



Photo: Karl Nielsen

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MTC Planning Committee and ABAG Administrative Committee
June 13, 2025

Attachment B
Agenda Item 7a



1. Overview and Strategies

A Blueprint for the Bay Area's Future

Elements of Plan Bay Area 2050+



Transportation



Housing



Economy



Environment

What Is the Plan?

Plan Bay Area 2050+ is a limited and focused update to the region's long-range plan to guide growth in the nine-county Bay Area. It integrates strategies for transportation, housing, the economy and the environment to lead the region toward a future that is affordable, connected, diverse, healthy and vibrant for all in 2050.

Among many statutory requirements, the plan must meet or exceed a 19% per capita greenhouse gas emission reduction target by 2035; it must plan for sufficient housing at all income levels; and its Transportation Element must be fiscally constrained and rely on reasonably expected revenues. The plan is being developed by the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) and is scheduled for completion in early 2026.

What's New in the Final Blueprint?

Since the Draft Blueprint was released in June 2024, further strategy updates reflect community input, incorporate ongoing implementation progress and address post-pandemic challenges, including but not limited to:

- **Transportation:** Integrated recommendations from the parallel Transit 2050+ initiative, and adjusted investment levels given less available funding, while still achieving climate goals.
- **Housing:** Focused on lowering the cost of building affordable housing and creating more housing opportunities.
- **Economy:** Aimed to better connect future in-person jobs with frequent transit options.
- **Environment:** Increased support for accessibility upgrades in homes and community parks, and boosted investments in urban parks and sea level rise protection.

What Is the Blueprint?

The Blueprint is essentially a draft version of the plan. It is a foundational framework for a future vision of the Bay Area that includes:

- **Forecasts and Assumptions** about the Bay Area's future (regional projections of population and jobs, financial needs and revenues, sea level rise, work-from-home levels, etc.);
- **Strategies**, or public policies and investments, that can be implemented through the year 2050; and
- **Geographies** where future housing and/or job growth can be focused under the plan's strategies.

The Blueprint is then analyzed through technical models and simulations to measure how successful the strategies are in achieving shared goals for the future, such as housing affordability, reduced emissions and much more.

Tell Us What You Think

We need your input to finalize Plan Bay Area 2050+. Later this year, we will release the Draft Plan, Draft Environmental Impact Report and Draft Implementation Plan for public comment. MTC and ABAG will host a series of engagement events so that Bay Area residents can learn more about the content of the draft documents.

You will have multiple opportunities to share your feedback through public hearings, electronic submissions or mail. We want to hear from you, your family, friends and neighbors about the draft documents and their potential impact on how our communities will live, work and travel in the coming decades.



Upcoming
Milestones

Spring and
Summer 2025

Summer and
Fall 2025

Winter
2026

- Advance Final Blueprint to Environmental Phase
- Release Draft Plan, EIR, Implementation Plan; Conduct Public and Partner Engagement
- Adopt Final Plan, EIR, Implementation Plan

Final Blueprint Strategies

What Is a Strategy?

A strategy is either a public policy or set of investments that can be implemented in the Bay Area through the year 2050. A strategy is not a near-term action, a mandate for a jurisdiction or agency, or a legislative proposal. In addition to ongoing feedback from elected officials, these strategies were informed by thousands of comments from Bay Area residents, local partner agencies and technical stakeholders over two separate engagement rounds in 2023 and 2024. In January 2025, the Commission approved MTC Resolution No. 4687 and the ABAG Executive Board approved ABAG Resolution No. 04-2025, adopting the Plan Bay Area 2050+ Final Blueprint Strategies.

Theme	Transportation Strategies	
Maintain and Optimize the Existing System	T1: Operate and Maintain the Existing System. Commit to operate and maintain the Bay Area's roads and transit infrastructure while transitioning to zero-emission transit vehicles.	\$380 Billion
	T2: Improve the Rider Experience through Transit Network Integration. Deliver regionwide efforts to improve the rider experience, including an integrated fare structure, unified mapping and wayfinding, and improved paratransit services.	\$6 Billion
	T3: Improve the Rider Experience through Refined Transfer Timing at Key Regional Hubs. Deliver regionwide efforts to improve the coordination of inter-agency schedules, refine transfer timing at key regional hubs, and upgrade facilities to encourage easier transfers.	\$1 Billion
	T4: Enhance Security Measures and Improve Safety and Cleanliness on Transit. Improve infrastructure and operations around safety, personal security, and cleanliness in the transit environment.	\$4 Billion
	T5: Implement Pricing Strategies to Manage Demand. Implement a series of usage-based pricing strategies to ease traffic, reduce vehicle mileage, and support climate goals; reinvest fees and charges towards corridor and transit improvements.	\$5 Billion
	T6: Modernize Freeways and Interchanges. Implement projects designed to improve the quality of existing freeway assets by rebuilding interchanges and implementing advanced technologies.	\$7 Billion
	T7: Expand Freeways and Mitigate Impacts. Implement a targeted set of freeway widening to reduce bottlenecks, while supporting complementary actions to mitigate VMT impacts.	\$4 Billion
Create Healthy and Safe Streets	T8: Advance Other Regional Programs and Local Priorities. Fund regional programs like motorist aid and 511 while supporting local transportation investments on arterials, local streets, and in Equity Priority Communities.	\$12 Billion
	T9: Build a Complete Streets Network. Enhance streets, paths, and trails to promote walking, biking, and rolling through sidewalk improvements, car-free slow streets, and the All Ages and Abilities Active Transportation Network.	\$9 Billion
Build a Next-Generation Transit Network	T10: Advance Regional Vision Zero Policy through Street Design and Reduced Speeds. Implement street design elements on local streets and automated speed enforcement on freeways to reduce speed limits to between 20 and 35 miles per hour on local streets, especially those within the High Injury Network, and to 55 miles per hour on freeways.	\$1 Billion
	T11: Enhance Transit Frequency, Capacity and Reliability. Improve the quality and availability of existing transit services, including improvements for equity priority populations.	\$44 Billion
	T12: Expand Transit Services throughout the Region. Better connect communities by strategically expanding transit services to new markets and previously unserved or underserved areas, including the addition of new infrastructure.	\$28 Billion

Theme	Housing Strategies	
Protect and Preserve Affordable Housing	H1: Strengthen Renter Protections. Expand measures to increase housing security for renters, including tenant support services, enforcement of tenant legal protections, and limits on rent increases that exempt new construction.	\$2 Billion
	H2: Preserve Existing Affordable Housing. Acquire homes currently affordable to low- and middle-income residents for preservation as permanently deed-restricted affordable housing, including opportunities for resident ownership.	\$250 Billion
Spur Housing Production for Residents of All Income Levels	H3: Allow a Greater Mix of Housing Densities and Types in Growth Geographies. Allow a mix of housing types at a range of densities and in a variety of building configurations to be built in Priority Development Areas, select High-Resource Areas, and select Transit-Rich Areas, including areas where the Transit-Oriented Communities Policy applies, augmented by streamlined review and reduced parking requirements for affordable homes, as well as building code updates.	<\$1 Billion
	H4: Build Adequate Affordable Housing to Ensure Homes for All. Construct enough deed-restricted affordable homes to fill the existing gap in housing for the unhoused community and to meet the needs of low-income households; provide easy-to-access funding for projects that leverage public or discounted private land, utilize streamlined entitlement, commit to efficient design and delivery measures; support a greater variety of building types, construction technologies and ownership models.	\$236 Billion
	H5: Integrate Affordable Housing into All Major Housing Projects. Require a baseline of 10% to 20% of new market-rate housing developments of five units or more to be affordable to low-income households.	<\$1 Billion
	H6: Transform Aging Malls and Office Parks into Neighborhoods. Permit and promote the reuse of shopping malls and office parks with limited commercial viability as neighborhoods with housing for residents at all income levels, including locally-designated Priority Sites.	<\$1 Billion
Create Inclusive Communities	H7: Provide Targeted Mortgage, Rental, and Small Business Assistance to Equity Priority Communities. Provide assistance to low-income communities and communities of color to address the legacy of exclusion and predatory lending, while helping to grow locally owned businesses.	\$11 Billion
	H8: Accelerate Reuse of Public and Community-Owned Land for Mixed-Income Housing and Essential Services. Help public agencies, community land trusts and other non-profit landowners accelerate the development of 100% affordable and mixed-income housing, supportive services, and public spaces, including on locally-designated Priority Sites; offer easy-to-access funding to projects that commit to streamlined entitlement and innovative design and delivery.	<\$1 Billion

Several strategies would require incremental increases in public administrative costs to implement. In these cases, the strategy cost is shown as <\$1 billion.

Theme	Economy Strategies	
Improve Economic Mobility	EC1: Implement a Statewide Guaranteed Income. Provide an income-based monthly payment to all Bay Area households to improve family stability, promote economic mobility and increase consumer spending.	\$205 Billion
	EC2: Expand Job Training and Incubator Programs. Establish job training and business incubation hubs in Transit-Rich Areas easily accessible to residents of Equity Priority Communities, focusing on areas co-located with jobs in key sectors that are served by major regional transit investments, including Key Regional Hubs.	\$5 Billion
	EC3: Invest in High-Speed Internet in Underserved Low-Income Communities. Provide direct subsidies and construct public infrastructure to ensure all communities have affordable access to high-speed internet.	\$11 Billion
Shift the Location of Jobs	EC4: Allow a Greater Mix of Land Uses and Densities in Growth Geographies. Allow a greater mix of commercial, civic, cultural, and other active land uses in select Priority Development Areas and Transit-Rich Areas to revitalize downtowns and main streets, and to support transit recovery.	<\$1 Billion
	EC5: Provide Incentives to Employers to Locate in Low-VMT Areas. Provide targeted investments and incentives to encourage employers that offer middle-wage, in-person jobs to locate in low-VMT areas, prioritizing those that are transit-rich and/or housing-rich, including Key Regional Hubs.	\$20 Billion
	EC6: Retain and Invest in Key Industrial Lands. Implement local land use policies to protect key industrial lands, identified as Priority Production Areas, while funding key infrastructure improvements in these areas.	\$5 Billion

Several strategies would require incremental increases in public administrative costs to implement. In these cases, the strategy cost is shown as <\$1 billion.

Theme	Environment Strategies	
Reduce Risks from Hazards	EN1: Adapt to Sea Level Rise. Adapt shoreline communities, infrastructure, and ecosystems affected by sea level rise.	\$96 Billion
	EN2: Provide Means-Based Financial Support for Seismic, Wildfire, and Accessibility Home Retrofits. Adopt building ordinances and incentivize retrofits to existing residential buildings to meet higher seismic, wildfire, and ADA accessibility standards, providing means-based subsidies to offset associated costs.	\$9 Billion
	EN3: Provide Means-Based Financial Support for Energy Decarbonization and Water Efficiency Upgrades in All Buildings. Provide financial support to reduce barriers to the conversion of Bay Area buildings to electric, energy efficient, and water efficient properties.	\$52 Billion
Expand Access to Parks and Open Space	EN4: Maintain Urban Growth Boundaries. Use urban growth boundaries to focus new development within the existing urban footprint or areas otherwise suitable for growth, as established by local jurisdictions.	<\$1 Billion
	EN5: Protect and Manage High-Value Conservation Lands. Protect and preserve high-priority natural and working lands, improving the resilience and connectivity of the region's biodiversity and the sustainability and vibrance of the agricultural sector.	\$35 Billion
	EN6: Expand Urban Greening in Communities. Invest in quality parks, trails, tree canopy, and urban greening, providing recreation opportunities for people from all backgrounds, abilities, and ages to enjoy.	\$27 Billion
Reduce Climate Emissions	EN7: Expand Commute Trip Reduction Programs at Major Employers. Set a sustainable commute target for major employers as part of an expanded Bay Area Commuter Benefits Program, with employers responsible for funding incentives and disincentives to shift auto commuters to any combination of work-from-home, transit, walking and/or bicycling.	<\$1 Billion
	EN8: Expand Clean Vehicle Initiatives. Expand investments in clean vehicles, including electric vehicles and electric mobility options, and charging infrastructure subsidies, to accelerate the transition from conventional vehicles.	\$8 Billion
	EN9: Expand Transportation Demand Management Initiatives. Expand investments in transportation demand management programs to reduce driving demand and encourage active and shared transportation choices, such as vanpools, bikeshare, carshare and transit.	\$2 Billion

Several strategies would require incremental increases in public administrative costs to implement. In these cases, the strategy cost is shown as <\$1 billion.

The Plan Bay Area 2050+ Final Blueprint seeks to advance the plan's adopted vision and guiding principles.



Photo: Noah Berger

Affordable

All Bay Area residents and workers have sufficient housing options they can afford — households are economically secure.



Photo: Joey Kotfica

Connected

An expanded, well-functioning, safe and multimodal transportation system connects the Bay Area — fast, frequent and efficient intercity trips are complemented by a suite of local transportation options, connecting communities and creating a cohesive region.



Photo: Joey Kotfica

Diverse

The Bay Area is an inclusive region where people from all backgrounds, abilities and ages can remain in place — with full access to the region's assets and resources.



Photo: Karl Nielsen

Healthy

The region's natural resources, open space, clean water and clean air are conserved — the region actively reduces its environmental footprint and protects residents from environmental impacts.



