



# City of Palo Alto

## City Council Staff Report

(ID # 11482)

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**Report Type: Action Items**

**Meeting Date: 8/3/2020**

**Summary Title: PBA 2050 / RHNA Update**

**Title: Update and Discussion on Plan Bay Area 2050 Draft Blueprint and the Regional Housing Needs Allocation Process and Direction to Staff to Prepare Comment Letters on These Regional Efforts**

**From: City Manager**

**Lead Department: Planning and Development Services**

### **Recommendation**

Staff recommends that the City Council take the following actions:

1. Discuss and provide direction to staff as appropriate on two regional planning efforts, which are Plan Bay Area 2050 and the Regional Housing Needs Allocation (RHNA) process;
2. Authorize the Mayor to sign a letter reflecting City Council comments on the Plan Bay Area 2050 Draft Blueprint; and,
3. Direct staff to submit a comment letter to ABAG/MTC's Housing Methodology Committee reflecting City Council initial comments regarding the Regional Housing Needs Allocation (RHNA) methodology options that are under consideration.

### **Background / Discussion**

The purpose of this report and agenda item is to update the community and Council on the two subject regional planning initiatives and provide an opportunity for public comment. There was insufficient capacity to schedule this discussion in advance of Council's summer recess, so an informational report<sup>1</sup> was prepared for the June 22, 2020 meeting. The lack of a discussion on this topic before the break raised concerns from some community and Council members interested in advocating the Association of Bay Area Governments (ABAG) appeal the Housing and Community Development (HCD) department's regional housing needs determination (RHND); the deadline for ABAG to appeal was July 10, 2020.

Information on the regional housing needs determination is provided below as well as updates on efforts to develop a methodology that would distribute housing throughout the region. This

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<sup>1</sup> June 22, 2020 Informational Report: <https://www.cityofpaloalto.org/civicax/filebank/documents/77349>

report also includes an update on Plan Bay Area 2050, which has a recently released a draft findings report and is seeking public comment on or before August 10, 2020.

Staff prepared a comment letter regarding the Plan Bay Area 2050 Draft Blueprint. A second letter has been prepared to document the City’s initial comments on the RHNA methodology options currently under consideration; this letter would be sent to the ABAG Housing Methodology Committee in advance of their August 13, 2020 meeting. If significant changes are required to either letter, staff recommends the Council authorize the Mayor sign a revised letter consistent with the Council majority’s interests. Both draft letters are included with this report as Attachments A and B respectively.

Regional Housing Needs Determination

The regional housing needs determination (RHND) represents the number of housing units that must be planned for in a given region over a certain period of time. The state Housing and Community Development (HCD) department makes this determination for all metropolitan planning organizations in California. The Association of Bay Area Governments (ABAG) serves as our MPO and distributes this housing allocation across the nine counties and 101 cities and towns in the Bay Area.

For the planning period from 2023 through 2030, the Bay Area was assigned 441,176 housing units, which represents a 16% growth in housing units over the next eight years. These units are distributed among four incomes levels as shown in Table 1 below. HCD develops its forecast based on projected population growth which includes analyzing birth and death rates, and migration. Data for this analysis is collected from the California Department of Finance (DOF).

<b>Table 1: HCD Regional Housing Need Determination-ABAG: 6-30-2022 to 12-21-2030</b>		
<b>Income Category</b>	<b>Percent</b>	<b>Housing Unit Need</b>
Very-Low*	25.9%	114,442
Low	14.9%	65,892
Moderate	16.5%	72,712
Above-Moderate	42.6%	188,130
<b>Total</b>	<b>100%</b>	<b>441,176</b>
*Extremely-Low	15.5%	Included in Very-Low Category
<i>Notes:            Income Distribution:            Income categories are prescribed by California Health and Safety Code (Section 50093, et seq.). Percents are derived based on Census/ACS reported household income brackets and county median income, then adjusted on the percent of cost-burdened households in the region compared with the percent of cost burdened households nationally.</i>		

In 2018 the state legislature required HCD to consider additional criteria to respond to the state’s housing crisis and amplify existing policies to affirmatively further fair housing in upcoming housing element cycles. Some of these criteria include adjustments for housing unit replacements, accounting for overcrowding rates, housing cost burden, and target vacancy

rates. These adjustments alone accounted for 217,626 new housing units, or approximately 49% of the RHND of the 441,176 new housing units that HCD sent to ABAG.

Future job growth is not an explicit data point factored into HCD's RHND, however, to the extent net migration reflects future job growth, it represents a relatively small percent of overall population growth.

ABAG received the RHND from HCD on June 9, 2020. The ABAG Executive Board reviewed the RHND on June 18, 2020. The ABAG Executive Board declined to appeal the RHND for the nine county Bay Area.

Only ABAG has the authority to contest the RHND. The process to contest the RHND is set forth in state law and the ability for ABAG to register an objection on the RHND is limited to two criteria and in its objection, ABAG would have needed to submit a proposed alternative determination of its regional housing need along with documentation substantiating its basis for the alternative determination. Since Plan Bay Area 2050 is well underway and forecasts a larger Bay Area population than projected by HCD, it is unlikely any objection would have resulted in a lower regional housing determination. Furthermore, ABAG staff recommended that the ABAG Executive Board accept the RHND.

The Governor and state legislature up to this point have not made any adjustments to the state deadlines<sup>2</sup> associated with the upcoming housing cycle and local response to the coronavirus pandemic is not currently a qualifying reason for ABAG to object to or appeal the RHND.

### Regional Housing Needs Allocation Methodology

The Housing Methodology Committee (HMC) is an advisory group consisting of local elected officials, jurisdiction staff, regional stakeholders, and a state partner.<sup>3</sup> The HMC is supported by ABAG staff and is tasked with developing a methodology that will distribute the RHND across all counties, cities, and towns within the Bay Area, subject to statutory requirements.<sup>4</sup> This

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<sup>2</sup> The Cities Association of Santa Clara County recently sent a letter to the Governor and the Director of HCD requesting the regional housing needs allocation schedule be modified to give regional jurisdictions and the state adequate time to assess the impact of COVID-19 and ensure the RHNA process achieves HCD's goals.

<sup>3</sup> Housing Methodology Committee Roster: [https://abag.ca.gov/sites/default/files/hmc\\_roster\\_06\\_16\\_2020\\_0.pdf](https://abag.ca.gov/sites/default/files/hmc_roster_06_16_2020_0.pdf)

<sup>4</sup> RHNA Methodology Summary Requirements:

- Increasing the housing supply and the mix of housing types, tenure, and affordability in all cities and counties within the region in an equitable manner.
- Promoting infill development and socioeconomic equity, the protection of environmental and agricultural resources, the encouragement of efficient development patterns, and the achievement of the region's greenhouse gas reductions targets.
- Promoting an improved intraregional relationship between jobs and housing, including an improved balance between the number of low-wage jobs and the number of housing units affordable to low-wage workers in each jurisdiction.
- Allocating a lower proportion of housing need to an income category when a jurisdiction already has a disproportionately high share of households in that income category.

recommendation is forwarded to the Regional Planning Committee, which in turn, will make a recommendation to the ABAG Executive Board. The ABAG Executive Board will decide on its preferred approach to distribute housing units, which must be approved by HCD. Once accepted, an appeal period begins where any jurisdiction within the Bay Area can appeal their own regional housing needs assessment (RHNA), or another jurisdiction’s RHNA allocation.

Once a methodology is established, a RHNA number is assigned to each jurisdiction in the region. The RHNA number represents a housing production target at various household income levels that municipalities must proactively plan to accommodate within their jurisdiction. A community’s plan to support future housing growth is set forth in their Housing Element, which is (typically) updated every eight years to coincide with the RHNA process.<sup>5</sup>

The next HMC meeting will occur on August 13, 2020. At this meeting, the Committee is expected to decide on a baseline that will serve as a starting point for distributing the RHND throughout the Bay Area. One approach being considered is to use 2019 household numbers and increase that number by sixteen percent (16%) for each jurisdiction, which reflects the regional increase generated by the RHND. A second approach being considered is to use the Plan Bay Area 2050 Draft Blueprint as the baseline with its forecasted growth adjusted to coincide with the RHNA cycle; this baseline is also influenced by planning assumptions about where job growth and housing is projected to occur in the future. For Palo Alto, the baseline methodology determination is significant.

RHNA Methodology Baseline Data Options <sup>6</sup>	
2019 Household <sup>A</sup>	4,475 Housing Units
Plan Bay Area <sup>B</sup>	11,130 Housing Units

<sup>A</sup> Source: <https://rhna-factors.mtcanalytics.org/option1.html>

<sup>B</sup> Source: <https://abag.ca.gov/meetings/housing-methodology-committee-2020-jul-09>

The baseline data alone, however, may not sufficiently address statutory requirements to distribute housing units in a manner that promotes infill development and socioeconomic equity, address housing fit, jobs/housing balance, or affirmatively further fair housing requirements such as access to high resource and opportunity areas, among other factors. Accordingly, as noted in the June 22, 2020 informational report, the HMC is considering ten factors<sup>7</sup> and exploring options to weight those factors in accordance with their mandated objectives. This chart was previously provided and illustrates factor options HMC is evaluating

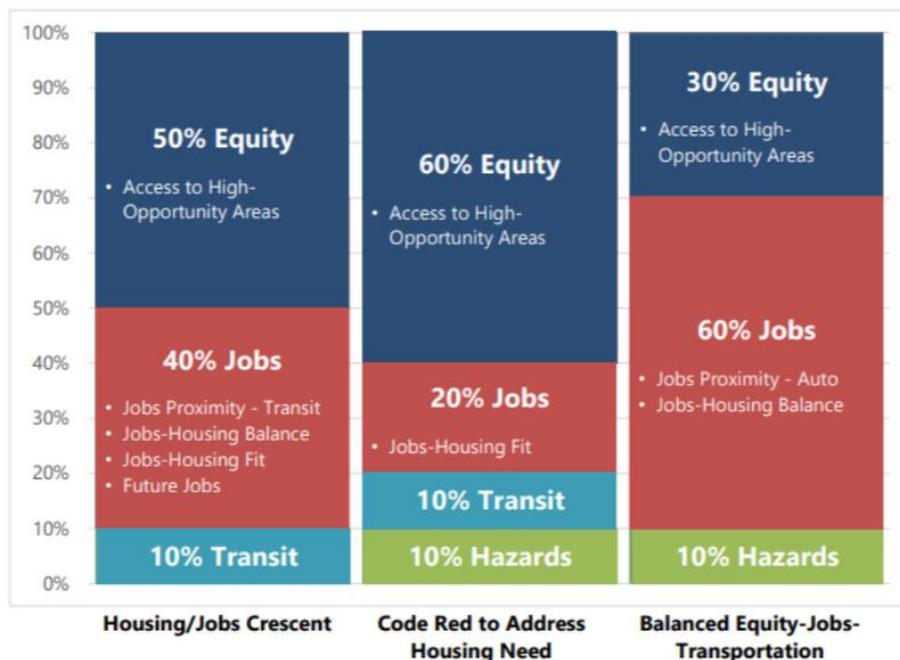
- Affirmatively furthering fair housing.

<sup>5</sup> The Housing Element is one of seven mandated elements in a local government’s general or comprehensive plan.

<sup>6</sup> Numbers used in this report to illustrate anticipated housing units allocations are approximate and may adjust significantly based on any number of factors until a methodology is adopted.

<sup>7</sup> Ten Factors Include: Access to High Opportunity Areas; Divergence Index; Job-Proximity – Auto; Job Proximity – Transit; Vehicle Miles Traveled; Job-Housing Balance; Jobs-Housing Fit; Future Jobs; Transit Connectivity; Natural Hazards. More description regarding these factors is available online: [https://rhna-factors.mtcanalytics.org/data/RHNA\\_tool\\_factors\\_overview.pdf](https://rhna-factors.mtcanalytics.org/data/RHNA_tool_factors_overview.pdf)

and how they could be weighted (note: at a previous meeting, more Committee members supported the Housing/Jobs Crescent approach, while ‘hazards’ as a factor in the RHNA methodology lost support):



Depending on the factors and weights chosen, each jurisdiction’s RHNA number will fluctuate above or below the baseline data set. Much of Palo Alto is identified as either transit rich or high opportunity areas, and Palo Alto has a sizeable jobs/housing imbalance. These characteristics tend to result in more housing units being allocated to Palo Alto. Some factors also influence the percentage of units directed toward lower income units versus market rate units.

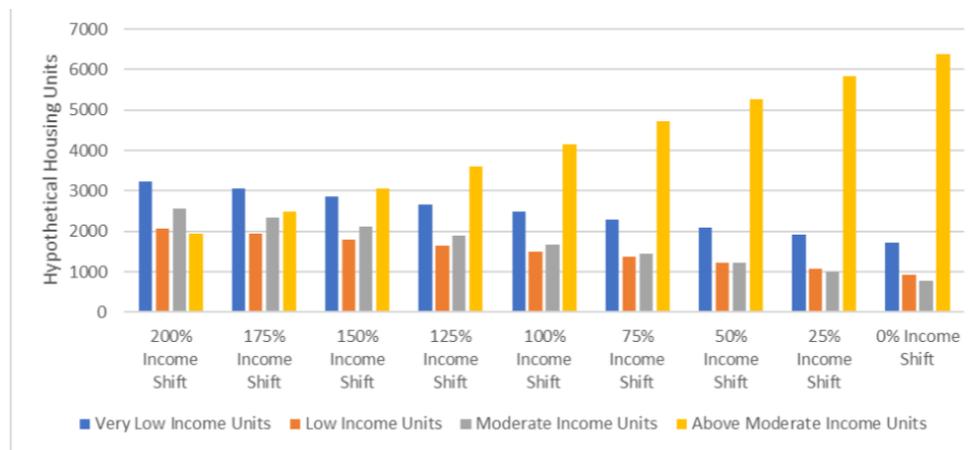
	Hypothetical Growth Rate (% Increase over Housing Units in 2019)	Hypothetical Housing Units	+/- Housing Units from Hypothetical Baseline
<b>Palo Alto Hypothetical Baseline Allocation</b>	<b>16%</b>	<b>4,475</b>	<b>-</b>
<b>Top Three RHNA Methodology Options (Using HMC Identified Factors &amp; Weights):</b>			
<b>Housing/Jobs Crescent</b>	<b>21%</b>	<b>5,819</b>	<b>+1,344 units</b>
<b>Code Red to Address Housing Need</b>	<b>22%</b>	<b>6,087</b>	<b>+1612 units</b>
<b>Balanced Equity-Jobs-Transportation</b>	<b>24%</b>	<b>6,532</b>	<b>+2,057 units</b>

Another metric the HMC is considering is an income shift multiplier, which is intended to move a jurisdiction’s mix of housing within four income bands in a direction that better reflects the mix of housing throughout the region. Depending on the income shift percentage chosen, a

community with more high income housing units would likely see a greater share of its RHNA allocated toward lower income units and vice versa. The income shift does not result in more housing allocated toward a jurisdiction but reallocates the number of units assigned to each income category.

The following chart illustrates this concept. An income shift multiplier of 100 percent results in every jurisdiction’s RHNA mirroring the region’s existing income distribution. In theory, setting the income shift multiplier above 100 percent could close the gap between a jurisdiction’s income distribution and the region’s distribution in a shorter period of time. At their May meeting, HMC members expressed the most support for an income shift multiplier between 100 percent and 150 percent.

