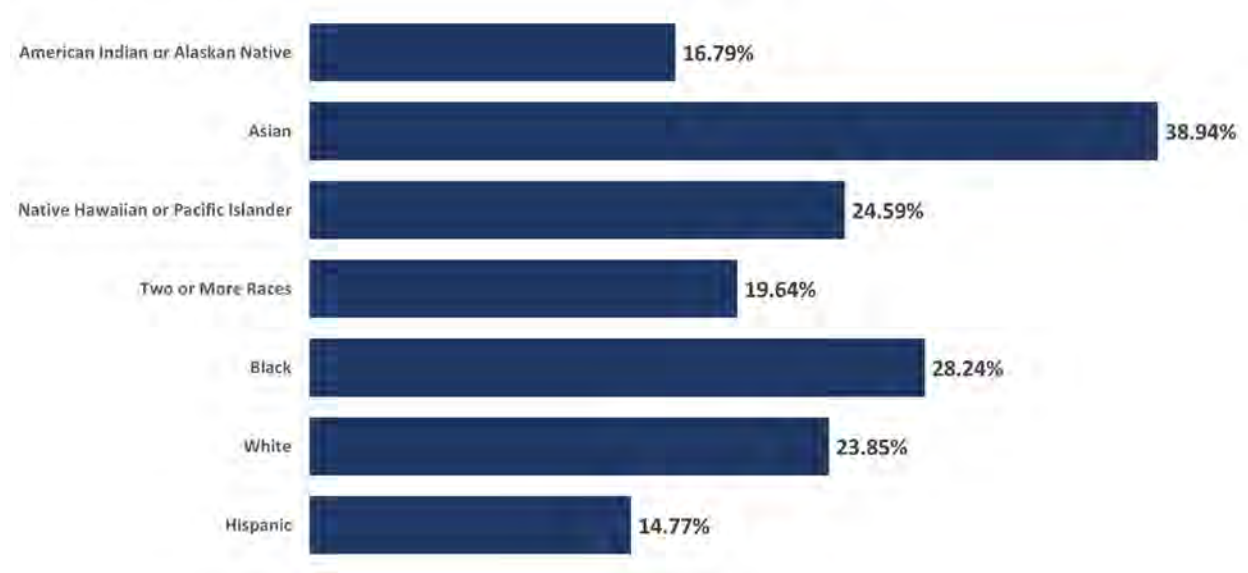


Source: Lightcast Educational Attainment Snapshot (Q4 2022 Data Set) Figure 3. Educational Attainment by Race/Ethnicity: High School Diploma

<sup>14</sup> Workforce Development Local Two Year Plan ([stanworkforce.com](http://stanworkforce.com))



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.



Source: Lightcast Educational Attainment Snapshot (Q4 2022 Data Set) *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 220,200<sup>15</sup>. (\*\*\*)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 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.

<sup>15</sup> *Unemployment Rates and Labor Force Data, CA Employment Development Department, [edd.ca.gov](http://edd.ca.gov)*

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 tracts<sup>17</sup> 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.

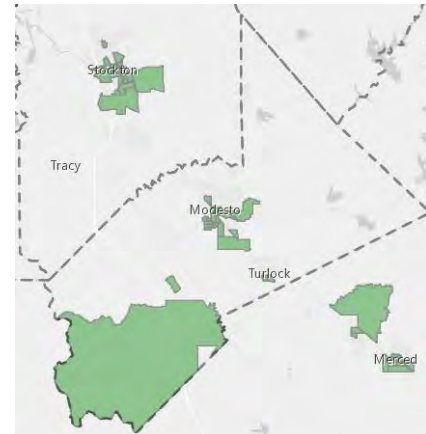


Figure 7- IRS.gov CA Designated Opportunity Zone

### 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

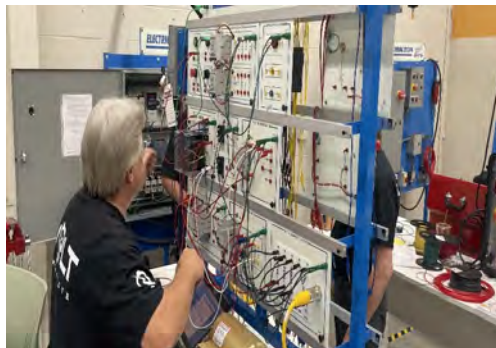


Photo 5- VOLT Student During Class

providers who offer a wide range of educational programs, including classroom, correspondence, online, and apprenticeship programs. Additionally, Stanislaus County Workforce Development supports youth, ages 17- 24 years old, in developing 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

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





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 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



Photo 6- Wine Glass and Grape Vines

Stanislaus's agricultural sales hit an all-time high of \$4.4 billion in 2014 and were 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 [source](#). This represents a 2% increase from the 2020 value of \$3,476,093,000<sup>18</sup>. 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.

## 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, 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-

<sup>18</sup> 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 in addressing the challenge over the next few years. 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 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 Rankings<sup>20</sup>, Stanislaus County exceeds typical county employment share in some areas, but there are many industries that Stanislaus still has work to do, such as healthcare, knowledge-intensive business services, and others.

