

REGIONAL Personal Scorecard

Scenarios are scored, based on their performance within each category, Least-More-Most, as represented to the right.

LEAST

MORE

MOST

	LAND USE INPUTS	SCENARIO #1	SCENARIO #2	SCENARIO #3	NOTES
1	Share of growth in Center & Corridor Communities <i>(percent of new homes)</i>	19%	28%	37%	
2	Share of growth in Established Communities <i>(percent of new homes)</i>	27%	24%	23%	
3	Share of growth in Developing Communities <i>(percent of new homes)</i>	50%	45%	38%	
4	Share of growth in Rural Residential Communities <i>(percent of new homes)</i>	4%	3%	2%	
5	Share of growth in large-lot single-family homes <i>(percent)</i>	39%	33%	25%	
6	Share of growth in small-lot, single-family homes <i>(percent)</i>	30%	26%	23%	
7	Share of growth in attached homes <i>(percent)</i>	31%	42%	52%	
TRANSPORTATION INPUTS					
8	New or expanded roads <i>(lane miles, percent increase from 2008)</i>	25%	24%	14%	
9	Transit service <i>(Vehicle Service Hours, percent increase from 2008)</i>	50%	85%	122%	
10	Funding for transit <i>(\$ in billions)</i>	\$10.7	\$11.7	\$13.7	
11	Funding for road, bike and pedestrian maintenance and operations <i>(\$ in billions)</i>	\$10.9	\$11	\$11	
12	Funding for new road capacity <i>(\$ in billions)</i>	\$8.7	\$8	\$6.7	
13	Funding for bike and pedestrian street and trail improvements <i>(\$ in billions)</i>	\$2.8	\$2.9	\$3.0	
14	Additional miles of bicycle paths, lanes and routes <i>(Class 1, 2 and 3 = 1,700 in 2008.)</i>	800	1,100	1,300	
15	Funding for Programs (e.g., Community Design, Air Quality, Travel Demand Management) <i>(\$ in billions)</i>	\$1.5	\$1.6	\$1.7	
OUTCOMES					
16	Square miles of farmland converted to development <i>(4,166 square miles of farmland in 2008)</i>	93	70	50	
17	Square miles of vernal pools affected by development	9	8	7	
18	Share of new homes near high-frequency transit <i>(percent of new homes)</i>	20%	34%	44%	
19	Share of new jobs near high-frequency transit <i>(percent of new jobs)</i>	26%	35%	44%	
20	Transit costs recovered by ticket sales <i>(percent)</i>	38%	41%	51%	
21	Total homes in environmental justice areas near high-frequency transit <i>(percent of homes, 30% in 2008)</i>	43%	45%	47%	
22	Share of trips by transit, bike, or walk <i>(percent increase per capita from 2008)</i>	12%	22%	31%	
23	Vehicle miles traveled (VMT) <i>(percent change per capita from 2008)</i>	-6%	-8%	-9%	
24	Vehicle miles traveled in heavy congestion <i>(percent of total vehicle miles traveled)</i>	5%	6%	7%	
25	Travel time spent in car per capita <i>(percent change from 2008)</i>	-3%	-4%	-4%	
26	Weekday passenger vehicle CO ₂ emissions <i>(percent change per capita from 2005)</i>	-14%	-16%	-17%	

SCENARIO Themes

LAND USE AND TRANSPORTATION DESCRIPTION

OUTCOMES

SCENARIO #1

- Developing and Established communities receive highest share region's growth
- Highest growth in Rural Residential Communities of all three scenarios
- New homes split fairly even between large-lot single-family homes, small-lot single-family homes, and attached homes
- Jobs/housing balance in major employment centers improves from 2008
- Fewest homes and jobs near high-frequency transit
- Highest investment in new roadway capacity compared to other modes of travel including a balance of investments in future and existing bottlenecks to reduce congestion
- Complete streets opportunities scaled down compared to other scenarios
- Least amount of transit service

Yuba County variations from regional themes:

- Highest amount of housing growth and lowest amount of job growth in the county of the three scenarios
- Majority of growth is in Developing Communities
- Majority of new homes are large-lot single-family