Photo: Flor Haus

Vibrant

The Bay Area is an innovation leader, creating quality job opportunities for all and ample fiscal resources for communities.



2. Growth Geographies

Map of Focused Growth Areas for
Housing and Jobs

Growth Geographies are geographic areas used in Plan Bay Area 2050+ Final Blueprint strategies to guide long-term housing and jobs growth. Shown on the following map, these geographies are identified either by local jurisdictions or because of their proximity to transit or access to opportunity. Although future development is not solely limited to Growth Geographies, these places accommodate the bulk of new homes and jobs in the Plan Bay Area 2050+ Final Blueprint. The four types of Growth Geographies are shown below. In January 2025, the Commission approved MTC Resolution No.4687 and the ABAG Executive Board approved ABAG Resolution No.04-2025, adopting the Plan Bay Area 2050+ Final Blueprint Growth Geographies.

Priority Development Areas

Places nominated by local governments, served by transit, and planned for new homes and jobs at densities necessary to support effective transit service. All Priority Development Areas are supported by a local government resolution and approved by the ABAG Executive Board. (See ABAG Resolution 02-2019 for detailed criteria).

Priority Production Areas

Industrial areas of importance to the regional economy and local communities, that support middle-wage jobs. Like Priority Development Areas, Priority Production Areas are backed by a local government resolution and approved by the ABAG Executive Board. Industries in Priority Production Areas typically require larger sites than those in Priority Development Areas, with different transportation needs.

Transit-Rich Areas

Places near rail, ferry or frequent bus service that were not already identified as Priority Development Areas. Across the region, this includes all areas outside Priority Development Areas subject to MTC's Transit-Oriented Communities Policy. In jurisdictions where local governments have nominated Priority Development Areas on less than 50% of the land eligible for nomination, this also includes areas within 1/2 mile of a bus stop with peak service frequency of 15 minutes or less, as defined during the Plan Bay Area 2050 process.

High-Resource Areas

State-identified places with well-resourced schools and access to jobs and open space. This designation only includes places that meet a baseline transit service threshold of bus service with peak headways of 30 minutes or better, as defined in the Plan Bay Area 2050 process.

Areas Excluded from Growth Geographies

Places that would otherwise be Growth Geographies are excluded if within a "Very High" Fire Hazard Severity Zone mapped by the California Department of Forestry and Fire Protection (CAL FIRE), subject to sea level rise that is not mitigated by Plan Bay Area 2050+ Strategy EN1, outside locally adopted urban growth boundaries, or in a protected open space.



Photo: Flor Haus



Photo: Karl Nielsen



Photo: Joey Kotfica

Plan Bay Area 2050+ Growth Geographies

- Priority Development Area*
- Priority Production Area
- Transit-Rich and High-Resource Area
- Transit-Rich Area
- High-Resource Area with Basic Bus**
- Regional Rail (Existing)
- Regional Rail (Future)***
- Regional Rail Station (Existing)
- Regional Rail Station (Future)
- Major Airport
- Major Port

* Priority Development Areas are locally designated geographies that meet transportation and planning criteria adopted under ABAG Resolutions No. 02-19 and 10-23.

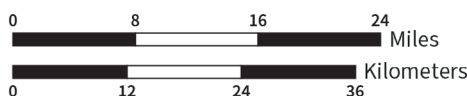
** Peak headways of 16 to 30 minutes (September 2023).

*** Includes intercity rail, commuter rail, and heavy rail systems with peak headway of one hour or less.

SCALE

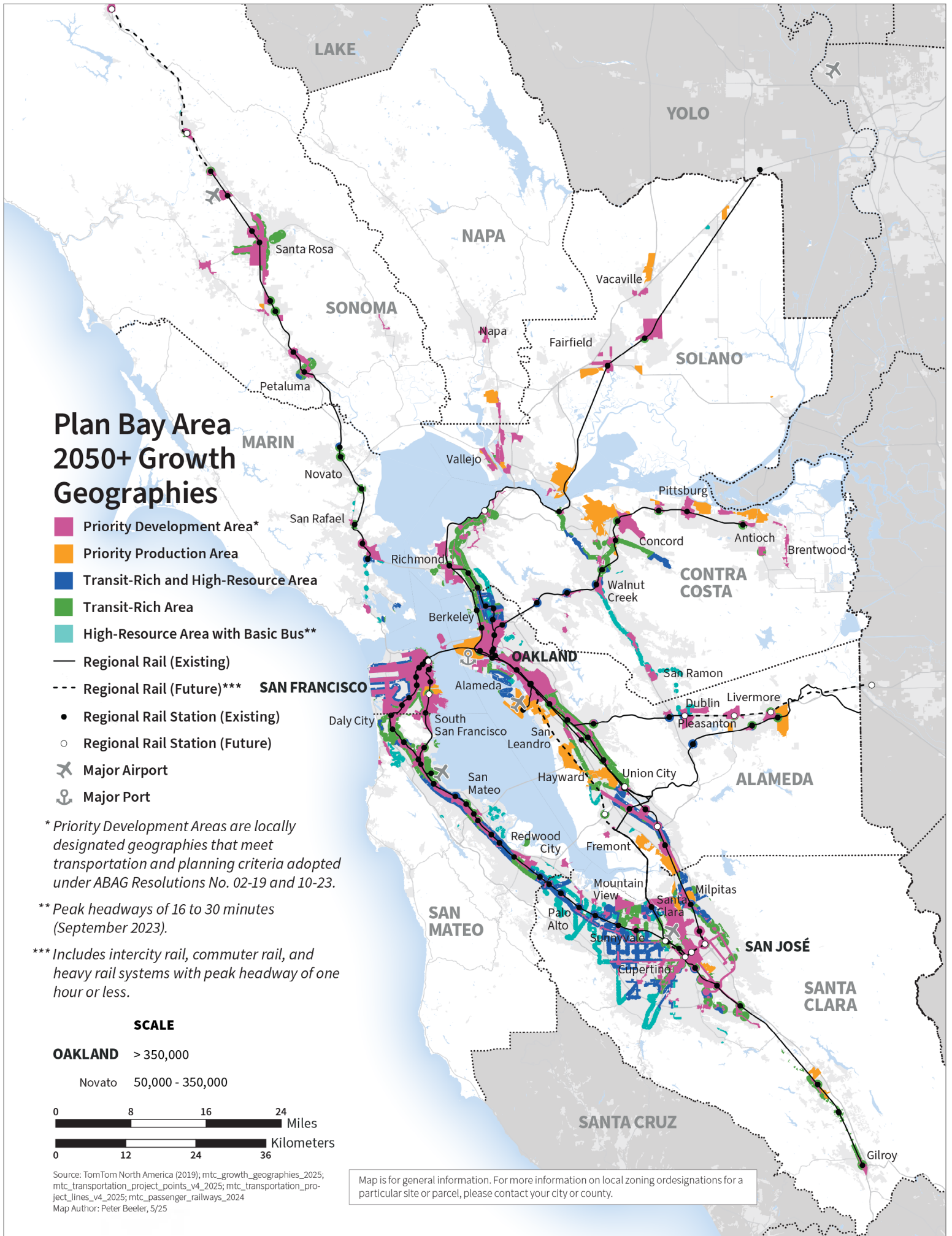
OAKLAND > 350,000

Novato 50,000 - 350,000



Source: TomTom North America (2019); mtc_growth_geographies_2025; mtc_transportation_project_points_v4_2025; mtc_transportation_project_lines_v4_2025; mtc_passenger_railways_2024
Map Author: Peter Beeler, 5/25

Map is for general information. For more information on local zoning or designations for a particular site or parcel, please contact your city or county.



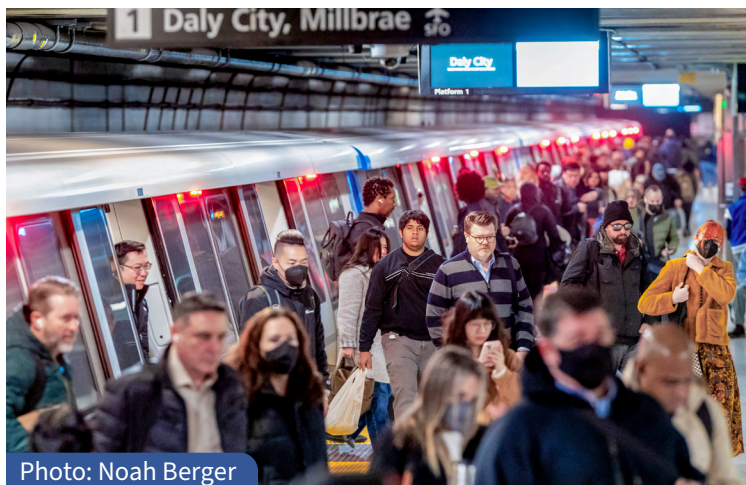


3. Investment Analysis

Sources of Funding and Plan Investments

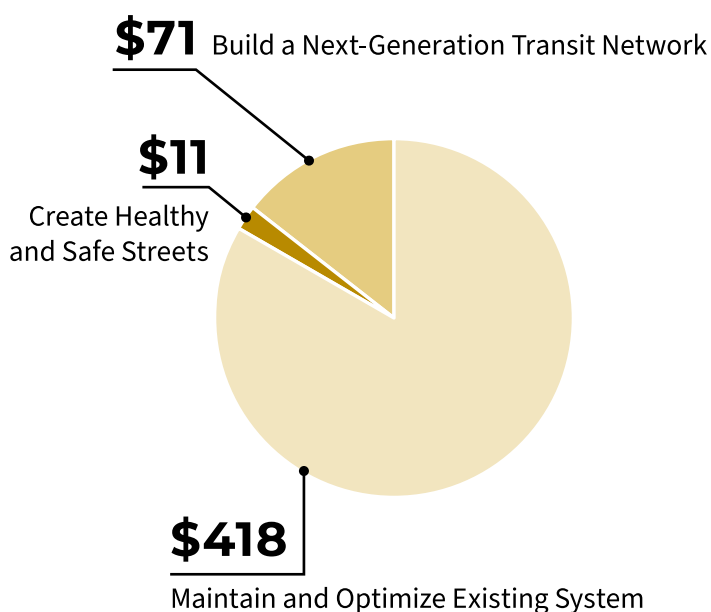
What Are the Sources of Final Blueprint Investments?

The Final Blueprint anticipates total inflation-adjusted revenues of nearly \$1.5 trillion across the four elements of transportation, housing, the economy and the environment through 2050. \$600 billion is expected from existing funding sources, and nearly \$900 billion is expected from a varied mix of new revenues. These new revenues could reflect a mix of state, regional and local sources — ranging from sales taxes to income taxes to property taxes — implemented in a phased manner over the coming decades. That said, it is important to remember that Plan Bay Area is a long-range planning document and not a near-term financial programming document. The plan does not represent a commitment of funding by any level of government for any particular strategy or project.



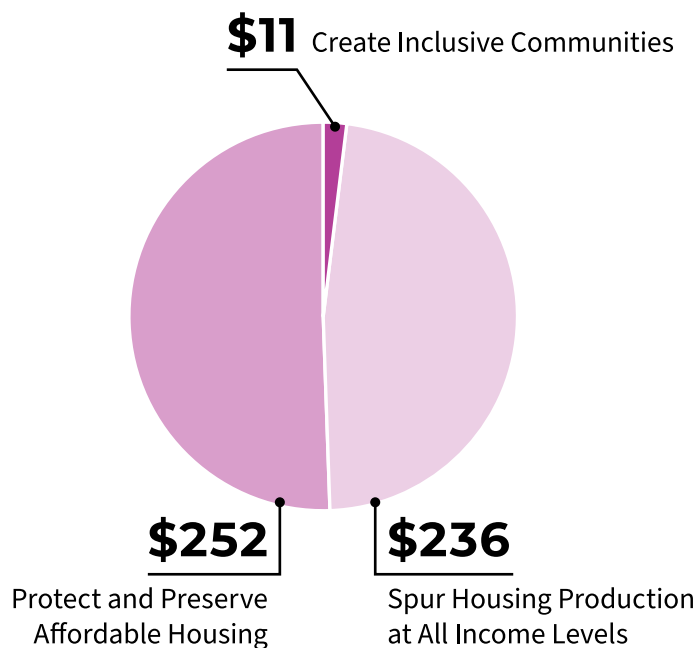
Transportation Revenues

Existing: **\$423 billion**, New: **\$89 billion**



Housing Revenues

Existing: **\$161 billion**, New: **\$339 billion**



NOTE: \$11 Billion in transportation revenues are assigned to support select Environment Element strategies. Numbers may not sum due to rounding.

What Are the Final Blueprint's Investments?

The Final Blueprint outlines key investment priorities across the plan's four elements. It assigns \$500 billion to the Transportation Element to address "Fix It First" needs, healthy and safe streets, and transit expansion and enhancement. The Housing Element designates \$500 billion for preserving and creating affordable housing opportunities. The Economy Element sees nearly \$250 billion directed towards economic mobility improvements and job location strategies. Finally, the Environment Element proposes to invest over \$200 billion to mitigate sea level rise and expand green spaces, while also curbing climate emissions.