**Figure 3: Illustration of Income Shift Method for Income Allocation RHNA Methodology**

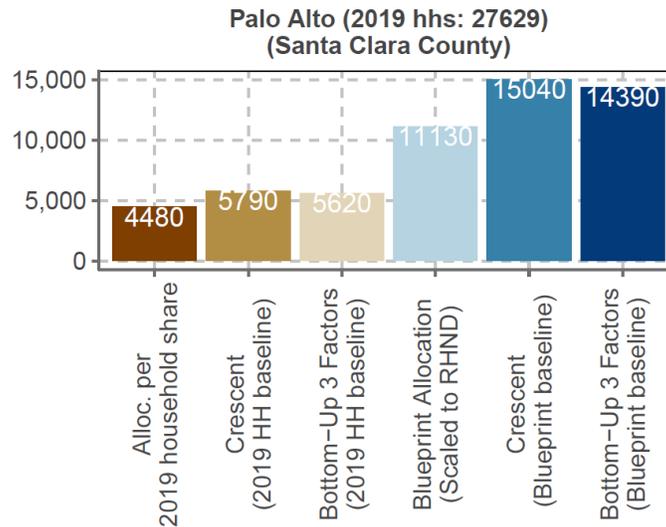


In contrast to the income shift approach and the methodology options presented above, the HMC is also considering an alternative, standalone methodology referred to as the Bottom-Up concept. This approach uses factors to determine allocations for the four income categories, and the sum of these income group allocations represents a jurisdiction’s total allocation. A jurisdiction’s allocation within each income category is determined based on how the jurisdiction scores relative to the rest of the region on the selected factors. This approach is illustrated in the following diagram:



The HMC considered a two factor approach as well where each factor is weighed at 50%.

Depending on the combination of baseline data and factors recommended by the HMC, Palo Alto stands to have a significant increase in market rate and affordable housing units in the upcoming cycle. The range of housing units allocated to Palo Alto is depicted in this chart produced by ABAG staff for the July HMC public meeting:



While many in the region may support the higher housing unit targets depicted above, from a staff perspective, the diagram reveals that a Plan Bay Area 2050 Blueprint baseline is not realistic for Palo Alto. The expectation that Palo Alto would increase its housing supply by 55% over the next eight years is clearly unattainable. Accordingly, staff’s draft comment letter to HMC recommends in favor of using the 2019 Household baseline for a future RHNA methodology.

The comment letter also highlights concerns staff has regarding unreasonably high housing targets and the implications that may have on communities based on current state law, specifically, SB35. Palo Alto has struggled to produce significant low income housing units, is marginally meeting the market rate target for the current housing cycle, and is well short of the Council’s expressed goal of producing 300+ units each year through 2030. Palo Alto’s access to high paying jobs, excellent schools, proximity to fixed rail and transit, well-established jobs/housing imbalance, disproportionate mix of higher income households and lack of affordable housing for lower wage earners makes this community more susceptible to higher RHNA numbers. Palo Alto will face some difficult choices ahead that will necessarily need to consider community member’s interests regarding parking, floor area, density and height regulations to spur market rate housing or risk losing significant local control over future qualifying housing projects based on SB35.

Senate Bill 35 approved by the state legislature and signed by the governor in 2017 sets forth the requirements for a market rate housing project to qualify for streamlined review, including requiring a certain percentage of on-site affordable units; having at least two-thirds of the floor area dedicated to residential uses; and, workers are paid at a prevailing wage, among other factors.

Palo Alto is currently subject to SB35's streamlining provisions, but to qualify under this law, fifty percent (50%) of the housing units must be deed restricted for low income housing.

If the City misses its market rate housing targets after four years in the new housing cycle (or fails to meet it at the end of the current cycle), qualifying market rate housing projects would be subject to a 90 day review period and must be administratively approved; the City could not impose any conditions of approval or deny the project if it meets all objective standards. Moreover, the on-site affordability requirement is reduced from 50% to the 10% (note: in practice, applicants will be subject to the 15% inclusionary requirement in the City's municipal code).

### Plan Bay Area 2050

Plan Bay Area 2050 is a 30 year long range planning document for the nine county Bay Area region. This effort is being managed by the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) and builds on the Horizon Initiative,<sup>8</sup> which sought to explore what living in the Bay Area would be like in 2050 and explored challenges the region it is likely to encounter in the future. Plan Bay Area 2050 will examine a possible future for the Bay Area and is organized into four topic areas:

- Housing
- Transportation
- Economy
- Environment

The Plan will also need to meet statutory requirements to reduce greenhouse gas emissions as determined by the California Air Resources Board (CARB); accommodate projected household growth; and will ultimately serve as the region's sustainable communities strategy and regional transportation plan. Federal law further requires the plan be financially constrained and reflect reasonably anticipated transportation revenues during the planning period.

Plan Bay Area 2050 sets forth a vision of the Bay Area that is resilient and equitable. The effort is guided by principles supporting affordability, diversity, connectivity, community health and vibrancy – and uses twenty-five (25) strategies organized into nine objectives to model a path forward for the region.

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<sup>8</sup> More information on the Horizon Initiative is available online: <https://mtc.ca.gov/our-work/plans-projects/horizon>

These strategies are not binding and require a coordinated effort among local, regional, state governments to achieve the goal. Funding mechanisms are key implementation components of this framework requiring political and in some instances voter approval.

Importantly, Plan Bay Area 2050 does not require any changes to local policy documents, comprehensive plans or zoning regulations. Some communities may find they will miss out on future funding opportunities if their local programs are not aligned with the Plan and there is some connection between Plan Bay Area 2050 and how housing units are distributed in the Bay Area through the RHNA process.

### *Draft Blueprint*

On July 6, 2020, MTC/ABAG released the Plan Bay Area 2050 Draft Blueprint.<sup>9</sup> The public comment period ends on August 10, 2020. Staff has reviewed this document and has prepared a comment letter (Attachment B). The letter covers a range of topics, seeking clarification and advocating for positions in the best interest of Palo Altans. For example, several points seek assurance that the inputs to the Blueprint and the model used to create the Blueprint include accurate information and assumptions.

The letter identifies and supports strategies that align with Palo Alto policies, such as protecting high-value conservation lands, requiring that 10 to 20 percent of new housing be affordable, and advancing low-cost transit projects. The letter also identifies additional strategies for inclusion and consideration, such as locating jobs in housing-rich areas (such as Alameda County).

A chief request, though, is that ABAG/MTC seek relief from the statutory timeline to provide more time for this process. Advancing a long-range planning process at this time does not afford the Bay Area the opportunity to incorporate changes from the COVID-19 pandemic and recession into the long-range plan. For example, the letter suggests that growth in telecommuting could be greater than predicted and may change the location of jobs, housing, and the demand for office space. Furthermore, community members, elected officials, and local staff throughout the Bay Area are consumed by responding to the ongoing crisis. Allowing only 30 days for public process seems insufficient during these times. An extension of time is sorely needed.

In addition to the letter, staff outline below upcoming opportunities for City Council members and community members to participate in the Plan Bay Area 2050 process and feedback on the draft Blueprint.

### Planning and Transportation Commission Review

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<sup>9</sup> MTC/ABAG

On July 8, 2020, the Palo Alto Planning and Transportation Commission held a study session regarding these two regional planning initiatives.<sup>10</sup> Approximately fifteen community members provided public comments during the study session in addition to written comments provided to the PTC as well as the City Council. Commissioners perspectives have been incorporated into the draft letters. As noted above, Commissioners cautioned against the Bottom-Up approach to allocating the RHND. Additional reflections from Commissioners include asking ABAG/MTC to apply more scrutiny to the definition of transit rich, aligning Plan Bay Area 2050 closely with Palo Alto’s goals of climate sustainability and affordable housing development, and addressing the regional jobs-housing imbalance by encouraging greater job development in other parts of the region.

**Timeline / Public Engagement**

The following table provides a list of key milestones for Plan Bay Area 2050, RHNA, and forthcoming Housing Element update processes. The public is encouraged to participate in any of the following public engagement opportunities.

**ABAG 2023 RHNA and Plan Bay Area 2050 Key Milestones<sup>11</sup>**

<b>ABAG 2023 RHNA/Plan Bay Area 2050 Key Milestones</b>	<b>Proposed Deadline</b>
Plan Bay Area 2050 Draft Blueprint Public Comment Period	July 7, 2020 through August 10, 2020
RHNA Housing Methodology Committee Public Comment Period on RHNA Methodology Options	Next Meeting: August 13, 2020 Ongoing through Fall 2020
ABAG & Housing Methodology Committee Proposed RHNA Methodology, Draft Subregion Shares	Fall 2020
Plan Bay Area 2050 Final Blueprint	December 2020
Final Subregion Shares	December 2020
Draft RHNA Methodology to HCD for Review	Winter 2021
Final RHNA Methodology, Draft Allocation	Spring 2021
RHNA Appeals	Summer 2021
Final Plan Bay Area 2050	September 2021
Final RHNA Allocation	Winter 2021
Housing Element Due Date	January 2023

*Dates are tentative and subject to change*

**Key Upcoming Meetings for Plan Bay Area 2050 Draft Blueprint:**

<sup>10</sup> Staff report for Planning and Transportation Commission July 8, 2020 Study Session: <https://www.cityofpaloalto.org/civicax/filebank/documents/77546>

<sup>11</sup> April 27, 2020 Revised RHNA Timeline: [https://abag.ca.gov/sites/default/files/abag\\_rhna\\_timelineapril.pdf](https://abag.ca.gov/sites/default/files/abag_rhna_timelineapril.pdf)

- July 30, 2020 (1:45PM-3:45PM)  
**Policy Advisory Council Equity & Access Subcommittee:**  
Registration link: <https://www.eventbrite.com/e/plan-bay-area-2050-blueprint-workshop-a-focus-on-equity-tickets-113656431446>
- August 5, 2020 (11:30AM – 1:30PM)  
**Plan Bay Area 2050 Draft Blueprint Virtual Workshop: Santa Clara County:**  
Registration link: [https://bayareametro.zoom.us/webinar/register/WN\\_VOD7L-qhS-yUVRfuLHrd0g](https://bayareametro.zoom.us/webinar/register/WN_VOD7L-qhS-yUVRfuLHrd0g)
- September 2, 2020  
**ABAG Regional Planning Committee Meeting**  
Attendance Information: <https://mtc.legistar.com/Calendar.aspx>
- September 11, 2020  
**Joint MTC Planning Committee with the ABAG Administrative Committee Meeting**  
Attendance Information: <https://mtc.legistar.com/Calendar.aspx>

**Key Upcoming Meetings for RHNA:**

- August 13, 2020  
**ABAG Regional Housing Needs Allocation (RHNA) Housing Methodology Committee Meeting**  
Attendance Information: <https://mtc.legistar.com/Calendar.aspx>; <https://abag.ca.gov/our-work/housing/rhna-regional-housing-needs-allocation/housing-methodology-committee>
- September 18, 2020  
**ABAG Regional Housing Needs Allocation (RHNA) Housing Methodology Committee Meeting**  
Attendance Information: <https://mtc.legistar.com/Calendar.aspx>; <https://abag.ca.gov/our-work/housing/rhna-regional-housing-needs-allocation/housing-methodology-committee>

**Next Steps**

Following Council’s discussion, staff will finalize the two letters as directed and send them to the appropriate individuals.

Staff will continue to attend Plan Bay Area 2050 and HMC meetings and will regularly report back to Council.

Discussion items will be scheduled on the Council agenda when direction is needed, or as otherwise directed by the City Council.

Staff encourages interested community members to attend upcoming meetings listed in the table above to share their voice on these topics.

Administratively, a recruitment is underway to hire a housing specialist for Palo Alto and a long-range planning professional to support the City's effort in these and other initiatives.

**Attachments:**

- Attachment A: Draft Comments on RHNA Methodology (August 2020)
- Attachment B: Draft Plan Bay Area 2050 Comment Letter
- Attachment C: Plan Bay Area 2050 Draft Blueprint Documents (July 2020)

Date: August 9, 2020

Housing Methodology Committee (HMC) Members, [info@bayareametro.gov](mailto:info@bayareametro.gov)  
ABAG Regional Housing Needs Allocation Staff, [RHNA@bayareametro.gov](mailto:RHNA@bayareametro.gov)

Re: City of Palo Alto Initial Comments on 6<sup>th</sup> Cycle RHNA Methodology Options

Thank you, Committee members, for your time, expertise and commitment to designing a methodology that fairly distributes housing in our region.

The City of Palo Alto requests that the Housing Methodology Committee **recommend use of the 2019 existing households as a baseline allocation for the RHNA methodology** and continue its review of an appropriate mix of weighted factors using up to a 150% Income Shift multiplier to distribute new housing units across the region.

The alternative baseline approach being considered by the Committee is unattainable for some Bay Area jurisdictions and the imposition of this standard ensures some communities will dramatically fail to meet their housing obligation. While those communities will need to contend with that result, including implications associated with SB35, the risk is also that the region as a whole will produce far less housing than it otherwise could achieve.

Plan Bay Area 2050 is a long range plan that requires significant economic investment and an extraordinary amount of regional policy collaboration to implement its vision. Building a methodology today that is actionable over the next eight years and relies on an idealized model depicting a regional housing distribution thirty years from now ignores the reality that the infrastructure, funding and local regulatory framework is simply not yet present to achieve this goal.

Palo Alto supports the regional efforts of Plan Bay Area 2050 and commends agency leadership and staff for their tireless work to create a framework for our future. Palo Alto is a partner in this endeavor and recognizes its role to stimulate more housing – especially more equitable and inclusive housing for all. At the same time, Palo Alto cannot reasonably be expected to increase its housing supply by more than 50% over the next eight years, as would be required under some early modeling results that use the Draft Blueprint as a baseline.

There will be three and a half regional housing need cycles before the region meets the horizon year of Plan Bay Area 2050. It is imperative that the RHNA methodology be used to shift local policies toward a more inclusive and better balanced future to achieve housing equity and environmental goals. This RHNA methodology needs to bridge where we are today as a region with where we want to go tomorrow.

Using the 2019 existing households as a baseline reflects where we are today, shares the responsibility for adding more housing units throughout the region and is consistent with, but not dependent upon Plan Bay Area 2050. Moreover, weighted factors can be used that stretch communities toward our housing, transportation and environmental goals.

Thank you for your consideration,

Ed Shikada, City Manager

[MONTH ##], 2020

RECIPIENT

ADDRESS

CITY, STATE ZIP

Via E-mail to: [info@planbayarea.org](mailto:info@planbayarea.org)

**RE: Comments on Plan Bay Area 2050 Draft Blueprint**

Dear Chair Arreguin,

The City of Palo Alto wants to express gratitude for the exceptional long-range planning work that staff, under the leadership and direction of the Executive Committee, have performed to develop Plan Bay Area 2050, the Draft Blueprint, and other associated reports and documents. The effort aims to ensure that by the year 2050, that the Bay Area is affordable, connected, diverse, healthy, and vibrant for all.

As partners in realizing this vision, please accept the following comments on the draft Plan Bay Area 2050 Blueprint:

- **Request a time extension from appropriate regulatory bodies and statutes in order to provide more time to complete Plan Bay Area 2050.**

While the COVID-19 pandemic has not eliminated the housing crisis in the State or region, the impacts of COVID-19 on population growth and job growth remain to be seen. While working to address the housing crisis is absolutely necessary, conducting long-range planning processes for a thirty-year cycle may be unwise given the unknown impact of COVID-19 on critical variables. A temporary extension of the timeline may provide sufficient time to gather data, for circumstances to change so that the Plan is more useful to the region and to jurisdictions.