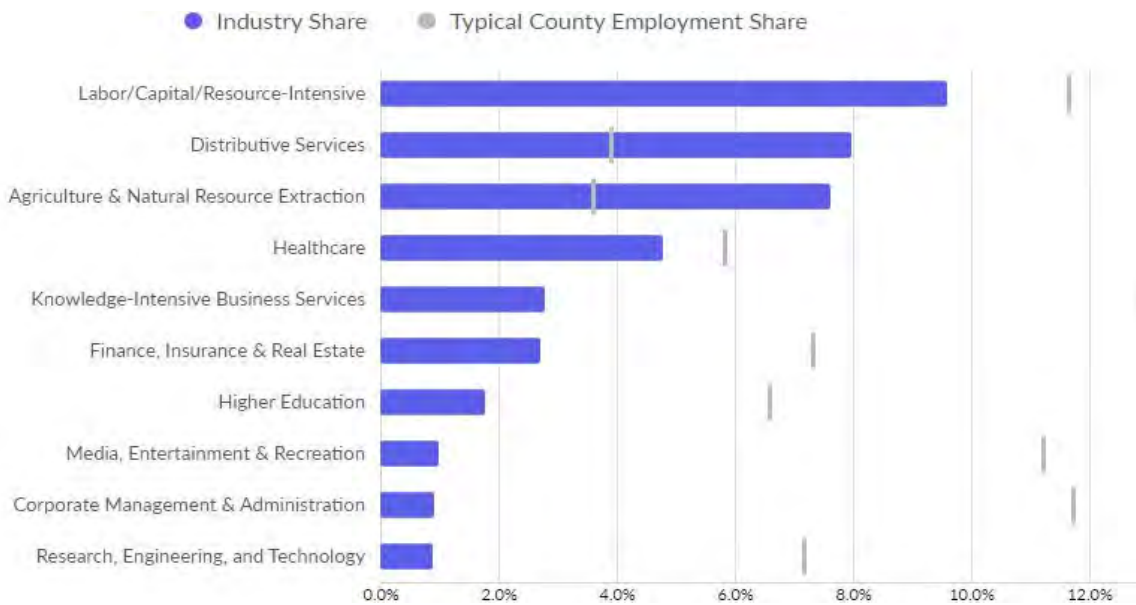


Figure 8- Lightcast Industry Diversity Rankings

**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, were employed in manufacturing-related industries

<sup>20</sup>Lightcast Industry Diversity Ranking Report, 2022, [economicmodeling.com](http://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
<b>E &amp; J Gallo Winery</b>	6,000	Winery
<b>Foster Farms</b>	2,200	Food Processing
<b>Del Monte Foods</b>	1,500	Food Processing
<b>Stanislaus Food Products</b>	1,500	Canning
<b>Con Agra</b>	1,100	Food Processing
<b>Crystal Creamery</b>	650	Milk Manufacturer
<b>Frito Lay</b>	650	Food Manufacturing
<b>Blue Diamond Growers</b>	500	Nut Processor
<b>Pacific Southwest Containers</b>	451	Container Manufacturing
<b>Bronco Wine</b>	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
<b>Stanislaus County</b>	3,960	County Government
<b>Modesto City Schools</b>	3,200	School District
<b>Doctors Medical Center</b>	2,600	Health Care
<b>Ceres Unified School District</b>	2,093	School District
<b>Turlock Unified School District</b>	2,000	School District
<b>SaveMart Supermarket</b>	1,700	Retail Grocer
<b>Memorial Medical Center</b>	1,500	Health Care
<b>City of Modesto</b>	1,200	City Government
<b>Stanislaus Office of Education</b>	1,145	Education District
<b>CSU Stanislaus</b>	1,000	Public University

Table 4- Top 10 Non-Manufacturer List



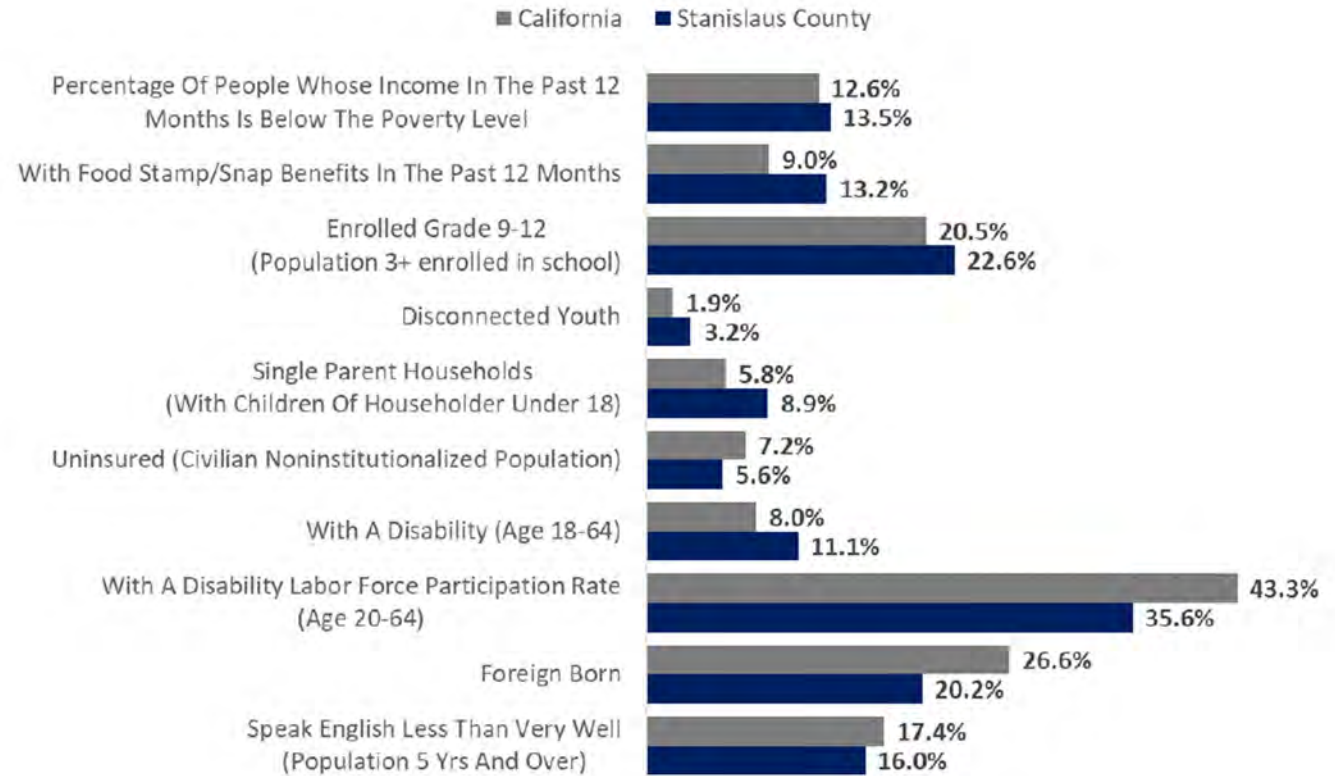
## VII. POPULATION

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

	2021*	2060	Percent Increase
<b>Stanislaus Population</b>	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)".

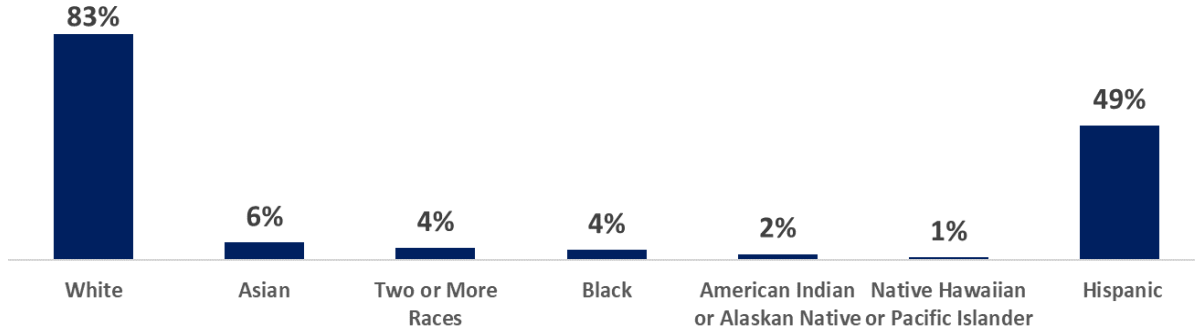
1. Disconnected youth are 16-19 year olds who are (1) not in school, (2) not high school graduates, and (3) either unemployed or not in the labor force.

Figure 10- Stanislaus County Social Demographics

<sup>21</sup> State of CA Population Estimates, Dept. of Finance, [www.dof.ca.gov/Forecasting/Demographics/Projections/](http://www.dof.ca.gov/Forecasting/Demographics/Projections/)



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



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

<sup>23</sup>Figure 11. Stanislaus County Race and Ethnicity

### VIII. TAXABLE SALES

Retail sales data reported by the California Department of Tax and Fee Administration<sup>24</sup> 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 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.