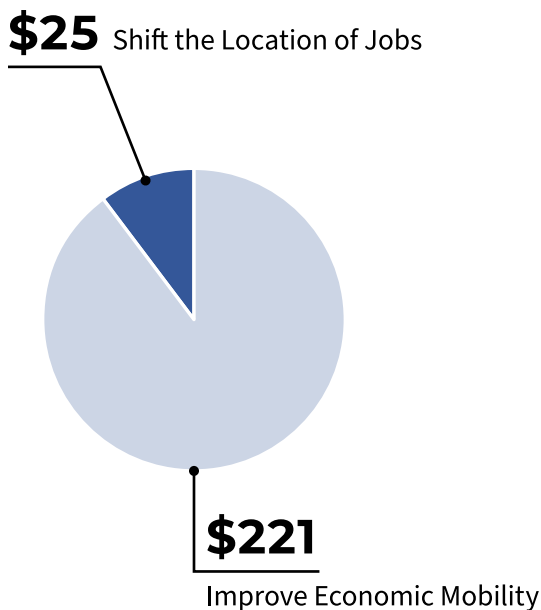
Photo: Adobe Stock



Photo: Noah Berger

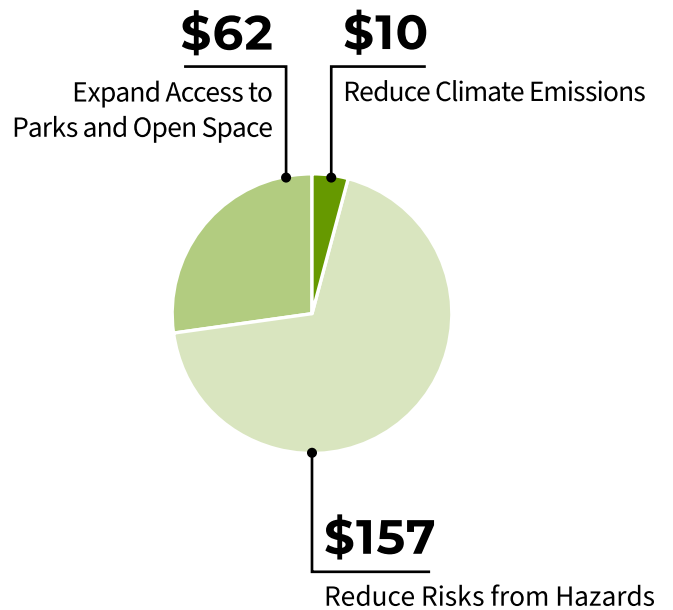
Economy Revenues

Existing: N/A, New: **\$246 billion**



Environment Revenues

Existing: **\$31 billion**, New: **\$188 billion**



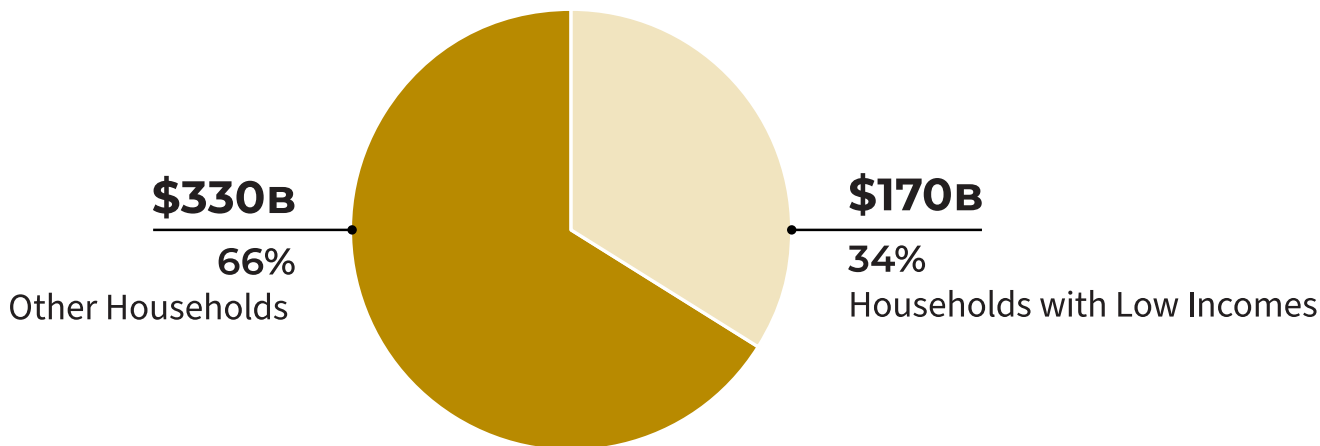
NOTE: Existing economic development revenues not inventoried. \$11 billion in transportation revenues are assigned to support select Environment Element strategies. Numbers may not sum due to rounding.

Who Benefits from Final Blueprint Investments?

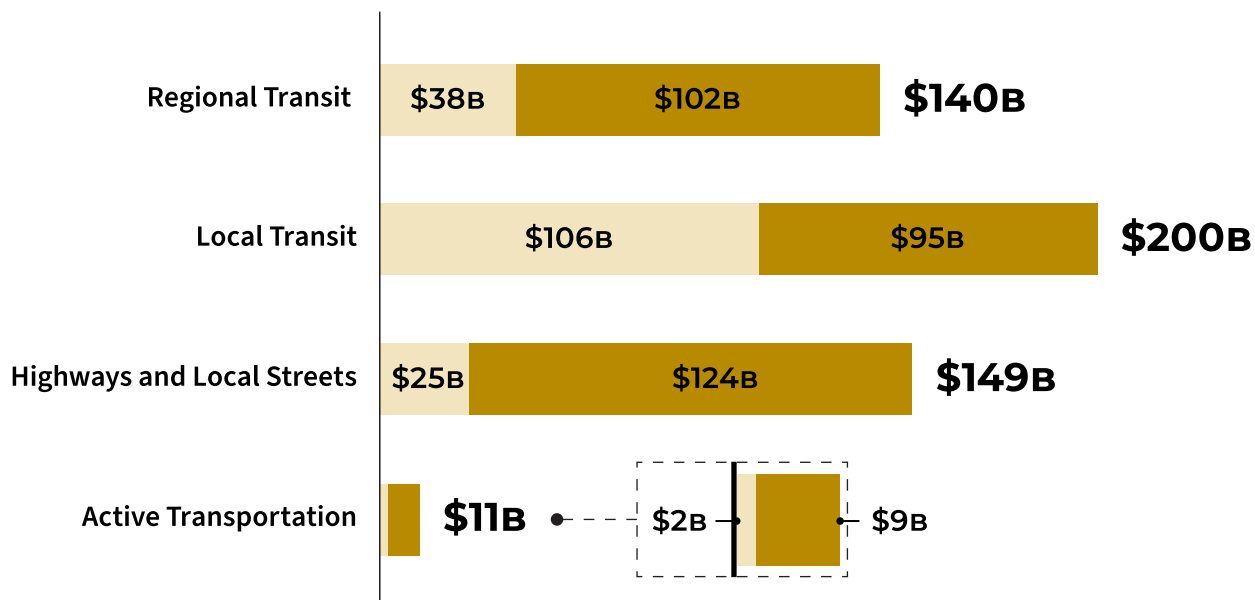
Each Final Blueprint strategy was carefully crafted to advance equity, with an emphasis on channeling strategy-related investments toward households with low incomes (under \$50,000 per year), who are roughly a quarter of all Bay Area households. Investments in the Housing and Economy Elements are directed almost exclusively toward households with low incomes, while investments in the Transportation and Environment Elements are split between households with low incomes and other households.



Transportation Element Investments (YOES): \$500B



Benefits by Investment Type



NOTE: Numbers may not sum due to rounding.

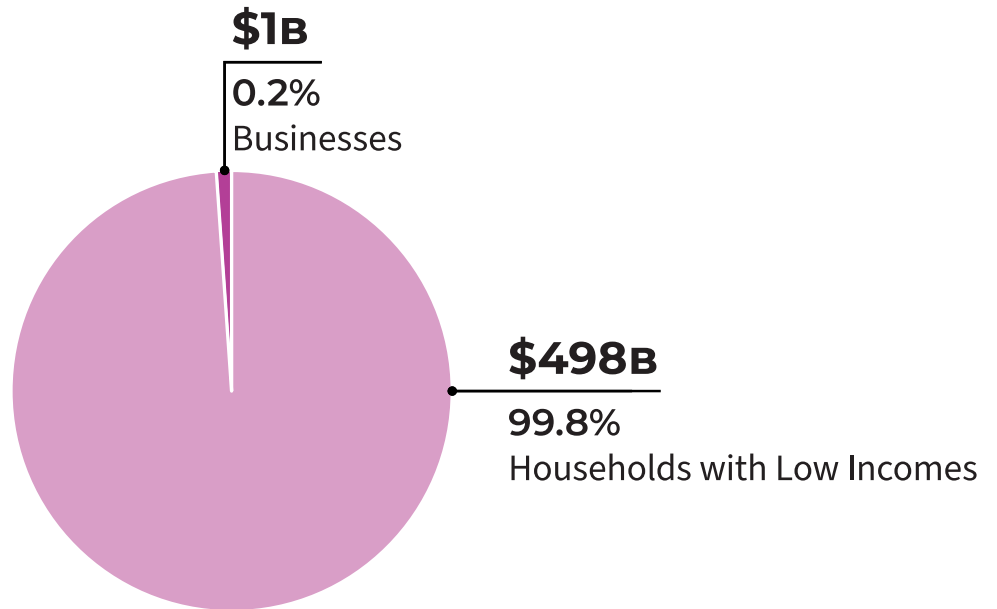


Investment Analysis

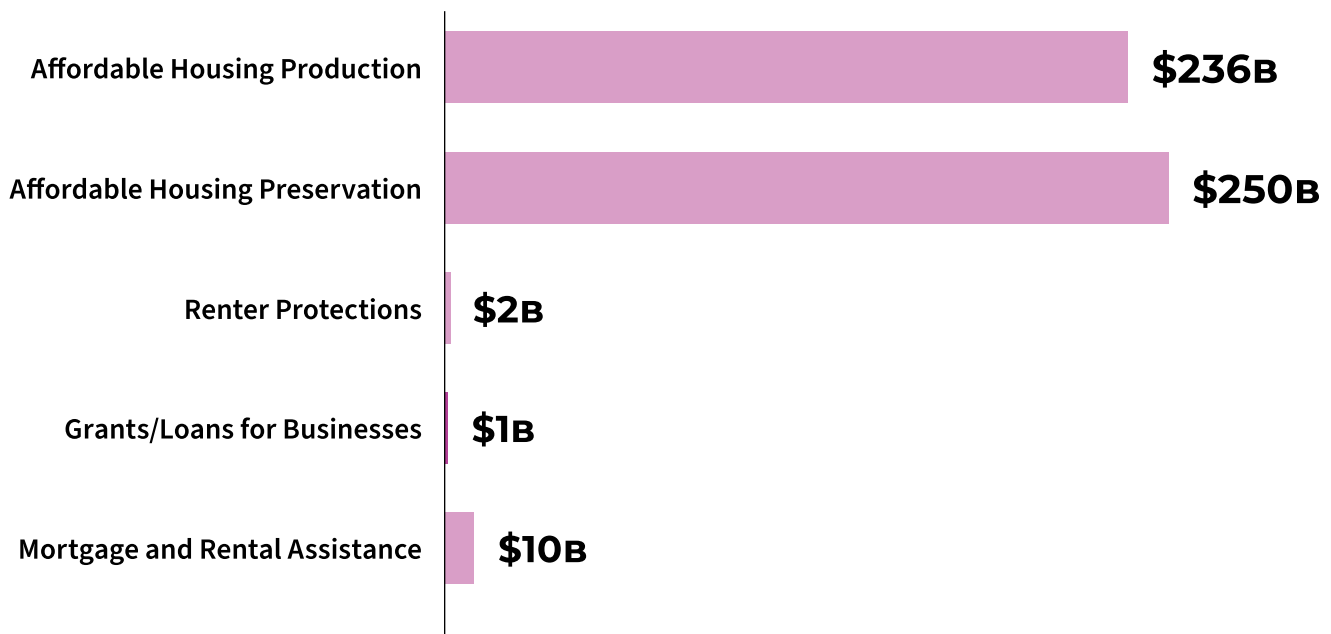
Who Benefits from Final Blueprint Investments?



