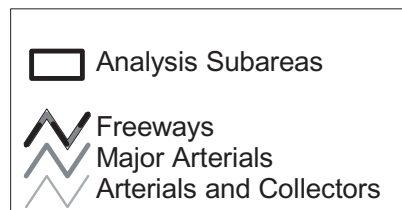
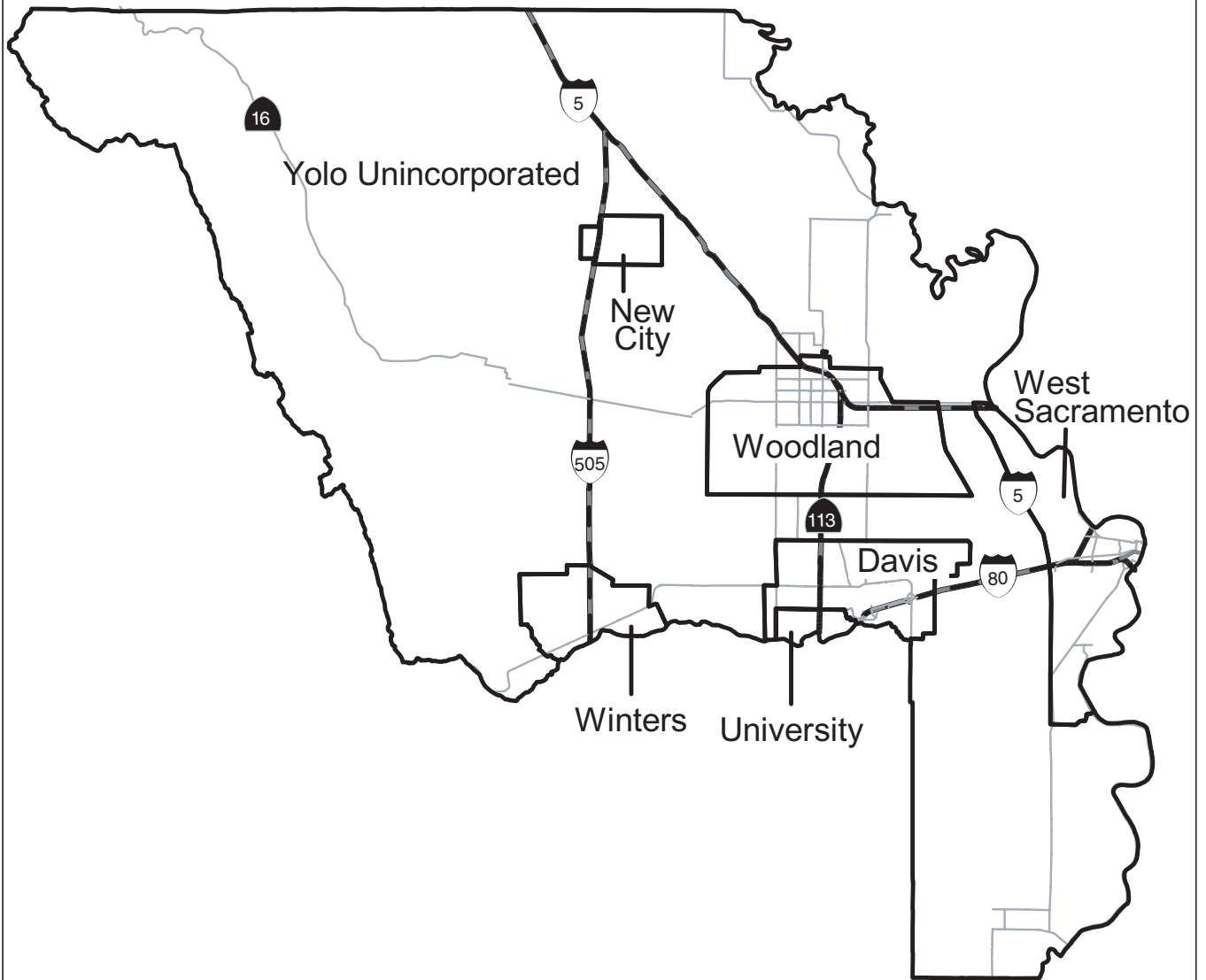


