

A BLUEPRINT FOR THE BAY AREA'S FUTURE



What is Plan Bay Area 2050?

Plan Bay Area 2050 is the long-range plan now being developed by the Metropolitan Transportation Commission and the Association of Bay Area Governments to guide the growth of our nine-county region for the next generation. Scheduled for completion in 2021, the plan integrates strategies for transportation, housing, the environment and the economy.

What requirements must Plan Bay Area 2050 meet?

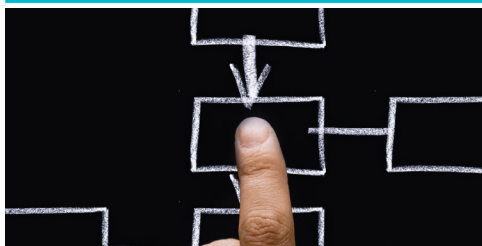
The plan must work to advance the Vision and Guiding Principles adopted by MTC and ABAG in 2019 — to ensure that the Bay Area in 2050 is more affordable, connected, diverse, healthy and vibrant for all. Furthermore, among many statutory requirements, the plan must meet or exceed a 19 percent per capita greenhouse gas (GHG) emissions reduction target for light-duty vehicles by 2035, while planning for sufficient housing at all income levels.

What is the Final Blueprint?



The Final Blueprint integrates 35 bold, equitable and resilient strategies—building upon the predecessor Horizon Initiative—to tackle the region's transportation, housing, economic and environmental challenges.

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 30 years. A strategy is not a near-term action, a mandate for a jurisdiction or agency, or a legislative proposal. In addition, because Plan Bay Area 2050 must be fiscally constrained, not every strategy can be integrated into the plan given finite available revenues.

Who implements these strategies?



Strategies in Plan Bay Area 2050 can be implemented at the local, regional, or state levels. Specific implementation actions and the role for MTC and ABAG are being identified through a collaborative Implementation Plan process between fall 2020 and summer 2021. [See inside to learn more about the Final Blueprint strategies.](#)

Four Elements of Plan Bay Area 2050



TRANSPORTATION



HOUSING



ECONOMY



ENVIRONMENT



Key Milestones

SPRING

- Analyze Draft Blueprint Outcomes

SUMMER

- Convene Public and Stakeholder Workshops
- Revise Strategies for Final Blueprint

FALL

- Adopt Final Blueprint
- Advance to Environmental Impact Report (EIR)

WINTER

- Conduct Environmental Analysis
- Develop Implementation Plan



Transportation Strategies – Cost : \$579 Billion

Maintain and Optimize the Existing System

Restore, Operate and Maintain the Existing System. Commit to operate and maintain the Bay Area's roads and transit infrastructure, while restoring transit service frequencies to 2019 levels no later than 2035.

\$390
BILLION

Support Community-Led Transportation Enhancements in Communities of Concern. Provide direct funding to historically marginalized communities to fund locally identified transportation needs.

\$8
BILLION

Enable a Seamless Mobility Experience. Eliminate barriers to multi-operator transit trips by streamlining fare payment and trip planning, while requiring schedule coordination at timed transfer hubs.

\$3
BILLION

Reform Regional Transit Fare Policy. Streamline fare payment and replace existing operator- specific discounted fare programs with an integrated fare structure across all transit operators.

\$10
BILLION

Implement Per-Mile Tolling on Congested Freeways with Transit Alternatives. Apply a per-mile charge on auto travel on select congested freeway corridors where transit alternatives exist, with discounts for carpoolers, low-income residents, and off-peak travel, with excess revenues reinvested into transit alternatives in the corridor.

\$1
BILLION

Improve Interchanges and Address Highway Bottlenecks. Rebuild interchanges and widen key highway bottlenecks to achieve short-to-medium-term congestion relief.

\$11
BILLION

Advance Other Regional Programs and Local Priorities. Fund regional programs like Clipper and 511, while supporting local transportation investments on arterials and local streets.

\$18
BILLION

Create Healthy and Safe Streets

Build a Complete Streets Network. Enhance streets to promote walking, biking, and other micro-mobility through sidewalk improvements, car-free slow streets, and 10,000 miles of bike lanes or multi-use paths.

\$13
BILLION

Advance Regional Vision Zero Policy through Street Design and Reduced Speeds. Reduce speed limits to 20 to 35 miles per hour on local streets and 55 miles per hour on freeways, relying on design elements on local streets and automated speed enforcement on freeways.

\$4
BILLION

Build a Next-Generation Transit Network

Enhance Local Transit Frequency, Capacity and Reliability. Improve the quality and availability of local bus and light rail service, with new bus rapid transit lines, South Bay light rail extensions, and frequency increases focused in lower-income communities.

\$31
BILLION

Expand and Modernize the Regional Rail Network. Better connect communities while increasing frequencies by advancing a New Transbay Rail Crossing, BART to Silicon Valley Phase 2, Valley Link and Caltrain/High-Speed Rail Grade Separations, among other projects.

\$81
BILLION

Build an Integrated Regional Express Lane and Express Bus Network. Complete the buildout of the Regional Express Lanes Network to provide uncongested freeway lanes for expanded express bus services, carpools and toll-paying solo drivers.

\$9
BILLION



Housing Strategies – Cost : \$468 Billion

Protect and Preserve Affordable Housing

Further Strengthen Renter Protections Beyond State Legislation. Building upon recent tenant protection laws, limit annual rent increases to the rate of inflation, while exempting units less than 10 years old.

**\$2
BILLION**



Preserve Existing Affordable Housing. Acquire homes currently affordable to low- and middle-income residents for preservation as permanently deed-restricted affordable housing.

**\$237
BILLION**

Spur Housing Production at All Income Levels

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 Transit-Rich Areas, and select High-Resource Areas.

N/A



Build Adequate Affordable Housing to Ensure Homes for All. Construct enough deed-restricted affordable homes necessary to fill the existing gap in housing for the unhoused community and to meet the needs of low-income households.

**\$219
BILLION**

Integrate Affordable Housing into All Major Housing Projects. Require a baseline of 10 to 20 percent of new market-rate housing developments of 5 units or more to be affordable to low-income households.

N/A

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 at all income levels.

N/A

Create Inclusive Communities

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.

**\$10
BILLION**



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 to accelerate development of mixed-income affordable housing.

N/A



Economic Strategies – Cost : \$234 Billion

Improve Economic Mobility

Implement a Statewide Universal Basic Income. Provide an average \$500 per month payment to all Bay Area households to improve family stability, promote economic mobility and increase consumer spending.

**\$205
BILLION**



Expand Job Training and Incubator Programs. Fund assistance programs for establishing a new business, as well as job training programs, primarily in historically disinvested communities.

**\$5
BILLION**

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.

**\$10
BILLION**

Shift the Location of Jobs

Allow Greater Commercial Densities in Growth Geographies. Allow greater densities for new commercial development in select Priority Development Areas and select Transit-Rich Areas to encourage more jobs to locate near public transit.

N/A



Provide Incentives to Employers to Shift Jobs to Housing-Rich Areas Well Served by Transit. Provide subsidies to encourage employers to relocate offices to housing-rich areas near regional rail stations.

**\$10
BILLION**

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.

**\$4
BILLION**



Environmental Strategies – Cost : \$102 Billion

Reduce Risks from Hazards

Adapt to Sea Level Rise. Protect shoreline communities affected by sea level rise, prioritizing areas of low costs and high benefits and providing additional support to vulnerable populations.

**\$19
BILLION**



Provide Means-Based Financial Support to Retrofit Existing Residential Buildings. Adopt building ordinances and incentivize retrofits to existing buildings to meet higher seismic, wildfire, water and energy standards, providing means-based subsidies to offset associated costs.