Housing Element Investments (YOE\$): \$500B



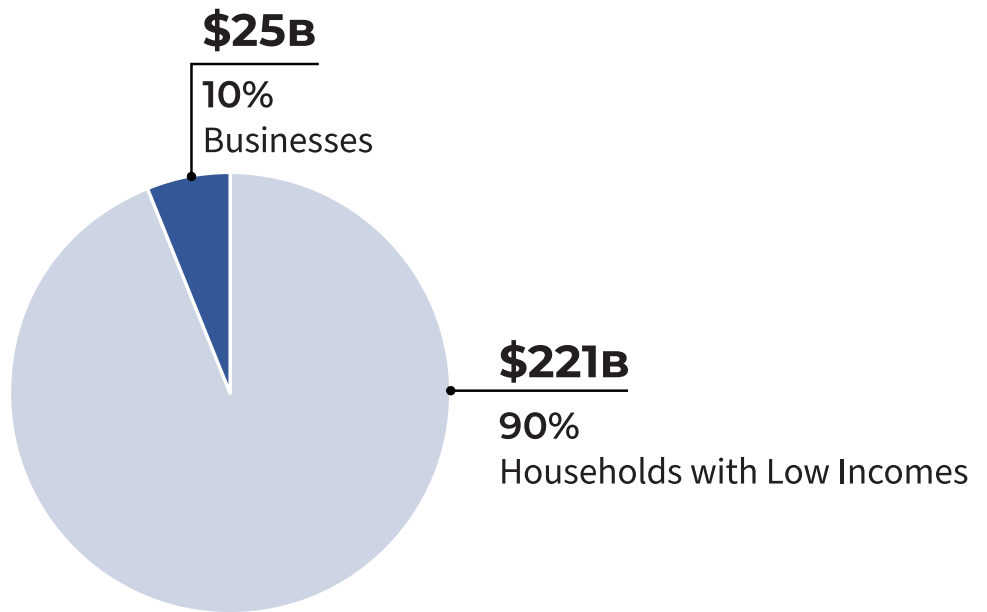
Benefits by Investment Type



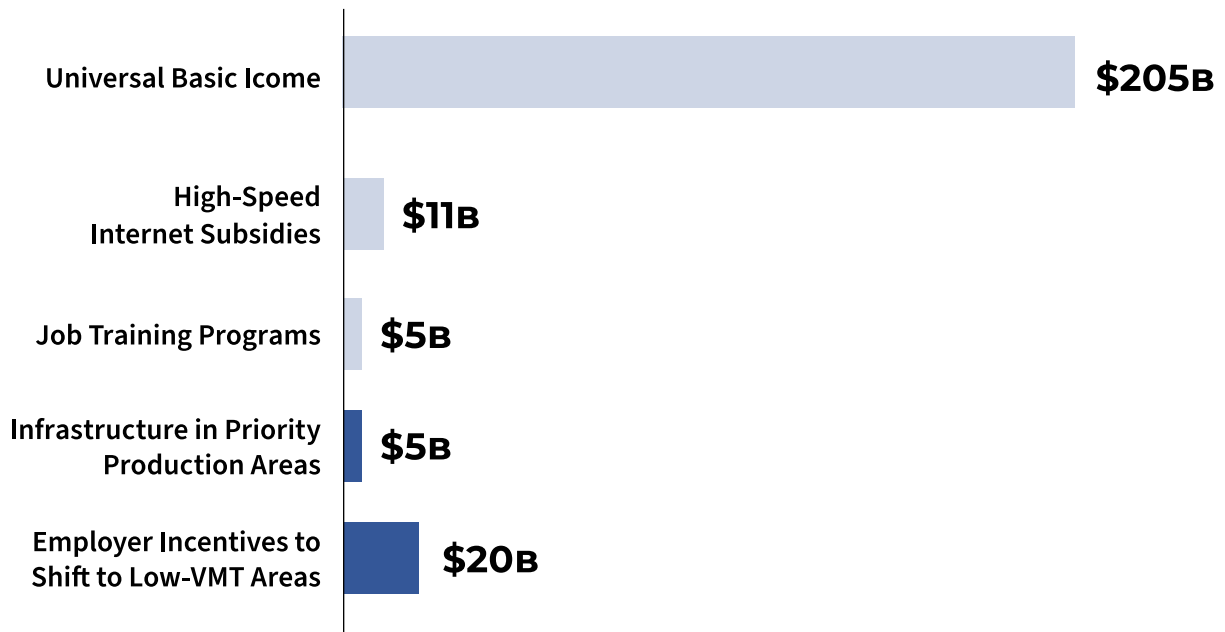
NOTE: Strategies with a cost of <\$1B are excluded from the investment analysis. Numbers may not sum due to rounding.

Who Benefits from Final Blueprint Investments?

\$ Economy Element Investments (YOE\$): \$246B



Benefits by Investment Type

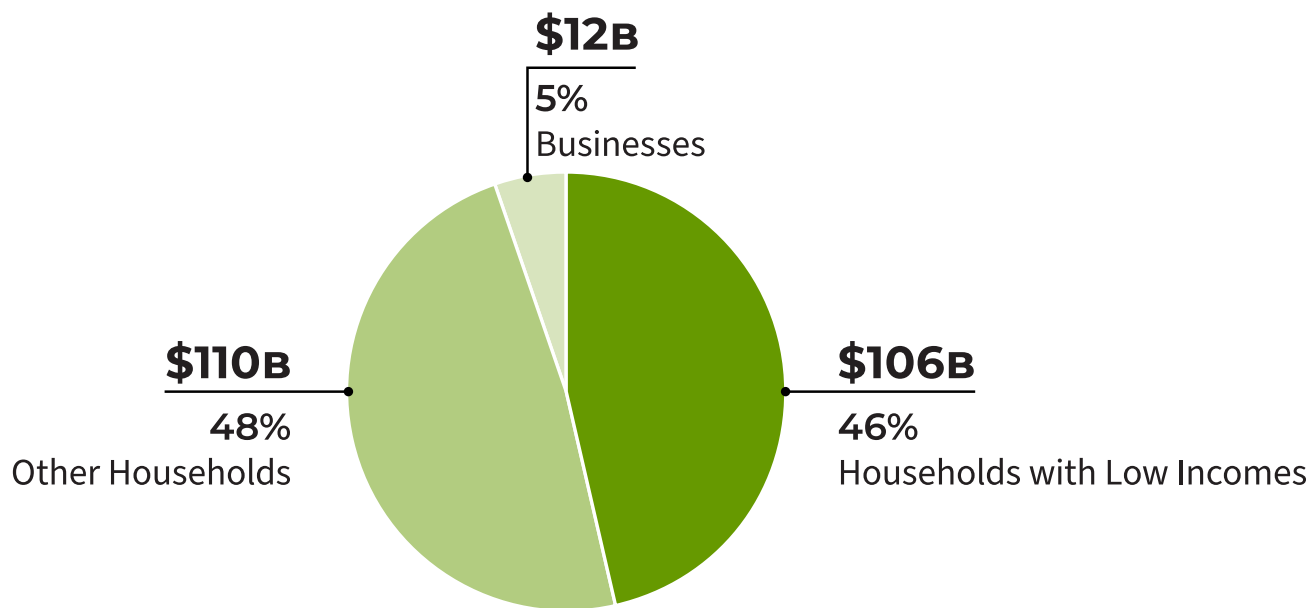


NOTE: Numbers may not sum due to rounding.

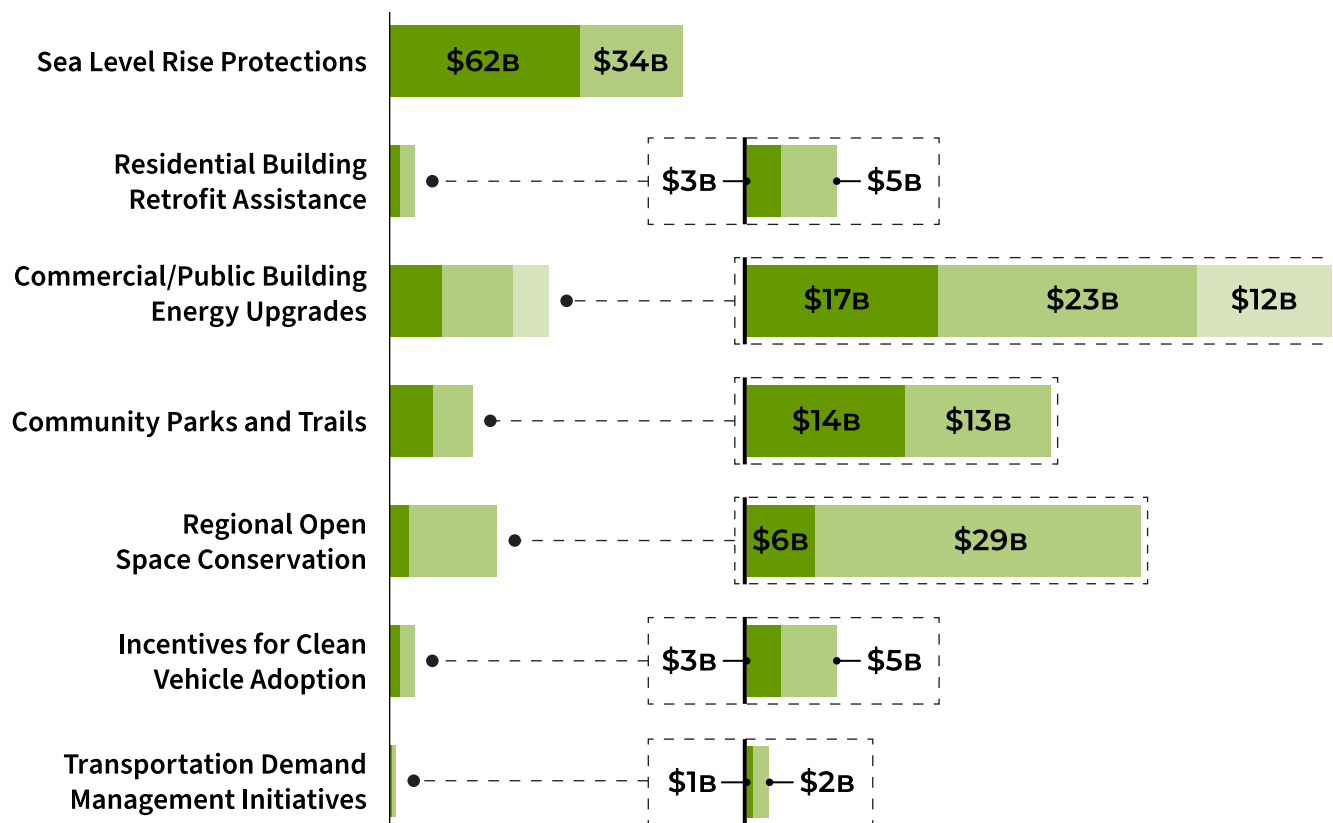
Who Benefits from Final Blueprint Investments?



Environment Element Investments (YOE\$): \$229B



Benefits by Investment Type



NOTE: Strategies with a cost of <\$1B are excluded from the investment analysis. Numbers may not sum due to rounding.



4. Outcomes

Equity and Performance Metrics

Organized by Plan Bay Area 2050+ Guiding Principles, a series of performance and equity metrics shed light on how Final Blueprint strategies could contribute to future outcomes for Bay Area residents and the region overall. Metrics highlight impacts on disadvantaged populations where feasible. As a point of comparison, a “No Project” alternative is provided where appropriate. This “No Project” alternative shares the same core planning assumptions as the Blueprint, such as forecast population and job growth, for example, but projects 2050 outcomes in the absence of Blueprint strategies.

Key Definitions in Metrics

2023: Refers to simulated 2023 conditions, which were calibrated to closely match on-the-ground conditions.

2050: Reflects simulated 2050 outcomes if population and job growth continue according to the Plan Bay Area 2050+ Regional Growth Forecast, and if Final Blueprint strategies are implemented.

Equity Priority Communities (EPCs): Census tracts with a significant concentration of underserved populations, including people of color and households with low incomes, updated using two sets of 5-year American Community Survey data. The two datasets both identify impacts within EPC tracts, but the first uses primarily pre-COVID data (2014-18), while the second captures more recent impacts of the pandemic (2018-22). This approach allows Plan Bay Area 2050+ utilize the latest planning assumptions as required by federal and state planning requirements while also maintaining EPC geographies from the currently adopted long-range plan (Plan Bay Area 2050).

Frequent Transit: Any of the following: (1) a rail or bus rapid transit station; (2) a ferry terminal served by either bus or rail transit service; or (3) a bus stop served by a route with a headway of 15 minutes or less during the a.m. peak (6-10 a.m.) and p.m. peak (3-7 p.m.) periods.

High-Resource Areas (HRAs): State-designated areas with access to well-resourced schools, open space, jobs and services within 1/4 mile of a bus stop with peak headways of 30 minutes or less.

Households with Low Incomes: Annual income of less than \$56,000 in 2023 dollars; shown where feasible to parse out equity impacts.

Priority Development Areas (PDAs): Places nominated by local governments, served by transit, and planned for new homes and jobs at densities necessary to support effective transit service.

Priority Production Areas (PPAs): Industrial areas of importance to the Bay Area regional and local economies, that support middle-wage jobs and typically require large sites with unique transportation needs.

Transit-Rich Areas (TRAs): Areas within 1/2 mile of a rail station, ferry terminal, or frequent bus stop served by a route with peak headways of 15 minutes or less during the a.m. (6-10 a.m.) and p.m. (3-7 p.m.) peak periods.

What Are the Key Equity and Performance Outcomes of the Final Blueprint?



Will Bay Area Residents Spend Less on Housing and Transportation?

In 2023, households with low incomes faced extreme housing and transportation cost burdens. Strategies within the Final Blueprint could decrease combined housing and transportation cost burdens for all households by 2050. Strategies that achieve this outcome include preserving and building affordable housing, providing mortgage and rental assistance, implementing a statewide guaranteed income, and further strengthening renter protections. Compared to the 2050 No Project alternative, the Final Blueprint demonstrates more progress in improving affordability for Bay Area households, particularly those with low incomes.

