Photo: Karl Nielsen

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A Blueprint for the Bay Area's Future

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THE **DRAFT**
BLUEPRINT

1. Overview and Strategies
A Blueprint for the Bay Area's Future

METROPOLITAN
TRANSPORTATION
COMMISSION

ASSOCIATION
OF BAY AREA
GOVERNMENTS

PLAN BAY AREA 2050 +

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 the growth of 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 late 2025.

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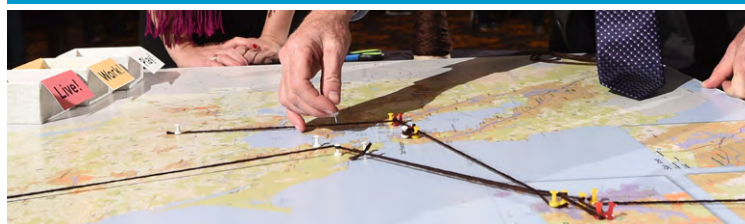
The Blueprint is essentially a draft version of the plan. It is a foundational framework for a future vision of the Bay Area that includes:

- **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** for public policies or investments that can be implemented over the next 25 years; 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.

What is a "strategy"?

A strategy is either a public policy or set of investments that can be implemented in the Bay Area over the next 25 years. 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 the summer and fall of 2023.

Tell us what you think
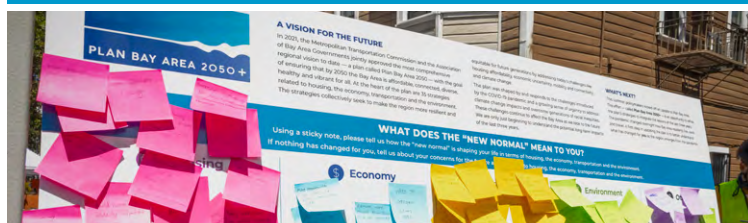
We need your input to help inform the Final Blueprint. MTC and ABAG will hold public workshops all around the Bay Area over late summer and fall 2024. We want to find out what you – and your family, friends and neighbors – have to say about the proposed strategies and how they could influence the way our communities will live, work and travel over the coming decades.

MTC and the ABAG Executive Board are scheduled to adopt the Final Blueprint in fall 2024. We look forward to hearing from you!

✓ Upcoming Milestones	Summer and Fall 2024	Late Fall 2024	Late Winter 2025	Summer 2025
	• Conduct Public and Partner Engagement	• Adopt Final Blueprint	• Advance to Environmental Phase	• Release Draft Plan and EIR

For more information, including a complete project timeline and engagement opportunities, visit planbayarea.org

Draft Blueprint Strategies

The Draft Blueprint includes only a handful of modified transportation strategies, pending the recommendations of the parallel Transit 2050+ effort and the development of a fiscally constrained Transportation Project List. The complete suite of revised transportation strategies will be integrated as part of the Final Blueprint in late fall 2024; please note: transportation strategy titles may be revised during the Final Blueprint process.

	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.	**$382** **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.	**$1** **Billion**
Create Healthy and Safe Streets	**T8 - Build a Complete Streets Network.** Enhance streets, paths, and trails to promote walking, biking, and rolling through sidewalk improvements, car-free slow streets, and All Ages and Abilities Active Transportation Network.	**$9** **Billion**
	T9 - Advance Regional Vision Zero Policy through Street Design and Reduced Speeds. 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, relying on design elements on local streets and automated speed enforcement on freeways.	**$1** **Billion**

Transit 2050+ is a parallel long-range planning effort being developed in close coordination with Bay Area transit operators. Transit 2050+ will produce a recommended transit network identifying the revamped strategies and investments envisioned through 2050. This network will flow directly into the Plan Bay Area 2050+ Final Blueprint in late fall 2024. Plan Bay Area strategies being updated via the Transit 2050+ process include:

T3. Enable a Seamless Mobility Experience

T4. Reform Regional Transit Fare Policy

T10. Enhance Local Transit Frequency, Capacity and Reliability

T11. Expand and Modernize the Regional Rail Network

T12. Build an Integrated Regional Express Lanes and Express Bus Network

There are several other Plan Bay Area transportation strategies that are primarily project-based and therefore subject to the transportation element's fiscal constraint requirements. The following strategies are also slated for Final Blueprint integration in late fall 2024:

T2. Support Community-Led Transportation Enhancements in Equity Priority Communities

T6. Improve Interchanges and Address Highway Bottlenecks

T7. Advance Other Regional Programs and Local Priorities

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

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Housing Strategies

Protect and Preserve Affordable Housing	**H1 - Further Strengthen Renter Protections Beyond State Law.** Building upon recent tenant protection laws, limit annual rent increases up to a maximum of 4%, while exempting units less than 10 years old and expanding tenant support services.	**$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 variety of housing types at a range of densities 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.	**<$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.	**$302** 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 Communities of Concern.** 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 mixed-income affordable housing, including on locally designated Priority Sites.	**<$1** Billion

Economic 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. Fund assistance programs for establishing new businesses, as well as job training programs, in Equity Priority Communities and Transit-Rich Areas.	**$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 Transit- and Housing-Rich Areas. Provide incentives to encourage employers that offer middle-wage, in-person jobs to locate in Transit- and housing-rich areas.	**$11** 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

PLAN BAY AREA 2050+

Environment Strategies

Category	Strategy	Cost
Reduce Risks from Hazards	**EN1 - Adapt to Sea Level Rise.** Adapt shoreline communities, infrastructure and ecosystems affected by sea level rise.	**$94 Billion**
	EN2 - Provide Means-Based Financial Support for Seismic and Wildfire Home Retrofits. Adopt building ordinances and incentivize retrofits to existing residential buildings to meet higher seismic and wildfire standards, providing means-based subsidies to off-set associated costs.	**$7 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.	**$42 Billion**
	EN6 - Expand Urban Greening in Communities. Invest in quality parks, trails, tree canopy, and green infrastructure within urban areas with limited parks, shade or pervious surfaces.	**$20 Billion**
Reduce Climate Emissions	**EN7 - Expand Commute Trip Reduction Programs at Major Employers.** Set a sustainable commute target for major employers as part of an expanded Bay Area Commuter Benefits Program, with employers responsible for funding incentives and disincentives to shift auto commuters to any combination of work-from-home, transit, walking and/or bicycling.	**$<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**

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

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

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.

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.

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.

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

Stay Involved! Visit **PlanBayArea.org** to learn more and find a public workshop near you. **You can also follow MTC BATA on social media.**

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THE **DRAFT**
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2. Growth Geographies

Map of Focused Growth Areas for
Housing and Jobs

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Growth Geographies are geographic areas used in Plan Bay Area 2050+ Draft Blueprint strategies to guide where future growth in housing and jobs are focused. Shown on the map on the following page, 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+ Draft Blueprint, similar to Plan Bay Area 2050. The four types of Growth Geographies are shown below.