#### Stanislaus County Taxable Sales

Year	Total Taxable Sales	YOY Change (+/-)
2022	\$16,341,452,990	+ \$4,072,921,849
2021	\$12,268,531,141	+ \$2,181,235,934
2020	\$10,087,295,207	+ \$407,468,747
2019	\$9,679,826,460	+ \$362,830,805
2018	\$9,298,940,774	+ \$326,320,376
2017	\$8,972,620,398	+ \$229,866,301

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

### 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.

<sup>23</sup> Workforce Development Local Two Year Plan ([stanworkforce.com](http://stanworkforce.com))

<sup>24</sup> [Taxable Sales by County, CA Dept. of Tax and Fee Administration, cdtfa.gov](http://Taxable Sales by County, CA Dept. of Tax and Fee Administration, cdtfa.gov)



Figure 9- 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 Senate Bill 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 additional resources to be given to 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. In 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. 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 helps 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.

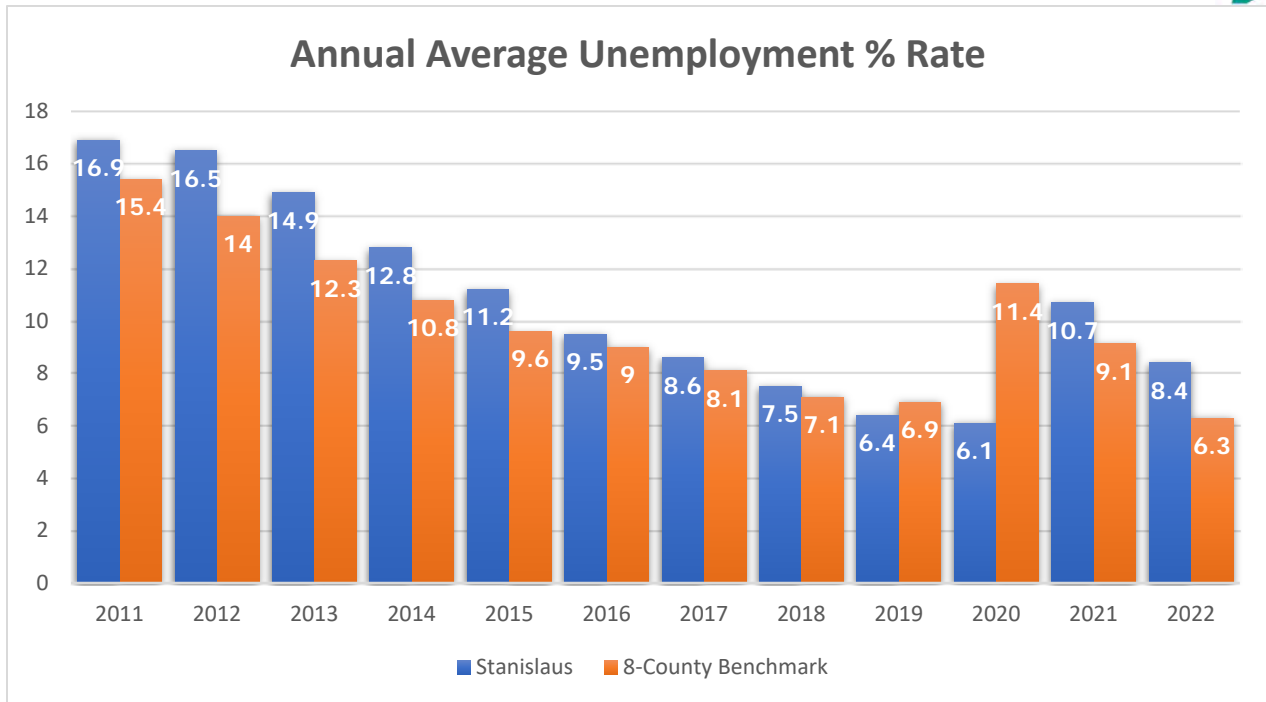


Figure 8- Unemployment Rates vs. Benchmark Counties  
 Source: CA Employment Development Department Labor Force Data, [www.edd.ca.gov](http://www.edd.ca.gov)

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 it 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 13.6%, down by nearly 7% since 2015.

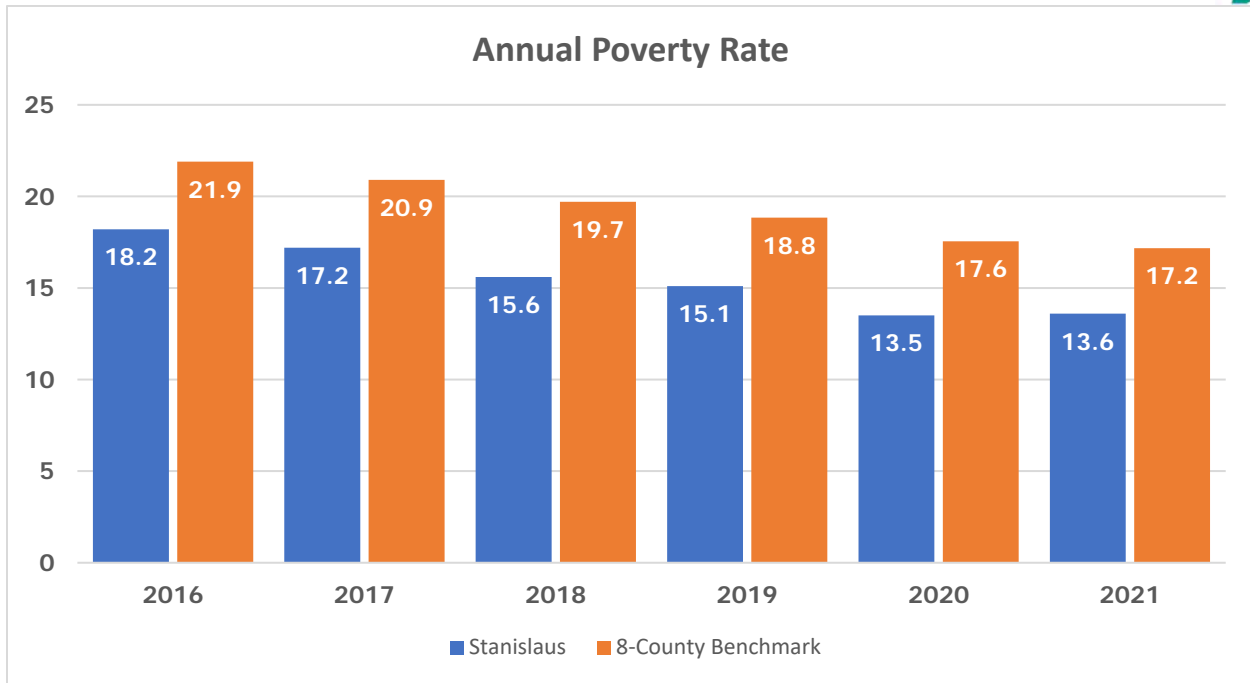


Figure 9- Annual Poverty Rate vs. Benchmark Counties

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, 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 and 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.