YOLO COUNTY SUBAREAS



Yolo County Totals

SCENARIO	A	B	C	D
Growth in Jobs: 2000-2050	140,414	122,907	102,312	92,256
Growth in Housing Units: 2000-2050	103,126	104,477	79,942	74,643
Balance of Jobs/Housing Growth	1.4	1.2	1.3	1.2
Percent of Housing Growth through:				
Rural Residential (Existing 1%)	0%	0%	0%	0%
Large Lot Single Family (Existing 58%)	67%	44%	43%	42%
Small Lot Single Family (Existing 20%)	13%	27%	24%	23%
Attached Products (Existing 21%)	20%	29%	33%	35%
Total Housing Product Mix through 2050:				
Rural Residential	1%	0%	1%	1%
Large Lot Single Family	64%	47%	47%	47%
Small Lot Single Family	15%	25%	23%	22%
Attached Products	20%	27%	29%	31%
Growth through Re-Investment in 2050:				
Jobs	0%	6%	13%	14%
Dwelling Units	0% ^s	7%	16%	20%
Type of Trips:				
Auto	85.7%	78.7%	76.8%	75.8%
Transit	2.2%	4.3%	6.3%	6.2%
Bike and Pedestrian	12.1%	17.1%	16.9%	18.0%
Vehicle Miles Traveled				
Per Day Per Household*	43.8	34.6	34.2	34.9
Pct. Vehicle Hours in Heavy Congestion	55%	39%	41%	41%

MAJOR SIMILARITIES—ALL SCENARIOS

An overall balance of jobs and housing throughout the county.

MAJOR SIMILARITIES—SCENARIOS B, C AND D

Balance of jobs and housing are fairly similar.

MAJOR DIFFERENCES SCENARIOS B, C AND D

- Scenario B includes the addition of a New City located north of Woodland near the Interstate 5 and Interstate 505 interchange.
- Much more growth through re-investment in C and D, particularly housing in the downtown and surrounding areas or Davis and West Sacramento.

**University-related, non-residential travel is excluded.*

Yolo County Transportation Project Summary

COUNTY	TYPE	DESCRIPTION	A		B		C		D		
			MTP	POST MTP	MTP	POST MTP	MTP	POST MTP	MTP	POST MTP	
Yolo	CRT	Acquire 5 commuter rail trains for Sacramento to Dixon service	1		1		1		1		
		Add 5 commuter rail trains for Sacramento to Dixon service								1	
		Add 8 commuter rail trains, Dixon to Sacramento service						1			
		Add 4 commuter rail trains, Dixon to Sacramento service				1					
	CRT Total			1		1	1	1	1	1	
	LRT	Extend light rail, Sacramento to Enterprise Dr, West Sac.	1				1				
		Extend light rail, Sacramento to Harbor Blvd, West Sac.							1		
		Extend light rail, W.Sac., Harbor Blvd. to Southport (Linden) via YSLRR				1					
	LRT Total			1			1	1		1	
	ROAD	Add 2 freeway ramps, I-5 at Rt. 113, Woodland	1		1		1		1		
		Build new 4-lane road, West Sac. (Bryte) to I-5				1		1		1	
		Build new Sac. River bridge, 43rd Avenue to Southport, 2 lanes				1		1			
		Build new Sac. River bridge, Broadway to 15th, 4 lanes						1		1	
		Build new Sac. River bridge, Richards to Lighthouse, 4 lanes				1				1	
		Build new Sac. River bridge, Richards to Lighthouse, 6 lanes		1							
		Build new, Sac. River bridge, Natomas to Bryte, 2 lanes				1		1			
		Improve interchange, Reed Ave at I-80, West Sac.	1		1		1		1		
		Reconstruct & widen interchanges, Roads 13/14 at I-5 & I-505				1					
		Reconstruct interchange, Covell Blvd at Rt. 113, Davis	1		1		1		1		
		Reconstruct interchange, Enterprise Dr. at I-80, West Sac.	1		1		1		1		
		Reconstruct interchange, Harbor Blvd at US50, West Sac.	1		1		1		1		
		Reconstruct interchange, Richards Blvd at I-80, Davis	1		1		1		1		
		Reconstruct interchange, Road 102 at I-5, Woodland	1		1		1		1		
		Widen interchanges (I80 & Rt 113) & access roads to UC Davis				1		1		1	
		Widen Road 102 to 4 lanes, Davis to Woodland		1		1		1		1	
		Widen Road 24 to 4 lanes, Road 98 to Route 16		1							
		Widen Road 98 to 4 lanes, Davis to Woodland		1							
		Widen Route 128 to 4 lanes, I-5 thru Winters		1							
		Widen Road 13/14, I-5 to I-505, to 4 lanes for New Town				1					
	ROAD Total			7	5	7	8	7	6	7	5
	ST HWY	Add HOV lanes to I-5, Sacramento Airport to Woodland		1		1		1		1	
		Add HOV lanes to I-80, West Sac to Davis	1		1		1		1		
		Widen Route 113 to 6 lanes, Davis to Woodland		1							
ST HWY Total			1	2	1	1	1	1	1	1	
Yolo Total			10	7	9	11	10	8	10	7	

