

SACOG Performance Outcomes Summary
 Draft Preferred Scenario Staff Report, 4.16.15, Attachment D

Performance Outcomes					
Description of Regional Land Use and Transportation Scenarios					
Performance Outcomes	Scenario 1	Scenario 2	Scenario 3	Adopted 2012 Plan	Draft Preferred Scenario
Vehicle miles traveled (VMT) <i>(percent change in total vehicle miles traveled per person from 2008)</i>	-5%	-7%	-12%	-7%	-8%
Vehicle miles traveled in heavy traffic <i>(percent of total vehicle miles traveled)</i>	5%	6%	5%	6%	6%
Jobs within 20-minute drive of residence <i>(200,100 jobs in 2008)</i>	253,500	260,100	267,800	263,100	272,700
Vehicle miles traveled to jobs centers <i>(change in commute VMT per worker at job centers, compared to 2008)</i>	-15%	-15%	-22%	-15%	-15%
Trips by transit, bike, or walk to jobs centers <i>(change in transit/bike/walk commute trips per worker at jobs centers, compared to 2008)</i>	+82%	+74%	+112%	+107%	+93%
Travel time spent in car per person <i>(percent change from 2008)</i>	-3%	-4%	-4%	-4%	-4%
Trips by transit, bike, or walk <i>(percent increase in per capita transit, bike, walk share from 2008)</i>	+12%	+24%	+27%	+33%	+24%
Transit costs recovered by ticket sales <i>(percent)</i>	38%	41%	51%	38%	38%
Share of new jobs near high-frequency transit <i>(percent of new jobs)</i>	40%	44%	43%	39%	42%
Share of new homes near high-frequency transit <i>(percent of new homes)</i>	27%	39%	39%	38%	37%
Total homes in environmental justice areas near high- frequency transit <i>(percent of homes, 30% in 2012)</i>	51%	53%	56%	55%	55%
Square miles of farmland converted to development <i>(out of 4,251 square miles of farmland in 2012)</i>	93	61	45	57	57
Square miles of vernal pools affected by development	7	5	2	7	6
Weekday passenger vehicle CO2 emissions <i>(percent change per person from 2005)*</i>	-13.0%	-14.8%	-19.7%	-15.6%	-15.55%
<i>*Final GHG reduction percentages are subject to state review and approval of technical methodology. This review won't take place until updated SCS is complete in 2015.</i>					

Transportation Inputs	Scenario 1	Scenario 2	Scenario 3	Adopted 2012 Plan	Draft Preferred Scenario
New or expanded roads (<i>lane miles, percent increase from 2008</i>)	+34%	+31%	+25%	+32%	+27%
Transit service (<i>vehicle service hours, percent increase from 2008</i>)	+54%	+88%	+127%	+98%	+94%
Additional miles of bicycle paths, lanes and routes (<i>Class 1, 2 and 3 = 1,700 in 2008</i>)	800	1100	1300	1100	1100
Funding for maintaining and operating the road and highway system	\$10.9	\$11.5	\$11.0	\$11.5	\$12.6
Funding for maintaining and operating the transit system	\$7.5	\$7.9	\$9.6	\$7.9	\$7.1
Funding for new or expanded bus and light rail lines	\$3.2	\$3.4	\$4.1	\$3.4	\$3.5
Funding for new or expanded roads and highways	\$8.7	\$7.4	\$6.7	\$7.4	\$5.8
Funding for bike and pedestrian routes, trails and paths	\$2.8	\$2.8	\$3.0	\$2.8	\$2.8
Funding for Programs and Planning (<i>e.g., Community Design, Spare the Air, Sacramento Region 511, May is Bike Month</i>)	\$1.5	\$2.2	\$1.7	\$2.2	\$1.7
Land Use Inputs	Scenario 1	Scenario 2	Scenario 3	Adopted 2012 Plan	Draft Preferred Scenario
Jobs-Housing Ratio (<i>within 4 miles of primary and secondary jobs centers</i>) <i>Regional average = 1.2</i>	1.27	1.26	1.26	1.29	1.25
Share of growth in Center and Corridor Communities <i>Percent of new homes Percent of new jobs</i>	20% 27%	31% 36%	36% 35%	30% 29%	30% 35%
Share of growth in Established Communities <i>Percent of new homes Percent of new jobs</i>	29% 57%	25% 49%	27% 53%	26% 52%	28% 49%
Share of growth in Developing Communities <i>Percent of new homes & jobs Percent of new jobs</i>	47% 15%	42% 14%	36% 12%	42% 18%	40% 16%
Share of growth in Rural Residential Communities <i>Percent of new homes Percent of new jobs</i>	4% 1%	2% 1%	2% <1%	1% 1%	2% <1%
Share of growth in large-lot, single-family homes	39%	28%	24%	29%	29%
Share of growth in small-lot, single-family homes	29%	28%	23%	28%	26%
Share of growth in attached homes	32%	43%	53%	43%	45%