**\$15
BILLION**

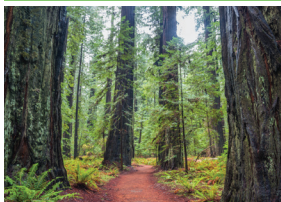
Fund Energy Upgrades to Enable Carbon-Neutrality in All Existing Commercial and Public Buildings. Support electrification and resilient power system upgrades in all public and commercial buildings.

**\$18
BILLION**

Expand Access to Parks and Open Space

Maintain Urban Growth Boundaries. Using urban growth boundaries and other existing environmental protections, confine new development within areas of existing development or areas otherwise suitable for growth, as established by local jurisdictions.

N/A



Protect and Manage High-Value Conservation Lands. Provide strategic matching funds to help conserve and maintain high-priority natural and agricultural lands, including but not limited to Priority Conservation Areas and wildland-urban interface lands.

**\$15
BILLION**

Modernize and Expand Parks, Trails and Recreation Facilities. Invest in quality parks, trails and open spaces that provide inclusive recreation opportunities for people from all backgrounds, abilities and ages to enjoy.

**\$30
BILLION**

Reduce Climate Emissions

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 telecommuting, transit, walking, and/or bicycling.

N/A



Expand Clean Vehicle Initiatives. Expand investments in clean vehicles, including more fuel-efficient vehicles and electric vehicle subsidies and chargers.

**\$4
BILLION**

Expand Transportation Demand Management Initiatives. Expand investments in programs like vanpools, bikeshare, carshare and parking fees to discourage solo driving.

**\$1
BILLION**

ADVANCING EQUITY WITH BOLD STRATEGIES

As a cross-cutting issue of Plan Bay Area 2050, staff has worked to weave equity into every single strategy for the Final Blueprint.



AFFORDABLE



Consistent regional means-based discounts for fares and tolls.



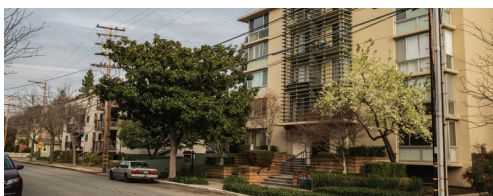
CONNECTED



Service frequency increases in currently underserved PDAs and community-prioritized transportation improvements.



DIVERSE



Emphasis on growth in High-Resource Areas to address the legacy of race-based exclusion.



HEALTHY



Prioritization of retrofit assistance and sea level rise infrastructure in lower-income communities.



VIBRANT



Universal basic income to help enable greater economic mobility.



**Stay
Involved!**

Visit planbayarea.org to stay informed on the Plan Bay Area 2050 process and learn about future opportunities to provide your input. You can also follow MTC BATA on social media.



@mtcbata

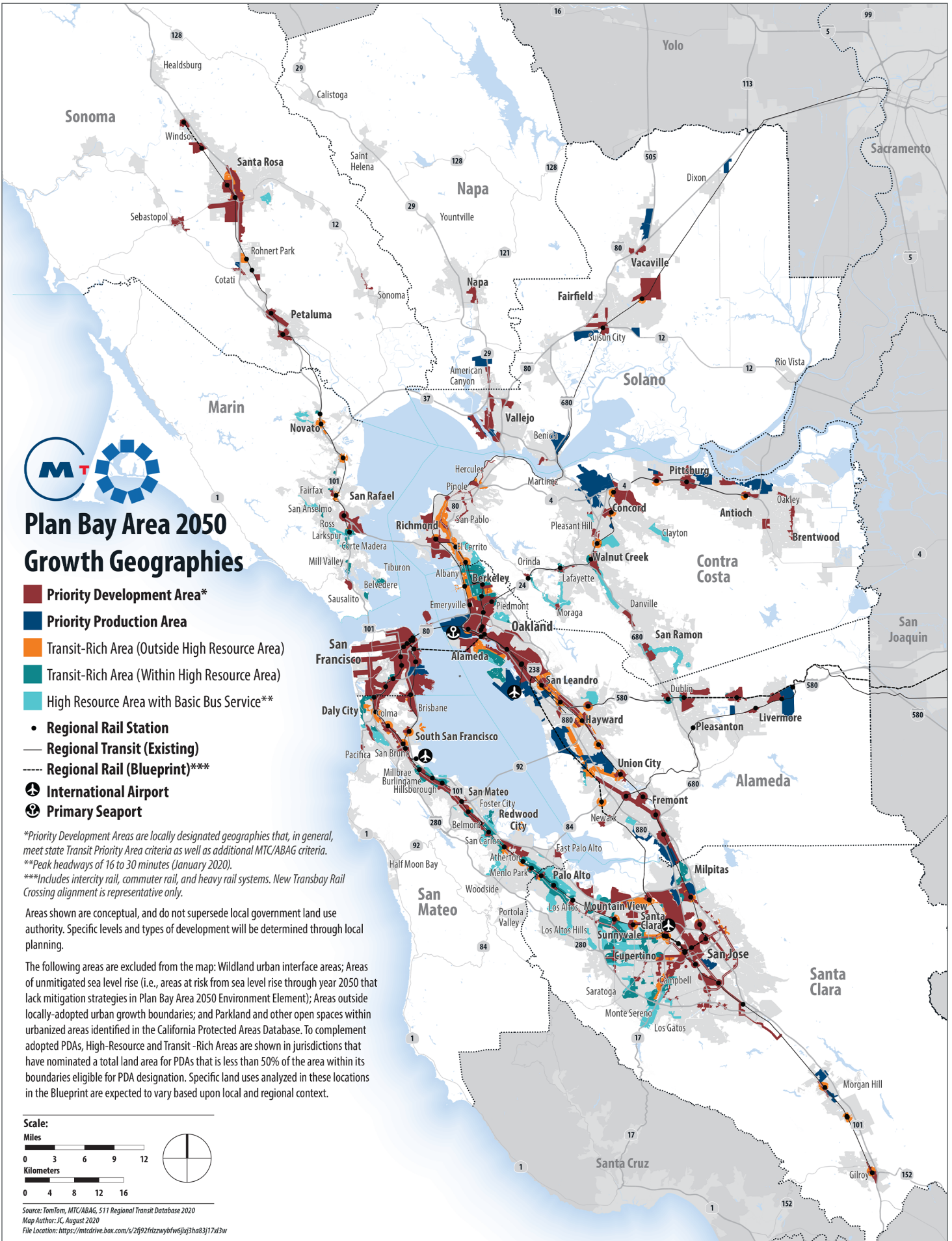
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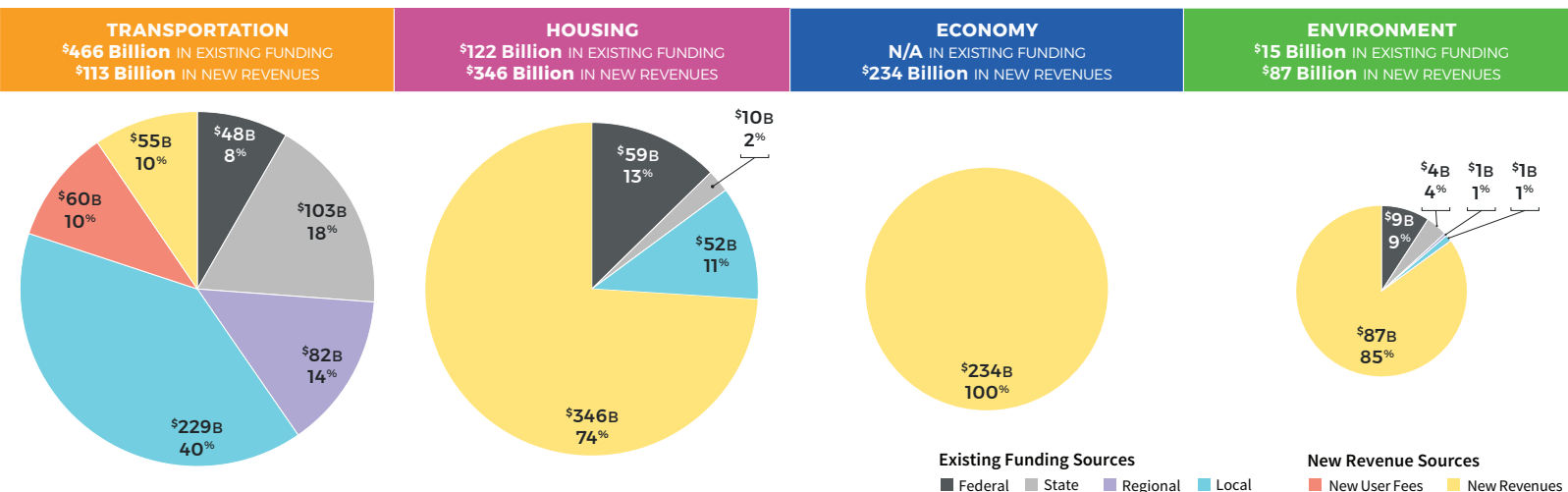