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 resolution by the local government 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 the 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 during 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, including parkland.

Photo: MTC Archive

Photo: Karl Nielsen

Photo: Karl Neilsen

Plan Bay Area 2050+

Draft Blueprint Growth Geographies

- ■ Priority Development Area*
- ■ Priority Production Area*
- ■ Transit-Rich and High-Resource Area
- ■ Transit-Rich Area
- ■ High-Resource Area with Basic Bus**
- ▨ Transit-Oriented Communities
- —— Regional Rail (Existing)
- - - - Regional Rail (Future, Fully Funded)
- ✈ 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.

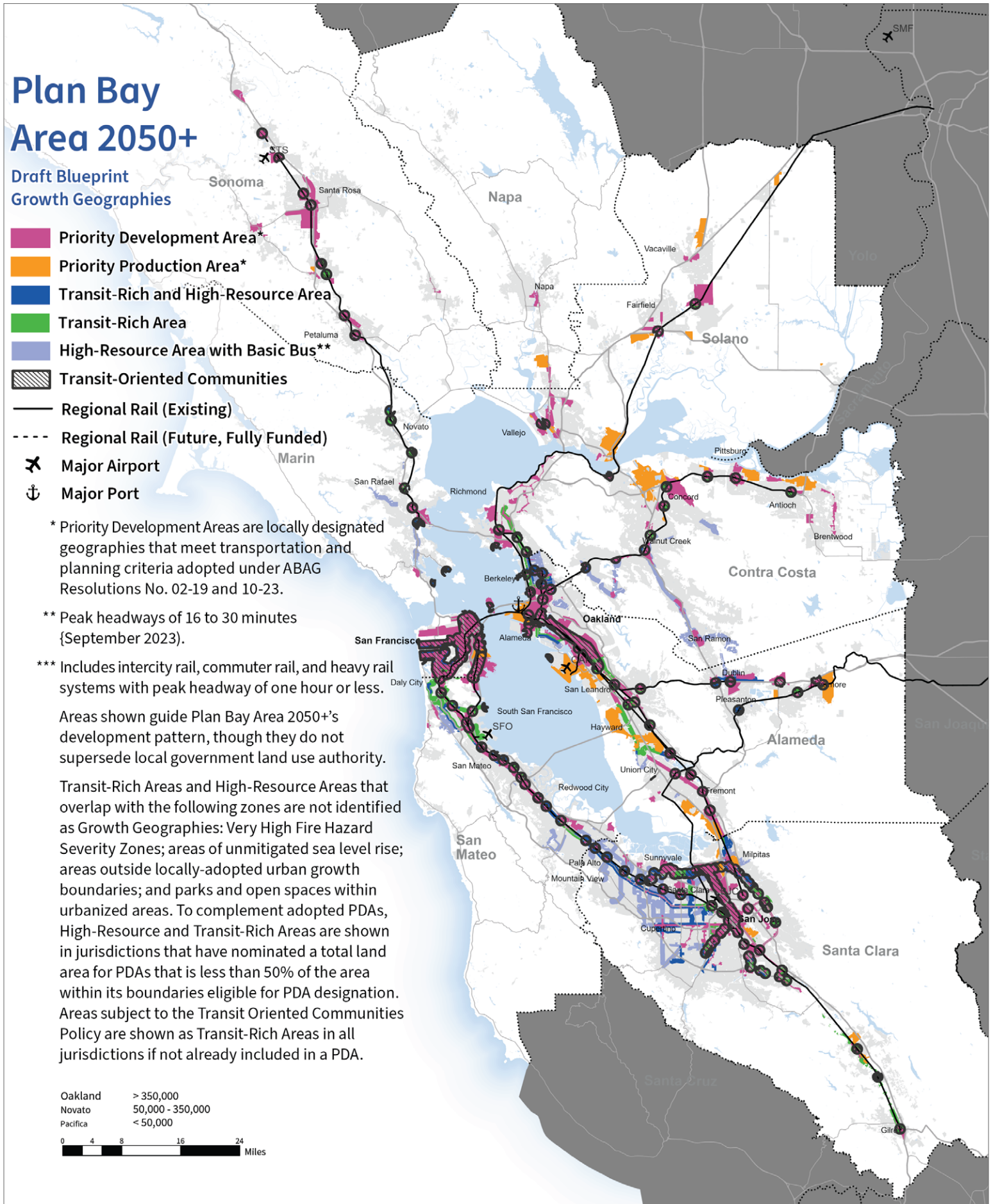** Peak headways of 16 to 30 minutes {September 2023).

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

Areas shown guide Plan Bay Area 2050+'s development pattern, though they do not supersede local government land use authority.

Transit-Rich Areas and High-Resource Areas that overlap with the following zones are not identified as Growth Geographies: Very High Fire Hazard Severity Zones; areas of unmitigated sea level rise; areas outside locally-adopted urban growth boundaries; and parks and open spaces within urbanized areas. To complement adopted PDAs, High-Resource and Transit-Rich Areas are shown in jurisdictions that have nominated a total land area for PDAs that is less than 50% of the area within its boundaries eligible for PDA designation. Areas subject to the Transit Oriented Communities Policy are shown as Transit-Rich Areas in all jurisdictions if not already included in a PDA.

Oakland	> 350,000
Novato	50,000 - 350,000
Pacifica	< 50,000

0   4   8   16   24 Miles

THE DRAFT BLUEPRINT

3. Investment Analysis

Sources of Funding and Proposed
Strategy Investments

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PLAN BAY AREA 2050+

What are the Sources of Final Blueprint Investments?

The Draft 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. Nearly $600 billion is expected from existing funding sources and the remaining $915 billion is expected from a mix of new revenues, including per-mile freeway tolls, parking fees and other funding measures. These 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.

What are the Draft Blueprint's Proposed Investments?

The Draft Blueprint outlines key investment priorities across the plan's four elements. It assigns nearly $400 billion to the Transportation Element to maintain the existing transportation network while enhancing safety and efficiency, with nearly $100 billion in revenues remaining to be assigned to expansion and enhancement investments through Transit 2050+ and the Final Blueprint process. The Housing Element designates over $550 billion for preserving and creating affordable housing opportunities. The Economy Element sees over $200 billion directed towards economic mobility improvements and poverty reduction. Finally, the Environment Element proposes to invest over $200 billion to mitigate sea level rise and expand green spaces while also curbing climate emissions.