West Sacramento

SCENARIO	A	B	C	D
Growth in Jobs: 2000-2050	54,517	52,664	55,601	47,605
Growth in Housing Units: 2000-2050	27,858	45,589	43,900	38,381
Balance of Jobs/Housing Growth	2.0	1.2	1.2	1.2
New Housing Growth through 2050 (by type):				
Rural Residential (Existing 3%)	1%	1%	1%	1%
Large Lot Single Family (Existing 53%)	48%	40%	35%	32%
Small Lot Single Family (Existing 26%)	22%	28%	30%	28%
Attached Products (Existing 18%)	29%	32%	34%	40%
Total Housing Product Mix Through 2050:				
Rural Residential	2%	1%	1%	1%
Large Lot Single Family	49%	42%	39%	36%
Small Lot Single Family	23%	27%	29%	27%
Attached Products	26%	29%	31%	35%
Growth through Re-Investment in 2050:				
Jobs	0%	2%	10%	9%
Dwelling Units	0%	13%	23% ^s	29%
Type of Trips:				
Auto	91.2%	81.3%	81.2%	78.0%
Transit	2.1%	5.4%	5.9%	6.9%
Bike and Pedestrian	6.8%	13.3%	12.9%	15.1%
Vehicle Miles Traveled				
Per Day Per Household	43.4	34.6	34.7	32.6
Pct. Vehicle Hours in Heavy Congestion	54%	32%	33%	33%

MAJOR SIMILARITIES—ALL SCENARIOS

Growth in jobs in West Sacramento remains fairly similar throughout all scenarios.

MAJOR SIMILARITIES—SCENARIOS B, C AND D

- A jobs/housing balance of 1.2
- Increased attached residential dwelling units from A.
- Major growth occurs in the core area of the city, especially in the Capital corridor and the Triangle.

MAJOR DIFFERENCES SCENARIOS B, C AND D

- Overall growth declines slightly from B to C to D.
- Much more growth through re-investment in C and D, particularly in the Capital Corridor and the Triangle.
- Less growth in north and south West Sacramento greenfield areas from B to C to D.

Davis

SCENARIO	A	B	C	D
Growth in Jobs: 2000-2050	22,723	12,710	13,848	13,523
Growth in Housing Units: 2000-2050	17,073	10,906	11,007	11,448
Balance of Jobs/Housing Growth	1.3	1.2	1.2	1.2
New Housing Growth through 2050 (by type):				
Rural Residential (Existing 0%)	0%	0%	0%	0%
Large Lot Single Family (Existing 58%)	60%	43%	42%	42%
Small Lot Single Family (Existing 19%)	12%	24%	21%	20%
Attached Products (Existing 24%)	28%	33%	37%	39%
Total Housing Product Mix Through 2050:				
Rural Residential	0%	0%	0%	0%
Large Lot Single Family	59%	49%	49%	48%
Small Lot Single Family	14%	22%	20%	19%
Attached Products	26%	29%	31%	32%
Growth through Re-Investment in 2050:				
Jobs	0%	21%	24%	24%
Dwelling Units	0%	7%	15%	16%
Type of Trips:				
Auto	76.7%	63.6%	65.8%	65.3%
Transit	3.4%	7.3%	9.7%	8.7%
Bike and Pedestrian	19.9%	29.1%	24.4%	25.9%
Vehicle Miles Traveled				
Per Day Per Household	31.5	27.1	26.5	27.2
Pct. Vehicle Hours in Heavy Congestion	62%	37%	39%	40%

MAJOR SIMILARITIES—ALL SCENARIOS

The jobs/housing balance is good in each scenario.

MAJOR SIMILARITIES—SCENARIOS B, C AND D

- A 1.2 jobs to housing ratio, and similar growth in each.
- Overall increase in attached residential dwelling units from A.

MAJOR DIFFERENCES SCENARIOS B, C AND D

- An increase in attached residential dwelling units from B to C to D.
- Scenario D and C have more growth through Re-Investment.