INVESTMENT ANALYSIS

PLAN BAY AREA 2050

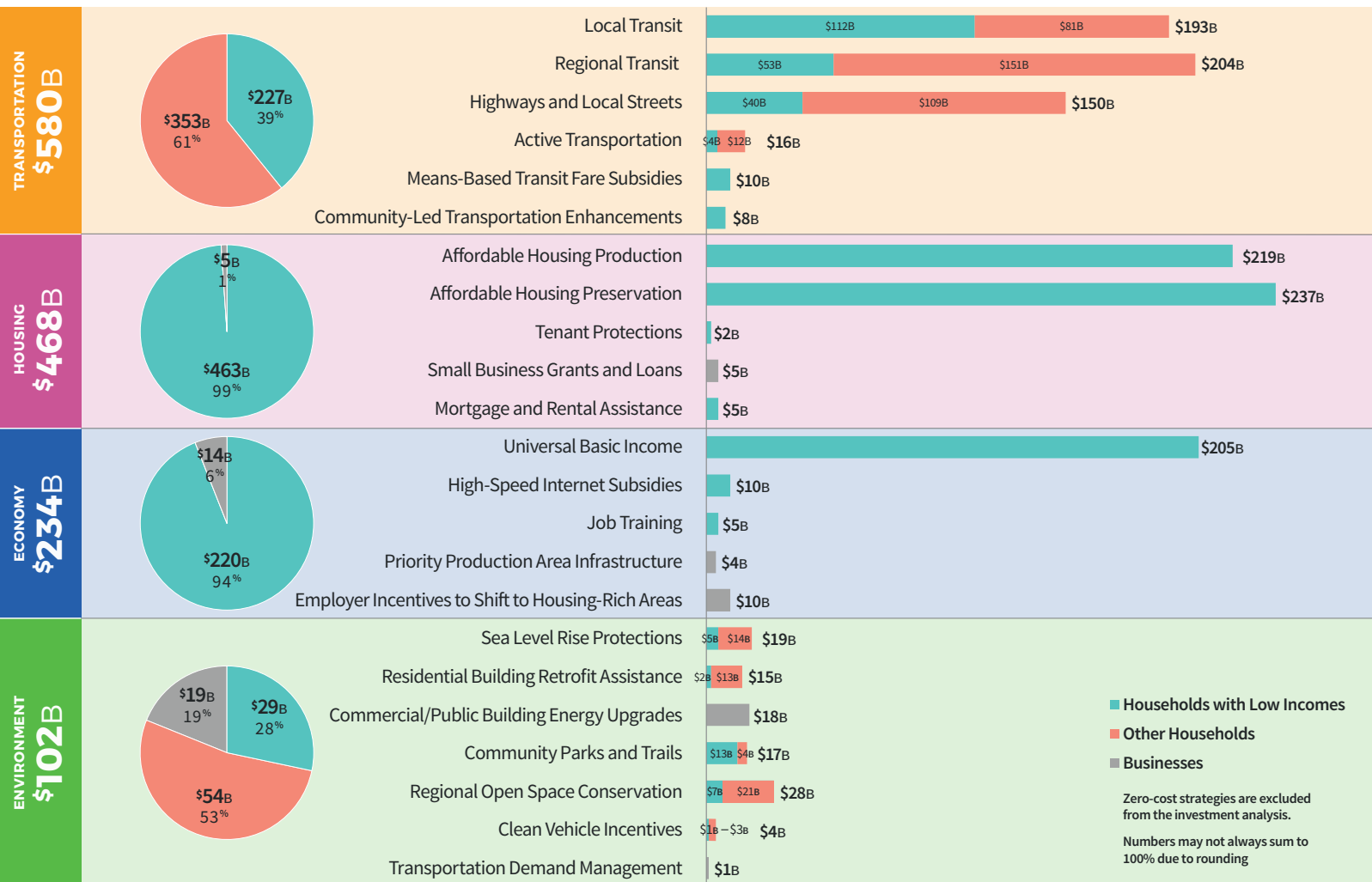
What are the Sources of Final Blueprint Investments?

The Final Blueprint anticipates total inflation-adjusted revenues of nearly \$1.4 trillion across the four topic areas of transportation, housing, economy and environment during the plan period, from 2021 to 2050. Nearly \$603 billion is expected from existing funding sources, after accounting for impacts of the COVID-19 recession. The remaining \$780 billion is expected from a mix of new revenues, including per-mile freeway tolls, parking fees and other regional 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.



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 \$45,000 per year) - roughly a quarter of all households. Investments in the housing and economy elements are directed almost exclusively toward households with low incomes, while transportation and environment investments are split between households with low incomes and other households.





EQUITY AND PERFORMANCE OUTCOMES

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

KEY DEFINITIONS IN METRICS

2015 Refers to simulated 2015 conditions, which were calibrated to closely match on-the-ground conditions.

2050 Blueprint Reflects simulated 2050 outcomes if population and job growth continue according to the Plan Bay Area 2050 Regional Growth Forecast and all 35 Final Blueprint strategies are implemented.

Households with Low Incomes Households with an annual income of less than \$45,000 in today's dollars; shown where feasible to parse out equity impacts.

Communities of Concern (CoCs) Census tracts with a significant concentration of underserved populations, including people of color and households with low incomes; updated using latest ACS data.

High-Resource Areas State-designated areas with access to well-resourced schools, open space, jobs and services.

Transit-Rich Areas State-designated areas within ½ mile of a rail station, ferry terminal, or frequent bus stop (every 15 minutes or better in peak periods).

Priority Production Areas Locally-identified industrial districts that support industries that are critical to the functioning of the Bay Area economy and are home to middle wage jobs.

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

All dollar values shown as part of the Equity and Performance outcomes are in year 2020 dollars.

OUTCOMES LEGEND



Moving in the Right Direction



Mixed Outcomes





Moving in the Wrong Direction



AFFORDABLE

WILL BAY AREA RESIDENTS SPEND LESS ON HOUSING AND TRANSPORTATION?