Transportation Revenues
Existing: **$409 billion**, New: **$87 billion**

$93
$10
$383
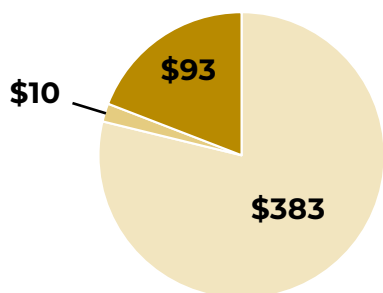
- Maintain and Optimize Existing System
- Create Healthy and Safe Streets
- *Revenues to be assigned to expansion and enhancement investments as part of Final Blueprint*

Housing Revenues
Existing: **$159 billion**, New: **$406 billion**

$302
$252
$11
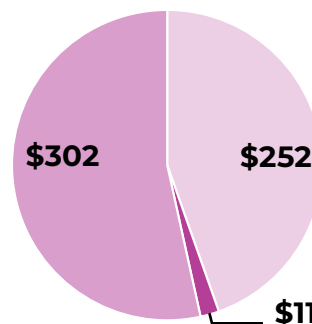
- Protect and Preserve Affordable Housing
- Spur Housing Production at All Income Levels
- Create Inclusive Communities

Economy Revenues
Existing: **N/A**, New: **$237 billion**

$16
$221
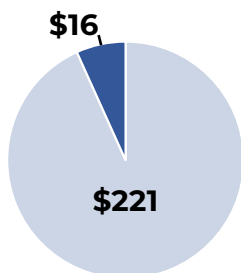
- Improve Economic Mobility
- Shift the Location of Jobs

Environment Revenues
Existing: **$30 billion**, New: **$185 billion**

$10
$62
$153
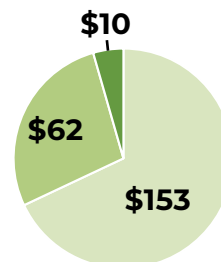
- Reduce Risks from Hazards
- Expand Access to Parks and Open Space
- Reduce Climate Emissions

Note: *Revenue forecasts will be finalized as part of Final Blueprint phase this summer. Existing economic development revenues not inventoried. $10 billion in transportation revenues are assigned to support Environment Element strategies focused on reducing climate emissions.*

4. Outcomes

Equity and Performance Metrics

Organized by the Plan Bay Area 2050+ Guiding Principles, several metrics help answer two key questions per Guiding Principle. Accompanying text sheds light on how Final Blueprint strategies and planning assumptions contribute to performance outcomes, and metrics highlight impacts on disadvantaged populations where feasible.

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 Draft Blueprint strategies are implemented in the post-COVID planning context.

Equity Priority Communities (EPCs): Census tracts with a significant concentration of underserved populations, including people of color and households with low incomes; updated using latest ACS data (2022).

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

High-Resource Areas: State-designated areas with access to well-resourced schools, open space, jobs and services within a 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 Production Areas: Places nominated by local governments served by transit and planned for new homes and jobs at densities necessary to support effective transit service.

Transit-Rich Areas: Areas within ½ 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 AM (6-10AM) and PM (3-7PM) peak periods.

Note on Transportation Metrics

Please note the Draft Blueprint did not contain significant transportation expansion or enhancement investments, which will be identified as part of Transit 2050+ and the Final Blueprint process. All transportation-relevant outcomes were driven by policy and/or land use shifts, leveraging the region's existing transportation network.

AFFORDABLE

Will Bay Area residents spend less on housing and transportation?

In 2023, households with low incomes were faced with extreme housing and transportation cost burdens. These cost burdens exceeded incomes for low- and no-income households. Strategies within the Draft Blueprint yield major decreases in housing and transportation cost burdens for low-income households in 2050. This was achieved through further strengthening renter protections, preserving and building affordable housing, providing mortgage and rental assistance, and the implementation of a statewide guaranteed income.

Housing and Transportation Costs as Share of Income		2023	2050
Housing and Transportation	Households with Low Incomes	96%	48%
	All Households	43%	32%
Housing	Households with Low Incomes	70%	27%
	All Households	32%	20%
Transportation	Households with Low Incomes	25%	20%
	All Households	11%	12%
OUTCOME: Moving in the Right Direction			

By 2050, auto related transportation costs increase for all households. These increases can be attributed to refined user-based pricing strategies and a regional mileage-based user fee that aim to reduce congestion, emissions and vehicle miles traveled.

Transport Expenses per Trip		2023	2050
Average "Out-of-Pocket" Cost per Auto Trip	Households with Low Incomes	$1.60	$2.79
	All Households	$1.79	$3.28
Average Parking Cost per Auto Trip	Households with Low Incomes	$0.36	$1.35
	All Households	$0.34	$1.21
Average Toll per Auto Trip	Households with Low Incomes	$0.08	$0.10
	All Households	$0.10	$0.20
OUTCOME: Mixed Outcomes			

Will the Bay Area produce and preserve more affordable housing?

The share of Bay Area housing that is permanently affordable (i.e., deed-restricted) sees significant growth by 2050, driven by the production and preservation of affordable housing, the reuse of public land for affordable housing, and minimum affordability requirements for major housing projects, among other Draft Blueprint strategies.

Share of Housing that is Deed-Restricted Affordable	2023	2050
Region-Wide	4%	24%
Equity Priority Communities	11%	37%
High-Resource Areas	3%	35%
OUTCOME: Moving in the Right Direction		

Due to a variety of strategies prioritizing the creation of affordable housing, 32% of all new homes built between 2023 and 2050 will be permanently affordable, benefiting many lower income populations in the Bay Area. The Draft Blueprint's housing strategies increase the amount of affordable housing built in high-resource areas while also ensuring that affordable housing is being built region wide.

Share of New Housing Production that is Deed-Restricted Affordable	2023-2050
Region-Wide	32%
Equity Priority Communities	34%
High-Resource Areas	39%
OUTCOME: Moving in the Right Direction	

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

Share of At-Risk Affordable Housing Preserved as Permanently Affordable	2050
Region-Wide	100%
OUTCOME: Moving in the Right Direction	

What are the Key Equity and Performance Outcomes of the Draft Blueprint?

⚮ CONNECTED

Will Bay Area residents be able to access their destinations more easily?

The number of jobs accessible by transit, walking and biking see minor improvements for all residents, even considering the absence of major transportation expansion investments in the Draft Blueprint. This can be attributed to increases in housing and commercial densities in target growth areas, such as Transit-Rich Areas. Equity Priority Communities also see slightly higher rates of transit, bike, and walking access to jobs. Auto access to jobs within 30 minutes does decline in 2050 due to forecasted population growth and increased congestion levels, highlighting the need to further manage demand on the roadways.

Number and Share of all Bay Area Jobs that are Accessible by Frequent Transit		2023 Number of Jobs	2023 Share of Jobs	2050 Number of Jobs	2050 Share of Jobs
Transit (45 min) including walk to transit	Equity Priority Community Residents	225,000	5.5%	337,000	6.2%
	All Residents	151,000	3.7%	209,000	3.8%
Auto (30 min)	Equity Priority Community Residents	786,000	19.3%	866,000	15.9%
	All Residents	760,000	18.7%	774,000	14.2%
Bike (20 min)	Equity Priority Community Residents	122,000	3.0%	183,000	3.4%
	All Residents	103,000	2.5%	148,000	2.7%
Walk (20 min)	Equity Priority Community Residents	17,000	0.4%	25,000	0.5%
	All Residents	9,000	0.2%	13,000	0.2%
OUTCOME: Moving in the Right Direction					

In 2050, almost one half of all households, and almost two-thirds of all low-income households will be located within one half-mile of frequent transit, demonstrating the Draft Blueprint's success in focusing housing development near frequent transit. Due to the more dispersed nature of job growth, the share of jobs near frequent transit remains relatively stable, although transportation investments identified as part of Transit 2050+ and the Final Blueprint process may slightly improve these figures.