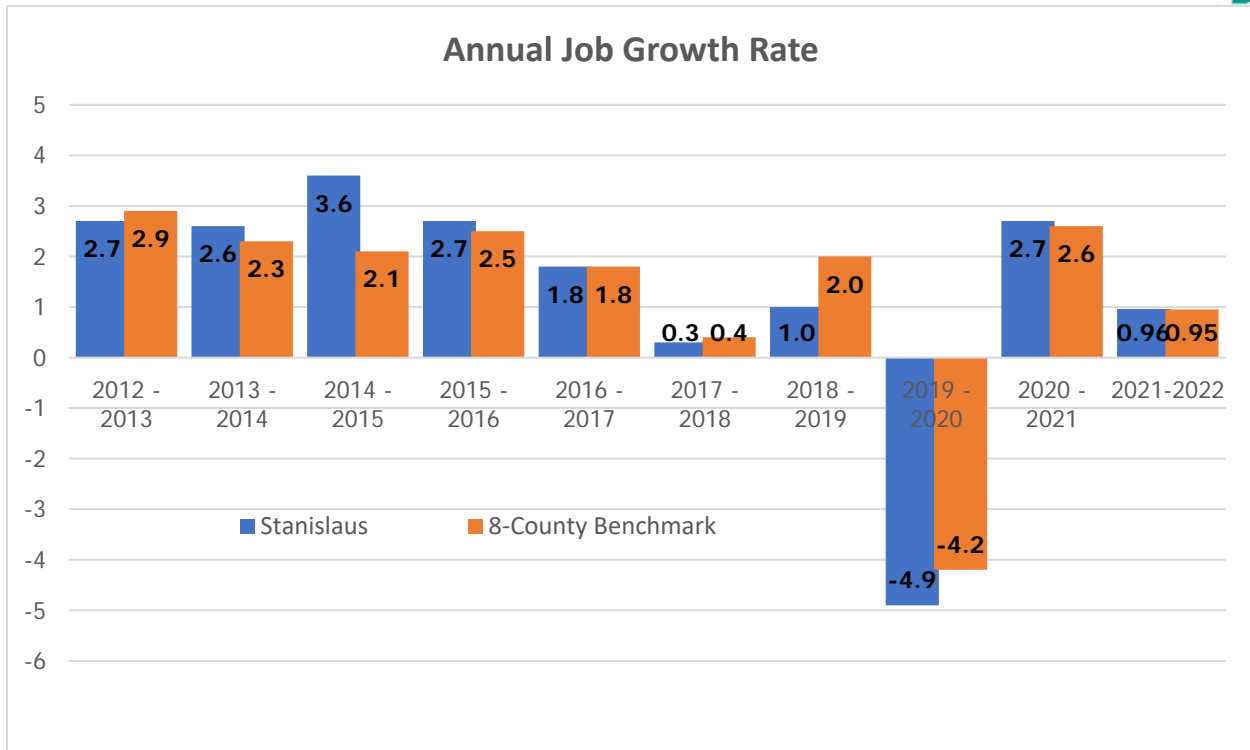


Figure 10- Annual Job Growth Rates vs. Benchmark Counties  
 Source: Bureau of Labor Statistics, [www.bls.gov](http://www.bls.gov)

In 2021, there were 62,500<sup>26</sup> 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.

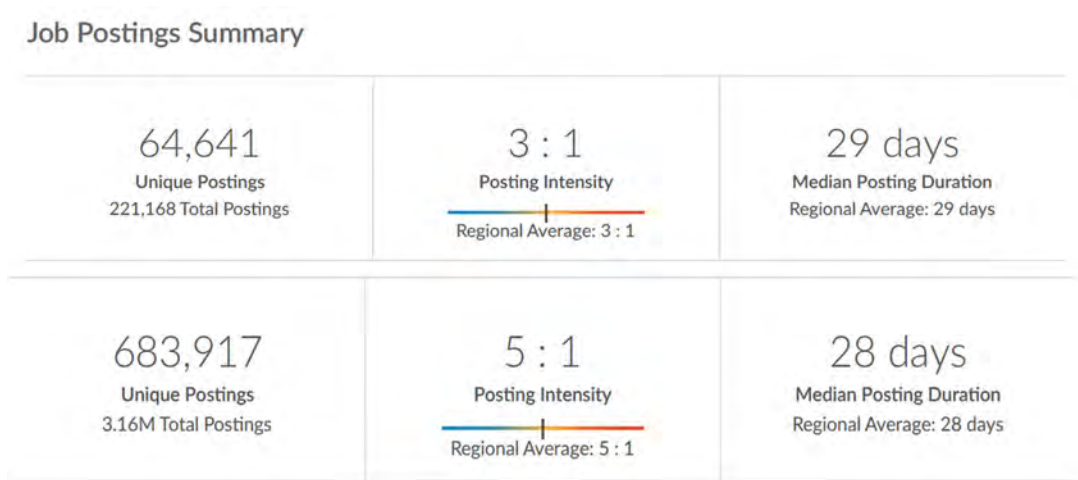


Figure 11- Unique Job Posting Data, Lightcast, [www.economicmodeling.com](http://www.economicmodeling.com)

<sup>26</sup> Job Posting Analytics, Lightcast, [www.economicmodeling.com](http://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.