Sutter County variations from regional themes:

- Highest jobs and housing growth of the three scenarios
- Most new homes are large-lot single-family

- Highest amount of agricultural and natural resource lands affected by development
- Least amount of new development near high-frequency transit
- Largest decrease in congested vehicle miles of travel and delay
- Largest increase in commute carpooling
- Smallest increase in transit ridership (though much higher than 2008)
- Smallest increase in walk and bike trips
- Largest increase in household expenditures on transportation costs, compared to 2008
- Smallest decrease in VMT and transportation greenhouse gas (GHG) emissions per capita

Yuba County variations from regional themes:

- Congested travel higher in this scenario than in Scenario 2 (though still below regional average)
- Highest percent of Environmental Justice area homes near high frequency transit of all three scenarios

Sutter County variations from regional themes:

- Congested travel higher in this scenario than Scenario 2 (though still below regional average)

SCENARIO #2

- Established, Developing and Center & Corridor Communities receive nearly even shares of growth
- More new homes attached versus small-lot and large-lot single-family
- Jobs/housing balance in major employment centers further improved
- More homes and jobs near high-frequency transit service (compared to Scenario 1) allow for greater realization of complete streets opportunities in Established and Developing Communities
- Emphasis on a balance of roadway capacity and operational enhancements to address existing bottlenecks in Established Communities and Center & Corridor Communities
- Moderate level of funding for programs (e.g., Community Design, Air Quality, Transportation Demand Management)

Yuba County variations from regional themes:

- Less housing growth but more job growth than Scenario 1
- Growth shifts towards Established and Center & Corridor communities, but Developing Communities still receives the highest share
- Most new homes are large-lot single-family

Sutter County variations from regional themes:

- Less jobs and housing growth than Scenario 1
- Established Communities and Developing Communities have the most growth
- Majority of new homes are large-lot single-family

- Performs "between" Scenarios 1 and 3 on most key metrics, including: non-auto travel; share of bike and walk trips; increase in household transportation costs; decrease in VMT and GHG emissions per capita

Yuba County variations from regional themes:

- Congested travel lowest in this scenario (due to lower housing growth than in Scenario 1, but with similar transportation investments)

Sutter County variations from regional themes:

- Congested travel lowest in this scenario (due to lower housing growth than in Scenario 1, but with similar transportation investments)

SCENARIO #3

- Center & Corridor Communities receive highest share of growth
- Half of all new homes are attached
- Least amount of growth in Rural Residential Communities in all three scenarios
- Jobs/housing balance in major employment centers most improved of all scenarios
- Highest amount of homes and jobs near high quality transit
- Highest level of investment in new transit service including higher frequency bus, streetcar, light rail, and other rail services
- Greatest number of realized complete streets opportunities supported by more compact land uses and focused development in multi-modal corridors
- Greatest reliance on operational enhancements for roadways (Intelligent Transportation Systems, operations-oriented projects) and Blueprint-supportive programs (e.g., Community Design, Air Quality, Transportation Demand Management)

Yuba County variations from regional themes:

- Least amount of housing growth and highest amount of job growth of the three scenarios
- Developing Communities receive highest share of growth
- Center & Corridor Communities receive more growth than in the other two scenarios
- About half of new homes are small-lot single-family or attached

Sutter County variations from regional themes:

- Lowest amount of jobs and housing growth of the three scenarios
- Established Communities receive the highest share of growth
- Developing and Center & Corridor communities receive similar shares of growth
- New homes are split almost evenly between large-lot single-family, small-lot single-family, and attached

- Least amount of agricultural and natural resource lands affected
- Highest amount of development near high-frequency transit
- Largest increase in non-auto travel
- Largest increase in walk and bike trips
- Smallest increase in household expenditures on transportation costs, compared to 2008
- Largest decrease in VMT and transportation GHG emissions per capita

Yuba County variations from regional themes:

- None; Yuba County performance generally follows the regional trend in Scenario 3

Sutter County variations from regional themes:

- None; Sutter County performance generally follows the regional trend in Scenario 3