Share of Households and Jobs Within 1/2 Mile of Frequent Transit		2023	2050
Households	Households with Low Incomes	47%	64%
	All Households	38%	43%
Jobs	All Jobs	47%	47%
OUTCOME: Mixed Outcome			

Will Bay Area residents have a transportation system they can rely on?[1]

By 2050, many freeway corridors are expected to see slight increases in morning peak-hour travel time, given nearly one million new households and over 1.3 million new jobs in the region. Draft Blueprint transportation strategies such as per-mile tolling on key freeway corridors and other transportation demand management strategies help reduce overall travel times by alleviating congestion, even as lower speed limits reduce free-flow travel times. Housing strategies such as focused housing growth in key growth geographies, help maintain travel times near existing levels by locating new housing closer to jobs and prioritizing development near transit. Freeway corridor segments that are anticipated to have only partial or no tolling see much larger increases in travel times.

Freeway corridor morning peak-hour travel time (minutes)		2023	2050
Most of Route Features All-Lane Tolling	Oakland-San Francisco	51	45
	Vallejo-San Francisco	82	87
	Antioch-San Francisco	97	96
	Antioch-Oakland	47	52
	San Jose-San Francisco	65	76
	Oakland-San Jose	58	69
	Oakland-Palo Alto	59	64
Partial or No Tolling on Route	Fairfield-Dublin	52	76
	Livermore-San Jose	50	74
	Santa Rosa-San Francisco	73	84
OUTCOME: Mixed Outcome			

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1. *"Percent of Person Hours in Transit Spent in Crowded Conditions During A.M. Peak" is not shown here, pending the integration of Transit 2050+ strategies and network and the completion of the Final Blueprint process. However, this metric will be included in the Final Blueprint Compendium and Plan Bay Area 2050+ Performance Report.*

What are the Key Equity and Performance Outcomes of the Draft Blueprint?

In 2023, 35% of all transit vehicles had exceeded their federally recommended lifespans. As the Draft Blueprint only includes sufficient maintenance funding to retain existing conditions, this metric remains mostly unchanged through 2050.

Share of Transit Assets Past Their Useful Life Benchmark	2023	2050
Vehicle Assets	35%	35%
Non-Vehicle Assets	22%	22%
OUTCOME: Mixed Outcome		

DIVERSE

Will Bay Area communities be more inclusive?

Between 2023 and 2050, the overall share of low-income households in the region stays the same, holding at 25%. Draft Blueprint strategies and growth geographies, however, encourage diversity in affordable housing locations and help to create more mixed income communities. In 2050, lower-income households will be able to access a broader array of housing choices across the region, while affordable housing initiatives in affluent areas improve access to opportunities for those with limited financial means. These approaches help to counteract past exclusionary practices.

Share of Households with Low-Income	2023	2050
Region-Wide	25%	25%
Transit-Rich and High-Resource Areas	24%	35%
All Transit-Rich Areas	32%	41%
All High-Resource Areas	22%	30%
Equity Priority Communities	40%	39%
OUTCOME: Moving in the Right Direction		

The Draft Blueprint sees an increase of 11% in the homeownership rate for households with low incomes. This increase provides intergenerational wealth-building opportunities through strategies that aim to rectify the systemic injustices and inequalities that have long persisted in housing access and homeownership opportunities, particularly for communities of color.

Home Ownership Rate for Households with Low Incomes	
2023	38%
2050	49%
OUTCOME: Moving in the Right Direction	

PLAN BAY AREA 2050 +

Will Bay Area residents be able to stay in place?

Across the region, 60% of neighborhoods witness a decrease in the number of low-income households between 2023 and 2050, and 65% of neighborhoods see their share of low-income households decrease by 10% or more. These numbers may seem confounding at first, but part of the increase may be due to the heavy investment in strategies that increase affordability, such as guaranteed income and the construction and protection of affordable housing. Guaranteed income can also contribute to a decrease in the number of low-income households due to the positive impacts on household incomes. While the Draft Blueprint invests in affordability, expands renter protections, and preserves at-risk affordable housing, some low-income residents may relocate to access new housing – including home ownership opportunities – as well as other amenities.

Share of Neighborhoods (Tracts) that Experience Displacement and Gentrification between 2023 and 2050		Displacement	Gentrification
Region-Wide	**All Neighborhoods (total 1770 neighborhoods)**	60%	65%
	Equity Priority Communities (total 353 neighborhoods)	50%	58%
	High Displacement Risk Tracts (total 850 neighborhoods)	50%	55%
Within Growth Geographies	**Growth Geographies (total 661 neighborhoods)**	30%	39%
	High-Resource Areas (total 259 neighborhoods)	39%	42%
	Transit-Rich Areas (total 503 neighborhoods)	24%	33%
OUTCOME: Mixed Outcome			

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🌿 HEALTHY

Will Bay Area Residents Be Healthier and Safer?

With Draft Blueprint strategies in place, 100% of all Bay Area households that would be affected by two feet of sea level rise are protected. All common seismically deficient housing types and homes built in high wildfire-risk zones are 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% to 50%.

Percent of households in risk-prone areas/buildings that are protected/retrofit		
Sea Level Rise (2ft)	Equity Priority Communities	100%
	All Households	100%
Earthquake	Equity Priority Communities	100%
	All Households	100%
Wildfire High / Medium Risk	Equity Priority Communities	100%
	All Households	100%
OUTCOME: Moving in the Right Direction		

Reduction in building risk exposure to damage from earthquake or wildfire
25% to 50%
OUTCOME: Moving in the Right Direction

The rate of fatalities and injuries decreases in 2050 with reduced speed limits and enhanced street design under the plan's Vision Zero strategy, but it remains far from zero incidents. Additional investments, education and enforcement actions would be required to make further headway toward this important goal.

Annual incidents per one hundred thousand residents	2023	2050
Fatalities	5.8	4.3
Injuries	25.1	20.5
OUTCOME: Moving in the Right Direction		

What are the Key Equity and Performance Outcomes of the Draft Blueprint?

Total fine particulate matter emissions are forecasted to increase from 2023 levels in 2050 due to increases in population and total miles driven.