	In 2015, households with low incomes had an extreme housing and transportation cost burden. Accounting for people with no incomes, people on financial assistance, and the currently unhoused, housing and transportation costs exceeded average incomes for households with low incomes. Strategies in the Final Blueprint geared toward housing production at all income levels, preservation of affordable housing, universal basic income and means-based fares and tolls are forecasted to make the region more affordable for all.	HOUSING AND TRANSPORTATION COSTS AS SHARE OF INCOME		2015	2050 FINAL BLUEPRINT
		Housing and Transportation	Households with Low Incomes	113%	58%
			All Households	58%	45%
		Housing	Households with Low Incomes	68%	29%
			All Households	33%	21%
		Transportation	Households with Low Incomes	45%	29%
			All Households	25%	24%
	Transit fare integration significantly reduces average transit fares per trip by 2050, with greater reductions for households with low incomes due to the introduction of means-based fare discounts. Meanwhile, the average “out-of-pocket” cost per auto trip, which includes fuel, maintenance, parking and tolls, increases for all households in 2050. This increase is driven primarily by the introduction of parking fees and all-lane freeway tolling that are critical for curbing emissions and managing congestion. The impact on households with low incomes is mitigated through a means-based toll discount and reinvestment of revenues into historically disinvested communities.	TRANSPORT EXPENSES PER TRIP		2015	2050 FINAL BLUEPRINT
		Average Fare per Transit Trip	Households with Low Incomes	\$2.78	\$1.49
			All Households	\$3.16	\$2.87
		Average “Out-of-Pocket” Cost per Auto Trip	Households with Low Incomes	\$1.39	\$2.37
			All Households	\$1.57	\$2.73
		Average Parking Cost per Auto Trip	Households with Low Incomes	\$0.37	\$1.11
			All Households	\$0.31	\$0.93
		Average Toll per Auto Trip	Households with Low Incomes	\$0.05	\$0.11
			All Households	\$0.08	\$0.23

WILL THE BAY AREA PRODUCE AND PRESERVE MORE AFFORDABLE HOUSING?

		SHARE OF HOUSING THAT IS DEED-RESTRICTED AFFORDABLE		2015	2050 FINAL BLUEPRINT
		Region-Wide		4%	27%
		Communities of Concern		11%	39%
		High-Resource Areas		2%	24%
	35% of all new homes built between 2015 and 2050 are permanently affordable for households with low incomes, with an even greater share of these units in High-Resource Areas due to strategies that emphasize the need for affordable housing in these locations.	SHARE OF NEW HOUSING PRODUCTION (2015-50) THAT IS DEED-RESTRICTED AFFORDABLE		Region-Wide	35%
				Communities of Concern	33%
				High-Resource Areas	42%
	Along with acquisition of currently affordable homes, the affordable housing preservation strategy ensures that all existing deed-restricted 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		Region-Wide	100%

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



WILL BAY AREA RESIDENTS BE ABLE TO ACCESS THEIR DESTINATIONS MORE EASILY?

The number of jobs accessible within a 30-minute drive increases by over 200,000 jobs between 2015 and 2050; however, the share of the region's jobs that can be accessed is forecasted to stay roughly similar, with marginally improved outcomes for Community of Concern residents. While the number of jobs accessible within a 45-minute transit trip remains lower than the number within a 30-minute drive, focused housing growth in Transit-Rich Areas and transit expansion strategies significantly improve the share of jobs accessible by transit. Biking and walking access also both increase slightly, mainly due to greater housing and commercial densities in growth areas. Overall, Community of Concern residents have greater job accessibility than the average Bay Area resident in 2015, with Final Blueprint strategies further advancing equitable outcomes.

NUMBER AND SHARE OF ALL BAY AREA JOBS THAT ARE ACCESSIBLE BY

2015

2050 FINAL BLUEPRINT

Number of Jobs

Share of Jobs

Number of Jobs

Share of Jobs

Auto (30 min)

Communities of Concern Residents

741,000

19.2%

1,060,000

19.6%

All Residents

687,000

17.8%

930,000

17.2%

Transit (45 min) (access by walk)

Communities of Concern Residents

201,000

5.2%

427,000

7.9%

All Residents

131,000

3.1%

276,000

5.1%

Bike (20 min)

Communities of Concern Residents

112,000

2.9%

184,000

3.4%

All Residents

89,000

2.3%

146,000

2.7%

Walk (20 min)

Communities of Concern Residents

12,000

0.3%

22,000

0.4%

All Residents

8,000

0.2%

11,000

0.2%

Nearly half of all households, and over two-thirds of households with low incomes, live within a half-mile of high-frequency transit, including rail, ferry and frequent bus stops, in 2050. The Final Blueprint focuses new affordable housing development in Transit-Rich Areas, while also investing in transit service increases. Due to the more dispersed nature of job growth, the share of jobs near high-frequency transit remains relatively constant.

SHARE OF HOUSEHOLDS AND JOBS WITHIN 1/2 MILE OF FREQUENT TRANSIT

2015

2050 FINAL BLUEPRINT

Households

Households with Low Incomes

42%

71%

All Households

33%

46%

Jobs

All Jobs

49%

51%

Retail Jobs

45%

50%

WILL BAY AREA RESIDENTS HAVE A TRANSPORTATION SYSTEM THEY CAN RELY ON?

Given a 35% increase in population by 2050, increases in freeway travel times are inevitable in the absence of new measures. Final Blueprint strategies such as per-mile tolling on key freeway corridors and other transportation demand management strategies, along with focused housing growth in key growth geographies, help maintain travel times near existing levels, even as lower speed limits reduce free-flow travel times.

FREEWAY CORRIDOR PEAK-HOUR TRAVEL TIME (MINUTES)

2015

2050 FINAL BLUEPRINT

Most of Route Features All-Lane Tolling

Oakland-San Francisco

30

31

Vallejo-San Francisco

57

58

Antioch-San Francisco

75

79

Antioch-Oakland

47

50

San Jose-San Francisco

64

68

Oakland-San Jose

56

56

Oakland-Palo Alto

54

56

Partial or No Tolling on Route

Fairfield-Dublin

48

50

Livermore-San Jose

48

62

Santa Rosa-San Francisco

69

75

PERCENT OF PERSON HOURS IN TRANSIT SPENT IN CROWDED CONDITIONS

2015

2050 FINAL BLUEPRINT

Local Transit

Muni Bus

20%

28%

AC Transit Local Bus

0%

31%

Muni Light Rail

32%

22%

VTA Light Rail

0%

33%

Regional Transit

AC Transit Transbay Bus

47%

32%

Golden Gate Express Bus

30%

72%

BART

19%

18%

Caltrain

8%

46%

WETA Ferry

14%

9%

With population growth and the full suite of Final Blueprint strategies, transit boardings nearly triple by 2050. While increased ridership supports critical climate goals, overcrowding on transit vehicles, which risks denial of boardings, is anticipated to rise. Final Blueprint strategies that optimize and expand transit service help maintain crowding levels close to existing conditions for some operators, but the transit service improvements are insufficient to fully manage overcrowding in the long term. Operators not listed do not have overcrowding challenges in 2050.

SHARE OF TRANSIT ASSETS PAST THEIR USEFUL LIFE BENCHMARK

2015

2050 FINAL BLUEPRINT

Vehicle Assets

30%

30%

Non-Vehicle Assets

18%



18%

In 2015, 30% of all transit vehicles had exceeded their federally recommended lifespans. As the Final Blueprint only includes sufficient maintenance funding to retain existing conditions, this metric remains mostly unchanged through 2050.


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

DIVERSE

WILL BAY AREA COMMUNITIES BE MORE INCLUSIVE?





	<p>The share of households with low incomes increases in Transit-Rich and High-Resource Areas. Further, the same share decreases in Communities of Concern. Together, these trends suggest lower concentrations of poverty or affluence, and more mixed-income communities in 2050. Focused production and preservation of affordable housing in High-Resource Areas increases access to places of greatest opportunity for households with low incomes, helping reverse historically exclusionary policies in many of these communities.</p> <p>NOTE: The positive effects of the Universal Basic Income strategy in reducing income inequality and decreasing the share of households with low incomes were omitted from the calculation to have a clearer understanding of the trends.</p>	SHARE OF HOUSEHOLDS THAT ARE HOUSEHOLDS WITH LOW INCOMES		2015	2050 FINAL BLUEPRINT
		Region-Wide		26%	28%
		Transit-Rich and High-Resource Areas		24%	36%
		Transit-Rich Areas		32%	39%
		High-Resource Areas		20%	24%
		Communities of Concern		43%	41%
	<p>The Final Blueprint enables intergenerational wealth-building opportunities with strategies that support nearly 100,000 households with low incomes to own their first home.</p>	HOME OWNERSHIP RATE FOR HOUSEHOLDS WITH LOW INCOMES		2015	2050 FINAL BLUEPRINT
				37%	47%

WILL BAY AREA RESIDENTS BE ABLE TO STAY IN PLACE?