**Furthermore, smaller cities like Palo Alto are reeling from the impacts of COVID-19, which continue to unfold. Insisting the long range planning process unfold unabated is out of sync with the demands the global pandemic has placed on residents, elected leaders, and staff.** In this context, 30 days to review and respond to Plan Bay Area 2050 is insufficient. The outreach efforts are extensive, but the time frame is insufficient.

- **Revise the near term projections and long-term projections to accurately integrate the impacts of COVID-19 into the long-range model.**

The Horizon Initiative “stress tested” Plan Bay Area strategies against a wide range of external forces and commend the foresight to conduct such a planning exercise, the results of which have informed the Draft Blueprint. The Horizon Initiative, however, falls far short of the type of long-range planning required for a regional response to the pandemic. Failing to specifically integrate the ongoing crisis into the near-term of the forecast is a disservice to the millions of households suffering due to the pandemic. The impact of the current recessionary period will stretch into the next decade, as the Blueprint rightly notes. It is unclear how ABAG/MTC staff draw the conclusion that the effects of the pandemic essentially wear off by 2030 and the region returns to the forecasted growth trend.

It is unclear what underlying assumptions lead to this conclusion and whether a traditional recessionary analysis is preferable given we are currently experiencing large-scale, and long-term telecommuting. It is not clear if the assumptions include a foreclosure and/or eviction crisis coupled with massive unemployment and the closure of thousands of small business and the associated elimination of both wealth and livelihoods for many throughout the Bay Area. The interest of Palo Alto isn't to foretell doom from the pandemic, but rather encourage that long-range regional planning pause to more thoughtfully and collaboratively consider the compound impacts of this crisis--which really is the genesis of several crises. Many Bay Area families and communities may not fully recover from these crises for decades to come.

- **Update telecommuting projections.**

Telecommuting may be a long-term impact of COVID-19. Many businesses and institutions are, out of necessity, finding ways to shift operations to completely or mostly remote operations. In particular, large employers have shifted to remote operations. Once the pandemic subsides--which could be as long as two years from its inception—many employers may continue a portion of their operations remotely. The potential is very real that telecommuting could represent a large share of jobs, and thus a reduction in the number of commuters and a shift in where jobs are located.

Palo Alto encourages ABAG and MTC to work with CARB to **increase the level of telecommuting above 14%**. Palo Alto also requests that **increased telecommuting be used to forecast shifts in housing demand, decrease in office demand**. This adjustment in the model could occur even if 14% needs to be the CARB initiated limit for calculating

potential decreases in greenhouse gas emissions. We would like to know how close the Shelter In Place telecommuting levels bring us to meeting the greenhouse gas emission reductions and addressing the regional job/housing imbalance.

Further, Palo Alto suggests that **increasing telecommuting become a key separate strategy in the Blueprint**; it is a strategy the Bay Area can pursue in order to meet our climate action goals and decrease greenhouse gas emissions, which are not currently met by the draft Blueprint.

- **Revise the Growth Geographies to more accurately represent the accessibility and proximity of transit to adjacent neighborhoods.**

The Growth Geographies show a ½ mile radius around transit stations and bus stops. While this is meant to indicate an ability to access transit expediently, the reality is that this might not always be the case. These transit-oriented growth geographies may not accurately represent the accessibility of transit in Palo Alto. In many locations, the Caltrain tracks create a physical barrier meaning that a transit stop is not within a ½ mile of a residence, office, or retail location. Furthermore, electrification of the Caltrain system will increase the frequency of train service and diminish the ability of transit users to cross the tracks and access the transit stops. **The Growth Geographies must take a more nuanced, user-centered approach to indicating what areas are truly proximate to transit.**

- **Revise and refine the definition of transit rich areas and include a more user-centered view of transit use.**

The transit-rich growth geographies include proximity to some high-speed and high-capacity transit, such as the Downtown Palo Alto and California Avenue Caltrain stations. The remainder of the Palo Alto Growth Geographies rely on bus service provided by the Valley Transportation Authority. While headways along some of these routes can be 15-minutes or less during peak times, we challenge the inclusion of these bus routes in the definition of transit rich areas.

First, the off-peak capacity of these lines do not provide sufficient service to potential residents of housing units along these transit lines. In off-peak times, these residents may still need and/or use vehicles, which will lead to greater greenhouse gas emissions and traffic increases. Secondly, changes to the service may occur. Recently, despite local objection, VTA changed and decreased service to Palo Alto highlighting a concern about the reliability of such service its ability to meet the needs of future car-light residents.

- **Confirm the accuracy of underlying data used to map Growth Geographies.**

The City of Palo Alto seeks confirmation in writing that information provided to ABAG and MTC staff has been received and incorporated into the model and mapping for Growth Geographies. This information includes locations and dimensions of historic districts, areas zoned for single-family homes, location of Priority Development Areas, transit services, and other information. In addition, Palo Alto wants to ensure the Growth Geographies in nearby unincorporated Santa Clara County are not part of Palo Alto's growth geographies.

In particular, Palo Alto wants to ensure that **newly designated Priority Conservation Areas are taken into account when creating Growth Geographies. A large portion of Palo Alto's acreage consists of protected open spaces**; these areas cannot be envisioned for housing and/or job growth.

- **Model the office development cap instituted in Palo Alto.** Job growth numbers should consider the fact that Palo Alto has adopted restrictions on the annual amount of office growth that can occur in Palo Alto. The purpose of this cap is to decrease the jobs/housing imbalance locally. Communities like Palo Alto and San Francisco that proactively seek to address their jobs/housing imbalance through local policies should not be subjected to projected job growth that is out of synch with local policies.
- **Explain the distinction and overlap between the methodologies used to create Plan Bay Area 2050 versus the methodologies used by the Department of Finance and the Housing and Community Development Department to generate the regional housing need determination.**

Department of Finance (DOF) and Housing and Community Development (HCD) prepared projections for population growth and growth in households. Palo Alto staff understand that MTC/ABAG staff also prepared industry/employment, population by age and ethnic characteristics, and household/occupancy/income information for incorporation into the growth forecast for the region and into small area analysis. The Plan Bay Area 2050 Regional Growth Forecast Methodology was presented to the ABAG Executive Board in 2019. At that time the staff memo indicated that further public input would be requested during the 2020 outreach on the Draft Blueprint. However, the latest methodology information was not included in detail at any of three public presentations during the week of July 7, 2020. Toward providing helpful comments on the Draft Blueprint, City staff would appreciate an overview of the aforementioned methodologies used by DOF/HCD

and by MTC/ABAG staff and to understand how they are similar or different in their inputs and assumptions.

- **Palo Alto requests more specific data regarding how ABAG/MTC determined the jobs growth in the plan.** With this information, Palo Alto and other jurisdictions can offer more feedback regarding how the job growth projections may be refined.
- **Explain if or how policies, such as SB 35 Streamlining, were factored into models and methodologies.** MTC/ABAG staff included streamlining of housing projects in draft strategy for public consideration in 2019. City staff would like to know how SB35 status or other streamlining was or was not included in methodology assumptions for local jurisdictions.

### **Strategies & Objectives**

- **The City supports inclusion of strategies that move jobs toward housing rich areas.** All jurisdictions need to support Bay Area residents with employment diversity and options. By distributing jobs across the Bay Area, the region can decrease commute times, decrease greenhouse gas emissions, and increase the resiliency of jurisdictions. Such distribution strategies could be achieved through office caps in jobs-rich areas, while other jurisdictions might incentivize office and job center development.
- **The City supports frontloading those strategies that best respond to COVID-19,** including those that advance safe bicycle and pedestrian facilities, advance renter protections, advance strategies for childcare which in turn could help essential workers, and advance protecting much-needed open space. The pandemic has made clear the need to address these issues in the near term in order to support households and put the Bay Area back on track for a growing and expanding economy.

### **Transportation**

- **The City of Palo Alto supports the following transportation strategies:**
  - Operate and Maintain the Existing System.
  - Enable Seamless Mobility with Unified Trip Planning and Fare Payments.
  - Reform Regional Transit Fare Policy.
  - Build a Complete Streets Network.
  - Advance Regional Vision Zero Policy through Street Design and Reduced Speeds.
  - Advance Low-Cost Transit Projects.

### **Economic**

- **The City of Palo Alto supports the following economic strategies:**
  - Expand Childcare Support for Low-Income Families.
  - Create Incubator Programs in Economically-Challenged Areas.
  - Retain Key Industrial Lands through Establishment of Priority Production Areas.

### Housing

- **The City of Palo Alto supports the following housing strategies:**
  - Fund Affordable Housing Protection, Preservation, and Production.
  - Require 10 to 20 Percent of New Housing to be Affordable.

### Environmental

- **The City of Palo Alto supports the following environmental strategies:**
  - Adapt to Sea Level Rise.
  - Modernize Existing Buildings with Seismic, Wildfire, Drought, and Energy Retrofits.
  - Maintain Urban Growth Boundaries.
  - Protect High-Value Conservation Lands.
  - Expand the Climate Initiatives Program.

Thank you for your time and attention to these suggestions, comments, and requests for further information. To follow up on and/or respond to the content of this correspondence, please reach out to Jonathan Lait, Director of Planning and Development Services for the City of Palo Alto. You can reach Mr. Lait at [Jonathan.Lait@CityofPaloAlto.org](mailto:Jonathan.Lait@CityofPaloAlto.org) or at (650) 329-2679.

Sincerely,

Adrian Fine  
Mayor of Palo Alto

CC:

City Council members

Dave Vautin, Assistant Director, Major Plans, Bay Area Metro via [DVautin@bayareametro.gov](mailto:DVautin@bayareametro.gov)

Paul Fassinger, Regional Planning Program, Bay Area Metro, via [pfassinger@bayareametro.gov](mailto:pfassinger@bayareametro.gov)

**Metropolitan Transportation Commission and the Association of Bay Area Governments  
Regional Advisory Working Group**

**July 7, 2020**

**Agenda Item 2**

**Plan Bay Area 2050 Draft Blueprint: Key Findings**

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- Subject:** Presentation on the findings from the Draft Blueprint analysis, highlights successes and shortcomings, in advance of stakeholder workshops later this month.
- Background:** Regional Advisory Working Group Agenda Item 2, Plan Bay Area 2050 Draft Blueprint: Key Findings, is attached. This report will be presented to the Joint MTC Planning Committee with the ABAG Administrative Committee on July 10, 2020.
- Staff will be at your July 7, 2020 meeting to discuss this report. The Working Group's input is requested.
- Attachments:** Agenda Item 4a from the July 10, 2020 Joint MTC Planning Committee with the ABAG Administrative Committee meeting

**Plan Bay Area 2050 Draft Blueprint: Key Findings**

**Subject:** Presentation on the findings from the Draft Blueprint analysis, highlighting successes and shortcomings in advance of stakeholder workshops later this month.

**Background:** Approved for further analysis by MTC and ABAG in February 2020, the Draft Blueprint is the “first draft” of Plan Bay Area 2050, integrating 25 resilient and equitable strategies from the predecessor Horizon initiative. Horizon tested strategies against a wide range of external forces, exploring which policies and investments were best prepared for an uncertain future – from rising telecommute levels to economic boom & bust cycles to consumer preference shifts.

The Plan Bay Area 2050 Draft Blueprint weaves together these transportation, housing, economic, and environmental strategies – as highlighted in **Attachment B** – alongside an expanded set of growth geographies to advance critical climate and equity goals. Designed to accommodate the 1.5 million new homes necessary to house future growth and address overcrowding, as well as 1.4 million new jobs, the Draft Blueprint integrates strategies to address our severe and longstanding housing crisis. With infrastructure investments in walking, biking, and public transportation – as well as sea level protections designed to keep most Bay Area communities from flooding through 2050 – the Draft Blueprint makes meaningful steps towards the adopted Plan Bay Area 2050 Vision.

In line with the Plan Vision, this memorandum includes some key highlights as well as key challenges, organized by the five Guiding Principles – to ensure a more **affordable, connected, diverse, healthy, and vibrant Bay Area for all**. For additional detail on the specific metrics – forecasted outcomes for equity & performance – please refer to **Attachment C**.

**Highlights of Draft Blueprint:**

The Plan Bay Area 2050 Draft Blueprint goes well beyond what was included in the current long-range regional plan, Plan Bay Area 2040. Notable highlights from the analysis conducted over the past four months include:

- **Improving Affordability for All:** For a typical household, the cost burden for housing and transportation as a share of income declines by 9 points between 2015 and 2050. Reductions are even greater for low-income households – a decline of 26 points – with means-based fares and tolls yielding further dividends in advancing equity goals.
- **Expanding Housing Opportunities for Low-Income Residents.** With robust regional measures in play – as well as an expanded inclusionary zoning strategy – the Draft Blueprint includes funding capacity for the construction of over 400,000 permanently-affordable homes through 2050.
- **Focusing Growth in Walkable, Transit-Rich Communities.** The majority of future housing and job growth is located in walkable communities with frequent transit; the Final Blueprint may make further performance gains via additional transit strategies under consideration for the Final Blueprint.

- **Saving Lives and Protecting Communities.** Reduced speed limits and roadway redesigns help play a critical role in saving thousands of lives through 2050, even as more progress is needed to achieve Vision Zero goals. Investments in sea level rise infrastructure saves 98 percent of at-risk homes through 2050, and funding for seismic home retrofits protects 100 percent of homes at high risk of damage.
- **Positioning the Region for Robust Economic Growth.** Despite over \$200 billion in new taxes in the decades ahead to pay for the bold strategies approved in February 2020, Bay Area businesses are forecasted to rebound robustly, with per-capita gross regional product soaring by 65% through 2050.

### Challenges for Final Blueprint:

While the Draft Blueprint strategies make meaningful headway on some of the region's most critical policy issues, five key challenges remain in advancing the bold vision of Plan Bay Area 2050. These challenges will be the focus of our outreach and engagement this summer, as we consider how to make the Blueprint even more resilient and equitable in preparation for an uncertain future:

- **Challenge #1: Affordable Guiding Principle.** While the Draft Blueprint funds a considerable amount of deed-restricted affordable housing, hundreds of thousands of existing low-income residents would still lack a permanently affordable place to live. What strategies could we modify or advance to further increase production of homes affordable to lower-income residents, most importantly in High-Resource Areas with well-resourced schools and convenient access to jobs?
- **Challenge #2: Connected Guiding Principle.** While the Draft Blueprint makes significant headway in improving access for drivers and transit riders compared to existing trends, traffic congestion and transit overcrowding remain significant challenges across the region. How can new or expanded strategies better address these key transportation issues?
- **Challenge #3: Diverse Guiding Principle.** While the Draft Blueprint focuses a sizable share of affordable housing in historically-exclusionary places in the Bay Area, displacement risk continues to rise, especially in Communities of Concern. How can new or expanded strategies reduce this risk of displacement so more residents can remain in place?
- **Challenge #4: Healthy Guiding Principle.** While the Draft Blueprint includes robust protections for agricultural lands and communities vulnerable to sea level rise, the biggest challenge remaining relates to mitigating greenhouse gas emissions (GHG). Given the magnitude of the gap between Draft Blueprint performance and the state-mandated target, what strategies could we modify or expand to close this GHG gap in an equitable and sustainable manner?