Daily PM2.5 Emissions (TONs)	
2023	3.9
2050	4.6
OUTCOME: Moving in the Wrong Direction	

Major investments in preserving habitat and creating new parks increase preserved lands by around 30 acres per thousand residents. Vulnerable ecosystems are further invested in through the Draft Blueprint, topping 2 million acres protected. The plan's adapt to sea level rise strategy incorporates a large portfolio of green and grey infrastructure investments and helps restore over 100,000 acres of marshlands in the region. While there was a per capita decrease in the urban park acres in the Draft Blueprint, the geographical coverage of parks within Equity Priority Communities increased, with all households being within one half mile of a park.

Parks and trails per thousand residents		2023	2050
Urban Park Acres	**Equity Priority Communities**	2.9	2.4
	Region-Wide	4.5	3.6
Trail Miles	**Region-Wide**	0.2	0.3
Publicly Accessible Open Space Acres	**Region-Wide**	111.2	140.7
OUTCOME: Mixed Outcome			

Will the environment of the Bay Area be healthier and safer?

Greenhouse gas emission levels per capita are forecasted to drop by 41% by 2035 relative to 2005 levels and by 44% by 2050. This is driven by strategies across all four elements of the plan (transportation, housing, economy and environment) primarily by allowance of increased housing and commercial densities in growth geographies, transportation demand management strategies including parking and tolling fees, and significant investment in clean vehicle initiatives. After excluding efficiency gains as required by the SB375 statute, a 16% reduction of greenhouse gas emission will be achieved for light-duty fleet by 2035. However, the projected decrease still leaves the region short of the state-mandated target of 19%. Further strategy refinements will be needed to close this gap.

Daily CO2 Emissions Per Capita, Relative to 2005	2023	2035	2050
Cars and Light-Duty Trucks (SB 375)	-5%	**-16%**	-7%
All Vehicles (Including Fuel Efficiency Gains)	-26%	**-41%**	-44%
OUTCOME: Moving in the Right Direction			

What are the Key Equity and Performance Outcomes of the Draft Blueprint?

The Draft Blueprint makes significant investments across all elements that help contribute to changes in commute mode share. Single occupancy auto trips decrease while more sustainable modes such as carpool, transit and active transportation trips increase. Large investments in bicycle and pedestrian infrastructure, as well as the construction of more dense and walkable neighborhoods, contribute to this shift.

Commute Mode Share	2023	2050
Auto: Single Occupancy	41%	33%
Auto: Carpools, Taxi, and Ride-hail	17%	19%
Transit	6%	10%
Active Modes (Bike/Walk)	4%	10%
Telecommute	31%	28%
OUTCOME: Moving in the Right Direction		

Means-based financial support for energy and water upgrades in all residential buildings in the Bay Area results 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.

Efficiency of building stock, relative to 2023	2050
CO_2 Emissions	-53%
Energy Consumption	-54%
Water Consumption	-33%
OUTCOME: Moving in the Right Direction	

VIBRANT

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 and 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.

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 guaranteed income ensure that the benefits of this growth are felt more broadly.

Gross regional product per capita (2020 dollars)	
2023	$127,000
2050	$207,000
OUTCOME: Moving in the Right Direction	

The long-term growth in the number of jobs in high-wage industries continues to outpace overall job growth region-wide. Meanwhile, jobs in middle-wage industries keep pace. Guaranteed income programs help to reduce income inequality for those continuing to work in lower-wage occupations.

Growth in number of jobs (from 2023 to 2050)	
All Jobs	+35%
Low-Wage Industries	+56%
Middle-Wage Industries	+26%
High-Wage Industries	+34%
OUTCOME: Mixed Outcome	

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Will the region's downtowns recover from the pandemic?

While the number of people commuting to jobs on a typical weekday in 2050 is not expected to reach pre-pandemic levels, the level of foot traffic in the region's three largest downtowns is expected to grow, driven by a greater mix of in-person workers, visitors on non-work trips, and residents, including those that work from home.

Change in In-Person Workers, Visitors, and Residents by Downtown Area[1], 2023-2050	In-person workers	Visitor/Other	Residents[2]
Oakland	+56%	+36%	+41%
San Francisco	+28%	+60%	+35%
San Jose	+58%	+20%	+23%
Region-Wide	+33%	+21%	+22%

1. Figures reflect change in Superdistricts 18, 1, and 11 for Oakland, San Francisco and San Jose, respectively.

2. Includes people working from home and other residents.

OUTCOME: Moving in the Right Direction

Does the location of job growth shift toward Growth Geographies?

Draft Blueprint strategies aim to shift the location of jobs to places close to transit and in locally-identified Priority Development Areas and Priority Production Areas (PPA), with a particular focus on middle-wage job growth in Priority Production Areas. The outcome of here is mixed, with overall Growth Geographies and Priority Production Areas gaining jobs at a faster rate than the region as a whole, but Priority Development Areas attracting jobs at a slower pace. Notably, these figures only reflect the employer location of jobs.

Location of Job Growth	Percentage Change in Total Jobs	Share of All Regional Job Growth
Growth Geographies (All)	+34%	70%
Transit-Rich Areas	+33%	48%
Priority Production Areas	+43%	8%
Priority Development Areas	+31%	47%
Region-Wide	+33%	100%

OUTCOME: Mixed Outcome

What are the Key Equity and Performance Outcomes of the Draft Blueprint?

The jobs to housing ratio compares the number of jobs in a county based on employer location to 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 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 houshoelds and does not consider transit proximity, which is critical for residents with low-incomes and/or disabilities. With these significant limitations in mind, seven of the nine counties are projected to move further from the regional average between 2023 and 2050.

Jobs to Housing Ratio	2023	2050	Jobs-Housing Ratio	2023	2050
Region-Wide	1.5	1.4	San Francisco	1.9	1.8
Alameda	1.5	1.3	San Mateo	1.5	1.6
Contra Costa	1.0	1.0	Santa Clara	1.6	1.8
Marin	1.1	0.8	Solano	0.8	0.8
Napa	1.3	0.9	Sonoma	1.1	1.3
OUTCOME: Moving in the Wrong Direction					

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PLAN BAY AREA 2050+

5. Growth Pattern

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

THE DRAFT BLUEPRINT

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PLAN BAY AREA 2050+

The tables and maps in this section summarize regional, county, and sub-county growth pattern for households and jobs in the Plan Bay Area 2050+ Draft 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 Draft 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 region-wide change accounted for by change in a County or superdistrict. Calculated by dividing growth for a County or superdistrict by region-wide growth.

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

Draft Blueprint Growth Pattern

Data tables below summarize the regional, county, and sub-county growth pattern for households and jobsfor the Plan Bay Area 2050+ Draft 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.