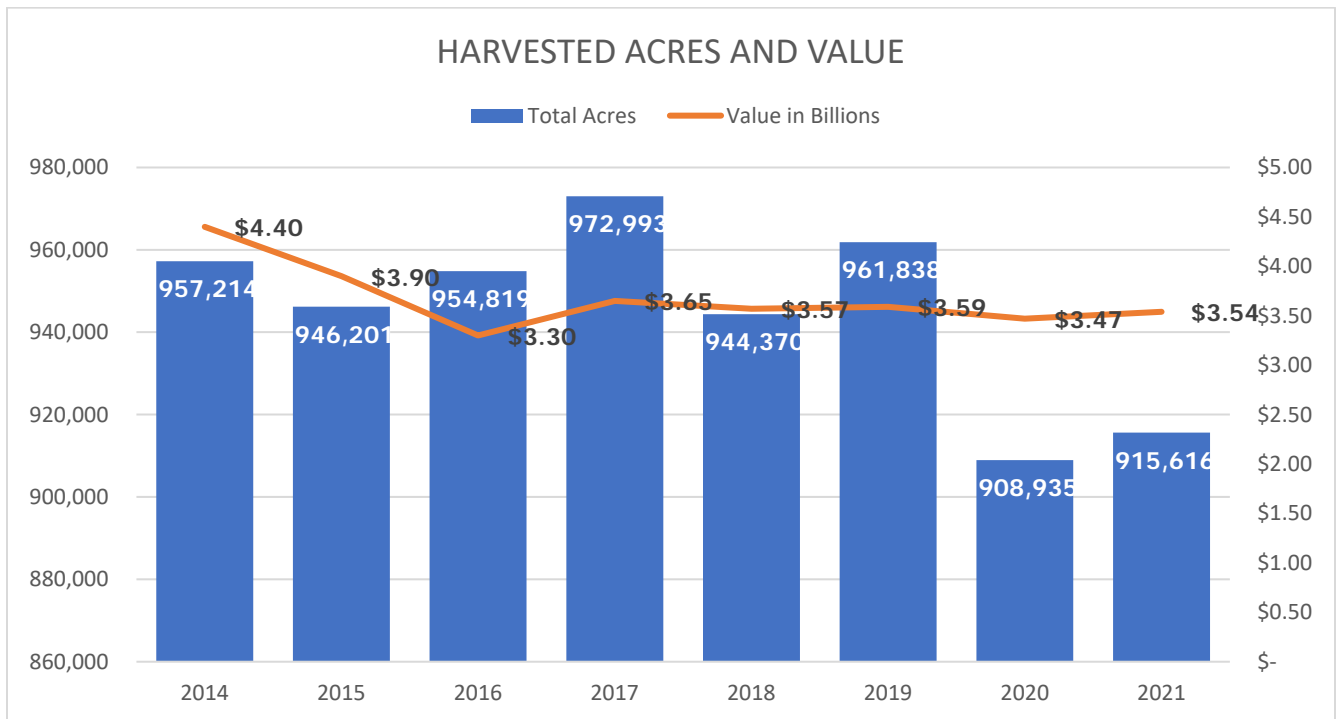


Figure 13- Agricultural Data- Harvested Acres and Values

Source: Stanislaus County Agricultural Report (2021), [2021 Stanislaus County Agricultural Report \(stanag.org\)](https://stanag.org)

## 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 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 \$96.1 million of CARES Act Coronavirus Relief Funds (CRF) to Stanislaus County. 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.

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 five-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.



# LOCAL PROFILES AND PROJECTS

# CERES

Javier Lopez, Mayor

Doug Dunford, Interim City Manager

Christopher Home, AICP, Community Development Director

[www.ci.ceres.ca.us](http://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.

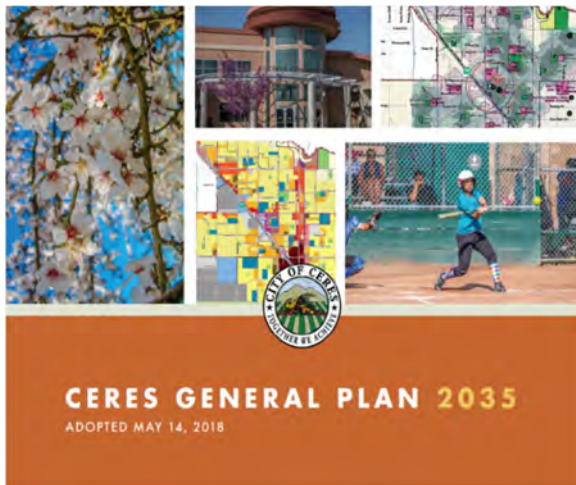


Figure 13 – Ceres General Plan Cover

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.

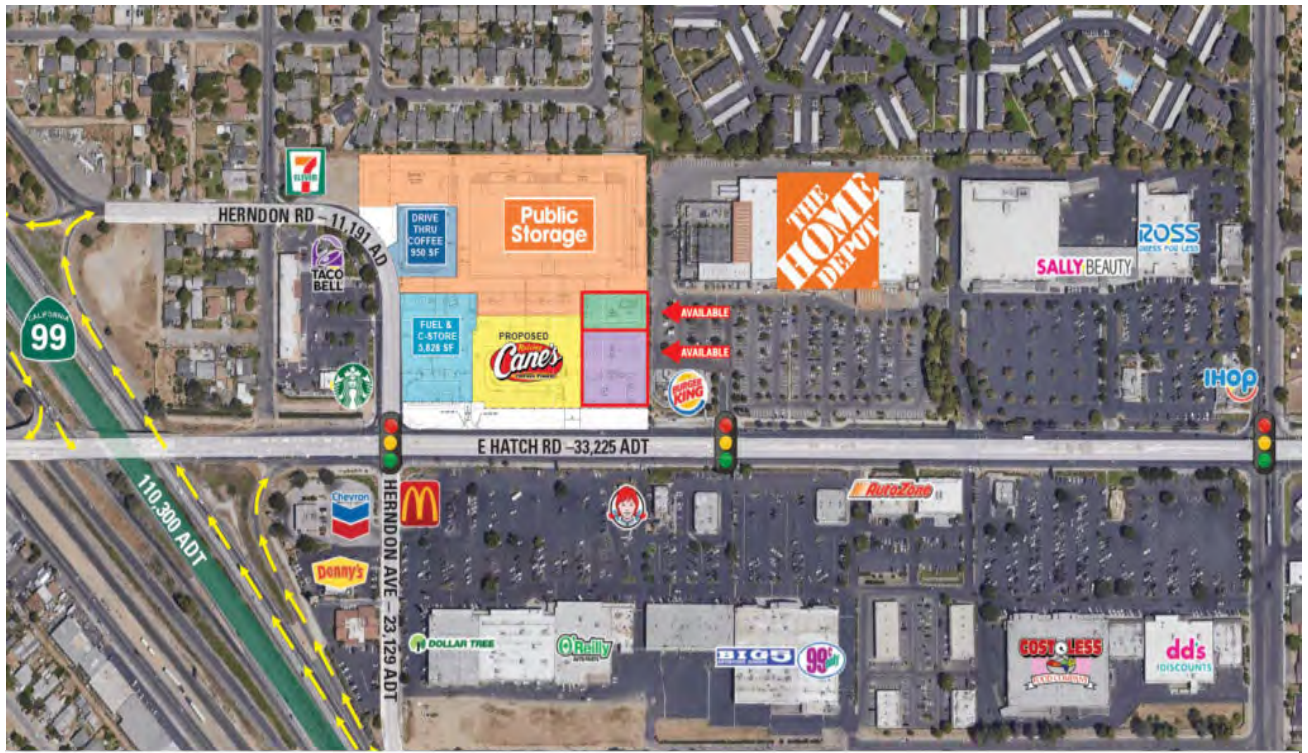


Figure 14 - Hatch Road Commercial





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



# HUGHSON

George Carr, Mayor

Merry Mayhew City Manager

Carla C. Jauregui, Community Development Director

[www.hughson.org](http://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*



# MODESTO

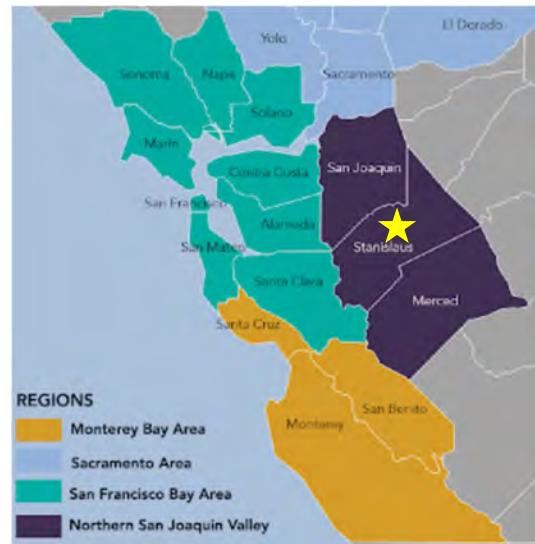
Sue Zwahlen, Mayor  
Joseph Lopez, City Manager  
Jessica Hill, Director of Community & Economic Development  
[www.modestogov.com](http://www.modestogov.com) |  
[www.choosemodesto.com](http://www.choosemodesto.com)