- **Challenge #5: Vibrant Guiding Principle.** While Bay Area businesses thrive in the Draft Blueprint, job growth remains relatively concentrated in traditional job centers such as Silicon Valley. Potentially impactful strategies such as office development caps were not included in the Draft Blueprint following discussion at the Commission/Board workshop in January, and more modest strategies such as impact fees led to positive yet limited effects in shifting jobs to housing-rich communities, such as parts of Alameda County. What additional strategies could be considered to shift jobs closer to the region's existing workforce?

**Next Steps:**

Staff will now seek further input from the public, key stakeholders, and local jurisdiction staff as part of summer 2020 engagement activities. Following a combination of virtual public workshops, telephone town halls, office hours, and non-digital engagement approaches, staff will return to this committee in September with a summary of feedback on Draft Blueprint strategies and outcomes. Staff will also develop potential revisions to the strategies for the Final Blueprint, with anticipated action also slated for **September 2020**. Following modeling and analysis of the Final Blueprint strategies this fall, MTC and ABAG will select a Preferred Alternative for the Plan Bay Area 2050 EIR by the **end of 2020**.

**Recommendation:** Information

**Attachments:**

Attachment A: Presentation  
Attachment B: Draft Blueprint – Summary of Strategies (*February 2020*)  
Attachment C: Draft Blueprint – Summary of Equity & Performance Outcomes (*July 2020*)

  
\_\_\_\_\_  
Therese W. McMillan

The background of the slide is an aerial photograph of a residential area nestled in a valley between rolling hills. The hills are covered in green vegetation, and the houses are scattered across the landscape. A blue overlay is present in the top left corner and a larger blue overlay is in the bottom right corner, containing text.

PLAN BAY AREA 2050

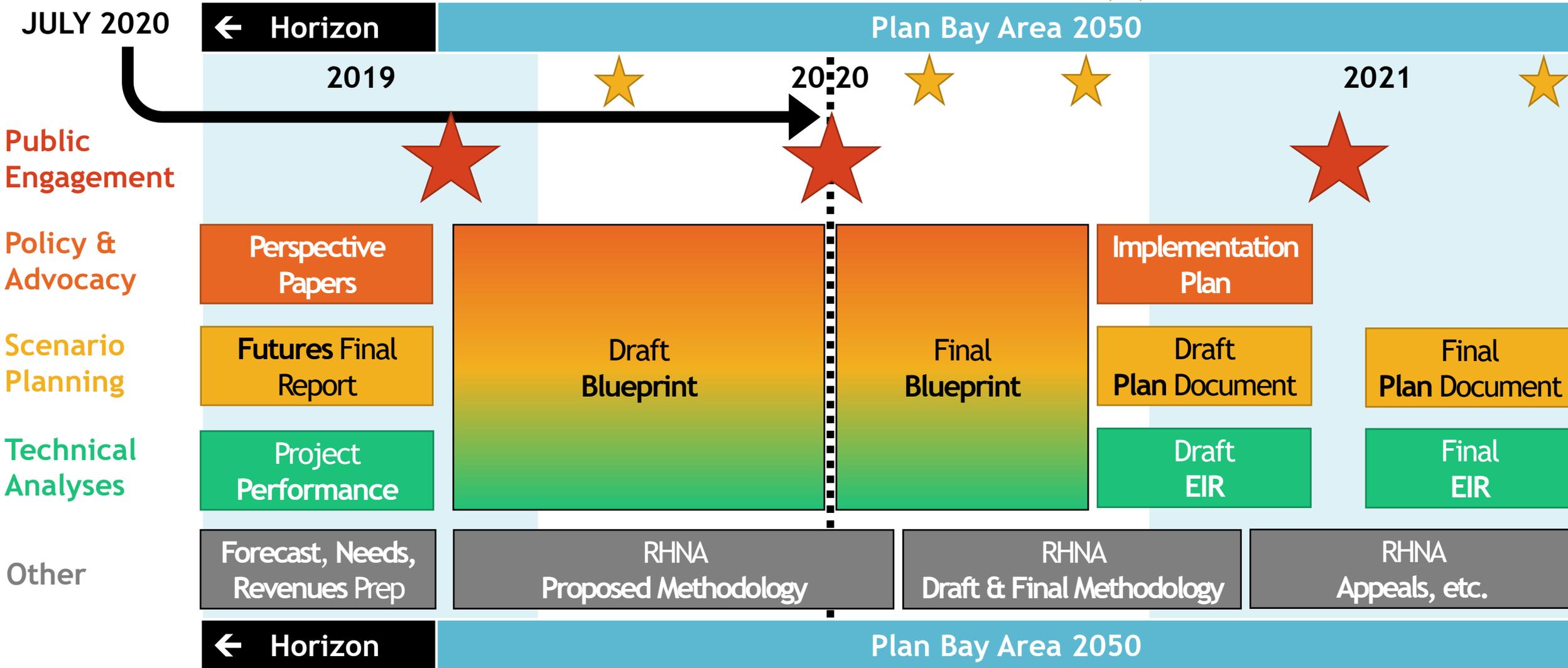
# Draft Blueprint: Key Findings

*July 2020*

*MTC/ABAG Regional Planning Program*

# Draft Blueprint: Major Milestone for Plan Bay Area 2050

★ = Major Policy Board Decisions



# The Draft Blueprint is built upon Horizon, which tested visionary strategies for an uncertain future.



Horizon explored dozens of bold strategies for the region's future, "stress testing" them against a broad range of external forces.

These included megaregional trends, technological shifts, and natural disasters, among others.

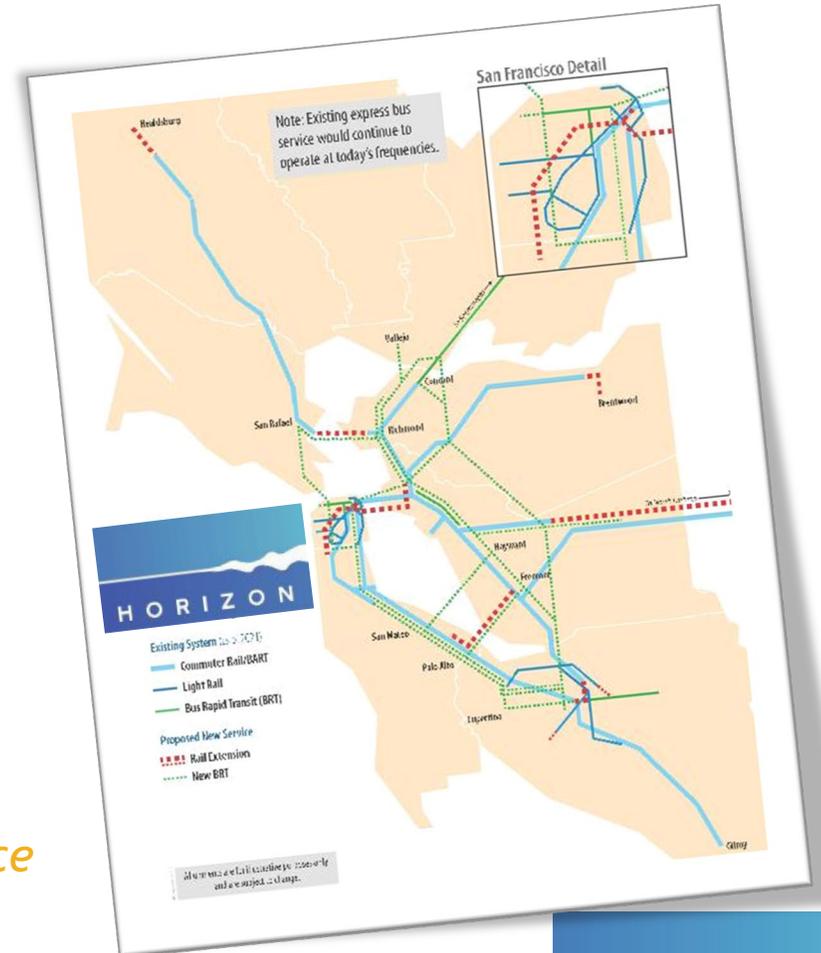
Strategies prioritized based upon:



*Resilience*



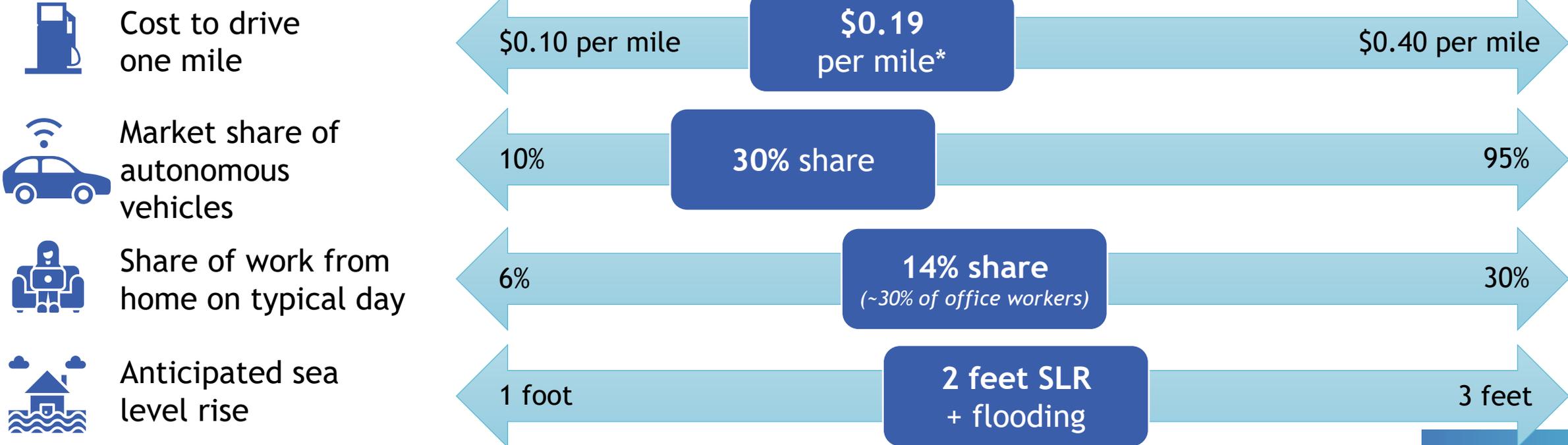
*Equity*



# Ultimately, some of the external forces our region may face in the decades ahead make it harder to achieve the regional vision.

## Examples of External Forces (2050)

## Range Explored in Horizon Futures vs. Plan Bay Area 2050 Draft Blueprint



Note: MTC/ABAG does not have independent authority to set external force levels for Plan Bay Area 2050. CARB regulates these assumptions in the manner prescribed by SB 375.

\* MTC/ABAG is specifically seeking a slightly higher auto operating cost from CARB in summer 2020.

# The Draft Blueprint integrates strategies to make progress towards the regional vision, despite the headwinds from external forces.

*Vision: Ensure by the year 2050 that the Bay Area is **affordable**, **connected**, **diverse**, **healthy** and **vibrant** for all.*



- **Transportation** Strategies
- **Housing** Geographies & Strategies
- **Economic** Geographies & Strategies
- **Environmental** Strategies

# Refresher: What is a strategy in the context of Plan Bay Area 2050?

What do we mean by “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 or legislative proposal**.

Who would implement 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/ABAG will be identified through a collaborative process for the Implementation Plan later this year.

How many strategies can we include in the Blueprint?

Plan Bay Area 2050 must be **fiscally constrained**, meaning that not every strategy can be integrated into the Plan given finite revenues available.





**3,000**

comments at fall 2019  
“pop-up” workshops

**9,900**

comments from *Mayor of Bayville* online tool



**90%**

of comments at fall 2019  
“pop-up” workshops  
supported the strategies  
advanced into Plan Bay  
Area 2050 Blueprint

# Draft Blueprint: 9 Themes and 25 Bold Strategies



Maintain and Optimize Existing Infrastructure



Create Healthy and Safe Streets



Enhance Regional and Local Transit



Reduce Risks from Hazards



Reduce Our Impact on the Environment

## 25 Strategies (Draft Blueprint Inputs)



Spur Housing Production and Create Inclusive Communities



Protect, Preserve, and Produce More Affordable Housing



Improve Economic Mobility



Shift the Location of Jobs



Refer to **Attachment B** for details on all 25 strategies in the Draft Blueprint.

# Draft Blueprint: Highlights in the COVID-19 Era



While Plan Bay Area 2050 is a 30-year vision for the Bay Area, many of the strategies approved for analysis by the Commission and ABAG Board in February have only become more timely, including...



**Advancing thousands of miles of safe bicycle & pedestrian facilities**

**Integrating protections from sudden rent hikes that accelerate displacement**

**Prioritizing strategies for essential workers, such as childcare subsidies**

**Protecting much-needed open space for the enjoyment of all residents**

# Draft Blueprint: Expanded Growth Geographies

## Protect



Areas outside Urban Growth Boundaries  
(including PCAs)