Projected Households, By County

County	2023	2050	Growth	Percent Growth	Share of Regional Growth	Working-from-home Share (2050)
Alameda	596,000	813,000	218,000	+37%	23%	25-30%
Contra Costa	403,000	505,000	102,000	+25%	11%	20-24%
Marin	109,000	145,000	36,000	+33%	4%	25-30%
Napa	52,000	72,000	20,000	+39%	2%	15-19%
San Francisco	401,000	552,000	150,000	+37%	16%	>30%
San Mateo	285,000	390,000	104,000	+37%	11%	25-30%
Santa Clara	670,000	917,000	248,000	+37%	26%	25-30%
Solano	149,000	189,000	40,000	+27%	4%	<15%
Sonoma	194,000	213,000	18,000	+9%	2%	15-19%
Region	**2,859,000**	**3,796,000**	**937,000**	**+33%**	**100%**	**25-30%**

Projected Jobs by Employer Location, by County

County	2023	2050	Growth	Percent Growth	Share of Regional Growth	Working-in-person Share (2050)
Alameda	900,000	1,070,000	171,000	+19%	13%	60-64%
Contra Costa	411,000	497,000	86,000	+21%	6%	60-64%
Marin	122,000	121,000	(1,000)	-0%	0%	60-64%
Napa	65,000	64,000	(1,000)	-1%	0%	60-64%
San Francisco	752,000	964,000	213,000	+28%	16%	55-59%
San Mateo	422,000	619,000	197,000	+47%	15%	55-59%
Santa Clara	1,093,000	1,665,000	572,000	+52%	43%	55-59%
Solano	121,000	151,000	30,000	+25%	2%	60-64%
Sonoma	216,000	282,000	66,000	+31%	5%	>64%
Region	**4,102,000**	**5,436,000**	**1,333,000**	**+32%**	**100%**	**55-59%**

Numbers may not always sum to 100% due to rounding.

METROPOLITAN TRANSPORTATION COMMISSION   ASSOCIATION OF BAY AREA GOVERNMENTS   PLAN BAY AREA 2050 +
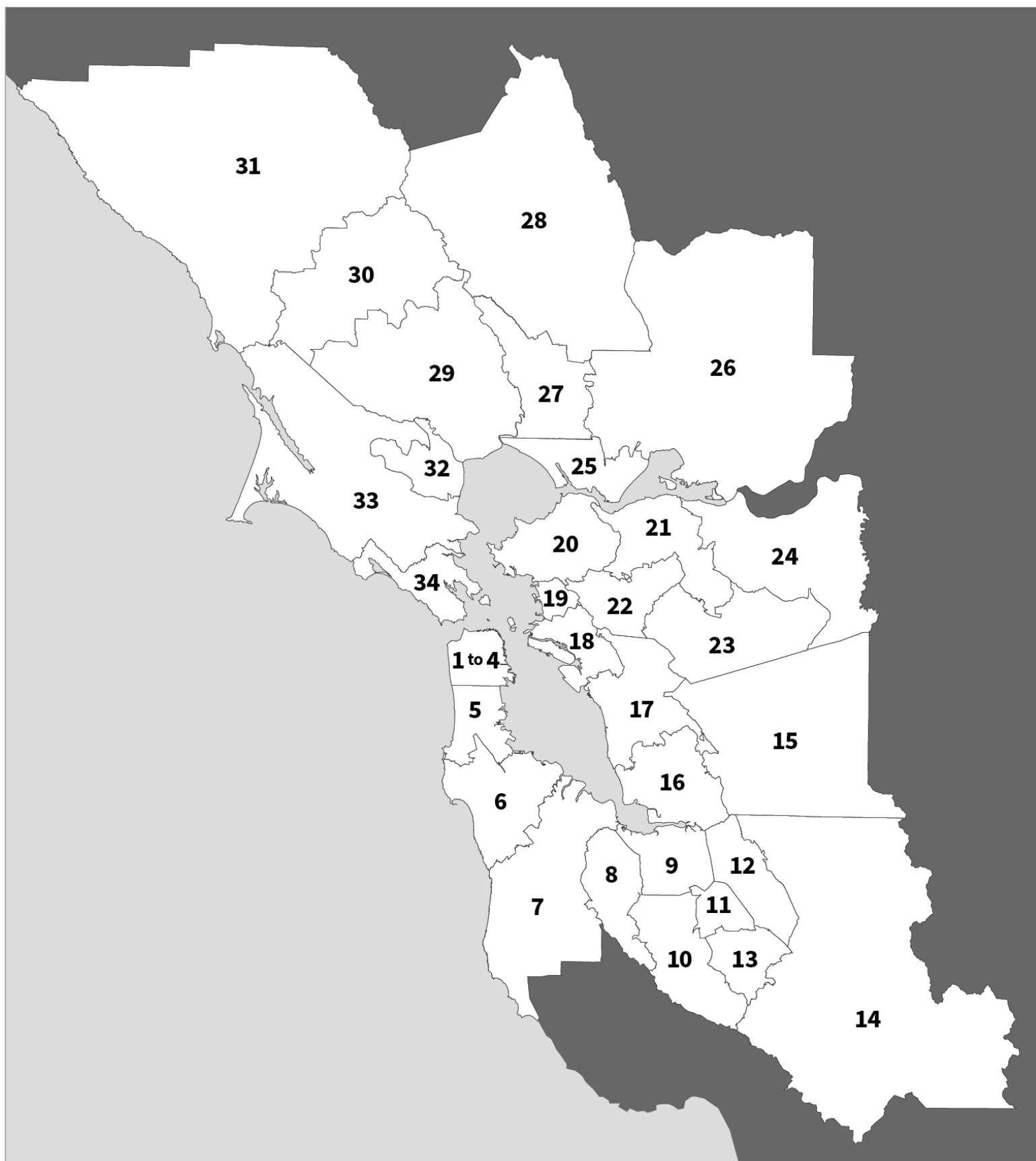
Super-District	County	Superdistrict Name	Primary Jurisdictions included in Superdistrict
1 to 4	San Francisco	San Francisco County (Combined)	San Francisco
5	San Mateo	North San Mateo County	Brisbane, Colma, Daly City, Pacifica, South San Francisco, Millbrae, San Bruno, Burlingame (partial)
6	San Mateo	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.