## INTRODUCTION

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:

- Food Processing and Manufacturing
- Advanced Manufacturing – Off-site Construction
- Distribution and Electronic Commerce
- Healthcare
- Business Services



Northern San Joaquin Valley Region

## CORE BUSINESS SECTORS / CLUSTERS

### Food Processing and Manufacturing (Traded Cluster)

Modesto's economic roots are in food production and processing 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,



E. & J. Gallo Winery headquarters, Modesto





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.

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 Construction (Traded Cluster)**

The Modesto area is a national center for a strategically important emerging industry, off-site construction and manufactured housing, that is cost-competitive and significantly decreasing construction project time with higher quality product 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. Entekra, LLC chose Modesto



*Entekra LLC fully automated off-site construction*

as their first major off-site construction center in America, with the first factory ramping up to 3,000 houses a year and a second factory in the works. Entekra's management team had over twenty years of experience developing the most integrated off-site construction system in Europe before coming to the USA. The Modesto area's manufactured housing industry ecosystem also includes S2A Modular and Kingspan insulated panel systems that recently opened a 158,000 square foot photovoltaics solar roof factory.

### 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.



*DOT Food Trucks*

### Healthcare (Local Cluster)

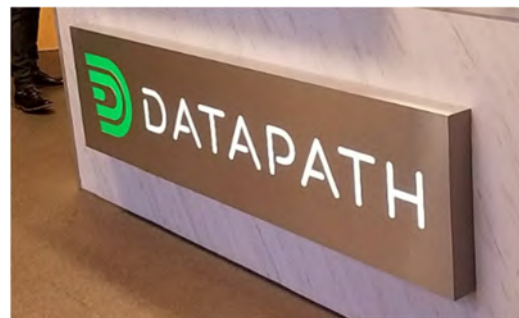
Modesto's healthcare sector became a regional magnet with the presence of Kaiser Permanente, Doctors Medical Center (Tenet Healthcare), Memorial Medical Center (Sutter Health), Stanislaus Surgical Hospital, Valley Children's Hospital, Encompass Health Rehabilitation, and affordable care network Golden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



*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 designation eight times since 2011.



*-DataPath*

## WORKFORCE AND EDUCATION

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.



*VOLT Institute*

STANISLAUS  
**CRADLE to CAREER**  
 PARTNERSHIP  
 –Stanislaus County Office of Education  
 Cradle to Career Initiative

## 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 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.



*Modesto Graffiti Summer*

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 AREAS

Modesto continues to experience steady economic growth, creating both employment and development opportunities. The City and each department is committed to providing professional services that support economic vitality and a business friendly environment. Over the past few years Modesto has supported our local small businesses through our regional partnerships.

Modesto has also made substantial investments in non-infrastructure that builds community capacity to achieve and sustain regional competitiveness and economic growth in economically distressed communities. Including sponsoring Digital Nest Modesto, Opportunity Stanislaus, Valley Sierra Small Business Development Center, Central Valley Opportunity Center, Stanislaus 2030, and Support for the Arts.

Modesto is committed to innovation and regional collaboration. Innovation is key to global competitiveness, new and better jobs, a resilient economy, and the attainment of national economic goals. Regional collaboration is essential for economic recovery because regions are the centers of competition in the new global economy and those that work together to leverage resources and use their strengths to overcome weaknesses will fare better than those that do not. The City will support regional initiatives such as North Valley Thrive (A California Economic Resilience Fund), Stanislaus 2030, and BEAM Circular.

The City has developed a 5-year strategic plan that includes a robust effort for Economic Vitality—retain and attract residential, commercial, and industrial development to meet the community's needs today and for the next generation. To drive the success of a vibrant and economically sustainable business climate the City will:

- Develop or update City policy documents and actionable strategic plans
  - Update the General Plan consistent with city vision
  - Update Master Environmental Impact Report.
  - Implement Modesto Downtown Master Plan (2020)
  - Modesto Housing Plan (2022)
  - Southwest Modesto Plan – in development
  - Modesto Economic Development Strategic Plan – in development
- Develop a citywide business incentive plan that fosters economic diversification (i.e., infrastructure investments, business attraction, retention and grow local entrepreneurs).
- Collaborate with local hospitals and medical providers to create a medical district.
- Develop public-private partnerships with local firms and educational institutions.
- Collaborate with universities and colleges to offer educational and vocational services to train and develop current and future residents to meet local business workforce needs.



- Collaborate with downtown partners to expand upon existing successful downtown events and entertainment offerings.
- Create a downtown economic development strategy (including infill housing, mixed-use development, business retention and attraction, and placemaking).
- 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
- Continue ongoing improvements in water and wastewater services to stay ahead of industrial and residential demand.
- Continue work on Tuolumne River Regional Park Plan that will transform 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

### 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*

### Support Inclusive Economic Recovery, Resilience and Opportunity

- Support Manufacturing and Export
  - Recruit companies in sectors that complement and/or advance Modesto's core clusters in coordination with Stanislaus 2030 and California Jobs Now 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



City of Modesto Downtown Mater Plan

- Implement a Cannabis Equity Program that includes an outreach strategy to individuals and communities that may have been disproportionately harmed by cannabis prohibition.
- Support entrepreneur and venture skill-building, including Stanislaus 2030 Training Hubs initiative, emphasizing underserved communities and woman-owned businesses. Support higher quality of life development

- Implement the downtown master plan emphasizing infill, densification, affordable housing, mixed-use and transit-centered development.
- Continue development of master plan for Tuolumne River Regional Park. The Regional Park will enhance recreation and travel destination opportunities and improve management and mitigation of regional flood hazard along Modesto’s main riparian corridor and connect to downtown via improved pedestrian/bicycle and auto street circulation.



Tuolumne River Regional Park

**ECONOMIC DEVELOPMENT STRATEGIC INITIATIVES AND PROJECTS**

Name	Investment	Anticipated Economic Benefit
Downtown Water Capacity Infrastructure	\$ 32,392,750	Downtown Modesto hosts approximately 32 jobs per acre and maintained a value of \$2.3M per acre. This can be expanded with greater investment in water flow infrastructure.
Modesto ACE Extension Improvements	\$ 96,200,000	By extending this service to Modesto, the Altamont Commuter Express (ACE) train could provide residents with greater access to job opportunities in the Bay Area. The ACE train extension provides an opportunity to connect with the future high-speed rail in Merced.