University (Davis)

SCENARIO	A	B	C	D
Growth in Jobs: 2000-2050	5,869	3,549	3,701	3,669
Growth in Housing Units: 2000-2050	1,204	2,027	1,928	1,613
Balance of Jobs/Housing Growth	4.9	1.8	1.9	2.3
New Housing Growth through 2050 (by type):				
Rural Residential (Existing 0%)	0%	0%	0%	0%
Large Lot Single Family (Existing 0%)	0%	0%	0%	0%
Small Lot Single Family (Existing 25%)	35%	47%	33%	39%
Attached Products (Existing 75%)	65%	53%	67%	61%
Total Housing Product Mix Through 2050:				
Rural Residential	0%	0%	0%	0%
Large Lot Single Family	0%	0%	0%	0%
Small Lot Single Family	31%	39%	30%	34%
Attached Products	69%	61%	70%	66%
Growth through Re-Investment in 2050:				
Jobs	0%	0%	0%	0%
Dwelling Units	0%	0%	0%	0%
Type of Trips:				
Auto	64.0%	54.9%	54.0%	54.6%
Transit	1.4%	2.2%	2.4%	2.4%
Bike and Pedestrian	34.6%	42.9%	43.6%	43.1%
Vehicle Miles Traveled				
Per Day Per Household	9.0	9.6	9.1	9.5
Pct. Vehicle Hours in Heavy Congestion	62%	37%	39%	40%

MAJOR SIMILARITIES—ALL SCENARIOS

Similar amount of land utilized for the University.

MAJOR SIMILARITIES—SCENARIOS B, C AND D

- Improved jobs/housing balance from Scenario A.
- Overall better jobs/housing balance on the campus from A.

MAJOR DIFFERENCES SCENARIOS B, C AND D

Increased attached residential dwelling units in C.

Woodland

SCENARIO	A	B	C	D
Growth in Jobs: 2000-2050	29,830	21,289	21,074	17,625
Growth in Housing Units: 2000-2050	29,978	20,237	16,278	16,383
Balance of Jobs/Housing Growth	1.0	1.0	1.3	1.1
Percent of Housing Growth through 2050 (by type):				
Rural Residential (Existing 0%)	0%	0%	0%	0%
Large Lot Single Family (Existing 66%)	76%	61%	55%	55%
Small Lot Single Family (Existing 18%)	9%	19%	18%	18%
Attached Products (Existing 16%)	15%	20%	27%	27%
Total Housing Product Mix through 2050:				
Rural Residential	0%	0%	0%	0%
Large Lot Single Family	73%	63%	59%	59%
Small Lot Single Family	12%	19%	18%	18%
Attached Products	15%	19%	23%	23%
Growth through Re-Investment in 2050:				
Jobs	0%	5%	14%	13%
Dwelling Units	0%	4%	14%	14%
Type of Trips:				
Auto	91.3%	88.4%	83.3%	86.5%
Transit	1.4%	2.1%	3.5%	3.1%
Bike and Pedestrian	7.2%	9.5%	13.2%	10.4%
Vehicle Miles Traveled				
Per Day Per Household	42.2	37.6	35.4	37.4
Pct. Vehicle Hours in Heavy Congestion	43%	35%	33%	37%

MAJOR SIMILARITIES—ALL SCENARIOS

None.

MAJOR SIMILARITIES—SCENARIOS B, C AND D

- An increase in attached residential products from A.
- Increased re-investment in all three scenarios along Main Street.

MAJOR DIFFERENCES SCENARIOS B, C AND D

- Employment growth declines slightly from B to C and D, housing decreases from B to C and D, which are similar.
- Increase growth through re-investment in C and D, particularly along Main Street.

Winters

SCENARIO	A	B	C	D
Growth in Jobs: 2000-2050	7,128	2,926	2,875	2,875
Growth in Housing Units: 2000-2050	8,298	2,813	2,939	2,939
Balance of Jobs/Housing Growth	0.9	1.0	1.0	1.0
Percent of Housing Growth through 2050(by type):				
Rural Residential (Existing 0%)	0%	0%	0%	0%
Large Lot Single Family (Existing 79%)	69%	63%	52%	52%
Small Lot Single Family (Existing 12%)	11%	26%	19%	19%
Attached Products (Existing 9%)	20%	10%	28%	28%
Total Housing Product Mix through 2050:				
Rural Residential	0%	0%	0%	0%
Large Lot Single Family	71%	68%	60%	60%
Small Lot Single Family	11%	22%	17%	17%
Attached Products	18%	10%	23%	23%
Growth through Re-Investment in 2050:				
Jobs	0%	0%	0%	0%
Dwelling Units	0%	0%	0%	0%
Type of Trips:				
Auto	88.2%	80.5%	78.6%	78.7%
Transit	0.0%	0.0%	0.0%	0.0%
Bike and Pedestrian	11.8%	19.5%	21.4%	21.3%
Vehicle Miles Traveled				
Per Day Per Household	65.0	51.7	50.4	50.7
Pct. Vehicle Hours in Heavy Congestion	21%	0%	0%	0%

MAJOR SIMILARITIES—ALL SCENARIOS

Jobs/housing balance remains around 1.0.