Household Growth between 2023-2050
(as a Share of Region's Growth)
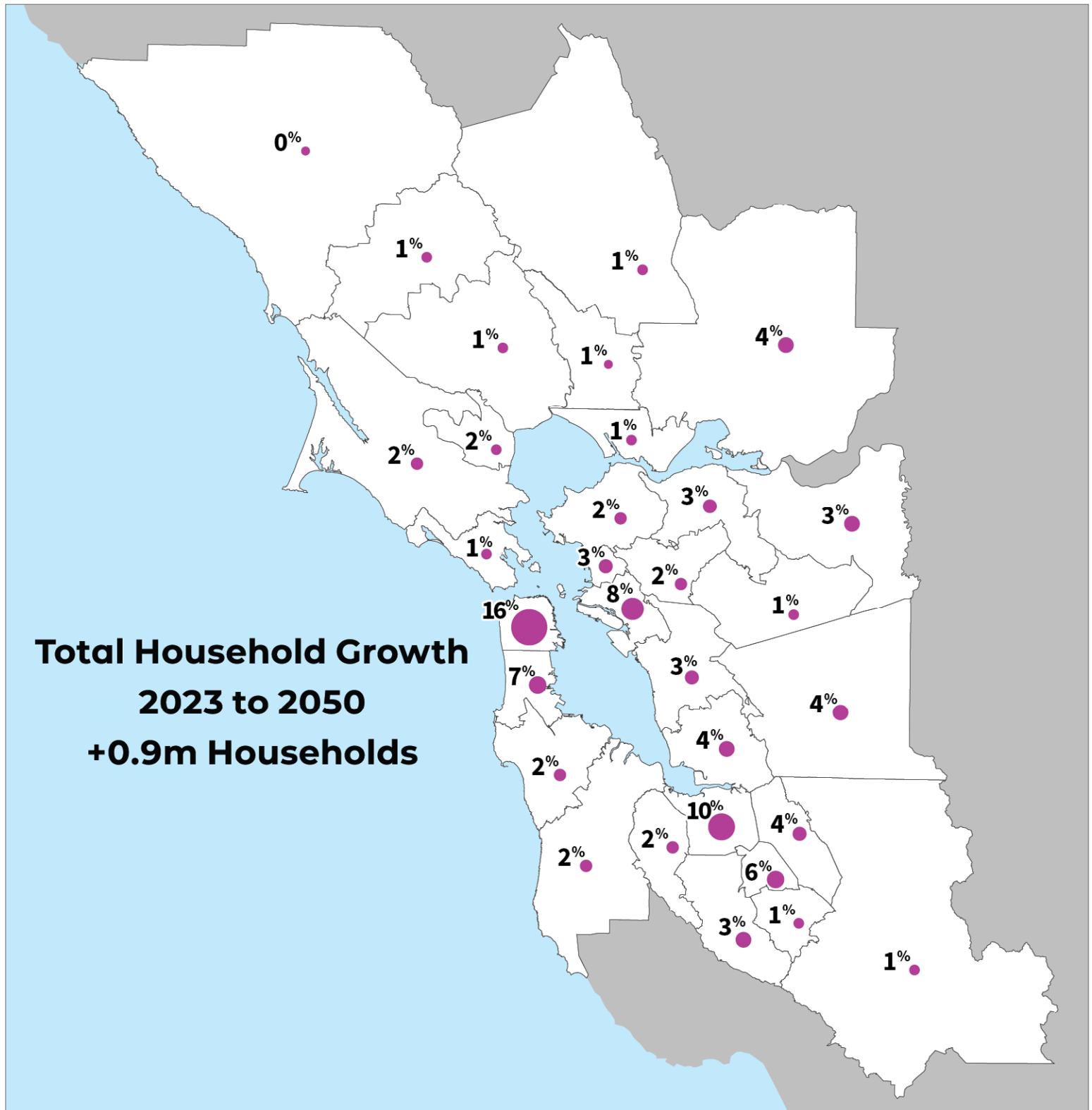
0%

1%

1%

1%

4%

1%

1%

2%

2%

1%

2%

3%

3%

3%

8%

2%

**Total Household Growth
2023 to 2050
+0.9m Households**

16%

1%

3%

7%

3%

4%

2%

10%

4%

2%

6%

2%

3%

1%

1%

The nine-county Bay Area is divided into 34 subcounty areas, called "superdistricts." Superdistricts are combinations of cities, towns and unincorporated areas that provide a more localized view of the growth pattern in the Draft Blueprint.
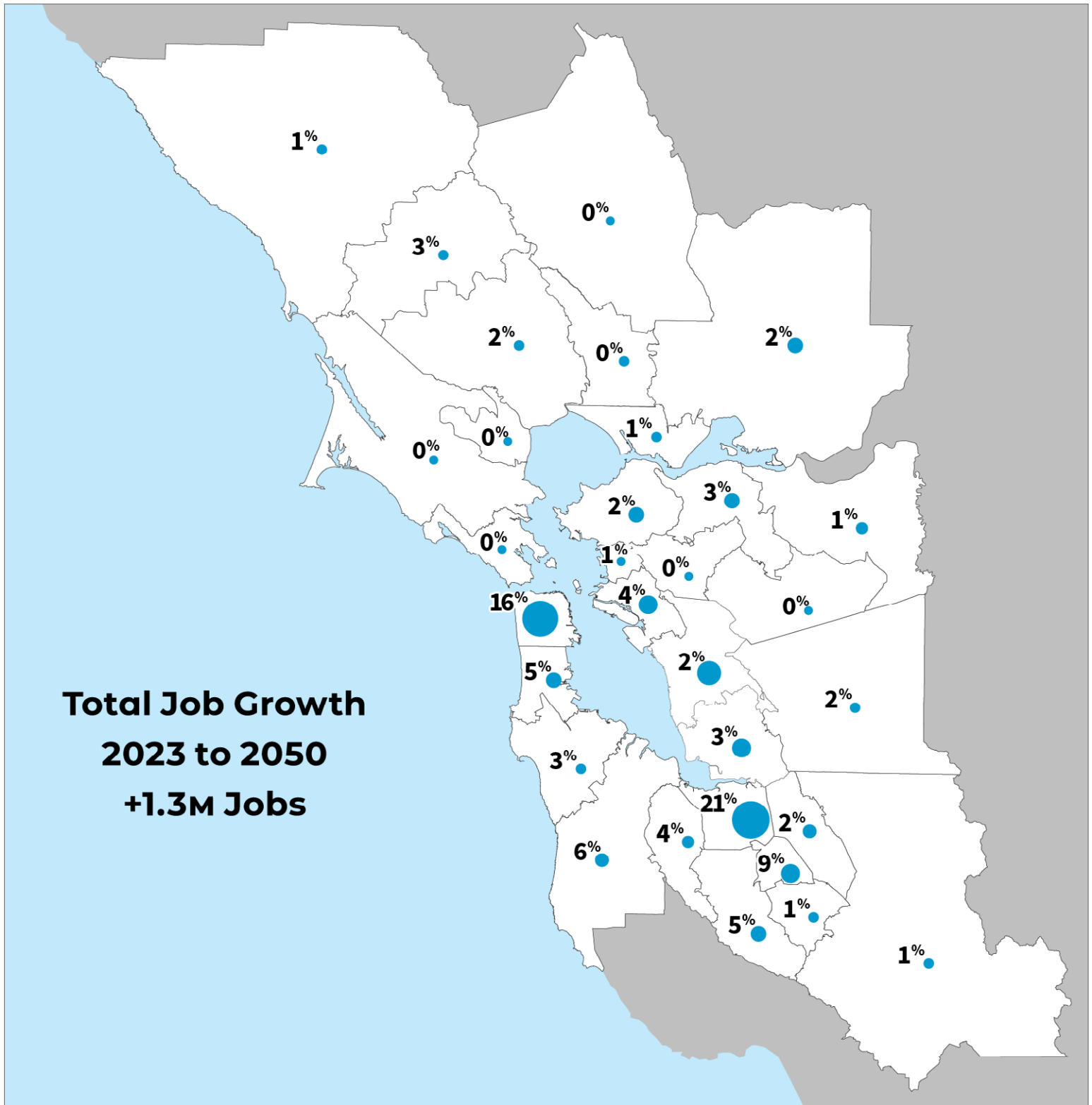
Draft Blueprint Growth Pattern