Quiet Zones Improvements	\$ 1,465,000	The goal of this project is to reduce noise pollution from train horns, improving the quality of life for residents, while maintaining safety standards at railroad crossings.
Tuolumne River Regional Park Investments	\$ 127,680,000	High-quality parks and recreation play a pivotal role in attracting and retaining quality businesses. Investments in improving a community's quality of life create a virtuous cycle.
Virginia Corridor Phase VIII	\$ 319,200	Expansions aim to enhance regional recreational amenities of the Virginia Corridor and improve accessibility for residents—improving health outcomes.
BEAM Circular — technical Assistance	TBD	In addition to zoning policy an important next step is aligning our regional Infrastructure Master Plans and to accommodate the expected site planning needs of BioEconomy Agriculture and Manufacturing (BEAM) Circular.
Climate Resiliency Planning Grant	TBD	Regional climate resilience is crucial for economic development and can help manage the negative impacts of climate change while generating positive impacts on Gross Domestic Product (GDP) and economic growth and delivering critical development outcomes such as reducing poverty.
Support for Measure H	TBD	The strategic plan aims to ensure that the funds are used effectively to enhance city services and improve the quality of life for Modesto residents.

### ECONOMIC DEVELOPMENT CHALLENGES

- Maximize potential of Modesto’s well-regarded Downtown. A high priority catalyst is jumpstarting mixed-use residential projects that will add to the downtown economy, meet existing demand for downtown residential units and anticipate new demand from the coming ACE Rail service to San Jose, Sacramento, and Merced.
- Unproductive competition with adjoining municipalities for retail commercial opportunities that undermine regional public safety budgets
- 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 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

Funding targeted Economic Development infrastructure investment and incentives to attract new businesses and retain current businesses, especially young growing businesses and startups.



**MAJOR EMPLOYERS**

<b>City of Modesto</b>			
<b>Company or Organization</b>	<b>Employees</b>	<b>Category</b>	<b>Description</b>
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

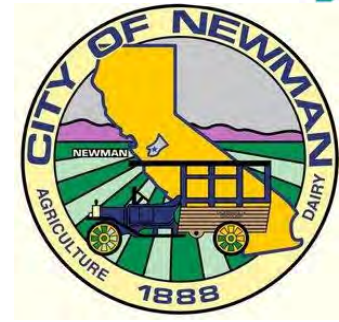
*Modesto Top Employer List*





# NEWMAN

Casey Graham, Mayor  
Michael Holland, City Manager  
[www.cityofnewman.com](http://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.

**City of Newman Business and Jobs Development Center**

The City of Newman Business and Jobs Development Center will be an investment on the Westside of Stanislaus County focusing on non-skill barriers to jobs and training, talent development, entrepreneurship and small business dynamism. There is a demonstrated need in this area to link economic development objectives to businesses and the labor force. The City of Newman will partner with Opportunity Stanislaus to implement proven strategies to provide support services to promote permanent employment and economic growth.

**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 Lis



# OAKDALE

Cherilyn Bairos, Mayor  
Bryan Whitemyer, City Manager  
[www.oakdalegov.com](http://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:

<b>City of Oakdale</b>			
<b>Company or Organization</b>	<b>Employees</b>	<b>Category</b>	<b>Description</b>
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](http://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:**

<b>City of Patterson</b>			
<b>Company or Organization</b>	<b>Employees</b>	<b>Category</b>	<b>Description</b>
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](http://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; and
- 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:**

<b>City of Riverbank</b>			
<b>Company or Organization</b>	<b>Employees</b>	<b>Category</b>	<b>Description</b>
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](http://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. constructioned 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 Bubak 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 NVRRWP will meet the recycled water goals and mandates of the State of California.

Over time, the NVRRWP 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 NVRRWP 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 NVRRWP 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 the 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.

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## **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.



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:**

<b>City of Turlock</b>			
<b>Company or Organization</b>	<b>Employees</b>	<b>Category</b>	<b>Description</b>
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

Charlie Goeken, Mayor  
 Michael Pitcock, City Manager  
[www.cityofwaterford.org](http://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:**

<b>City of Waterford</b>			
<b>Company or Organization</b>	<b>Employees</b>	<b>Category</b>	<b>Description</b>
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*





# STANISLAUS COUNTY

Chanace Condit, Chairman of the Board of Supervisors

Jody Hayes, Chief Executive Officer

[www.stancounty.com](http://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



# REGIONAL ECONOMIC DEVELOPMENT INITIATIVES



## Stanislaus 2030

[www.stanislaus2030.com](http://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](http://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.



## Stanislaus Regional Water Authority

[www.stanrwa.com](http://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 SWSP 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](http://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.



## Tuolumne River Regional Park

The Tuolumne River, a vital natural resource in California's Great Central Valley, originates in Yosemite National Park's Sierras and stands as the largest tributary to the San Joaquin River. It plays a pivotal role in Stanislaus County, offering water and power to homes and businesses, supporting a thriving agricultural sector, and nurturing a diverse biological community, including the largest naturally reproducing population of chinook salmon in the San Joaquin Valley. However, its significance is somewhat obscured by limited public access due to its remote rural locations and its concealed presence within urban settings.

To address this, civic leaders in Stanislaus County initiated a land acquisition effort along the Tuolumne River nearly 40 years ago, envisioning it as a central focal point for life in the region. This parcel of land is now designated as the Tuolumne River Regional Park (TRRP), currently encompassing over 500 acres along a seven-mile stretch of the river. Regrettably, only about 180 acres of the TRRP have been developed for recreational purposes thus far.

The ongoing efforts for the TRRP Master Plan concentrate on a thorough update to the 2001 Master Plan, superseding the 1968 Master Plan. It seeks to establish a long-term vision for the park, incorporating projects to enrich recreational facilities, environmental values, and educational programs. The plan is attuned to contemporary environmental practices, recreational preferences, and compliance with regulations. The TRRP Master Plan aims to augment recreational amenities, opening new avenues for public enjoyment. For instance, the Neece Drive Non-Motorized Boat Launch and River Access Project will enable commercial rafting and furnish additional riverfront access, establishing a significant destination for recreational pursuits.

Projects focused on enhancing the quality of life, like parks, play a crucial role in job creation, economic advancement, and educational attainment for several reasons. Exceptional parks and recreation can be instrumental in attracting and retaining high-quality businesses. Investments in elevating a community's quality of life set in motion a virtuous cycle: top-notch locations draw in skilled workers, which, in turn, attract employers, leading to even more investments and job opportunities. Parks also elevate property values, boost municipal revenue, draw in homebuyers and workers, and entice retirees. Equally significant, parks shape the perceptions of a community and its overall quality of life, aiding in the development of a sense of belonging.