	<p>Region-wide, the share of neighborhoods that experience a net loss in the number of households with low incomes between 2015 and 2050 is 48%. This metric is mainly driven by households with low incomes relocating to growth geographies – neighborhoods near frequent transit and/or in high-resource areas – where much of the new affordable housing is being developed under Final Blueprint strategies. Growth geographies also experience some displacement, but analysis indicates that much of this displacement is actually households with low incomes relocating between these neighborhoods, rather than being displaced to neighborhoods that lack quality transit or access to opportunity. Furthermore, the displacement risk metric does not fully capture the positive impact of protection policies at the local level, which could further reduce displacement risk and prevent homelessness.</p> <p>NOTE: Displacement is defined as a net loss in number of households with low incomes in the neighborhood (tract) between 2015 and 2050. Gentrification is defined as a drop of over 10% in the share of households with low incomes. The positive effects of the Universal Basic Income strategy in reducing income inequality and decreasing the share of households with low incomes were omitted from the calculation to have a clearer understanding of displacement trends.</p>	SHARE OF NEIGHBORHOODS (TRACTS) THAT EXPERIENCE DISPLACEMENT AND GENTRIFICATION BETWEEN 2015 AND 2050		DISPLACEMENT	GENTRIFICATION
		Region-Wide	All Neighborhoods (total 1579 neighborhoods)	48%	53%
			Communities of Concern (total 339 neighborhoods)	40%	49%
			High Displacement Risk Tracts (total 850 neighborhoods)	37%	44%
		Within Growth Geographies	Growth Geographies (total 492 neighborhoods)	17%	28%
			High-Resource Areas (total 199 neighborhoods)	17%	19%
			Transit-Rich Areas (total 344 neighborhoods)	9%	11%

HEALTHY

WILL BAY AREA RESIDENTS BE HEALTHIER AND SAFER?

	With Final Blueprint strategies in place, 98% 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)	Communities of Concern	100%
			Earthquake	All Households	98%
				Communities of Concern	100%
				All Households	100%
				Wildfire High / Medium Risk	Communities of Concern
			All Households	100%	
REDUCTION IN BUILDING RISK EXPOSURE TO DAMAGE FROM EARTHQUAKE OR WILDFIRE				25 to 50%	
	The rate of fatalities and injuries decreases in 2050 with reduced speed limits and enhanced street design under the Vision Zero strategy, but it remains far from zero incidents. Additional education and enforcement actions would be required to make further headway toward this important goal.	ANNUAL INCIDENTS PER ONE HUNDRED THOUSAND RESIDENTS		2015	2050 FINAL BLUEPRINT
		Fatalities		6.0	4.9
		Injuries		26.0	22.7
	Despite increases in population and total miles driven, fine particulate matter emissions (PM2.5) are forecasted to be lower than 2015 levels, driven by cleaner and more fuel-efficient vehicles.	DAILY PM2.5 EMISSIONS (TONS)		5.5	4.4
	Bay Area residents have increased access to recreation opportunities, thanks to Final Blueprint strategies to protect natural lands and invest in parks and trail facilities. Prioritized investments in Communities of Concern help close the gap in park access in historically disinvested communities.	PARKS AND TRAILS PER THOUSAND RESIDENTS		2015	2050 FINAL BLUEPRINT
		Urban Park Acres	Communities of Concern	1.4	2.3
			Region-Wide	1.7	2.1
		Trail Miles	Region-Wide	0.2	0.3
		Publicly Accessible Open Space Acres	Region-Wide	118	148

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

WILL THE ENVIRONMENT OF THE BAY AREA BE HEALTHIER AND SAFER?

➔	Greenhouse gas emission levels per capita are forecasted to drop by 22% in 2035 relative to 2005 levels, meeting the state-mandated target of 19% for the region. 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. The projected decrease in emissions is even greater when the metric accounts for all vehicle types and future state-imposed restrictions on fuel efficiencies.	DAILY CO2 EMISSIONS PER CAPITA, RELATIVE TO 2005		2015	2035 FINAL BLUEPRINT	2050 FINAL BLUEPRINT
		Cars and Light-Duty Trucks (SB 375)		-1%	-22%	-20%
		All Vehicles (Including Fuel Efficiency Gains)		-7%	-48%	-52%
➔	With more efficient land use patterns, tolling and parking fee strategies, sustainable commute targets for major employers, and increased investment in active and shared modes, the commute mode share of single-occupancy auto travel drops from 51% in 2015 to 36% in 2050, thanks to more people choosing transit, telecommuting, walking and bicycling.	COMMUTE MODE SHARE			2015	2050 FINAL BLUEPRINT
		Auto: Single Occupancy			51%	36%
		Auto: Other			20%	17%
		Transit			13%	20%
		Active Modes (Bike/Walk)			5%	10%
➔	Retrofit strategies for making the Bay Area's existing residential building stock more resource-efficient contribute to significant reductions in the region's carbon footprint as well as water consumption.	EXISTING RESIDENTIAL BUILDING STOCK EFFICIENCY, RELATIVE TO 2015				2050 FINAL BLUEPRINT
		CO ₂ Emissions				-16%
		Energy Consumption				-16%
		Water Consumption				-8%

VIBRANT

WILL JOBS AND HOUSING IN THE BAY AREA BE MORE EVENLY DISTRIBUTED?

➔	The region-wide jobs-to-housing ratio decreases from 1.50 to 1.34 by 2050, reflecting a higher ratio of housing to job production to accommodate pent-up demand for housing. Final Blueprint strategies that enable more housing in job-rich areas, such as allowances for increased densities in growth geographies and accelerated reuse of public land, were particularly successful in the West and South Bay, bringing the ratio closer to the region-wide average in San Francisco, San Mateo and Santa Clara counties. Meanwhile, encouraging job growth in housing-rich areas continues to be a challenge. Incentives to encourage employers to shift jobs to housing-rich areas bring the ratio closer to the region-wide average in Napa and Solano counties, while Contra Costa and the other North Bay counties continue to have more housing than jobs.	JOBS-HOUSING RATIO	2015	2050 FINAL BLUEPRINT	JOBS-HOUSING RATIO	2015	2050 FINAL BLUEPRINT
		Region-Wide	1.50	1.34	San Francisco	1.86	1.59
		Alameda	1.57	1.40	San Mateo	1.48	1.29
		Contra Costa	1.05	0.97	Santa Clara	1.77	1.50
		Marin	1.24	0.79	Solano	0.93	1.14
		Napa	1.42	1.56	Sonoma	1.18	1.14
➔	The mean commute distance for all workers decreases slightly, further highlighting the impact of a more balanced distribution of jobs and housing.	MEAN ONE-WAY COMMUTE DISTANCE (MILES)				2015	2050 FINAL BLUEPRINT
		Workers with Low-Income				9.5	9.0
		All Workers				12.0	11.5

WILL THE BAY AREA ECONOMY THRIVE?

➔	The region's economic recovery is expected to be robust through 2050, with a real growth of 66% between 2015 and 2050, even when accounting for the inclusion of significant new regional tax measures to fund transit expansion projects, affordable housing, universal basic income, sea level rise mitigations, and more.	GROSS REGIONAL PRODUCT PER CAPITA (2020 DOLLARS)		2015	2050 FINAL BLUEPRINT
				\$107,000	\$178,000
➔	The long-term growth in number of jobs in high-wage industries continues to outpace overall job growth region-wide. Meanwhile, jobs in middle-wage industries keep pace, with some of that growth occurring in newly designated Priority Production Areas. Universal basic income programs also help to reduce income inequality for those continuing to work in lower-wage occupations.	GROWTH IN NUMBER OF JOBS (FROM 2015 TO 2050)		All Jobs	35%
				Low-Wage Industries	30%
				Middle-Wage Industries	34%
				High-Wage Industries	40%
				Priority Production Areas	83%

GROWTH PATTERN

Data tables below summarize the regional, county, and sub-county growth pattern for households and jobs in the Plan Bay Area 2050 Final Blueprint. Jurisdiction-level growth projections are developed solely for the 2023-2031 Regional Housing Needs Allocation (RHNA) process – for more information on RHNA, go to abag.ca.gov.