Projected Households, by Superdistrict

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)	401,000	552,000	150,000	+37%	16%	>30%
San Mateo	5	North San Mateo County	103,000	170,000	67,000	+65%	7%	25-30%
	6	Central San Mateo County	95,000	112,000	17,000	+18%	2%	25-30%
	7	South San Mateo County	88,000	108,000	20,000	+23%	2%	25-30%
Santa Clara	8	Northwest Santa Clara County	77,000	96,000	19,000	+25%	2%	25-30%
	9	North Santa Clara County	124,000	214,000	89,000	+72%	10%	25-30%
	10	West Santa Clara County	126,000	157,000	31,000	+25%	3%	25-30%
	11	Central Santa Clara County	116,000	172,000	56,000	+48%	6%	25-30%
	12	East Santa Clara County	114,000	147,000	33,000	+29%	4%	25-30%
	13	Central South Santa Clara County	75,000	89,000	14,000	+18%	1%	25-30%
	14	South Santa Clara County	38,000	43,000	5,000	+14%	1%	25-30%
Alameda	15	East Alameda County	82,000	121,000	39,000	+48%	4%	25-30%
	16	South Alameda County	113,000	154,000	41,000	+36%	4%	25-30%
	17	Central Alameda County	126,000	155,000	29,000	+23%	3%	25-30%
	18	North Alameda County	197,000	275,000	78,000	+40%	8%	20-24%
	19	Northwest Alameda County	78,000	108,000	30,000	+39%	3%	20-24%
Contra Costa	20	West Contra Costa County	93,000	113,000	20,000	+21%	2%	20-24%
	21	North Contra Costa County	89,000	113,000	24,000	+27%	3%	20-24%
	22	Central Contra Costa County	62,000	78,000	16,000	+26%	2%	20-24%
	23	South Contra Costa County	56,000	68,000	12,000	+21%	1%	20-24%
	24	East Contra Costa County	103,000	133,000	30,000	+29%	3%	20-24%
Solano	25	South Solano County	53,000	58,000	5,000	+10%	1%	<15%
	26	North Solano County	96,000	131,000	35,000	+37%	4%	<15%
Napa	27	South Napa County	36,000	49,000	13,000	+36%	1%	15-19%
	28	North Napa County	16,000	24,000	7,000	+46%	1%	<15%
Sonoma	29	South Sonoma County	68,000	75,000	7,000	+11%	1%	15-19%
	30	Central Sonoma County	90,000	97,000	7,000	+8%	1%	15-19%
	31	North Sonoma County	37,000	40,000	4,000	+10%	0%	15-19%
Marin	32	North Marin County	23,000	38,000	15,000	+63%	2%	>30%
	33	Central Marin County	44,000	61,000	16,000	+37%	2%	25-30%
	34	South Marin County	41,000	47,000	5,000	+13%	1%	20-24%
Region			2,857,000	3,794,000	937,000	+33%	100%	25-30%

Numbers may not always sum to 100% due to rounding.

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

**Total Job Growth
2023 to 2050
+1.3M Jobs**

1%
3%
0%
2%
0%
2%
0%
0%
1%
0%
0%
2%
3%
1%
16%
1%
0%
4%
0%
5%
2%
2%
3%
3%
21%
2%
6%
4%
9%
5%
1%
1%

The nine-county Bay Area is divided into 34 subcounty areas, called "superdistricts." Superdistricts are combinations of cities, towns and unincorporated areas that provide a more localized view of the growth pattern in the Draft Blueprint.

Draft Blueprint Growth Pattern

Projected Jobs by Employer Location, by Superdistrict

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)	751,000	964,000	213,000	+28%	16%	55-59%
San Mateo	5	North San Mateo County	137,000	207,000	70,000	+51%	5%	55-59%
	6	Central San Mateo County	117,000	158,000	40,000	+35%	3%	60-64%
	7	South San Mateo County	168,000	254,000	86,000	+51%	6%	60-64%
Santa Clara	8	Northwest Santa Clara County	173,000	232,000	59,000	+34%	4%	60-64%
	9	North Santa Clara County	391,000	667,000	277,000	+71%	21%	55-59%
	10	West Santa Clara County	141,000	214,000	73,000	+52%	5%	60-64%
	11	Central Santa Clara County	176,000	290,000	114,000	+65%	9%	55-59%
	12	East Santa Clara County	113,000	135,000	22,000	+20%	2%	55-59%
	13	Central South Santa Clara County	53,000	66,000	13,000	+25%	1%	55-59%
	14	South Santa Clara County	46,000	61,000	14,000	+31%	1%	<55%
Alameda	15	East Alameda County	135,000	159,000	24,000	+18%	2%	<55%
	16	South Alameda County	142,000	183,000	42,000	+29%	3%	55-59%
	17	Central Alameda County	160,000	190,000	29,000	+18%	2%	55-59%
	18	North Alameda County	294,000	353,000	60,000	+20%	4%	60-64%
	19	Northwest Alameda County	169,000	185,000	16,000	+9%	1%	>64%
Contra Costa	20	West Contra Costa County	82,000	112,000	30,000	+36%	2%	60-64%
	21	North Contra Costa County	123,000	164,000	41,000	+33%	3%	60-64%
	22	Central Contra Costa County	85,000	86,000	1,000	+2%	0%	60-64%
	23	South Contra Costa County	67,000	67,000	0	+0%	0%	55-59%
	24	East Contra Costa County	54,000	68,000	14,000	+26%	1%	55-59%
Solano	25	South Solano County	42,000	50,000	8,000	+19%	1%	60-64%
	26	North Solano County	79,000	102,000	22,000	+28%	2%	60-64%
Napa	27	South Napa County	45,000	45,000	0	+0%	0%	60-64%
	28	North Napa County	21,000	19,000	-1,000	-5%	0%	<55%
Sonoma	29	South Sonoma County	71,000	91,000	20,000	+28%	2%	>64%
	30	Central Sonoma County	114,000	148,000	34,000	+30%	3%	>64%
	31	North Sonoma County	31,000	44,000	12,000	+39%	1%	60-64%
Marin	32	North Marin County	27,000	31,000	4,000	+16%	0%	60-64%
	33	Central Marin County	57,000	50,000	-7,000	-12%	0%	60-64%
	34	South Marin County	38,000	40,000	2,000	+5%	0%	60-64%
Region			4,101,000	5,434,000	1,333,000	+32%	100%	55-59%

Numbers may not always sum to 100% due to rounding.

Photo: MTC Archive

Stay Involved!

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