Cost Type	Household Type	Share of Income (2023)	Share of Income (2050 No Project)	Share of Income (2050 Final Blueprint)
Housing and Transportation	Households with Low Incomes	94%	82%	47%
	All Households	42%	40%	32%
Housing	Households with Low Incomes	70%	59%	28%
	All Households	32%	29%	20%
Transportation	Households with Low Incomes	24%	23%	18%
	All Households	10%	11%	12%

OUTCOME: Moving in the Right Direction

By 2050, the average fare per transit trip could decline by nearly 36% for low-income households and 7% for all households. This reduction is driven mainly by the Clipper Start program, a key outcome of Plan Bay Area 2050 implementation. Investments in strategies aimed at transit network integration, such as no-cost and reduced-cost interagency transfers, could further lower costs for riders who need to transfer between transit systems. Auto-related transportation costs increase for all households. These increases can be attributed to user-based pricing strategies included in the Final Blueprint to help achieve the plan's statutory requirement to reduce greenhouse gas emissions. In the 2050 No Project alternative, auto-related transportation costs also increase, but less significantly than under the Final Blueprint.

Transportation Expense Type (in 2020 dollars)	Household Type	Cost Per Trip (2023)	Cost Per Trip (2050 No Project)	Cost Per Trip (2050 Final Blueprint)
Average Fare per Transit Trip	Households with Low Incomes	\$2.72	\$1.70	\$1.74
	All Households	\$3.00	\$2.76	\$2.80
Average "Out-of-Pocket" Cost per Auto Trip	Households with Low Incomes	\$1.46	\$1.90	\$2.46
	All Households	\$1.64	\$2.21	\$2.86
Average Parking Cost per Auto Trip	Households with Low Incomes	\$0.34	\$0.67	\$1.27
	All Households	\$0.29	\$0.54	\$1.11
Average Toll per Auto Trip	Households with Low Incomes	\$0.06	\$0.06	\$0.13
	All Households	\$0.08	\$0.11	\$0.28

OUTCOME: Moving in the Right Direction

What Are the Key Equity and Performance Outcomes of the Final Blueprint?

Will the Bay Area Produce and Preserve More Affordable Housing?

The share of permanently affordable Bay Area housing (i.e., deed-restricted) would grow by 2050 under plan strategies, driven by the production and preservation of affordable housing, the reuse of public land for affordable housing, and the integration of affordable housing into major housing projects, among other Final Blueprint strategies. In total, these strategies could increase the regionwide share of deed-restricted affordable housing by a factor of seven, in contrast to the 2050 No Project alternative, which yields minimal improvements.

Geography	Share of Deed-Restricted Affordable Housing (2023)	Share of Deed-Restricted Affordable Housing (2050 No Project)	Share of Deed-Restricted Affordable Housing (2050 Final Blueprint)
Regionwide	4%	6%	27%
Equity Priority Communities (ACS 2014-18)	11%	11%	41%
Equity Priority Communities (ACS 2018-22)	11%	11%	40%
High-Resource Areas	2%	4%	23%

OUTCOME: Moving in the Right Direction

A range of strategies prioritizing affordable housing creation could ensure that 38% of all new homes built regionwide between 2023 and 2050 are permanently affordable, benefiting many lower-income populations across the Bay Area. The Final Blueprint contains strategies that specifically focus on increasing affordable housing in High-Resource Areas, improving low-income households' access to key amenities and opportunities. By comparison, in the 2050 No Project alternative only 1 in 10 new homes built between 2023 and 2050 would be deed-restricted affordable.

Geography	Share of New Housing Production that is Deed-Restricted Affordable (2050 No Project)	Share of New Housing Production that is Deed-Restricted Affordable (2050 Final Blueprint)
Regionwide	11%	38%
Equity Priority Communities (ACS 2014-18)	11%	39%
Equity Priority Communities (ACS 2018-22)	11%	38%
High-Resource Areas	10%	44%

OUTCOME: Moving in the Right Direction

To complement the creation of newly affordable homes, the Final Blueprint's affordable housing preservation strategy seeks to ensure that all existing affordable units at risk of conversion to market-rate units are converted to permanently affordable homes.

Geography	Share of At-Risk Affordable Housing Preserved as Permanently Affordable (2050 Final Blueprint)
Regionwide	100%

OUTCOME: Moving in the Right Direction



What Are the Key Equity and Performance Outcomes of the Final Blueprint?



CONNECTED

Will Bay Area Residents Be Able to Access their Destinations More Easily?

By 2050, many more people would be taking transit, walking or biking to work under plan investments that expand transit — and make it more frequent and reliable — across the region. Housing and employment growth in key Growth Geographies like Priority Development Areas and Transit-Rich Areas would contribute to these healthier trends. Equity Priority Communities particularly see higher rates of transit, biking and walking to jobs thanks to targeted transit investments. The share of jobs accessible within a 30-minute drive declines slightly in 2050 under the plan due to population and job growth. The Final Blueprint does improve employment access by auto compared with the No Project alternative, through pricing strategies that help reduce congestion.

Transit Mode	Geography	Number of Accessible Jobs (2023)	Share of Accessible Jobs (2023)	Number of Accessible Jobs (2050 No Project)	Share of Accessible Jobs (2050 No Project)	Number of Accessible Jobs (2050 Final Blueprint)	Share of Accessible Jobs (2050 Final Blueprint)
Transit (45 min)	EPCs (ACS 2014-18)	198,000	5.4%	336,000	6.1%	441,000	8.1%
	EPCs (ACS 2018-22)	194,000	5.3%	345,000	6.3%	445,000	8.2%
	HRA Residents	114,000	3.1%	164,000	3.0%	236,000	4.3%
	All Residents	127,000	3.5%	211,000	3.9%	294,000	5.4%
Auto (30 min)	EPCs (ACS 2014-18)	729,000	19.9%	946,000	17.4%	1,006,000	18.5%
	EPCs (ACS 2018-22)	724,000	19.8%	947,000	17.4%	1,011,000	18.6%
	HRA Residents	802,000	21.9%	865,000	15.9%	934,000	17.2%
	All Residents	694,000	19.0%	815,000	15.0%	888,000	16.3%
Bike (20 min)	EPCs (ACS 2014-18)	114,000	3.1%	194,000	3.6%	199,000	3.7%
	EPCs (ACS 2018-22)	107,000	2.9%	186,000	3.4%	191,000	3.5%
	HRA Residents	94,000	2.6%	137,000	2.5%	145,000	2.7%
	All Residents	90,000	2.5%	147,000	2.7%	156,000	2.9%
Walk (20 min)	EPCs (ACS 2014-18)	15,000	0.4%	26,000	0.5%	27,000	0.5%
	EPCs (ACS 2018-22)	14,000	0.4%	25,000	0.5%	26,000	0.5%
	HRA Residents	4,000	0.1%	7,000	0.1%	7,000	0.1%
	All Residents	7,000	0.2%	13,000	0.2%	14,000	0.3%

OUTCOME: Moving in the Right Direction

What Are the Key Equity and Performance Outcomes of the Final Blueprint?

By 2050, nearly two-thirds of all households — and the vast majority of low-income households — could be located within 1/2 mile of frequent transit. Compared to the 2050 No Project alternative, Transit 2050+ investments to increase transit frequency and expand service, coupled with focusing housing growth near existing or planned transit corridors, would support a dramatic improvement in reliable transportation for those who need it most. The increase in the share of jobs near frequent transit is more modest, reflecting the relative concentration of future employment growth around existing Silicon Valley and Peninsula job centers — areas historically oriented around the region’s freeway network.

Designation	Household or Job Type	Share Within ½ Mile of Frequent Transit (2023)	Share Within ½ Mile of Frequent Transit (2050 No Project)	Share Within ½ Mile of Frequent Transit (2050 Final Blueprint)
Households	Households with Low Incomes	53%	54%	84%
	All Households	43%	46%	62%
Jobs	All Jobs	52%	53%	61%

OUTCOME: Moving in the Right Direction

Will Bay Area Residents Have a Transportation System They Can Rely On?

By 2050, morning peak-hour travel times on Bay Area freeway corridors could remain the same or get much lower, even as nearly one million new households and 1.3 million new jobs grow in the region. Plan transportation strategies, including all-lane freeway tolling and other user-based pricing measures, would be instrumental in decreasing overall travel times. Congestion would also be reduced, even with lower speed limits for safety. Housing strategies that focus growth in key Growth Geographies could also help maintain short travel times by locating new development closer to jobs and frequent transit. Not every Bay Area corridor would see travel time improvements, given anticipated regional growth, but projected freeway travel times in the 2050 No Project alternative increase by significant margins in nearly all listed corridors.

Freeway Corridor	Morning Peak Travel Time in Minutes (2023)	Morning Peak Travel Time in Minutes (2050 No Project)	Morning Peak Travel Time in Minutes (2050 Final Blueprint)
Oakland-San Francisco	31	39	27
Vallejo-San Francisco	60	91	53
Antioch-San Francisco	72	103	67
Antioch-Oakland	43	67	43
San Jose-San Francisco	62	72	65
Oakland-Palo Alto	53	55	54
Oakland-San Jose	55	62	54
Livermore-San Jose	46	55	50
Fairfield-Dublin	46	58	50

OUTCOME: Moving in the Right Direction

What Are the Key Equity and Performance Outcomes of the Final Blueprint?

Crowding on public transit in 2050 is projected to increase under the Final Blueprint, reflecting improvements in transit ridership from a relatively low base in 2023 and growing demand for public transportation. Although transit crowding is not an ideal outcome, the increases in ridership that drive crowded conditions highlight the success of regional transit investments included in the plan. There are mixed results when looking at the 2050 No Project alternative, which show relatively greater levels of crowding on SFMTA light rail and AC Transit Transbay Service buses compared to the Final Blueprint.

Transit Type	Transit Operator	Percent of Person Hours Spent in Crowded Conditions (2023)	Percent of Person Hours Spent in Crowded Conditions (2050 No Project)	Percent of Person Hours Spent in Crowded Conditions (2050 Final Blueprint)
Local Transit	AC Transit Local	0%	28%	39%
	SFMTA Bus	28%	48%	50%
	SamTrans Local	15%	38%	51%
	VTA Bus	0%	30%	24%
	SFMTA Light Rail	8%	39%	13%
	VTA Light Rail	0%	26%	22%
Regional Transit	AC Transit Transbay	68%	79%	63%
	GGT Express	65%	75%	75%
	BART	0%	0%	0%
	Caltrain	0%	2%	12%

OUTCOME: Mixed Outcome

In 2023, 35% of all Bay Area transit vehicles had exceeded their federally recommended lifespans. The Final Blueprint only includes funding to retain existing maintenance conditions, so this metric remains unchanged through 2050.

Transit Asset type	Share of Transit Assets Past Their Useful Life Benchmark (2023)	Share of Transit Assets Past Their Useful Life Benchmark (2050 No Project)	Share of Transit Assets Past Their Useful Life Benchmark (2050 Final Blueprint)
Vehicle Assets	35%	35%	35%
Non-Vehicle Assets	22%	22%	22%

OUTCOME: Mixed Outcome

What Are the Key Equity and Performance Outcomes of the Final Blueprint?



Will Bay Area Communities Be More Inclusive?

Between 2023 and 2050, the overall share of low-income households in the region is predicted to stay the same, holding at 25%. Final Blueprint strategies and Growth Geographies, however, could encourage affordable housing, mixed-income communities and accessible transit. In 2050, lower-income households could access a broader array of housing choices across the region, while affordable housing initiatives in affluent areas and Transit-Rich Areas could improve access and opportunity for those with limited financial means.

Geography	Share of Households with Low Incomes (2023)	Share of Households with Low Incomes (2050 No Project)	Share of Households with Low Incomes (2050 Final Blueprint)
Regionwide	25%	28%	25%
Transit-Rich and High-Resource Areas	22%	25%	34%
All Transit-Rich Areas	31%	33%	40%
All High-Resource Areas	18%	21%	20%
Equity Priority Communities (ACS 2014-18)	41%	43%	40%
Equity Priority Communities (ACS 2018-22)	41%	41%	39%

OUTCOME: Moving in the Right Direction

The Final Blueprint could achieve an 11% increase in the homeownership rate for low-income households, providing vital, intergenerational wealth-building opportunities. This growth is driven by strategies that address the systemic injustices that have limited housing access and homeownership, particularly for communities of color. Without these strategies and investments, homeownership rates for low-income households remain stagnant, with no projected change between 2023 and 2050 in the No Project alternative.

Year	Home Ownership Rate for Households with Low Incomes
2023	38%
2050 No Project	38%
2050 Final Blueprint	49%

OUTCOME: Moving in the Right Direction

What Are the Key Equity and Performance Outcomes of the Final Blueprint?

Will Bay Area Residents Be Able to Stay in Place?