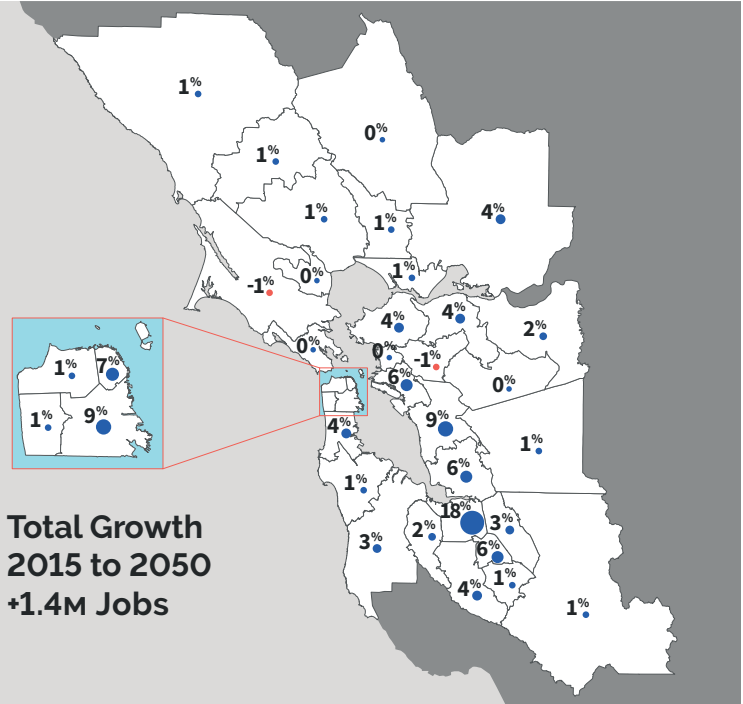
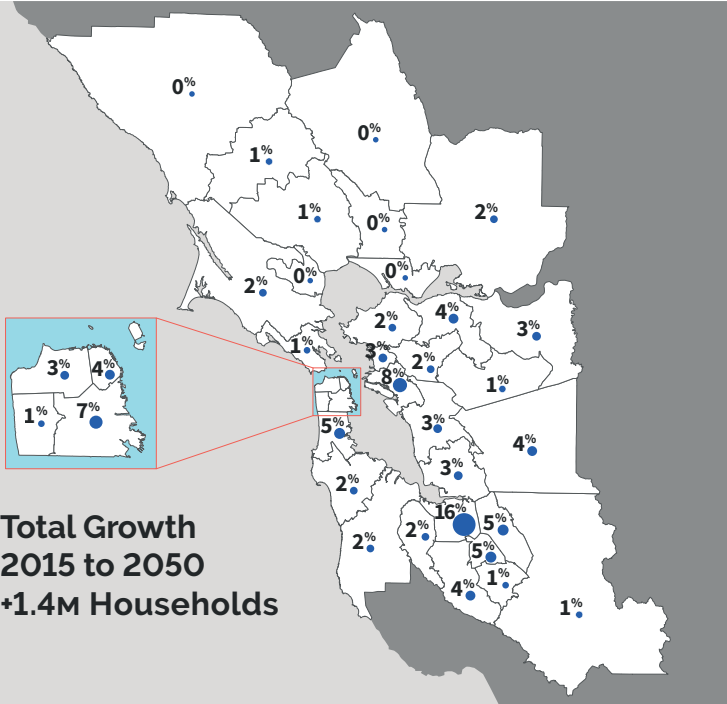
PROJECTED HOUSEHOLD AND JOB GROWTH, BY COUNTY

	HOUSEHOLDS					JOBS				
COUNTY	2015	2050	GROWTH	PERCENT GROWTH	SHARE OF REGIONAL GROWTH	2015	2050	GROWTH	PERCENT GROWTH	SHARE OF REGIONAL GROWTH
San Francisco	366,000	578,000	213,000	+58%	16%	682,000	918,000	236,000	+35%	17%
San Mateo	265,000	394,000	129,000	+48%	9%	393,000	507,000	114,000	+29%	8%
Santa Clara	623,000	1,075,000	453,000	+73%	33%	1,099,000	1,610,000	511,000	+46%	36%
Alameda	552,000	847,000	295,000	+54%	22%	867,000	1,182,000	315,000	+36%	22%
Contra Costa	383,000	551,000	169,000	+44%	12%	404,000	534,000	130,000	+32%	9%
Solano	142,000	177,000	35,000	+24%	3%	132,000	201,000	69,000	+53%	5%
Napa	50,000	56,000	5,000	+10%	0%	72,000	87,000	15,000	+21%	1%
Sonoma	188,000	220,000	32,000	+17%	2%	221,000	251,000	30,000	+14%	2%
Marin	109,000	146,000	37,000	+34%	3%	135,000	116,000	-19,000	-14%	-1%
REGION	2,677,000	4,043,000	1,367,000	+51%	100%	4,005,000	5,408,000	1,403,000	+35%	100%

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

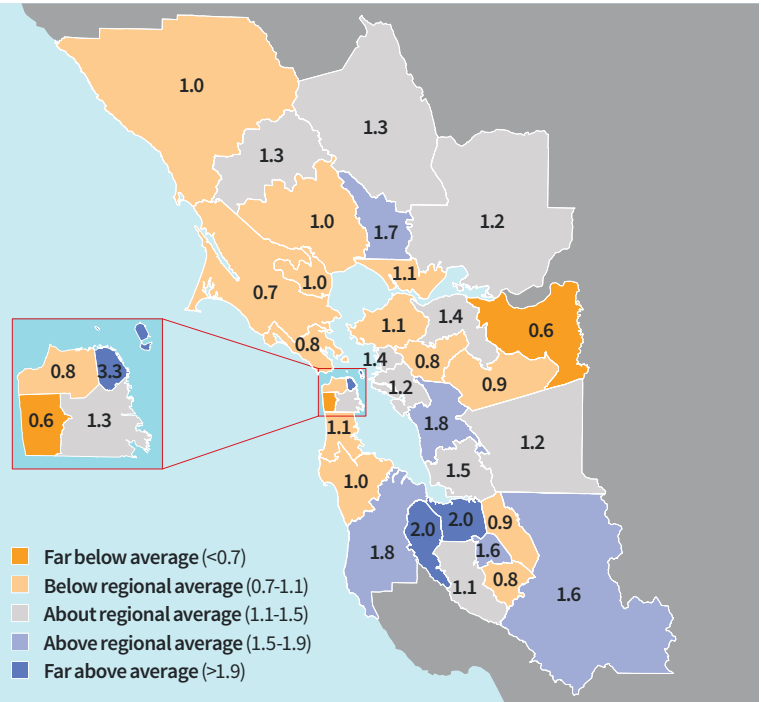
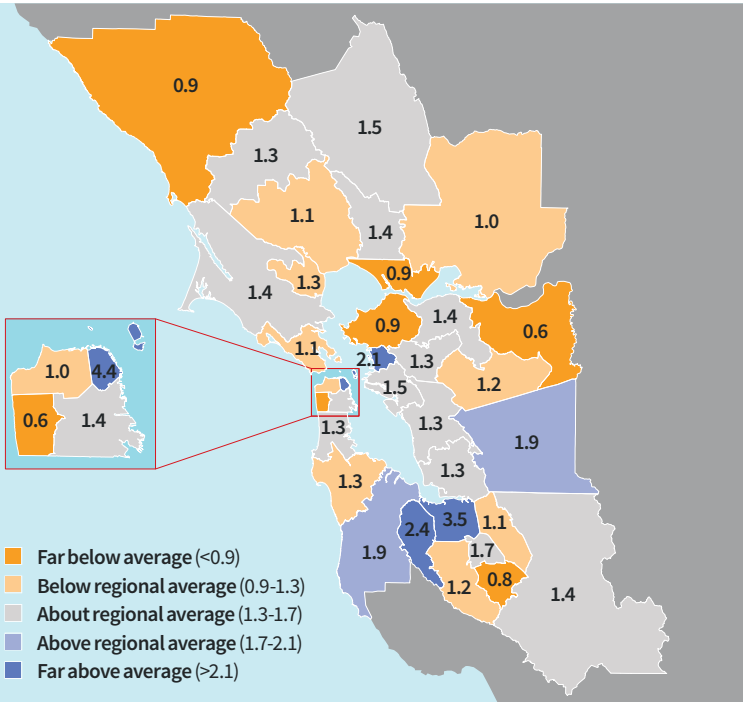
Housing Growth between 2015-2050 (as a Share of Region's Growth)