Unmitigated High Hazard Areas

## Prioritize



**Priority Development Areas (PDAs)**



**Priority Production Areas (PPAs)**



**Transit-Rich Areas\* (TRAs):**  
Frequent Regional Rail

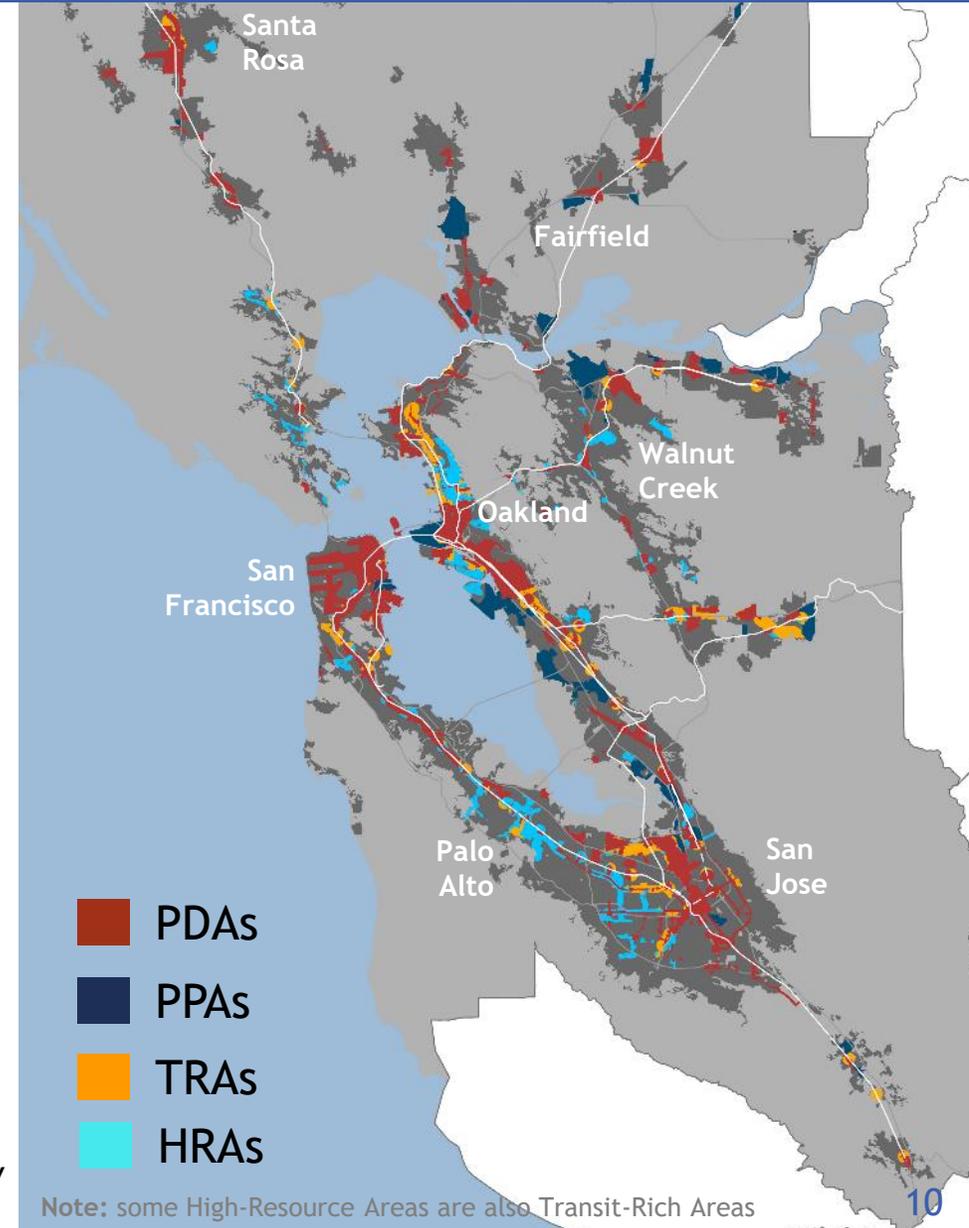


**TRAs\*:**  
All Other



**High-Resource Areas\* (HRAs)**

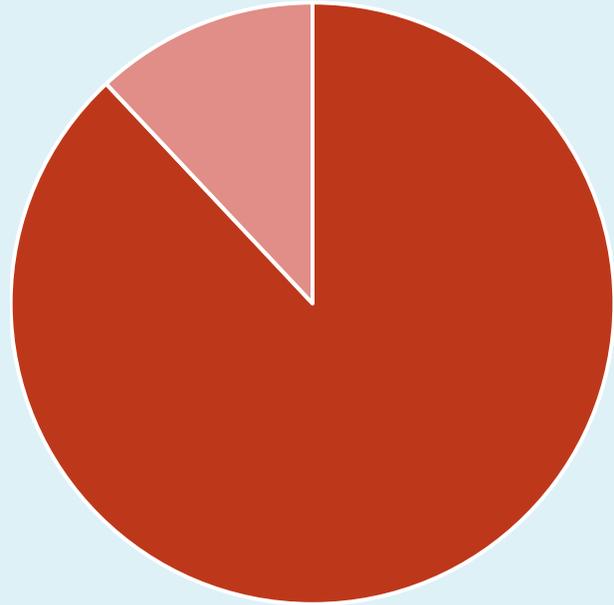
*\* Applies to all jurisdictions except those that have already nominated more than 50% of PDA-eligible areas*



# Draft Blueprint: New Revenues Required

## Transportation Element

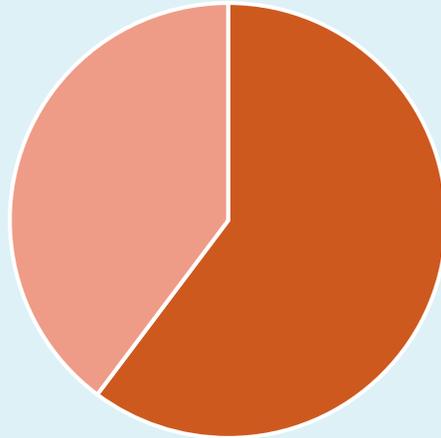
\$463 billion in existing funding  
\$63 billion in new revenues



■ Existing Revenues ■ New Revenues

## Housing Element

\$103 billion in existing funding  
\$68 billion in new revenues

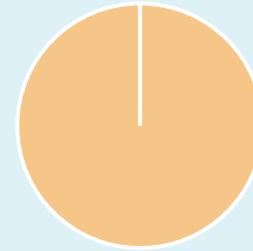


■ Existing Revenues ■ New Revenues

Remaining Needs:  
\$397 billion unfunded need  
for affordable housing ★

## Economy Element

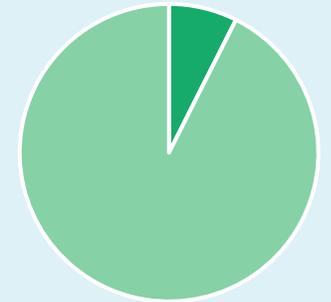
N/A in existing funding  
\$33 billion in new revenues



■ Existing Revenues ■ New Revenues

## Environment Element

\$3 billion in existing funding  
\$50 billion in new revenues

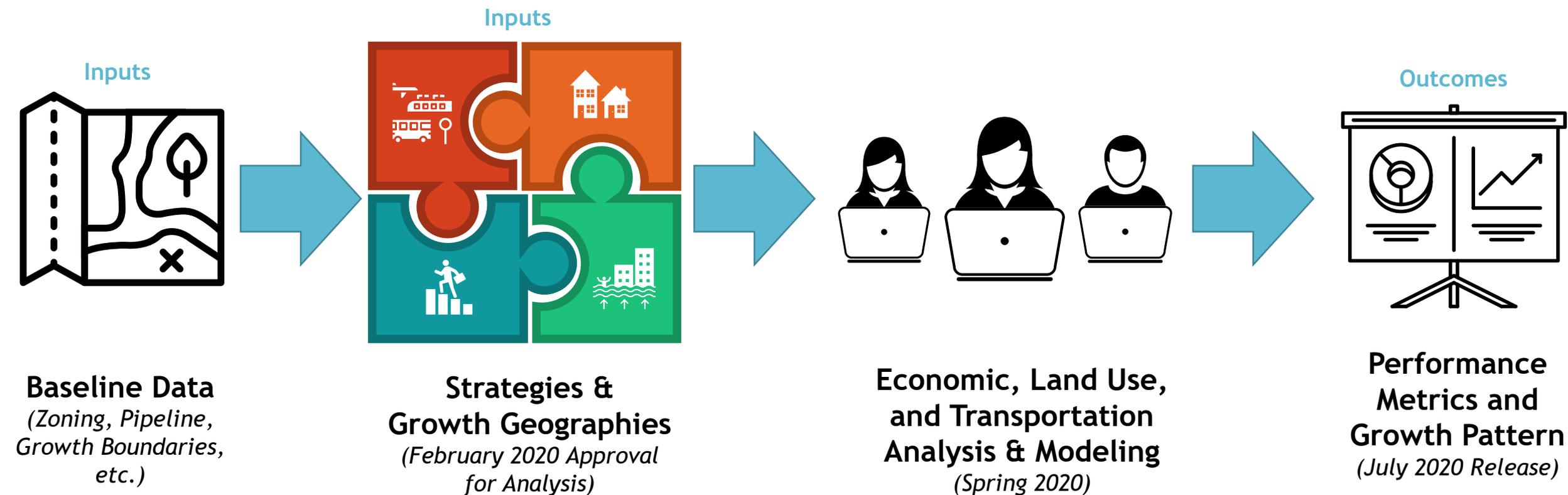


■ Existing Revenues ■ New Revenues

**Note:** some Transportation Element monies were reserved for Final Blueprint, so not all funds were expended in Draft Blueprint.

**Note:** as no Needs & Revenue work was done for Economy Element, we do not have a baseline accounting of local revenues for economic development.

# Draft Blueprint: How Did We Analyze It?



# What are the Potential Outcomes of the Draft Blueprint?

*(in an uncertain future...)*

# Draft Blueprint Highlights (1 of 2)

## Improved Affordability

Housing and transportation costs are significantly reduced, especially for low-income residents.



*% of household income spent on housing + transportation*

**57%**

in 2015

**48%**

in 2050

## More Permanently-Affordable Homes

New revenues enable a significant uptick in production of deed-restricted affordable homes.



*number of new permanently-affordable homes*

**400,000+**

by 2050

## More Growth Near Transit

Most new homes are focused in walkable communities with frequent transit service.



*% of all housing within 1/2 mile of high-frequency transit*

**32%**

in 2015

**43%**

in 2050

# Draft Blueprint Highlights (2 of 2)

## Lives Saved and Injuries Averted

Strategies to reduce vehicle speeds and build protected bike/ped infrastructure save lives.



*fatalities avoided due to Draft Blueprint strategies*

**>1,500**  
through 2050

## Greater Resilience to Hazards

Seismic retrofits and sea level rise infrastructure protect thousands of homes from damage.



*% of homes at risk protected*

**100% 98%**  
from quake from SLR

## Robust Economic Growth

Despite significant tax increases to pay for new strategies, Bay Area businesses continue to thrive.



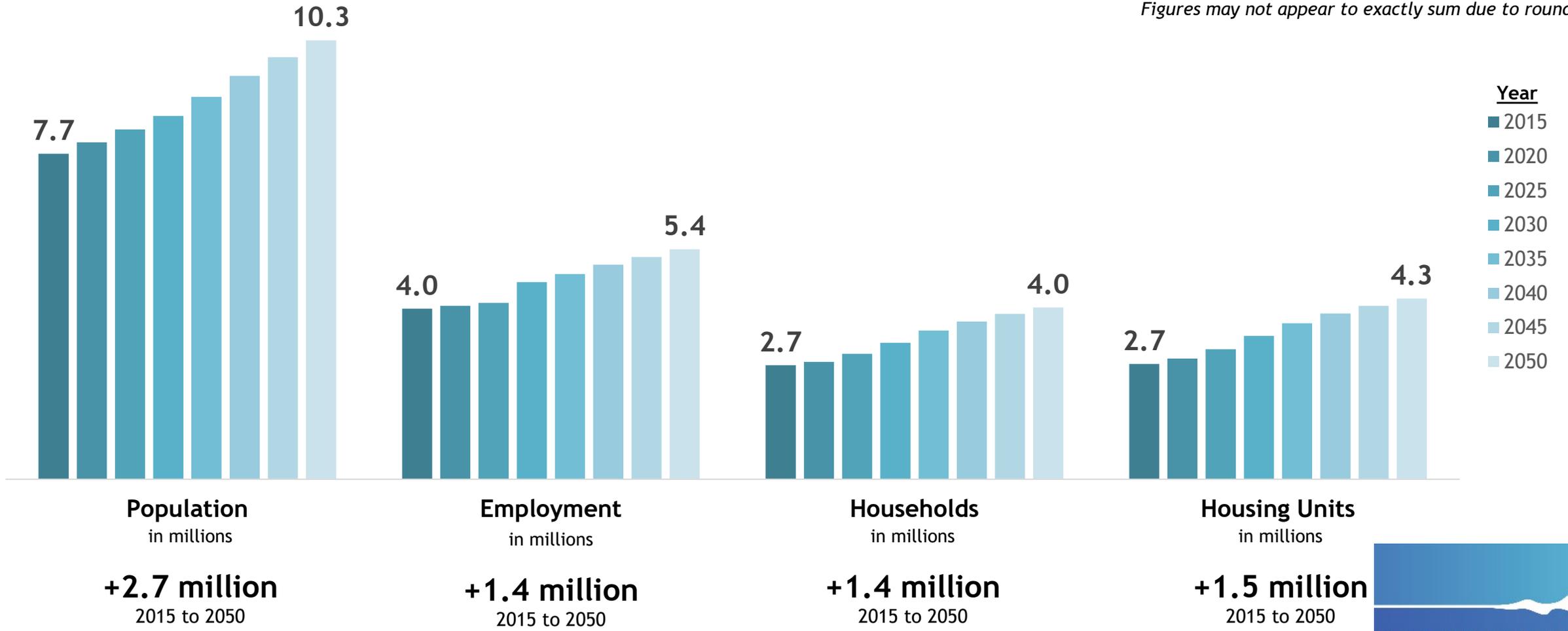
*growth in gross regional product per capita (constant \$)*

**+65%**  
by 2050

# The Draft Blueprint accommodates the needs of future residents by addressing historical underproduction of housing.

Regional Growth Forecast: Bay Area *Integrating COVID-19/Recession Impacts between 2020 and 2030*

*Figures may not appear to exactly sum due to rounding.*



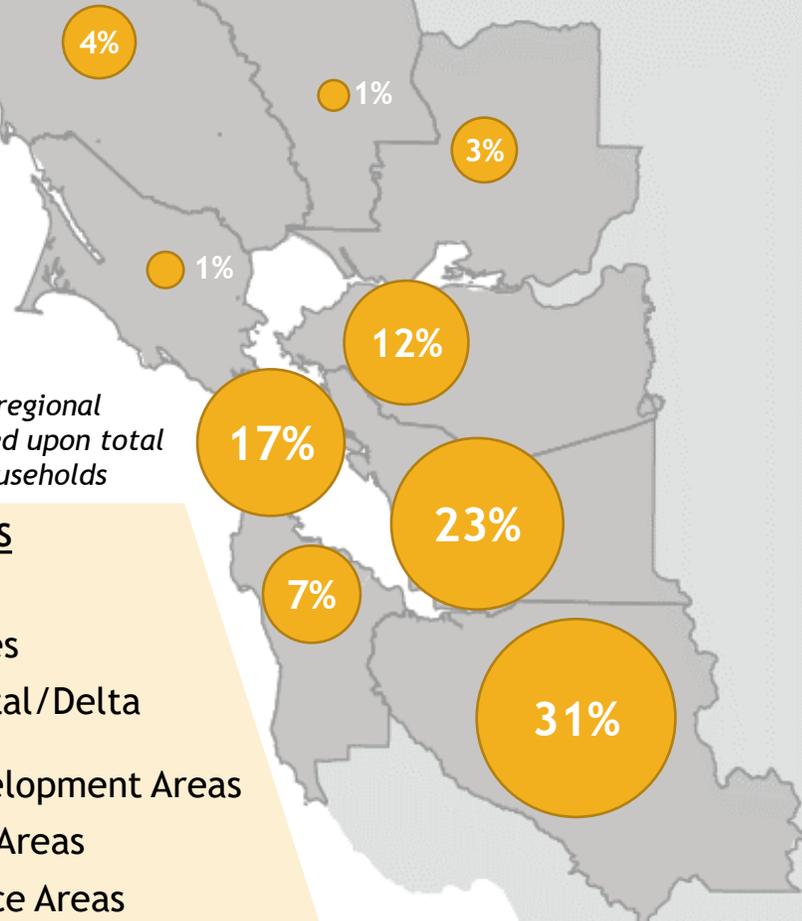
# Draft Blueprint: Housing Growth Pattern

For breakdowns on the subcounty level, please refer to Attachment C. Totals do not always sum to 100% due to rounding.