MAJOR SIMILARITIES—SCENARIOS B, C AND D

Overall amount of growth in jobs and housing.

MAJOR DIFFERENCES SCENARIOS B, C AND D

- Percentage of attached residential dwelling units increases in C and D
- More land east of Interstate 505 set aside for future urban development in Scenario B.

New City

SCENARIO	A	B	C	D
Growth in Jobs: 2000-2050	0	23,957	0	0
Growth in Housing Units: 2000-2050	0	18,682	0	0
Balance of Jobs/Housing Growth	0	1.3	0	0
New Housing Growth through 2050 (by type):				
Rural Residential (Existing 0%)	0%	0%	0%	0%
Large Lot Single Family (Existing 0%)	0%	18%	0%	0%
Small Lot Single Family (Existing 0%)	0%	45%	0%	0%
Attached Products (Existing 0%)	0%	36%	0%	0%
Total Housing Product Mix Through 2050:				
Rural Residential	0%	0%	0%	0%
Large Lot Single Family	0%	18%	0%	0%
Small Lot Single Family	0%	45%	0%	0%
Attached Products	0%	36%	0%	0%
Growth through Re-Investment in 2050:				
Jobs	0%	0%	0%	0%
Dwelling Units	0%	0%	0%	0%
Type of Trips:				
Auto	NA	91.9%	NA	NA
Transit	NA	0.1%	NA	NA
Bike and Pedestrian	NA	8.0%	NA	NA
Vehicle Miles Traveled				
Per Day Per Household	NA	34.8	NA	NA
Pct. Vehicle Hours in Heavy Congestion				
	NA	1%	NA	NA

MAJOR SIMILARITIES—ALL SCENARIOS

None.

MAJOR SIMILARITIES—SCENARIOS B, C AND D

None.

MAJOR DIFFERENCES SCENARIOS B, C AND D

Only Scenario B sees the addition of a New City, which has a good balance of jobs and housing (i.e. it is not a “bedroom community”).

Yolo Unincorporated

SCENARIO	A	B	C	D
Growth in Jobs: 2000-2050	7,236	5,812	5,213	6,083
Growth in Housing Units: 2000-2050	16,813	4,213	3,890	3,959
Balance of Jobs/Housing Growth	0.4	1.4	1.3	1.5
New Housing Growth through 2050 (by type):				
Rural Residential (Existing 7%)	1%	0%	0%	0%
Large Lot Single Family (Existing 54%)	82%	60%	46%	57%
Small Lot Single Family (Existing 24%)	9%	27%	26%	25%
Attached Products (Existing 15%)	9%	13%	28%	18%
Total Housing Product Mix through 2050:				
Rural Residential	2%	2%	1%	2%
Large Lot Single Family	77%	58%	48%	56%
Small Lot Single Family	11%	26%	26%	25%
Attached Products	10%	14%	24%	17%
Growth through Re-Investment in 2050:				
Jobs	0%	0%	0%	0%
Dwelling Units	0%	0%	0%	0%
Type of Trips:				
Auto	91.2%	77.4%	70.5%	89.3%
Transit	1.2%	5.0%	6.6%	1.4%
Bike and Pedestrian	7.5%	17.6%	22.9%	9.3%
Vehicle Miles Traveled				
Per Day Per Household	71.3	40.8	37.2	70.5
Pct. Vehicle Hours in Heavy Congestion	75%	65%	67%	66%

MAJOR SIMILARITIES—ALL SCENARIOS

The unincorporated areas of Yolo County see moderate growth, especially in Clarksburg, Knights-Landing, and Dunnigan.

MAJOR SIMILARITIES—SCENARIOS B, C AND D

- Overall amount of growth in jobs and housing are fairly similar.
- Significant improvement in jobs-housing balance in all three scenarios.

MAJOR DIFFERENCES SCENARIOS B, C AND D

Scenario C sees an increase in attached housing products with a small mixed-use center in Clarksburg.