Job Growth between 2015-2050 (as a Share of Region's Growth)



Jobs/Housing Ratio 2015 (Region-Wide Average: 1.5)

Jobs/Housing Ratio 2050 (Region-Wide Average: 1.3)

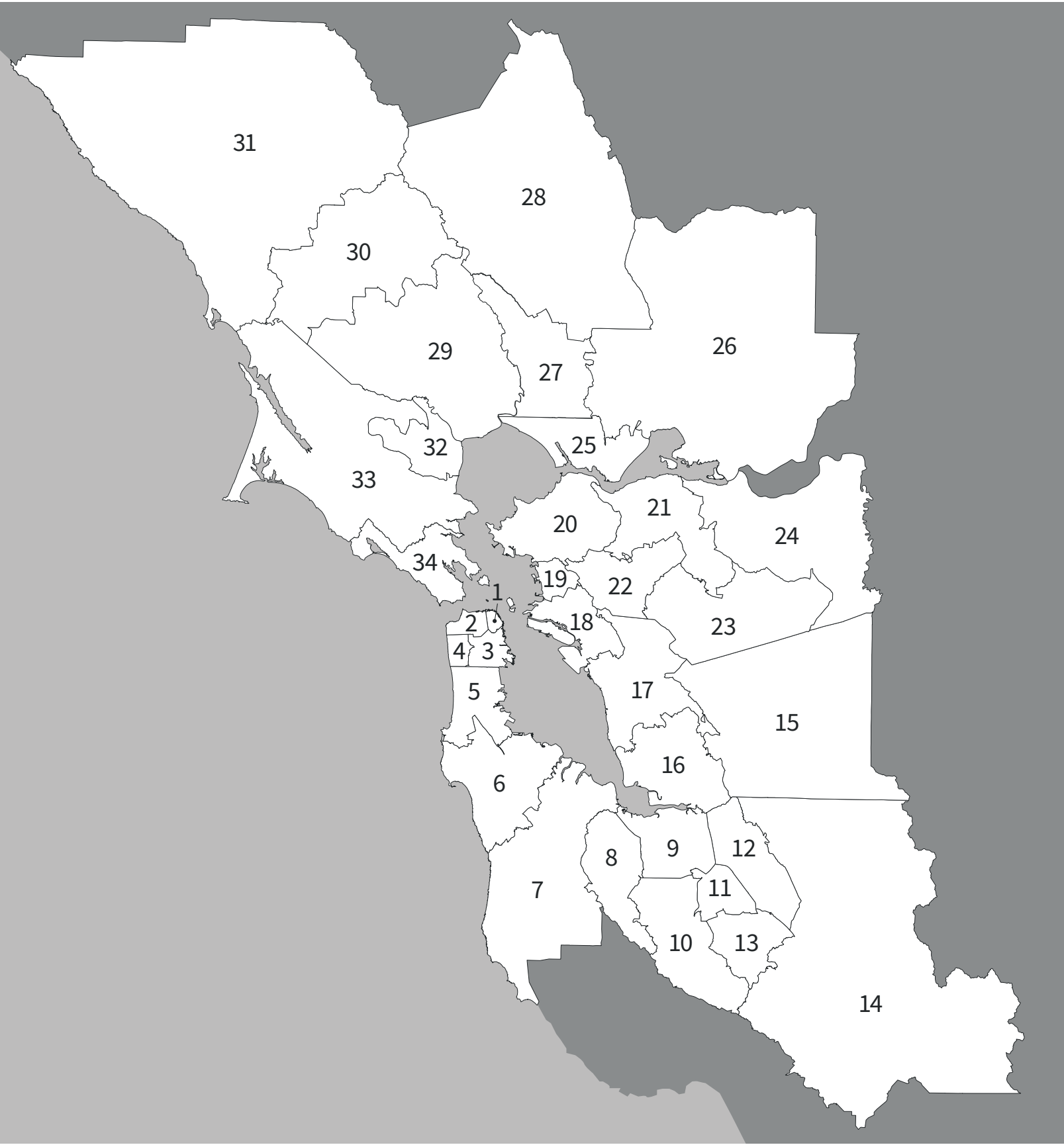


The nine-county Bay Area is divided into 34 subcounty areas, called “superdistricts.” Superdistricts are combinations of cities, towns and unincorporated areas that allow the public to see the more localized growth pattern in Plan Bay Area 2050. More information on the superdistricts can be found in the [layer documentation](#).