The City of Modesto is presently engaged in an economic opportunity study within the Southwest Modesto plan area, aiming to uplift underserved and underinvested communities south and west of downtown. This area borders key assets of the Tuolumne River Regional Park and stands to benefit from collaborative planning. Denser, mixed-use development near the Modesto Nuts Stadium and Municipal Golf Course presents a prime opportunity for conceptualizing a "River District"—unleashing the development-boosting potential of the Tuolumne River Regional Park.



## Bioeconomy Agriculture Manufacturing (BEAM) Circular

<https://www.beamcircular.org/>

BEAM Circular is an initiative that aims to transform waste into opportunity through the circular bioeconomy. They are working with the communities of the North San Joaquin Valley to rethink our relationship with waste. Our region is a leader in American agricultural production and food processing, but some of its most promising resources are discarded every day. BEAM Circular is working to transform organic waste and byproducts from the food and agriculture system—such as orchard trimmings, nut shells, food scraps, and livestock waste—into everything from building materials to renewable energy to industrial chemicals to consumer goods. They aim to generate accessible quality jobs, build community wealth, and advance environmental solutions. BEAM Circular was launched in January 2023 with a lead investment from Stanislaus County and incubation at Opportunity Stanislaus to advance the initiative.

Together with local communities and a growing network of state and national collaborators, BEAM Circular is now aligning resources, policy, talent, and partnerships to make the North San Joaquin Valley the best place in the world for innovators in the circular bioeconomy to bring their solutions to scale. To transform waste into opportunity on a large scale, significant infrastructure is needed. This includes facilities for processing and transforming waste, as well as systems for collecting and transporting waste materials. Coordination with the region can help ensure that the necessary infrastructure is developed in a way that benefits the community and supports the goals of the BEAM Circular initiative.

BEAM Circular's efforts are likely to require changes in local policies and regulations. The initiative will require substantial infrastructure investment of Modesto possible sphere of influence amendments and subsequent annexations. As the City is in the process of updating the General Plan, they are amid a prime policy window to clear the path for zoning policy that supports the goals and objectives of BEAM Circular. Working closely with Modesto can help ensure that these changes are made in a way that supports the initiative's goals while also respecting the interests of the local community.

In addition to zoning policy, an important next step to consider is the aligning Infrastructure Master Plans and to accommodate the expected site planning needs of BEAM Circular. Modesto and the County can work with the U.S. Economic Development Administration (EDA) to seek funding for technical studies for infrastructure planning through the EDA's Planning and Local Technical Assistance programs. Applications for EDA funding opportunities from the region should focus on supporting studies for siting a business park for BEAM Circular.



# 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 poverty<sup>27</sup>. 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.

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<sup>27</sup> 2020 American Community Survey (ACS) 5-Year Population Estimates, U.S. Census Bureau, [data.census.gov](https://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; and,
- 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.



# APPENDICES



# APPENDIX A

## STANISLAUS COUNTY LAYOFFS (2005 - 2022)

## 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.



# APPENDIX B

## STANISLAUS COUNTY EXPANSIONS (2005 - 2022)



# 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

STANCOG 2022 Regional Transportation Plan

TIER 1 ROADWAY PROJECTS

Project Details

Purpose/Need (P = Primary Purpose / X = Need)

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
<b>City of Ceres</b>															
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		
<b>Total Ceres</b>					<b>\$325,368,525</b>										
<b>Caltrans</b>															
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				
<b>Total Caltrans</b>					<b>\$375,254,000</b>										
<b>City of Hughson</b>															
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		
<b>Total Hughson</b>					<b>\$16,248,075</b>										
<b>City of Modesto</b>															
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	S												

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/IUA, 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/IUA, 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/IUA, 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/IUA, 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/IUA, 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/IUA, 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/IUA, 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/IUA, 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/IUA, 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/IUA, 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/IUA, 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	HSP, 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/IUA, 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/IUA, 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/IUA, 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/IUA, 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/IUA, 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/IUA, 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/IUA, 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/IUA, 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/IUA, 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/IUA, 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/IUA, 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/IUA, 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/IUA, 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/IUA, 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/IUA, 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/IUA, 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/IUA, 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/IUA, 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/IUA, 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/IUA, 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/IUA, 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/IUA, 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/IUA, 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/IUA, 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/IUA, 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/IUA, 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/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	
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"> <li>At Jensen Road and N Street</li> <li>Along Sherman Parkway</li> <li>At Orestimba Road and T Street</li> <li>At Inyo Avenue and Upper Road</li> <li>At Inyo Avenue and T Street</li> <li>At Inyo Avenue and P Street/Prince Street</li> <li>At Merced Street and Barrington Avenue</li> <li>At Hills Ferry Road and Canal School Road</li> </ul>	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	Bartch 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/IIJA, 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/IIJA, 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/IIJA, 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/IIJA, 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/IIJA, 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/IIJA, 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/IIJA, 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/IIJA, 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/IIJA, 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/IIJA, 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/IIJA, 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/IIJA, 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/IIJA, 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/IIJA, 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/IIJA, 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/IIJA, 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/IIJA, 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/IIJA, 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/IIJA, 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/IIJA, 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/IIJA, 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/IIJA, 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/IIJA, 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/IIJA, 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/IIJA, 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/IIJA, 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/IIJA, 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/IIJA, 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/IIJA, 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/IIJA, 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/IIJA, 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/IIJA, 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/IIJA, 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/IIJA, 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/IIJA, 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/IIJA, 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/IIJA, 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/IIJA, 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/IIJA, 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/IIJA, 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/IIJA, CMAQ, STBGP						X		
T38	Turlock	Geer Rd	East Christoffersen 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/IIJA, CMAQ, STBGP						X		









U.S. DEPARTMENT OF COMMERCE  
Economic Development Administration  
Los Angeles Field Office  
8100 Naylor Ave  
Los Angeles, Ca 90045  
310 261 6005

November 5, 2023  
Mr. Jody L Hayes  
Chief Executive Office  
County of Stanislaus  
1010 10<sup>th</sup> Street  
Suite 6800  
Modesto, CA 95354  
209-525-6333

Subject: - Stanislaus County 5-Year Comprehensive Economic Development Strategy (CEDS)

Dear Mr. Hayes:

The Los Angeles Office of the Economic Development Administration (EDA) has reviewed the "Comprehensive Economic Development Strategy" (CEDS) submitted for the Stanislaus County. This letter serves as your record of EDA's approval of above mentioned CEDS document.

This CEDS has been approved for the 5-year period 2023 - 2028. You are responsible for updating this document on an annual basis, if needed, in order to maintain your CEDS active. An annual update should be submitted and approved by our office.

Potential projects covered by the CEDS would be eligible for EDA support until that time. However, there is no guarantee that a proposed project will be financially supported by EDA. You may review "CEDS Summary of Requirements" from the EDA web site. If you have any questions or comments, please do not hesitate to contact our office.

Sincerely,

  
Wilfred L Marshall  
Economic Development Representative

cc: Sellers Maiea  
cc: Chris Cox  
cc: Patricia Lord