## Plan Bay Area 2040: 2010 to 2040 +0.8 million new households

**MAP LEGEND**  
X% County's share of regional growth, sized based upon total number of new households

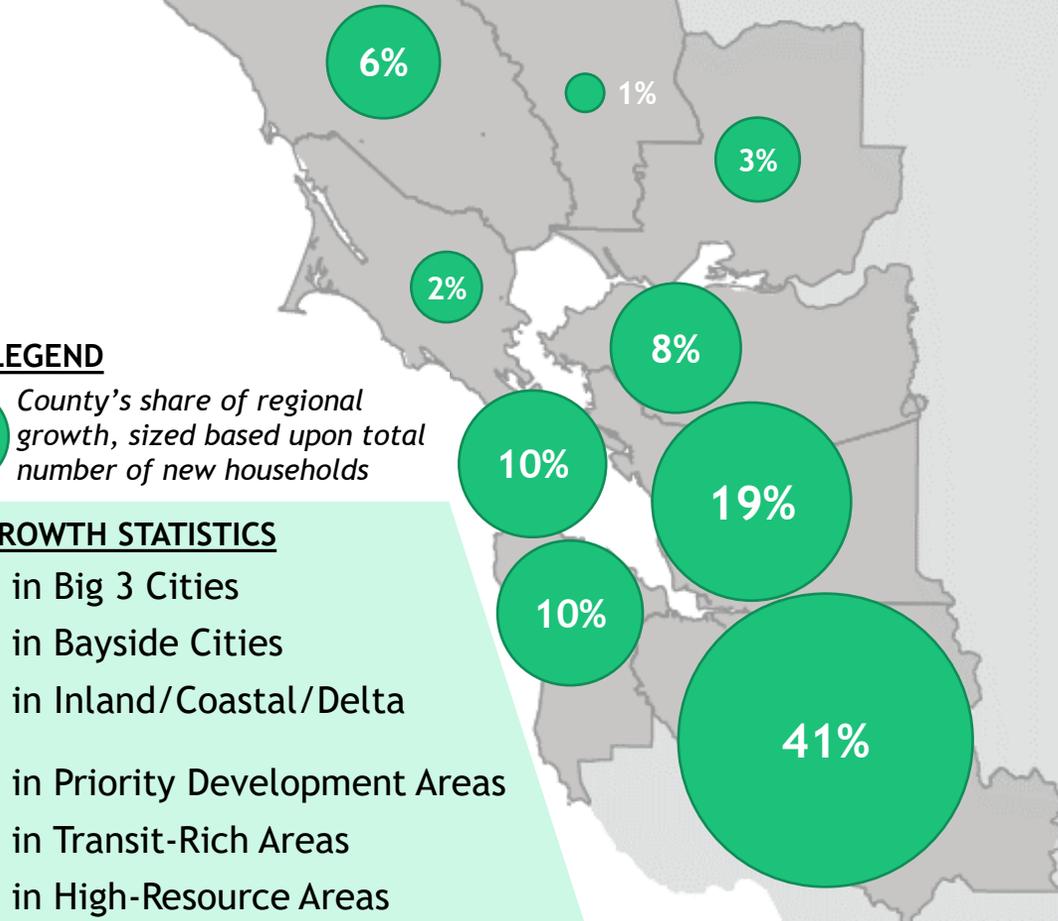
**KEY GROWTH STATISTICS**  
46% in Big 3 Cities  
33% in Bayside Cities  
21% in Inland/Coastal/Delta  
77% in Priority Development Areas  
61% in Transit-Rich Areas  
22% in High-Resource Areas



## Draft Blueprint: 2015 to 2050 +1.3 million new households

**MAP LEGEND**  
X% County's share of regional growth, sized based upon total number of new households

**KEY GROWTH STATISTICS**  
41% in Big 3 Cities  
37% in Bayside Cities  
22% in Inland/Coastal/Delta  
70% in Priority Development Areas  
70% in Transit-Rich Areas  
29% in High-Resource Areas



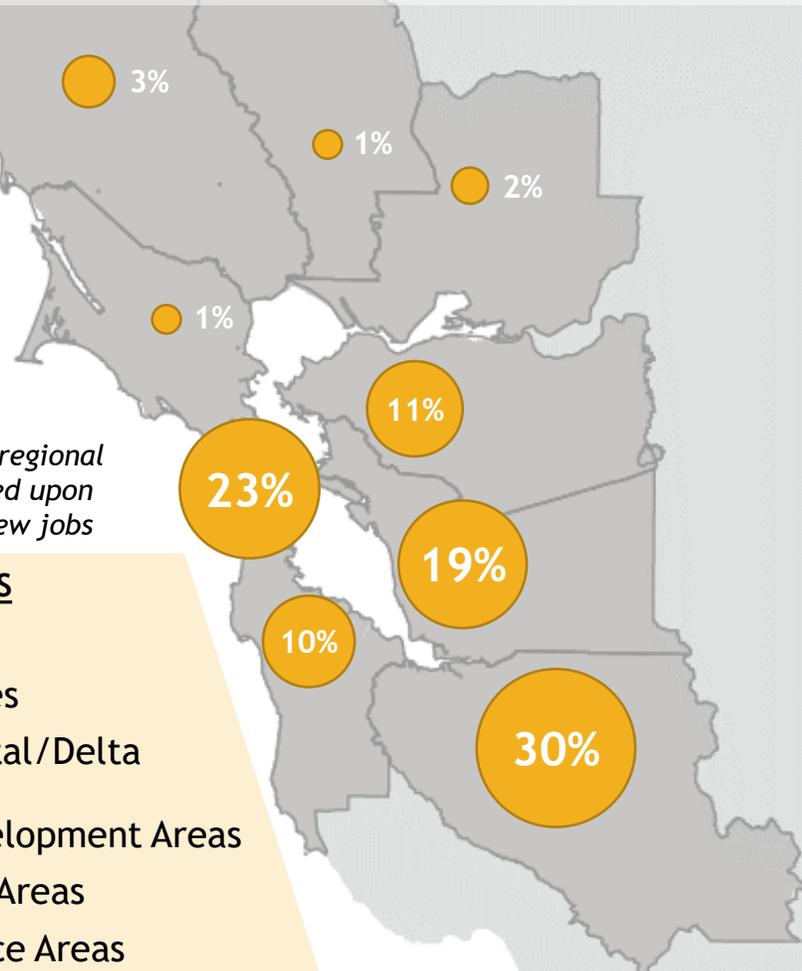
# Draft Blueprint: Jobs Growth Pattern

For breakdowns on the subcounty level, please refer to Attachment C. Totals do not always sum to 100% due to rounding.

## Plan Bay Area 2040: 2010 to 2040 +1.3 million new jobs

**MAP LEGEND**  
X% County's share of regional growth, sized based upon total number of new jobs

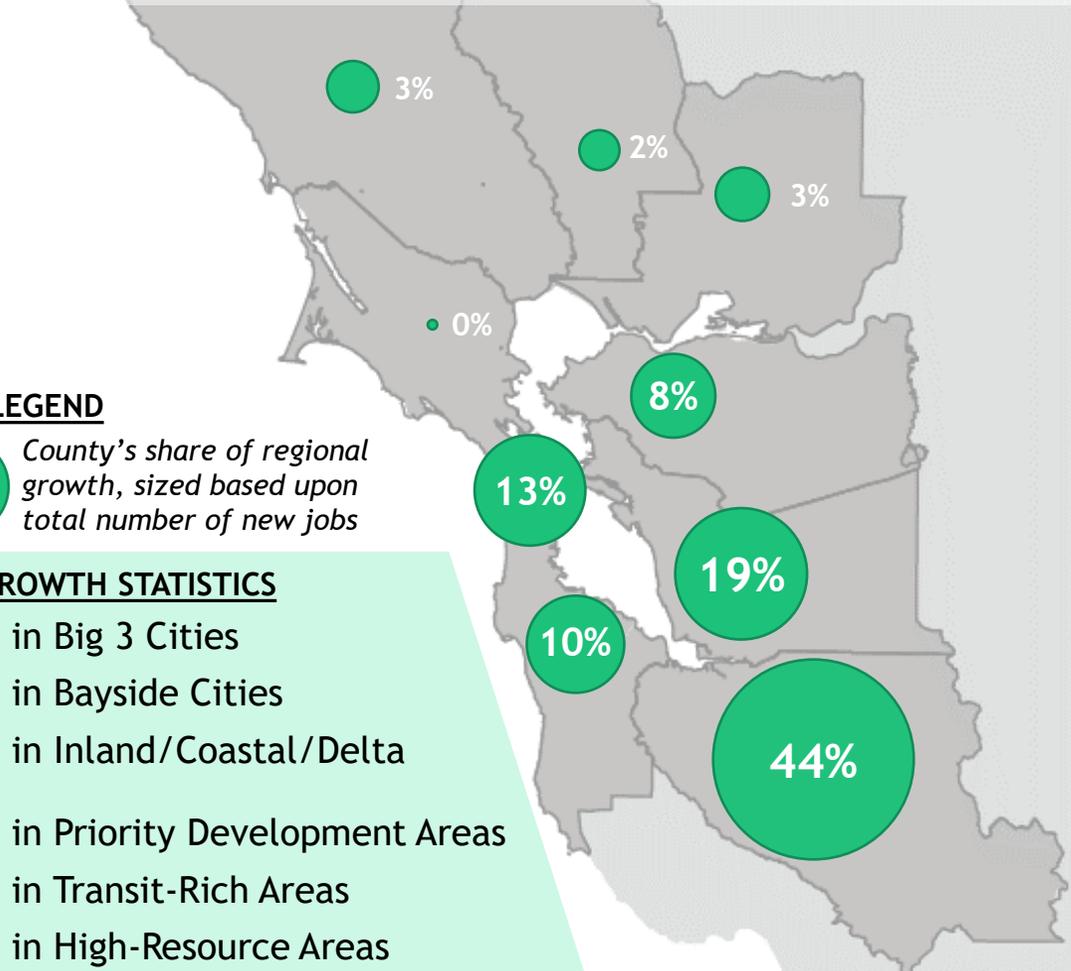
**KEY GROWTH STATISTICS**  
44% in Big 3 Cities  
40% in Bayside Cities  
17% in Inland/Coastal/Delta  
55% in Priority Development Areas  
59% in Transit-Rich Areas  
25% in High-Resource Areas



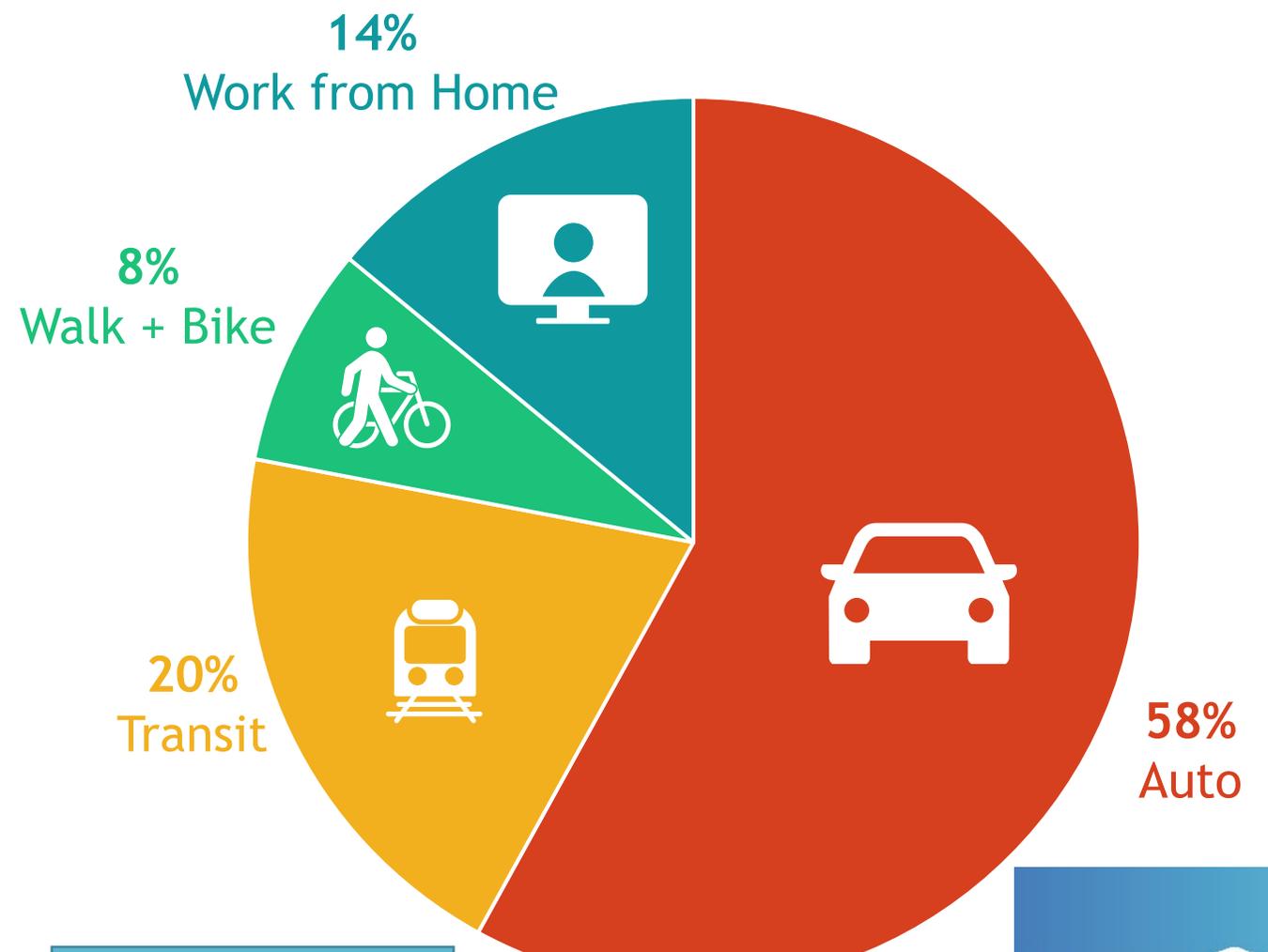
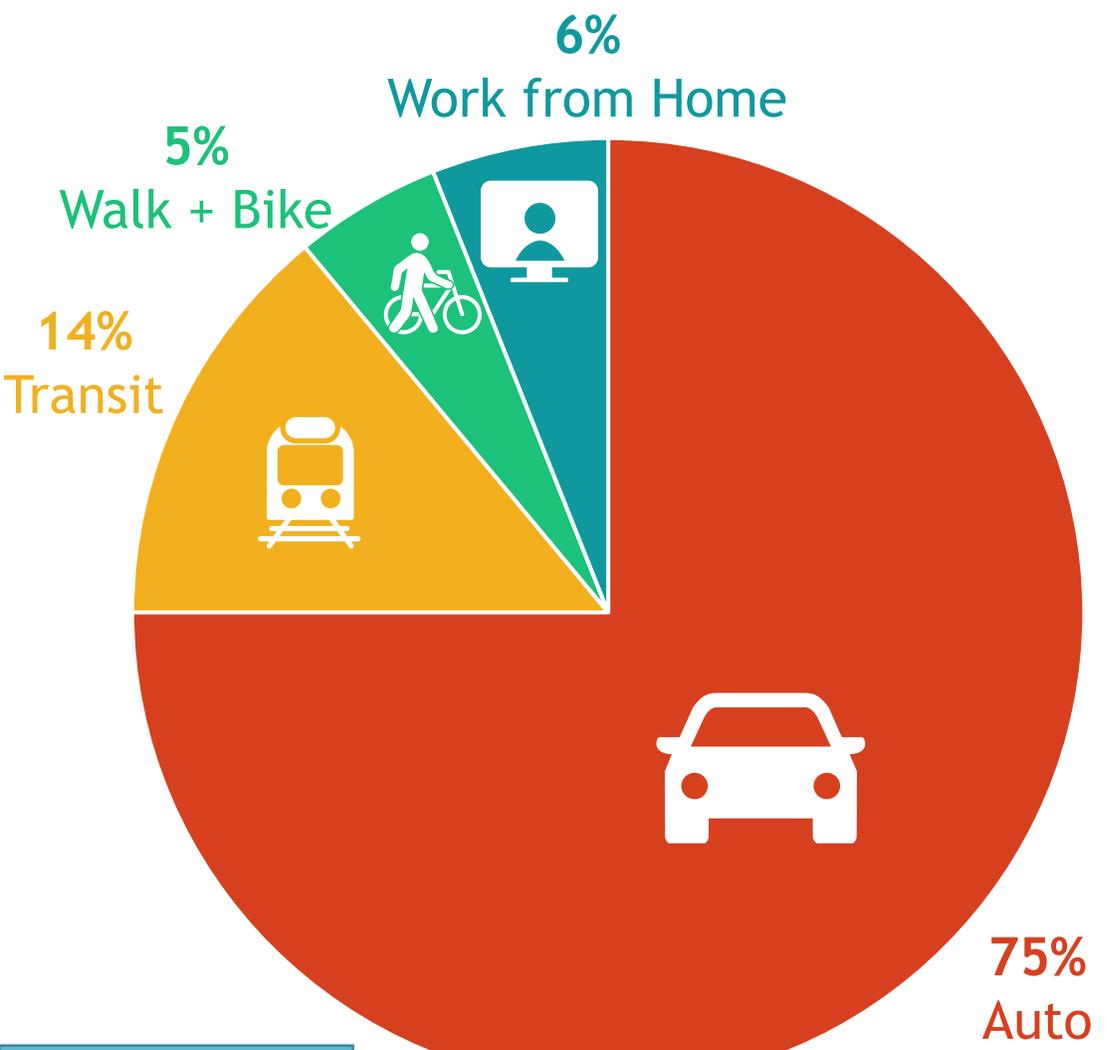
## Draft Blueprint: 2015 to 2050 +1.4 million new jobs