Regionwide, the share of neighborhoods that experience a net loss in the number of households with low incomes between 2015 and 2050 is 49%, and the number of neighborhoods that experience a decline in the share of low-income households is 52%. Although these losses reflect in some cases involuntary circumstances for lower-income households (traditionally defined as “displacement” and “gentrification”), this metric is also capturing households with low incomes who are relocating to Growth Geographies — neighborhoods near frequent transit and/or in High-Resource Areas — where new subsidized affordable housing would be developed under Final Blueprint strategies.

To illustrate this dynamic, 2050 Final Blueprint results for this metric are presented in two ways: with and without the plan's affordable housing strategies included. 2050 Final Blueprint outcomes compare favorably to the No Project alternative when no affordable housing strategies are included, with fewer tracts experiencing losses or declining shares of low-income households. The 2050 Final Blueprint results *with* affordable housing strategies included demonstrate how many households with lower incomes would choose to relocate if given the opportunity to lower housing costs and access better transit options.

For a broader, more holistic view of how the plan is benefitting low-income households, please review the Investment Analysis section of this document.

Geography	Sub-Geography	Tracts Experiencing a Loss of Low-Income Households (2050 No Project)	Tracts Experiencing a Loss of Low-Income Households (2050 Final Blueprint, Without Affordable Housing Strategies)	Tracts Experiencing a Loss of Low-Income Households (2050 Final Blueprint, With Affordable Housing Strategies)
Regionwide	All Neighborhoods	16%	12%	49%
	Equity Priority Communities (ACS 2014-18)	29%	28%	40%
	Equity Priority Communities (ACS 2018-22)	27%	28%	41%
	High Displacement Risk Tracts	20%	16%	37%
Within Growth Geographies	Growth Geographies	21%	19%	17%
	High-Resource Areas	17%	8%	20%
	Transit-Rich Areas	21%	21%	14%

OUTCOME: Mixed Outcome

What Are the Key Equity and Performance Outcomes of the Final Blueprint?

Geography	Sub-Geography	Tracts Experiencing a Declining Share of Low-Income Households (2050 No Project)	Tracts Experiencing a Declining Share of Low-Income Households (2050 Final Blueprint, Without Affordable Housing Strategies)	Tracts Experiencing a Declining Share of Low-Income Households (2050 Final Blueprint, With Affordable Housing Strategies)
Regionwide	All Neighborhoods	16%	14%	52%
	Equity Priority Communities (ACS 2014-18)	35%	33%	49%
	Equity Priority Communities (ACS 2018-22)	31%	34%	49%
	High Displacement Risk Tracts	21%	18%	42%
Within Growth Geographies	Growth Geographies	25%	27%	29%
	High-Resource Areas	13%	11%	25%
	Transit-Rich Areas	27%	28%	25%
OUTCOME: Mixed Outcome				

NOTE: The loss of low-income households is defined as a net loss in number of households with low incomes in the neighborhood (tract) between 2023 and 2050. The decline in low-income household shares is defined as a drop of over 10% in the share of households with low incomes. The positive effects of the statewide guaranteed income strategy in reducing income inequality and decreasing the share of households with low incomes were omitted from these calculations.

What Are the Key Equity and Performance Outcomes of the Final Blueprint?



Will Bay Area Residents Be Healthier and Safer?

With Final Blueprint adaptation strategies in place, 95% of all Bay Area households that would be affected by two feet of sea level rise could be protected. All common seismically deficient housing types and homes built in high wildfire-risk zones could be retrofitted to reduce the likelihood of damage in future earthquakes and wildfires. Retrofit strategies are expected to reduce the risk of damage from earthquakes or wildfire by 25-50%.

Hazard Type	Geography	Percent of households in risk-prone areas/buildings that are protected/retrofit (2050 Final Blueprint)
Sea Level Rise (2ft)	Equity Priority Communities (ACS 2014-18)	100%
	Equity Priority Communities (ACS 2018-22)	100%
	All Households	95%
Earthquake	Equity Priority Communities (ACS 2014-18)	100%
	Equity Priority Communities (ACS 2018-22)	100%
	All Households	100%
Wildfire High / Medium Risk	Equity Priority Communities (ACS 2014-18)	100%
	Equity Priority Communities (ACS 2018-22)	100%
	All Households	100%

OUTCOME: Moving in the Right Direction

Reduction in building risk exposure to damage from earthquake or wildfire (2050 No Project)	Reduction in building risk exposure to damage from earthquake or wildfire (2050 Final Blueprint)
0%	-25% to -50%

OUTCOME: Moving in the Right Direction

What Are the Key Equity and Performance Outcomes of the Final Blueprint?

The rates of traffic-related fatalities and serious injuries are projected to decline by 2050 under the Final Blueprint, thanks to the plan's Vision Zero and Complete Streets strategies. Reaching the ultimate goal of zero deaths and serious injuries would require deeper investments, expanded education efforts and sustained enforcement. In contrast to the Final Blueprint, the 2050 No Project alternative sees continued increases in both fatalities and injuries from current levels. These results do not capture the full extent of potential safety improvements, as strategy components such as safer street designs cannot be modeled at this time.

Incident Type	Annual incidents per one hundred thousand residents (2023)	Annual incidents per one hundred thousand residents (2050 No Project)	Annual incidents per one hundred thousand residents (2050 Final Blueprint)
Fatalities	5.8	6.4	4.3
Injuries	25.2	28.0	20.2

OUTCOME: Moving in the Right Direction

Total fine particulate matter emissions are projected to rise slightly by 2050 compared to 2023 under the Final Blueprint, driven by population growth and increased vehicle miles traveled. The No Project alternative would see a more notable increase in emissions. Please note that these figures are conservative estimates and may not fully capture the fuel efficiency gains from state-level clean vehicle legislation and policies.

Year	Daily PM2.5 Emissions (Tons)
2023	1.6
2050 No Project	1.9
2050 Final Blueprint	1.7

OUTCOME: Moving in the Right Direction

What Are the Key Equity and Performance Outcomes of the Final Blueprint?

Major investments in habitat preservation and new parks have the potential to increase publicly accessible open space by around 30 acres per thousand residents from current levels. While there was a slight projected per capita decrease in urban park acres regionwide in the Final Blueprint, largely driven by strong population growth and development in the region's core, the geographical coverage of parks within Equity Priority Communities could increase thanks to expanded urban greening investments in EPCs. Per capita, urban park acres, trail miles, and publicly accessible open space are all projected to decline in the 2050 No Project alternative.

Type of Park or Open Space	Geography	Parks and Trails Per Thousand Residents (2023)	Parks and Trails Per Thousand Residents (2050 No Project)	Parks and Trails Per Thousand Residents (2050 Final Blueprint)
Urban Park Acres	Equity Priority Communities (ACS 2014-18)	2.9	2.2	3.2
	Equity Priority Communities (ACS 2018-22)	2.9	2.2	3.3
	Regionwide	4.7	3.8	4.3
Trail Miles	Regionwide	0.2	0.1	0.3
Publicly Accessible Open Space Acres	Regionwide	112.9	91.1	140.7

OUTCOME: Moving in the Right Direction

Will the Environment of the Bay Area Be Healthier and Safer?

Future reductions in daily CO2 emissions per capita, relative to 2005 levels, would be driven by strategies across all four elements of the plan, including climate and electric vehicle strategies, pricing and road safety strategies, land use reforms, and transit policies and projects. After excluding fuel efficiency gains of the vehicle fleet as required by SB 375 statute, greenhouse gas emissions see a 21% reduction for light-duty fleet by 2035, achieving the 19% state target. Including fuel efficiency gains, per capita greenhouse gas emission reductions reach 40% by 2035 and 44% by 2050 in the Final Blueprint. CARB has final approval over the technical methodologies & assumptions used to quantify GHG impacts and may require different or more conservative assumptions. These figures are conservative estimates and may not fully capture the fuel efficiency gains from state-level clean vehicle legislation and policies.

Vehicle Type	Daily CO2 Emissions Per Capita, Relative to 2005 (2023)	Daily CO2 Emissions Per Capita, Relative to 2005 (2035 No Project)	Daily CO2 Emissions Per Capita, Relative to 2005 (2035 Final Blueprint)	Daily CO2 Emissions Per Capita, Relative to 2005 (2050 No Project)	Daily CO2 Emissions Per Capita, Relative to 2005 (2050 Final Blueprint)
Cars and Light-Duty Trucks (SB 375)	-5%	<1%	-21%	5%	-13%
All Vehicles (Including Fuel Efficiency Gains)	-20%	-34%	-40%	-38%	-44%

OUTCOME: Moving in the Right Direction

What Are the Key Equity and Performance Outcomes of the Final Blueprint?

The Final Blueprint delivers a comprehensive set of transportation investments that support a major shift toward more sustainable commute patterns by 2050. The share of single occupancy vehicle trips could decline significantly, while transit use could grow substantially due to improvements in frequency, reliability, safety and expanded service. In addition, walking and biking could see meaningful increases, supported by investments in pedestrian and bicycle infrastructure and the development of more walkable neighborhoods. Together, these strategies have the potential to advance a more connected, accessible, and sustainable transportation system for the Bay Area. As demonstrated by the 2050 No Project alternative, the absence of Final Blueprint strategies would result in far less progress in reducing single-occupancy vehicle trips.

Type of Commute Mode	Commute Mode Share (2023)	Commute Mode Share (2050 No Project)	Commute Mode Share (2050 Final Blueprint)
Auto: Single Occupancy	41%	39%	31%
Auto: Carpools, Taxi, and Ride-hail	17%	17%	17%
Transit	6%	9%	14%
Active Modes (Bike/Walk)	5%	6%	9%
Work From Home	31%	29%	29%

OUTCOME: Moving in the Right Direction

Means-based financial support for energy and water upgrades in all residential buildings in the Bay Area could result in over 50% less energy use and carbon emissions. Additionally, residential buildings see a heavy decline in water usage with the expansion of indoor and outdoor water conservation strategies to all homes in the Bay Area.

Type of Emissions or Consumption	Efficiency of building stock, relative to 2023 (2050 No Project)	Efficiency of building stock, relative to 2023 (2050 Final Blueprint)
CO ₂ Emissions	0%	-53%
Energy Consumption	0%	-54%
Water Consumption	0%	-33%

OUTCOME: Moving in the Right Direction

What Are the Key Equity and Performance Outcomes of the Final Blueprint?



This section maintains many of the same metrics included in the previous long-range plan. However, some metrics (Change in In-Person Workers, Visitors and Residents by Downtown Area; Change in Typical Weekday Downtown Activity) have been introduced as part of Plan Bay Area 2050+ to explore the impacts of the pandemic and work-from-home rates.

Will the Bay Area Economy Thrive?

The gross regional product is projected to grow by 66% over the next three decades, while economic strategies like a statewide guaranteed income ensure that the benefits of this growth are felt more broadly.

Year	Gross Regional Product Per Capita (2020 dollars)
2023	\$127k
2050 Final Blueprint	\$206k

OUTCOME: Moving in the Right Direction

Will the Region's Downtowns Recover from the pandemic?

Between 2023 and 2050, the Bay Area could see significant changes in downtown dynamics, with varying growth across in-person workers, visitors and residents. In the Final Blueprint, the region's three largest downtowns — Oakland, San Francisco and San Jose — are all projected to experience a greater increase in workers, visitors and residents on a typical weekday than the region as a whole, reflecting housing and economy strategies that support growth in Transit-Rich Areas.

Downtown Area	Change in In-person Workers, 2023-2050 (Final Blueprint)	Change in Visitors/Other, 2023-2050 (Final Blueprint)	Change in Residents, 2023-2050 (Final Blueprint)
Oakland	52%	41%	41%
San Francisco	48%	66%	76%
San Jose	56%	36%	48%
Regionwide	37%	26%	28%

OUTCOME: Moving in the Right Direction

What Are the Key Equity and Performance Outcomes of the Final Blueprint?

Does the Location of Job Growth Shift Toward Growth Geographies?

Final Blueprint strategies aim to shift the location of jobs to places close to transit and to locally identified Priority Development Areas and Priority Production Areas, with a particular focus on middle-wage job growth in Priority Production Areas. The outcome trends could be positive overall, with Priority Development Areas, Transit-Rich Areas, and overall Growth Geographies gaining jobs at a faster rate than the region as a whole, and Priority Production Areas attracting jobs at a faster pace. Notably, these figures only reflect the employer location of jobs.

Location of Job Growth	Share of All Regional Job Growth (2050 Final Blueprint)
Growth Geographies (All)	72%
Transit-Rich Areas	50%
Priority Production Areas	8%
Priority Development Areas	52%
Regionwide	100%

OUTCOME: Moving in the Right Direction

Will Jobs and Housing in the Bay Area Be More Evenly Distributed?

The jobs-to-housing ratio compares the number of jobs in a county based on the total number of households in that county. A one-to-one ratio (1.0) would mean that there is one job with an employer in the county for every household in that county. The average regionwide-ratio is expected to remain unchanged at roughly 1.4. This measure, traditionally used to evaluate the “balance” of employment and housing growth across the region, has become less meaningful as a result of pandemic-related changes to the workplace. It does not capture the more than one quarter of people expected to work from home in 2050. In addition, it does not consider the “fit” between the jobs in a county and its households and does not consider transit proximity, which is critical for residents with low incomes and/or disabilities. With these significant limitations in mind, the trend between 2023 and 2050 is mixed: while some counties move closer to the regional average, other counties move away from it.