			PROJECTED HOUSEHOLD AND JOB GROWTH, BY SUPERDISTRICT									
			HOUSEHOLDS					JOBS				
COUNTY	SUPER-DISTRICT	SUPERDISTRICT NAME	2015	2050	GROWTH	PERCENT GROWTH	SHARE OF REGIONAL GROWTH	2015	2050	GROWTH	PERCENT GROWTH	SHARE OF REGIONAL GROWTH
San Francisco	1	Northeast San Francisco County	85,000	143,000	58,000	+68%	4%	376,000	469,000	93,000	+25%	7%
	2	Northwest San Francisco County	108,000	143,000	35,000	+33%	3%	103,000	110,000	7,000	+7%	1%
	3	Southeast San Francisco County	122,000	223,000	102,000	+83%	7%	173,000	296,000	123,000	+71%	9%
	4	Southwest San Francisco County	51,000	69,000	18,000	+35%	1%	30,000	43,000	13,000	+42%	1%
San Mateo	5	North San Mateo County	98,000	166,000	69,000	+70%	5%	130,000	188,000	58,000	+44%	4%
	6	Central San Mateo County	87,000	121,000	34,000	+39%	2%	110,000	123,000	13,000	+12%	1%
	7	South San Mateo County	80,000	106,000	26,000	+32%	2%	152,000	196,000	44,000	+29%	3%
Santa Clara	8	Northwest Santa Clara County	74,000	102,000	28,000	+38%	2%	180,000	207,000	27,000	+15%	2%
	9	North Santa Clara County	107,000	320,000	212,000	+199%	16%	370,000	629,000	259,000	+70%	18%
	10	West Santa Clara County	121,000	172,000	51,000	+42%	4%	145,000	197,000	52,000	+36%	4%
	11	Central Santa Clara County	105,000	168,000	63,000	+60%	5%	178,000	263,000	86,000	+48%	6%
	12	East Santa Clara County	108,000	180,000	72,000	+67%	5%	121,000	170,000	49,000	+40%	3%
	13	Central South Santa Clara County	73,000	91,000	18,000	+25%	1%	57,000	77,000	21,000	+36%	1%
Alameda	14	South Santa Clara County	35,000	43,000	8,000	+24%	1%	49,000	68,000	18,000	+37%	1%
	15	East Alameda County	72,000	132,000	60,000	+82%	4%	138,000	156,000	18,000	+13%	1%
	16	South Alameda County	105,000	152,000	47,000	+45%	3%	142,000	221,000	79,000	+56%	6%
	17	Central Alameda County	120,000	160,000	40,000	+33%	3%	157,000	285,000	128,000	+82%	9%
	18	North Alameda County	181,000	287,000	107,000	+59%	8%	275,000	358,000	83,000	+30%	6%
Contra Costa	19	Northwest Alameda County	73,000	115,000	42,000	+57%	3%	155,000	162,000	7,000	+5%	0%
	20	West Contra Costa County	89,000	123,000	34,000	+38%	2%	79,000	132,000	52,000	+66%	4%
	21	North Contra Costa County	85,000	134,000	49,000	+58%	4%	121,000	184,000	63,000	+52%	4%
	22	Central Contra Costa County	60,000	89,000	28,000	+47%	2%	81,000	74,000	-7,000	-9%	-1%
	23	South Contra Costa County	55,000	70,000	15,000	+28%	1%	66,000	60,000	-6,000	-9%	0%
	24	East Contra Costa County	94,000	136,000	42,000	+45%	3%	56,000	84,000	28,000	+51%	2%
Solano	25	South Solano County	53,000	57,000	5,000	+9%	0%	45,000	62,000	17,000	+37%	1%
	26	North Solano County	89,000	119,000	30,000	+34%	2%	87,000	139,000	53,000	+61%	4%
Napa	27	South Napa County	34,000	40,000	5,000	+15%	0%	48,000	66,000	19,000	+39%	1%
	28	North Napa County	16,000	16,000	0	+1%	0%	24,000	20,000	-3,000	-14%	0%
Sonoma	29	South Sonoma County	64,000	83,000	19,000	+30%	1%	72,000	80,000	8,000	+11%	1%
	30	Central Sonoma County	88,000	98,000	10,000	+11%	1%	118,000	131,000	14,000	+12%	1%
	31	North Sonoma County	36,000	39,000	3,000	+9%	0%	31,000	40,000	9,000	+28%	1%
Marin	32	North Marin County	23,000	30,000	7,000	+28%	0%	29,000	29,000	0	+0%	0%
	33	Central Marin County	44,000	66,000	22,000	+50%	2%	63,000	49,000	-14,000	-23%	-1%
	34	South Marin County	41,000	50,000	9,000	+21%	1%	44,000	40,000	-4,000	-10%	0%
REGION			2,677,000	4,043,000	1,367,000	+51%	100%	4,005,000	5,408,000	1,403,000	+35%	100%

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

REGIONAL MAP – SUPERDISTRICTS



SUPER-DISTRICT	COUNTY	SUPERDISTRICT NAME	PRIMARY JURISDICTIONS INCLUDED IN SUPERDISTRICT
1	San Francisco	Northeast San Francisco County	San Francisco (partial)
2	San Francisco	Northwest San Francisco County	San Francisco (partial)
3	San Francisco	Southeast San Francisco County	San Francisco (partial)
4	San Francisco	Southwest San Francisco County	San Francisco (partial)
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, less than 10 percent of city size, are not shown for clarity.

**Final Blueprint:
Additional Context on Resilience Integration**

The Bay Area is a risk-rich region. No parcel escapes the full range of natural hazards and climate impacts. As part of the Horizon Initiative, the Bay Area's risk was explored in the Regional Growth Strategies Perspective Paper. The paper showed that while there are instances where the region has expanded into zones that are threatened by wildfire and flooding, as well as landslide and liquefaction, much of the region's current footprint has grown in the safest spaces in the region. This historic trend is continued in Plan Bay Area 2050's future Growth Geographies, which are largely located in less hazardous locations

The Plan Bay Area 2050 Final Blueprint balances the tradeoffs to achieve the affordable, connected, diverse, healthy, and vibrant region envisioned. In addition to seeking to avoid high-risk locations for future growth, it relies upon a suite of strategies to limit risks for existing and future communities.

Plan Bay Area 2050 addresses wildfire with many strategies, relying on core adaptation principles: land use, land management, and structural hardening.

- **Land use strategies** ensure that future development is restricted in the most fire-prone places. Plan Bay Area 2050 includes the *Maintain Urban Growth Boundaries* strategy which restricts growth beyond current boundaries and does not allow for *Growth Geographies (PDAs, TPAs, HRAs)* to overlap with the worst fire hazard severity zones. Fire hazard zones are defined by CALFIRE's Very High Fire Hazard Severity Zones in incorporated areas and by High or Very High Fire Hazard Severity Zones in unincorporated areas; these restrictions are augmented by county-adopted Wildland-Urban Interface zones where adopted. This restriction on growth only works because other, safer, and more easily mitigated areas of the region are proposed as areas for future growth. Together, these strategies limit further growth in the areas most at risk of wildfire.
- **Open space and working lands management** is included to reduce the intensity of future fires. The *Protect and Manage High-Value Conservation Land* strategy includes expanded new revenues beyond what already exist to support wildfire management. This strategy is unlikely to fund the level of wildfire management that may be warranted on the 2.2 million acres of existing and new lands as part of the strategy but is supportive of more expansive management programs.

- **Structural hardening** combats the risk in communities already built in the highest fire risk zones. The *Modernize Existing Residential Buildings* strategy is designed to reduce risk in all existing residential buildings (roughly 75,000 units) in the very-high fire hazard zone built before the 2009 wildland urban interface building code. The strategy would require proven structural hardening strategies like roofing and vent replacements and support homeowners with difficult defensible space work.

Together these strategies focus future growth away from the highest fire risk zones, support increased wildland management programs, and support residential building upgrades that reduce the likelihood for damage when fires occur in the wildland urban interface.

Plan Bay Area 2050 addresses sea level rise flooding with one large strategy, *Adapt to Sea Level Rise*. In addition to addressing the historic challenges of temporary riverine flooding, the region will increasingly have to address permanent inundation from sea level rise. While previous iterations of Plan Bay Area acknowledged sea level rise inundation, Plan Bay Area 2050 has integrated this issue area directly into the Plan itself with a built-in strategy to protect communities and infrastructure.

- To do so, staff identified areas with near-term sea level rise exposure and identified and estimated costs for generic adaptation options where permanent inundation occurred. The \$19 billion dollar Adapt to Sea Level Rise strategy included in the plans aims to focus adaption in areas with significant impact, while also ensuring the region has the resources needed to restore and adapt wetlands to hit the regional goal of 100,000 acres.
- All growth geographies, socially vulnerable communities, existing high population and job areas, and regionally significant transportation corridors were protected. Staff also included buyouts for residences that were not protected by the strategy, with those costs included in the \$19 billion dollar total. A longer [six-page briefer](#) describes all the details of how sea level rise was integrated into the plan.

It is not just wildfire and flooding events that will impact the Bay Area region over the next 30 years. There is a 3 in 4 chance of a major earthquake during the plan timeframe and the region and State will continue to need to address drought in addition to other climate change impacts. The *Modernize Existing Residential Building* Strategy addresses residential seismic safety for buildings with proven solutions and expands efforts to lessen the water and energy footprints of older buildings. The region should not stop with the strategies included in Plan Bay Area 2050, with work on local hazard mitigation plans and upcoming housing element updates as ways to advance resilience and reduce risks. Furthermore, there may be opportunities to partner with special districts like flood control and water agencies to advance a larger suite of strategies that meet these important issues.

The Final Blueprint includes an important set of strategies that will help reduce risks for existing and future Bay Area residents. As the Plan Bay Area 2050 process pivots toward the Implementation Plan, there is an opportunity to further strengthen and prioritize strategies that ensure resilience strategies advance over the next five years, making sure that future growth is planned for with key hazards in mind.