**MAP LEGEND**  
X% County's share of regional growth, sized based upon total number of new jobs

**KEY GROWTH STATISTICS**  
49% in Big 3 Cities  
35% in Bayside Cities  
16% in Inland/Coastal/Delta  
42% in Priority Development Areas  
50% in Transit-Rich Areas  
19% in High-Resource Areas



# Draft Blueprint: Commute Mode Choices

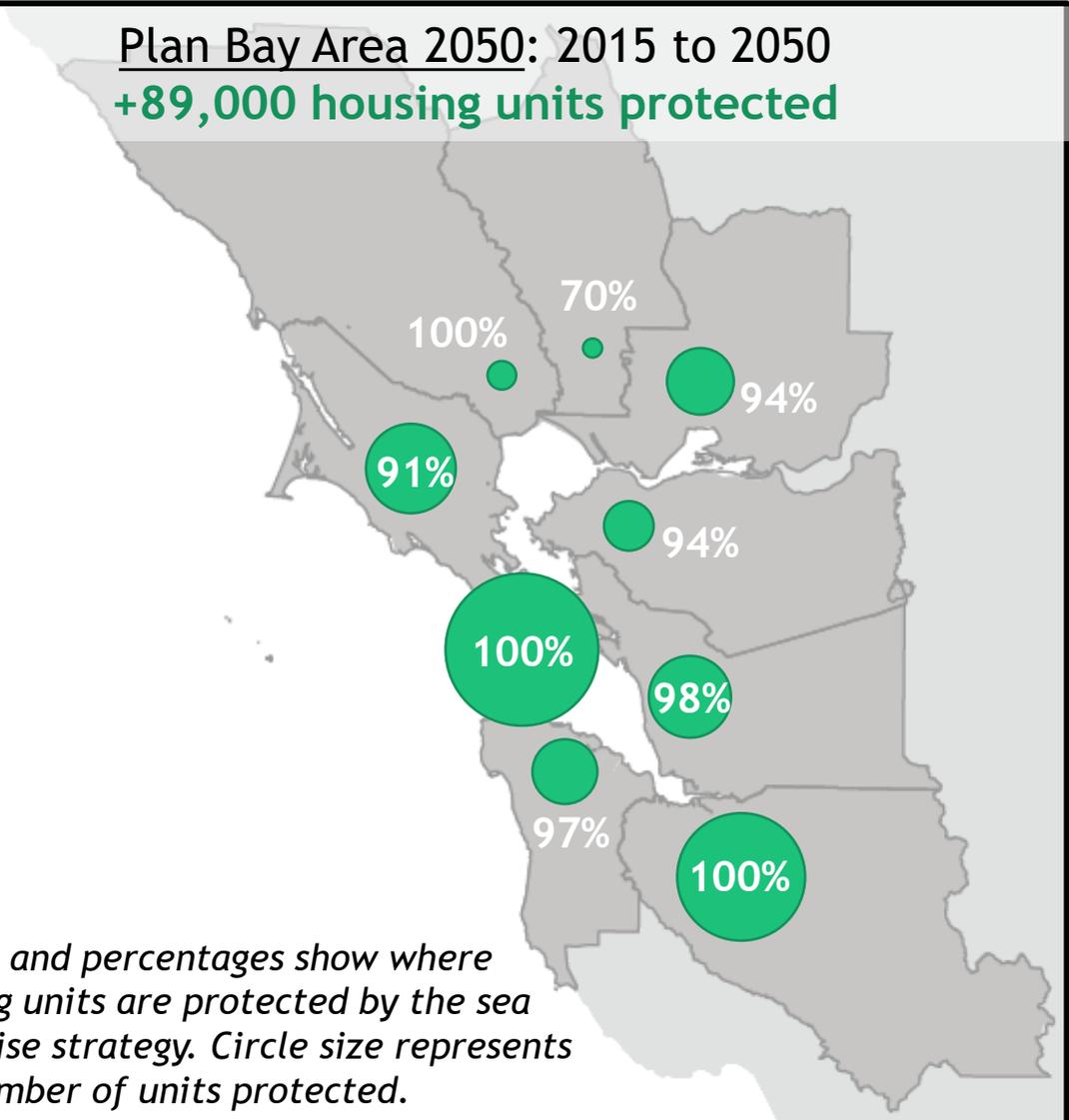


2015

2050 Blueprint

# Draft Blueprint: Sea Level Rise Protections

Plan Bay Area 2050: 2015 to 2050  
**+89,000 housing units protected**



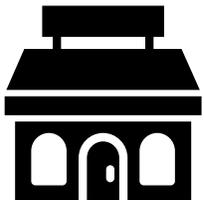
Circles and percentages show where housing units are protected by the sea level rise strategy. Circle size represents the number of units protected.



Housing

**89,000**  
units protected

**2,000**  
units still at risk



Jobs

**166,000**  
jobs protected

**10,000**  
jobs still at risk



Environment

**100,000**  
acres of marsh adaptation projects

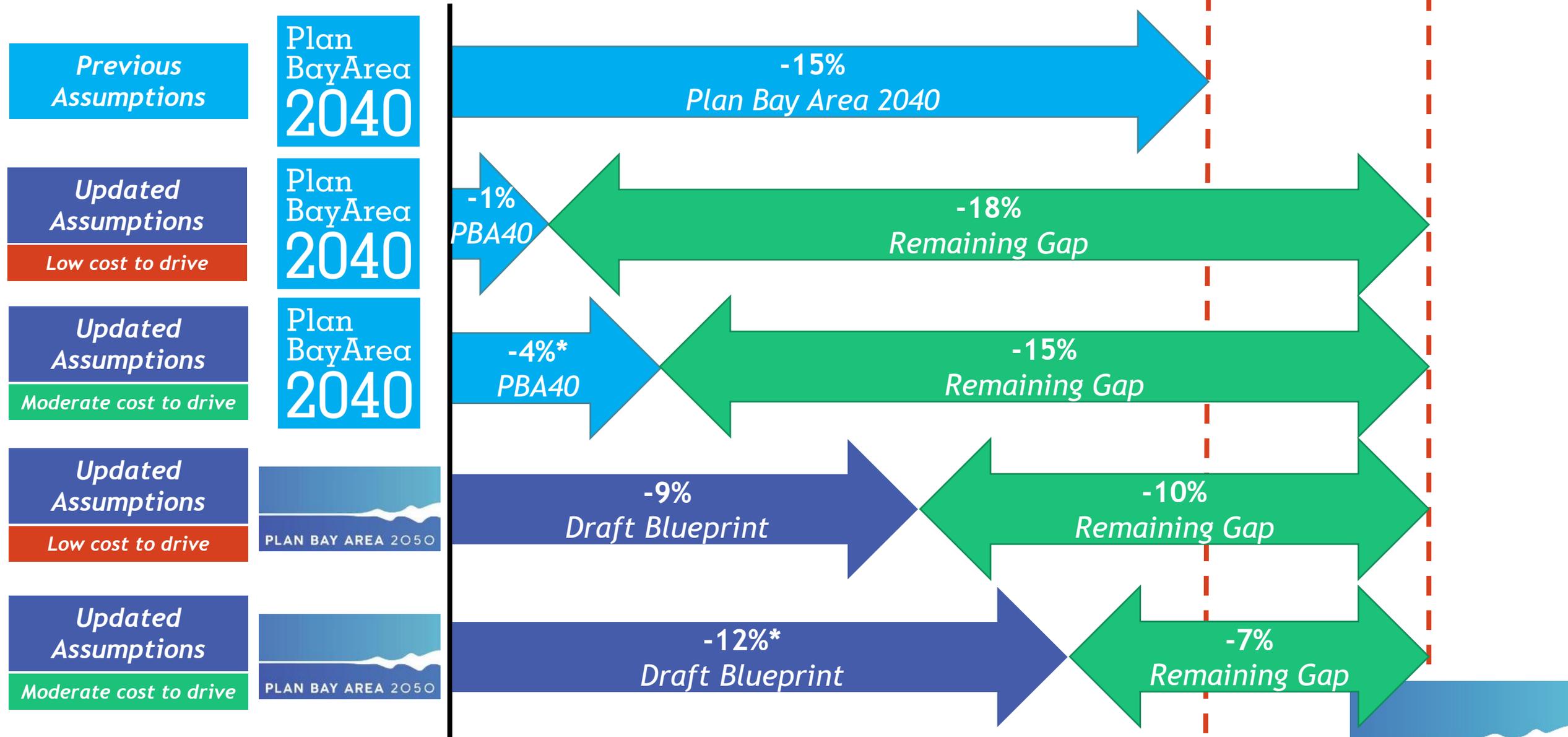


Transportation

**All major highway and rail corridors protected at 2 feet of sea level rise**

# Draft Blueprint: GHG

-15% per-capita Previous CARB Target | -19% per-cap. New Target



\* = approximated effect of higher auto operating cost based upon past analyses



# How Does the Draft Blueprint Align with Guiding Principles?

## Overarching Finding:

The Draft Blueprint strategies excel in ensuring future growth is more equitable and resilient than past generations. However, righting the wrongs of the 20<sup>th</sup> century would require even bolder action.

# Evaluating the Draft Blueprint

Staff developed **10 evaluation questions** - two for each Guiding Principle - based upon feedback from stakeholder workshops in fall 2019 and winter 2020.



- Will Bay Area residents spend less on housing and transportation?
- Will the Bay Area produce and preserve more affordable housing?



- Will Bay Area residents be able to access their destinations more easily?
- Will Bay Area residents have a transportation system they can rely on?



- Will Bay Area communities be more inclusive?
- Will Bay Area residents be able to stay in place?



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



- Will jobs and housing in the Bay Area be more evenly distributed?
- Will Bay Area businesses thrive?



Refer to **Attachment C** for all the metrics, including breakdowns by income level.

# Key Findings: A More Affordable Bay Area



- Will Bay Area residents spend less on housing and transportation?  
**Yes, with greater reductions for lower-income households.**
  - This will be the first Plan Bay Area that actually reduces housing cost burden, especially for lower-income households.
  - Means-based tolls are effective in mitigating most equity impacts, whereas means-based fares lead to cost burden reductions for low-income transit riders.
- Will the Bay Area produce and preserve more affordable housing?  
**Yes, but it remains short of existing regional needs.**
  - The Draft Blueprint has sufficient funding to permanently protect existing deed-restricted units and to produce approximately enough new units for all low-income household growth through 2050.



**Key Challenge for Final Blueprint: How do we further increase production of homes affordable to lower-income residents, especially in High-Resource Areas?**

# Key Findings: A More Connected Bay Area



- **Will Bay Area residents be able to access their destinations more easily?**  
**Yes for transit, no for auto.**
  - Access to jobs improves for public transit, particularly in Communities of Concern, thanks to bus and BART investments in the Draft Blueprint.
  - Rising traffic congestion, combined with reduced speed limits, play a role in reducing automobile access to destinations.
- **Will Bay Area residents have a transportation system they can rely on?**  
**Depends on the highway corridor and transit operator.**
  - Means-based tolls help reduce congestion on key corridors, but toll rates are insufficient to mitigate all impacts of a growing population.
  - While the New Transbay Rail Crossing addresses Transbay capacity constraints, transit crowding challenges continue to grow elsewhere, especially on express buses and rail systems.



**Key Challenge for Final Blueprint: How can new or expanded strategies better address traffic congestion and transit overcrowding?**

# Key Findings: A More Diverse Bay Area



- **Will Bay Area communities be more inclusive?**  
**Only High-Resource Areas become more inclusive.**
  - Reducing barriers to housing production in High-Resource Areas allows for an increase in the amount of deed-restricted affordable housing in historically-exclusive areas.
  - However, many Transit-Rich Areas are at risk of gentrification, as the Blueprint forecasts an increasingly wealthy demographic profile.
- **Will Bay Area residents be able to stay in place?**  
**Not over the long-term without further mitigations.**
  - Low-income residents continue to be at a high risk of displacement, especially in Communities of Concern; robust renter protections do not provide meaningful long-term relief.



**Key Challenge for Final Blueprint: How can we reduce risk of displacement so more residents can remain in place?**

# Key Findings: A Healthier Bay Area



- Will Bay Area residents be healthier and safer? **Yes, but more gains are needed for road safety.**
  - Nearly all homes at risk of sea level rise are protected by Draft Blueprint resilience investments.
  - While reduced speed limits save more than 1,500 lives through 2050, expanded strategies would be required to reach Vision Zero.
- Will the environment of the Bay Area be healthier and safer? **Yes, but more reductions are needed for greenhouse gas emissions (GHG).**
  - While the Draft Blueprint strategies make significant headway, a concerted effort in the Final Blueprint will be necessary if the Bay Area intends to close the sizeable remaining gap.



**Key Challenge for Final Blueprint: How do we close the greenhouse gas emissions gap in a sustainable and equitable manner?**

# Key Findings: A More Vibrant Bay Area



- **Will jobs and housing be more balanced? It depends.**
  - Higher-income jobs continue to cluster in Silicon Valley, even as workers may choose to work from home multiple days per week.
  - While job centers like San Francisco and Silicon Valley become more balanced, housing-rich communities in the East Bay and North Bay see more limited job growth.
- **Will Bay Area businesses thrive? Yes, select industries are anticipated to see robust growth.**
  - The Bay Area economy is projected to rebound robustly in the decades ahead; additional tax measures enable some of these gains to more equitably shared by all Bay Area residents.



**Key Challenge for Final Blueprint:** How could more ambitious strategies be employed to shift jobs closer to the region's workforce?