County	Jobs to Housing Ratio (2023)	Jobs to Housing Ratio (2050 Final Blueprint)
Regionwide	1.44	1.43
Alameda	1.48	1.32
Contra Costa	1.03	1.07
Marin	1.17	0.97
Napa	1.32	1.29
San Francisco	1.82	1.66
San Mateo	1.44	1.50
Santa Clara	1.66	1.73
Solano	0.86	1.04
Sonoma	1.14	1.25

OUTCOME: Mixed Outcome

The Final Blueprint supports a more balanced regional growth pattern by encouraging closer alignment of housing and jobs. As a result, the average one-way commute distance could decline slightly for all workers, and more significantly for workers with low incomes, who often endure longer and more costly commutes. These reductions reflect meaningful improvements in access to employment and a step toward more equitable and sustainable commute patterns across the Bay Area.

Type of Worker	Mean One-Way Commute Distance in Miles (2023)	Mean One-Way Commute Distance in Miles (2050 No Project)	Mean One-Way Commute Distance in Miles (2050 Final Blueprint)
Workers with Low Incomes	10.6	9.7	8.7
All Workers	12.0	11.9	11.1

OUTCOME: Moving in the Right Direction



5. Growth Pattern

Final Blueprint Development Pattern
at the County and Sub-County Levels

The tables and maps in this section summarize the regional, county and sub-county growth pattern for households and jobs in the Plan Bay Area 2050+ Final Blueprint.

Key Definitions in Growth Pattern Tables and Maps

2023: Refers to simulated 2023 conditions, which were calibrated to closely match on-the-ground conditions.

2050: Reflects simulated 2050 outcomes if population and job growth continue according to the Plan Bay Area 2050+ Regional Growth Forecast and Final Blueprint strategies are implemented.

Working-from-home share (2050): The share of employed residents within an area that would work from home on a typical weekday, based on simulated 2050 conditions.

Working-in-person share (2050): The share of workers employed within an area (based on employer location) that would work in-person on a typical weekday, based on simulated 2050 conditions.

Growth: Total change (e.g., in households or jobs) between 2023 and 2050 figures for a county or superdistrict.

Jobs by employer location: Number of jobs based on the physical location of an employer. This measure does not reflect whether a job will be performed fully or partially remotely on a typical day.

Percent growth: Percentage change (e.g., in households or jobs) between 2023 and 2050 for a county or superdistrict

Share of regional growth: Percentage of regionwide change accounted for by change in a county or superdistrict. Calculated by dividing growth for a county or superdistrict by regionwide growth.

Superdistrict: The nine-county Bay Area is divided into 34 sub-county areas, called “superdistricts.” Superdistricts are combinations of cities, towns and unincorporated areas that provide a more localized view of the growth pattern in the Final Blueprint.

Final Blueprint Growth Pattern

Data tables below summarize the regional, county and sub-county growth pattern for households and jobs for the Plan Bay Area 2050+ Final Blueprint. To capture the regional variation in post-pandemic work patterns, the ranges of “working- from-home share” and of “working-in-person share” are included.

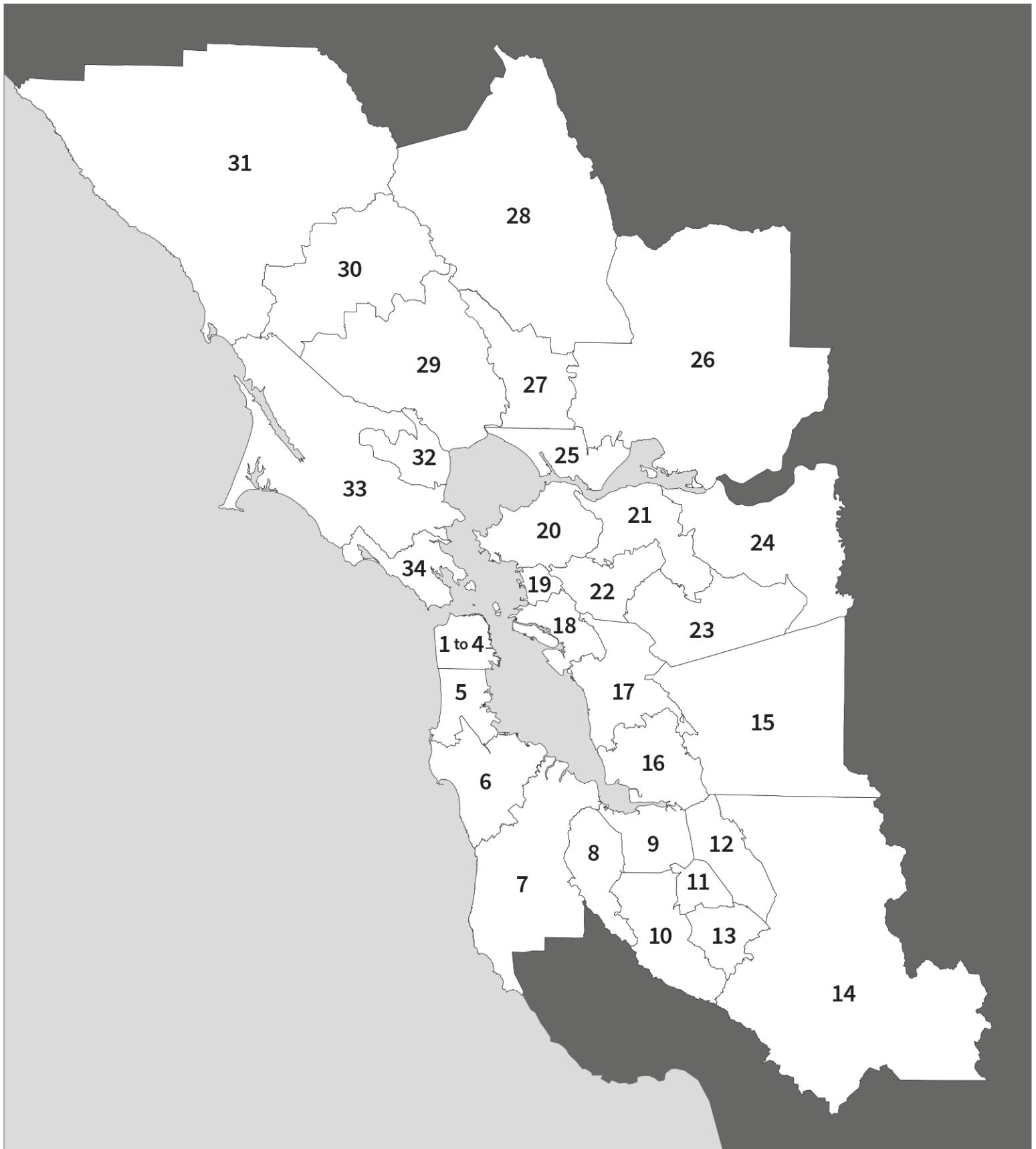
NOTE: Numbers may not sum due to rounding.

Projected Households, by County						
County	2023	2050	Growth	Percent Growth	Share of Regional Growth	Working-from-home Share (2050)
Alameda	603,000	840,000	237,000	39%	25%	25-28%
Contra Costa	403,000	492,000	89,000	22%	9%	25-28%
Marin	108,000	131,000	23,000	22%	2%	20-24%
Napa	51,000	56,000	5,000	11%	1%	16-19%
San Francisco	407,000	579,000	172,000	42%	18%	>28%
San Mateo	288,000	394,000	106,000	37%	11%	25-28%
Santa Clara	662,000	935,000	273,000	41%	29%	25-28%
Solano	146,000	153,000	7,000	5%	1%	16-19%
Sonoma	189,000	214,000	25,000	13%	3%	<16%
Region	2,857,000	3,794,000	937,000	33%	100%	25-28%

Projected Jobs by Employer Location, by County						
County	2023	2050	Growth	Percent Growth	Share of Regional Growth	Working-in-person Share (2050)
Alameda	896,000	1,109,000	212,000	24%	16%	55-59%
Contra Costa	414,000	526,000	112,000	27%	8%	55-59%
Marin	126,000	126,000	-	0%	0%	60-63%
Napa	67,000	72,000	5,000	8%	0%	55-59%
San Francisco	740,000	960,000	220,000	30%	16%	55-59%
San Mateo	416,000	593,000	177,000	43%	13%	60-63%
Santa Clara	1,100,000	1,621,000	520,000	47%	39%	60-63%
Solano	126,000	160,000	33,000	26%	2%	60-63%
Sonoma	216,000	268,000	53,000	24%	4%	>63%
Region	4,101,000	5,434,000	1,333,000	32%	100%	55-59%

Final Blueprint Growth Pattern

Regional Map – Superdistricts

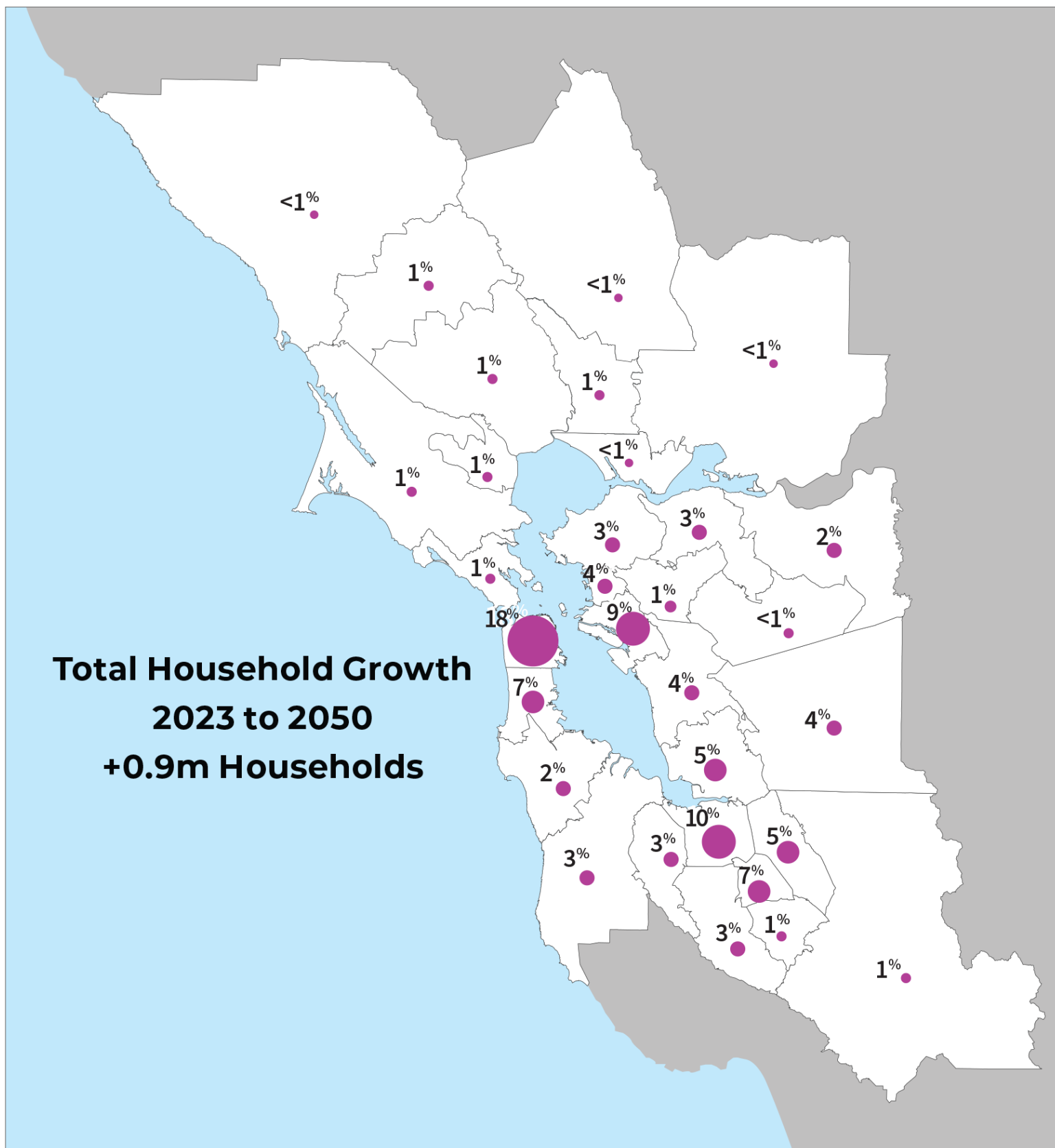


Super-District	County	Superdistrict Name	Primary Jurisdictions included in Superdistrict
1 to 4	San Francisco	San Francisco County (Combined)	San Francisco
5	San Mateo	North San Mateo County	Brisbane, Colma, Daly City, Pacifica, South San Francisco, Millbrae, San Bruno, Burlingame (partial)
6	San Mateo	Central San Mateo County	Half Moon Bay, Hillsborough, San Mateo, Foster City, Belmont, Burlingame (partial)
7	San Mateo	South San Mateo County	Atherton, Menlo Park, Redwood City, Woodside, East Palo Alto, Portola Valley, San Carlos
8	Santa Clara	Northwest Santa Clara County	Los Altos Hills, Los Altos, Palo Alto (partial), Mountain View (partial)
9	Santa Clara	North Santa Clara County	Sunnyvale, Santa Clara (partial), Mountain View (partial), Milpitas (partial), San Jose (partial), Palo Alto (partial)
10	Santa Clara	West Santa Clara County	Los Gatos, Monte Sereno, Saratoga, Cupertino, Campbell (partial), Santa Clara (partial)
11	Santa Clara	Central Santa Clara County	Campbell (partial), San Jose (partial)
12	Santa Clara	East Santa Clara County	Milpitas (partial), San Jose (partial)
13	Santa Clara	Central South Santa Clara County	San Jose (partial)
14	Santa Clara	South Santa Clara County	Gilroy, Morgan Hill, San Jose (partial)
15	Alameda	East Alameda County	Dublin, Livermore, Pleasanton
16	Alameda	South Alameda County	Newark, Fremont, Union City
17	Alameda	Central Alameda County	San Leandro, Hayward
18	Alameda	North Alameda County	Alameda, Piedmont, Oakland
19	Alameda	Northwest Alameda County	Albany, Berkeley, Emeryville
20	Contra Costa	West Contra Costa County	El Cerrito, Hercules, Pinole, Richmond, San Pablo
21	Contra Costa	North Contra Costa County	Clayton, Pleasant Hill, Concord, Martinez, Lafayette (partial), Pittsburg (partial)
22	Contra Costa	Central Contra Costa County	Moraga, Orinda, Walnut Creek (partial), Lafayette (partial)
23	Contra Costa	South Contra Costa County	Danville, San Ramon, Walnut Creek (partial)
24	Contra Costa	East Contra Costa County	Antioch, Brentwood, Oakley, Pittsburg (partial)
25	Solano	South Solano County	Benicia, Vallejo
26	Solano	North Solano County	Dixon, Fairfield, Rio Vista, Suisun City, Vacaville
27	Napa	South Napa County	American Canyon, Napa
28	Napa	North Napa County	Calistoga, St. Helena, Yountville
29	Sonoma	South Sonoma County	Cotati, Petaluma, Sonoma, Rohnert Park
30	Sonoma	Central Sonoma County	Santa Rosa, Sebastopol
31	Sonoma	North Sonoma County	Cloverdale, Healdsburg, Windsor
32	Marin	North Marin County	Novato
33	Marin	Central Marin County	Fairfax, San Anselmo, San Rafael, Ross
34	Marin	South Marin County	Belvedere, Corte Madera, Mill Valley, Sausalito, Tiburon, Larkspur

Unincorporated areas included in most superdistricts outside San Francisco. Small overlap zones, representing less than 10% of any city's size, are not shown for clarity.

Final Blueprint Growth Pattern

Household Growth between 2023-2050 (as a Share of Region's Growth)



Final Blueprint Growth Pattern

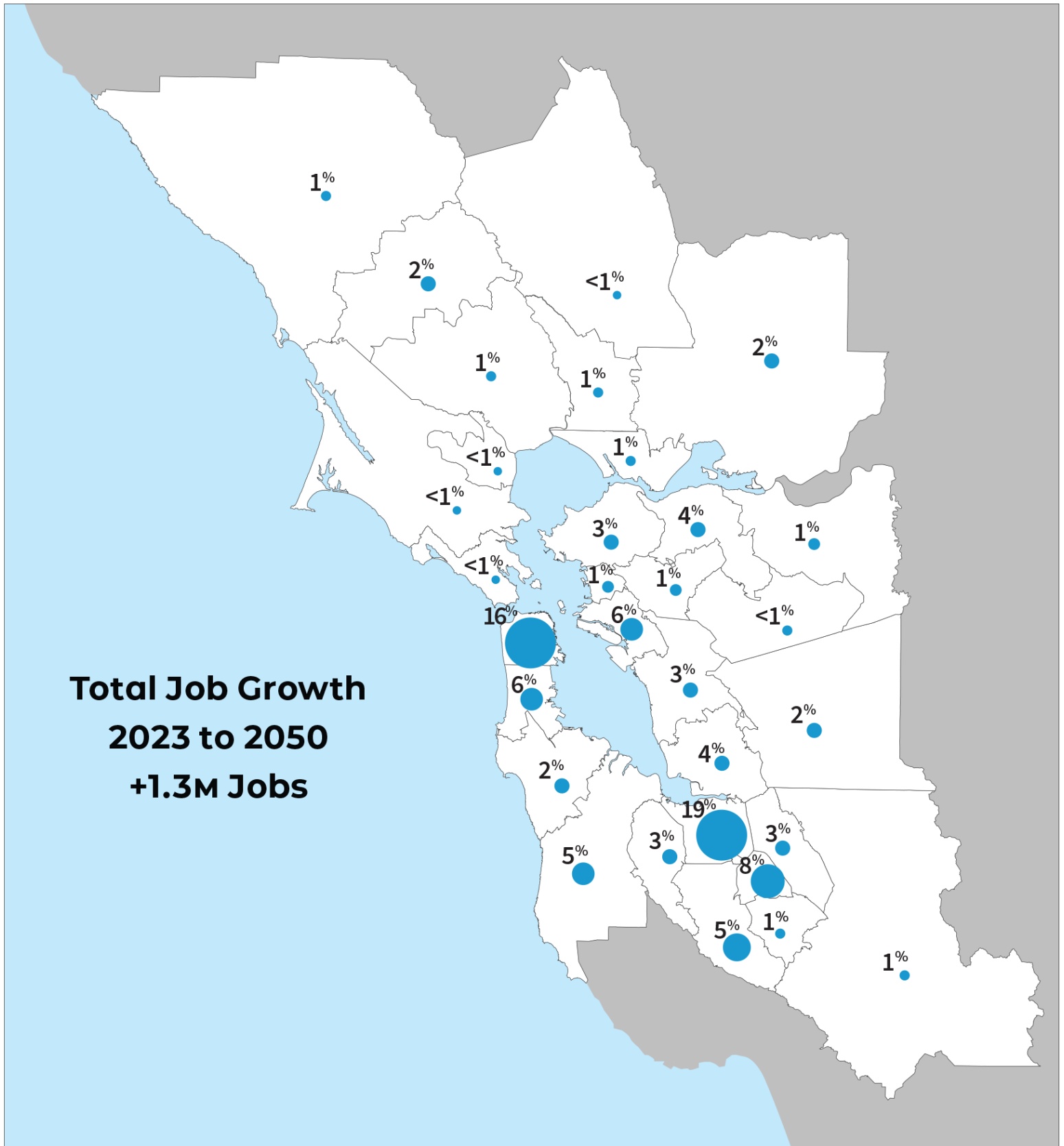
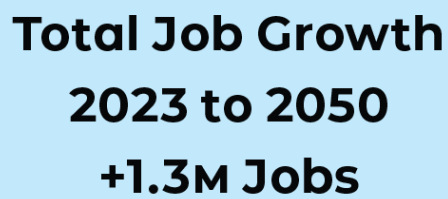
Projected Households, by Superdistrict

NOTE: Numbers may not sum due to rounding.

County	Super-district	Superdistrict Name	2023	2050	Growth	Percent Growth	Share of Regional Growth	Working-from-home Share (2050)
San Francisco	1 to 4	San Francisco County (Combined)	407,000	579,000	172,000	42%	18%	>28%
San Mateo	5	North San Mateo County	105,000	167,000	62,000	59%	7%	>28%
	6	Central San Mateo County	95,000	115,000	20,000	21%	2%	25-28%
	7	South San Mateo County	88,000	113,000	25,000	29%	3%	25-28%
Santa Clara	8	Northwest Santa Clara County	77,000	103,000	26,000	34%	3%	20-24%
	9	North Santa Clara County	123,000	215,000	93,000	75%	10%	20-24%
	10	West Santa Clara County	124,000	152,000	28,000	23%	3%	25-28%
	11	Central Santa Clara County	114,000	175,000	61,000	53%	7%	25-28%
	12	East Santa Clara County	113,000	158,000	45,000	39%	5%	25-28%
	13	Central South Santa Clara County	74,000	87,000	13,000	17%	1%	25-28%
	14	South Santa Clara County	37,000	44,000	7,000	20%	1%	25-28%
Alameda	15	East Alameda County	86,000	122,000	36,000	42%	4%	25-28%
	16	South Alameda County	113,000	158,000	46,000	41%	5%	20-24%
	17	Central Alameda County	127,000	160,000	33,000	26%	4%	>28%
	18	North Alameda County	199,000	279,000	80,000	40%	9%	25-28%
	19	Northwest Alameda County	79,000	121,000	42,000	53%	4%	>28%
Contra Costa	20	West Contra Costa County	94,000	122,000	28,000	30%	3%	>28%
	21	North Contra Costa County	89,000	115,000	27,000	30%	3%	25-28%
	22	Central Contra Costa County	63,000	74,000	11,000	18%	1%	25-28%
	23	South Contra Costa County	57,000	61,000	4,000	8%	0%	20-24%
	24	East Contra Costa County	101,000	120,000	19,000	18%	2%	>28%
Solano	25	South Solano County	53,000	56,000	4,000	7%	0%	20-24%
	26	North Solano County	94,000	97,000	3,000	3%	0%	16-19%
Napa	27	South Napa County	35,000	40,000	5,000	14%	1%	20-24%
	28	North Napa County	16,000	16,000	1,000	3%	0%	<16%
Sonoma	29	South Sonoma County	66,000	74,000	8,000	13%	1%	16-19%
	30	Central Sonoma County	87,000	101,000	14,000	16%	1%	<16%
	31	North Sonoma County	36,000	39,000	3,000	9%	0%	16-19%
Marin	32	North Marin County	23,000	30,000	7,000	31%	1%	25-28%
	33	Central Marin County	44,000	54,000	10,000	23%	1%	20-24%
	34	South Marin County	41,000	47,000	6,000	14%	1%	16-19%
Region			2,857,000	3,794,000	937,000	33%	100%	25-28%

Final Blueprint Growth Pattern

Job Growth by Employer Location between 2023-2050 (as a Share of Region's Growth)



Final Blueprint Growth Pattern

Projected Jobs by Employer Location, by Superdistrict

NOTE: Numbers may not sum due to rounding.

County	Super-district	Superdistrict Name	2023	2050	Growth	Percent Growth	Share of Regional Growth	Working-in-person Share (2050)
San Francisco	1 to 4	San Francisco County (Combined)	740,000	960,000	220,000	30%	16%	55-59%
San Mateo	5	North San Mateo County	135,000	215,000	80,000	59%	6%	60-63%
	6	Central San Mateo County	116,000	146,000	31,000	27%	2%	60-63%
	7	South San Mateo County	165,000	231,000	67,000	40%	5%	60-63%
Santa Clara	8	Northwest Santa Clara County	174,000	217,000	43,000	25%	3%	>63%
	9	North Santa Clara County	391,000	640,000	249,000	64%	19%	60-63%
	10	West Santa Clara County	143,000	205,000	62,000	43%	5%	60-63%
	11	Central Santa Clara County	177,000	283,000	106,000	60%	8%	55-59%
	12	East Santa Clara County	114,000	154,000	39,000	34%	3%	55-59%
	13	Central South Santa Clara County	53,000	63,000	9,000	18%	1%	55-59%
	14	South Santa Clara County	47,000	59,000	12,000	26%	1%	<55%
Alameda	15	East Alameda County	135,000	161,000	27,000	20%	2%	<55%
	16	South Alameda County	143,000	191,000	48,000	34%	4%	55-59%
	17	Central Alameda County	161,000	202,000	41,000	25%	3%	55-59%
	18	North Alameda County	290,000	368,000	79,000	27%	6%	60-63%
	19	Northwest Alameda County	169,000	187,000	18,000	11%	1%	60-63%
Contra Costa	20	West Contra Costa County	83,000	119,000	36,000	43%	3%	55-59%
	21	North Contra Costa County	123,000	171,000	48,000	39%	4%	55-59%
	22	Central Contra Costa County	85,000	92,000	7,000	8%	1%	60-63%
	23	South Contra Costa County	67,000	70,000	3,000	4%	0%	55-59%
	24	East Contra Costa County	55,000	73,000	19,000	34%	1%	55-59%
Solano	25	South Solano County	43,000	55,000	11,000	25%	1%	60-63%
	26	North Solano County	83,000	105,000	22,000	27%	2%	60-63%
Napa	27	South Napa County	46,000	53,000	7,000	15%	1%	60-63%
	28	North Napa County	21,000	19,000	(2,000)	-8%	0%	<55%
Sonoma	29	South Sonoma County	71,000	88,000	17,000	24%	1%	60-63%
	30	Central Sonoma County	113,000	138,000	25,000	22%	2%	>63%
	31	North Sonoma County	32,000	43,000	10,000	33%	1%	60-63%
Marin	32	North Marin County	27,000	27,000	-	-1%	0%	60-63%
	33	Central Marin County	58,000	57,000	(1,000)	-2%	0%	60-63%
	34	South Marin County	41,000	42,000	2,000	4%	0%	>63%
Region			4,101,000	5,434,000	1,333,000	32%	100%	55-59%



Photo: MTC Archive



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