# 5 Key Challenges for Final Blueprint - Seeking Solutions!

<p>How do we further increase production of homes affordable to lower-income residents, especially in High-Resource Areas?</p>	<p>A larger regional measure for affordable housing?</p>	<p>More strategic investment in High-Resource Areas?</p>	<p>Expanded affordability requirements in new TODs?</p>	<p>Support for modular housing and lower-cost techniques?</p>
<p>How can new or expanded strategies better address traffic congestion and transit overcrowding?</p>	<p>New strategies related to regional rail &amp; express bus?</p>	<p>More funding for bike &amp; pedestrian infrastructure?</p>	<p>Redesign transit system with key timed transfers?</p>	<p>More corridors with means-based all-lane tolling?</p>
<p>How can we reduce risk of displacement so more residents can remain in place?</p>	<p>Supportive services in Communities of Concern?</p>	<p>More affordable housing in Transit-Rich Areas?</p>	<p>Workforce training programs?</p>	<p>Pilot universal basic income?</p>
<p>How do we close the greenhouse gas emissions gap in a sustainable and equitable manner?</p>	<p>50% telecommute mandate for big employers?</p>	<p>Exponentially grow regional subsidies for EVs?</p>	<p>Require GHG offsets for all highway projects?</p>	<p>Reform on- and off-street parking policies?</p>
<p>How could more ambitious strategies be employed to shift jobs closer to the region's workforce?</p>	<p>Expand jobs-housing impact fees?</p>	<p>Office development caps in West &amp; South Bay?</p>	<p>Tax subsidies to woo major employers?</p>	

# Listening and Learning from CBO Focus Groups

## Highlighted Quotes from Spring 2020 Listening Sessions on Draft Blueprint

A more comprehensive report on Public Engagement activities is slated for September 2020.

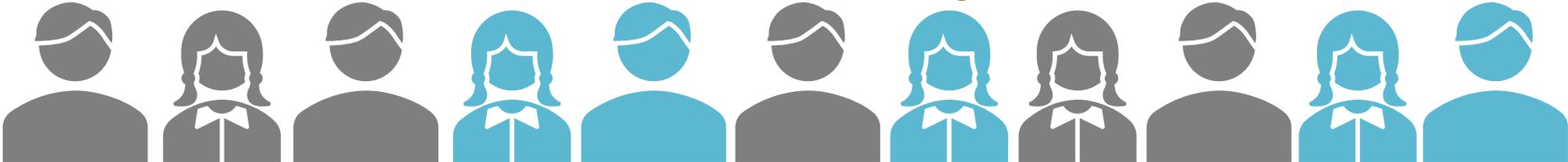
*This is not just about jobs but about what kind of jobs.*

*10 to 20 percent affordable housing is simply not sufficient.*

*Time transfers so they actually work for people, especially those with disabilities!*

*There are barriers to applying for housing, such as having a criminal record.*

*Any greening of the community will cause gentrification and displacement.*



# Transitioning to the Final Blueprint Phase:

Seeking Input from the Bay Area!



## Upcoming Summer 2020 Blueprint Engagement

Also:

- Office hours
- Flyers/surveys
- Listening line
- Official comment period
- Statistically-valid poll

9

county-specific  
virtual public  
workshops

3

virtual  
stakeholder  
workshops

5

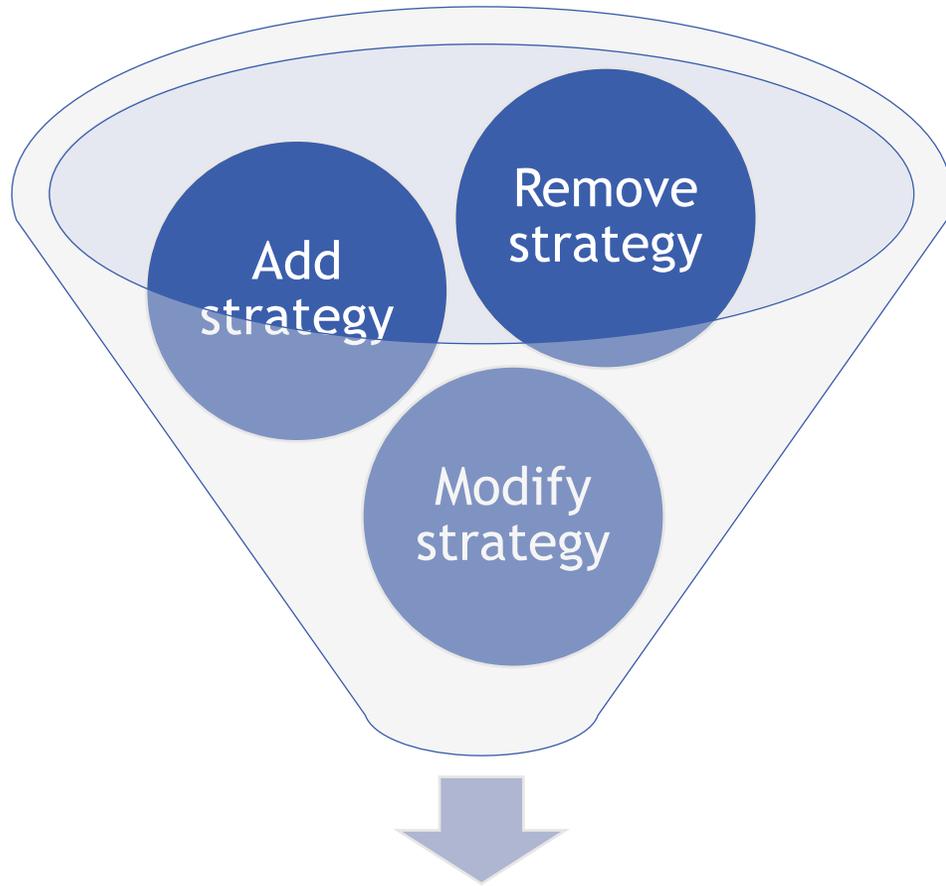
telephone town  
halls

7

focus groups in  
community  
organizations

# Looking for Input:

How can we address these remaining challenges in the Final Blueprint?



Final Blueprint

- We look forward to getting input from elected officials, the public, and stakeholder organizations on **equitable and resilient strategies to advance the Plan Vision of an affordable, connected, diverse, healthy, and vibrant Bay Area.**
- We've already started this process with the Transportation Element - **projects with performance challenges were identified early** and project sponsors have made commitments to address many of them. Work on this strand continues through September - **but transportation projects are just one small piece of the puzzle.**

# What's Next?



July

- Release of Draft Blueprint
- Virtual Workshops & Engagement

Mid-August

- Close of Blueprint Comment Period
- Strategy Refinements for Final Blueprint

September

- Report Out on Public & Stakeholder Engagement
- MTC/ABAG Action on Final Blueprint Strategies & Geographies

December

- Release of Final Blueprint
- MTC/ABAG Action on Preferred Alternative for Plan Bay Area 2050 EIR

## Questions/Comments?

For more information: refer to Attachments B and C in your packet or go to [planbayarea.org](http://planbayarea.org).

Contact info: Dave Vautin,  
[dvautin@bayareametro.gov](mailto:dvautin@bayareametro.gov)

PLAN BAY AREA 2050

# HELP US DRAFT THE BLUEPRINT.



## DRAFTING THE BLUEPRINT

### WHAT IS THE PLAN?

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 will integrate strategies for transportation, housing, the environment and the economy and lead the Bay Area toward a future that is affordable, connected, diverse, healthy, and vibrant for all by 2050.

### WHAT REQUIREMENTS MUST THE PLAN MEET?

Among many statutory requirements, the Plan must be fiscally constrained and rely on reasonably expected revenues; it must meet or exceed a 19 percent per-capita GHG reduction target for light-duty vehicles by 2035; and it must plan for sufficient housing at all income levels.

### WHAT IS THE DRAFT BLUEPRINT?



Creating the Blueprint is the first step toward developing Plan Bay Area 2050. The Draft Blueprint integrates 25 equitable and resilient proposed strategies from the Horizon initiative and offers bold solutions to address nine primary objectives across key areas including: transportation, housing, the environment and the economy.

### 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/ABAG will be identified through a collaborative process for the Implementation Plan in late 2020. **See inside to learn more about the Draft Blueprint's objectives and proposed strategies.**

## WHAT ABOUT PUBLIC INPUT? WHAT'S NEXT?

In addition to robust analysis conducted as part of the Horizon initiative and ongoing feedback from elected officials, thousands of comments from Bay Area residents and stakeholders helped define and refine the 25 proposed Blueprint strategies. Staff will now conduct a detailed analysis and report back on outcomes from the Draft Blueprint strategies this spring. Planned public engagement will provide additional opportunities for strategies and projects to be revised and integrated into the Final Blueprint, with the Final Blueprint scheduled for completion later in 2020.

# DRAFT BLUEPRINT STRATEGIES

## OBJECTIVES



## TRANSPORTATION STRATEGIES

### 1. Maintain and Optimize Existing Infrastructure



**Operate and Maintain the Existing System.** Commit to operate and maintain the Bay Area's roads and transit infrastructure, while ensuring that all Priority Development Areas have sufficient transit service levels.

**Enable Seamless Mobility with Unified Trip Planning and Fare Payments.** Develop a unified platform for trip planning and fare payment to enable more seamless journeys.

**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.

**Implement Per-Mile Tolling on Congested Freeways with Transit Alternatives.** Apply a per-mile charge on auto travel on select highly-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.

### 2. Create Healthy and Safe Streets



**Build a Complete Streets Network.** Enhance streets to promote walking, biking, and other micromobility through sidewalk improvements and 7,000 miles of bike lanes or multi-use paths.

**Advance Regional Vision Zero Policy through Street Design and Reduced Speeds.** Reduce speed limits to 25 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.

### 3. Enhance Regional and Local Transit



**Advance Low-Cost Transit Projects.** Complete a limited set of transit projects that performed well in multiple futures and require limited regional dollars to reach fully-funded status.

**Build a New Transbay Rail Crossing.** Address overcrowded conditions during peak commute periods and add system redundancy by adding a new Transbay rail crossing connecting the East Bay and San Francisco.

## OBJECTIVES



## ECONOMIC STRATEGIES

### 4. Improve Economic Mobility



**Expand Childcare Support for Low-Income Families.** Provide a 50 percent childcare subsidy to low-income households with children under 5, enabling more parents with young children to remain in (or to enter) the workforce.

**Create Incubator Programs in Economically-Challenged Areas.** Fund pre-incubation services or technical assistance for establishing a new business, as well as access to workspaces, and mentorship and financing in disadvantaged communities.

**Retain Key Industrial Lands through Establishment of Priority Production Areas.** Implement local land use policies to protect key industrial lands identified as Priority Production Areas, including preservation of industrial zoning.

### 5. 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.

**Assess Transportation Impact Fees on New Office Developments.** Apply expanded county-specific fees on new office development that reflects associated transportation impacts.

**Assess Jobs-Housing Imbalance Fees on New Office Developments.** Apply a regional jobs-housing linkage fee to generate funding for affordable housing when new office development occurs in job-rich places, thereby incentivizing more jobs to locate in housing-rich places.



## OBJECTIVES



## HOUSING STRATEGIES

## 6. Spur Housing Production and Create Inclusive Communities



**Allow a Greater Mix of Housing Types and Densities in Growth Areas.** 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.

**Reduce Barriers to Housing Near Transit and in Areas of High Opportunity.** Reduce parking requirements, project review times, and impact fees for new housing in Transit-Rich and High-Resource Areas, while providing projects exceeding inclusionary zoning minimums even greater benefits.

**Transform Aging Malls and Office Parks into Neighborhoods.** Transform aging malls and office parks into mixed-income neighborhoods by permitting new land uses and significantly reducing development costs for eligible projects.

## 7. Protect, Preserve, and Produce More Affordable Housing



**Fund Affordable Housing Protection, Preservation and Production.** Raise an additional \$1.5 billion in new annual revenues to leverage federal, state, and local sources to protect, preserve and produce deed-restricted affordable housing.

**Require 10 to 20 Percent of New Housing to be Affordable.** Require at least 10 percent to 20 percent of new housing developments of 5 units or more to be affordable to low-income households, with the threshold defined by market feasibility as well as access to opportunity and public transit.

**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.

## OBJECTIVES



## ENVIRONMENTAL STRATEGIES

## 8. 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.

**Modernize Existing Buildings with Seismic, Wildfire, Drought, and Energy Retrofits.** Adopt new building ordinances and incentivize retrofits to bring existing buildings up to higher seismic, wildfire, water and energy standards, providing means-based subsidies to offset impacts.

## 9. Reduce Our Impact on the Environment



**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.

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

**Expand the Climate Initiatives Program.** Expand MTC's Climate Initiatives Program, which includes investments in transportation demand management and electrification incentive programs, while simultaneously working with the Air District and the State to reduce greenhouse gas emissions for other transportation sectors.

# 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 Draft Blueprint.



**AFFORDABLE**



Consistent regional means-based discounts for fares and tolls.



**CONNECTED**



Service frequency increases in both high-ridership corridors and in currently-undeserved PDAs.



**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**



Incubator programs and childcare support designed to enable greater economic mobility.

## TELL US WHAT YOU THINK!

MTC and ABAG will hold public workshops all around the Bay Area later in 2020 and invite you to help shape the Plan Bay Area 2050 Blueprint. We want to find out what you – and your family, friends, and neighbors – have to say about the 25 proposed strategies and how these strategies could influence the way we will live, work and travel in the Bay Area over the next generation.

MTC and the ABAG Executive Board are scheduled to adopt a Final Blueprint in fall 2020. We look forward to hearing from you!

Visit [planbayarea.org](http://planbayarea.org) to learn more or to check the schedule of public workshops. You can also follow MTC BATA on social media.

**SPRING**

- Release Draft Blueprint Outcomes and Growth Pattern

**SUMMER**

- Revise Strategies for Final Blueprint
- Stakeholder and Public Workshops

**FALL**

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

**WINTER**

- Environment Analysis



MTCBATA

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@mtcbata

#BayArea2050





# EQUITY AND PERFORMANCE OUTCOMES

The Plan Bay Area 2050 Draft Blueprint is a package of 25 transformational strategies that aim to make the Bay Area more affordable, connected, diverse, healthy and vibrant for all. Strategies are either public policies or packages of investments that could be advanced on the local, regional or state levels. This document describes the outcomes of the Draft Blueprint based upon the strategies approved by the MTC and ABAG Boards in February (refer to [strategies document](#) for more information).

## What Does This Document Include?

- 1 | How Does the Draft Blueprint Allocate Anticipated Revenues Toward Strategies?
- 2 | How Does the Draft Blueprint Influence the Regional Growth Pattern?
- 3 | What are the Key Equity and Performance Outcomes of the Draft Blueprint?
- 4 | What are the Key Takeaways from the Draft Blueprint?
- 5 | How Did We Analyze the Draft Blueprint?
- 6 | What's Next, COVID-19 Impacts on Final Blueprint, and How You Can Get Involved

## Key Definitions in Metrics

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

**2050 Trend** Reflects the 2050 outcomes if population and job growth continue according to the Plan Bay Area 2050 Growth Forecast and all Draft Blueprint land use strategies are implemented, without any changes to the transportation system (**only available for transportation metrics**).

**2050 Blueprint** Reflects 2050 outcomes with all 25 Draft Blueprint strategies.

**LIHH** Low-Income Households with household incomes less than \$45,000 in today's dollars; shown where feasible to parse out equity impacts.

**CoCs** Communities of Concern; 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** Areas within 1/2 mile of a rail station, ferry terminal or frequent bus stop (every 15 minutes or less) consistent with MTC/ABAG-adopted criteria.

**Priority Production Areas** Industrial districts that support industries that are critical to the functioning of the Bay Area economy and are home to "middle wage" jobs.

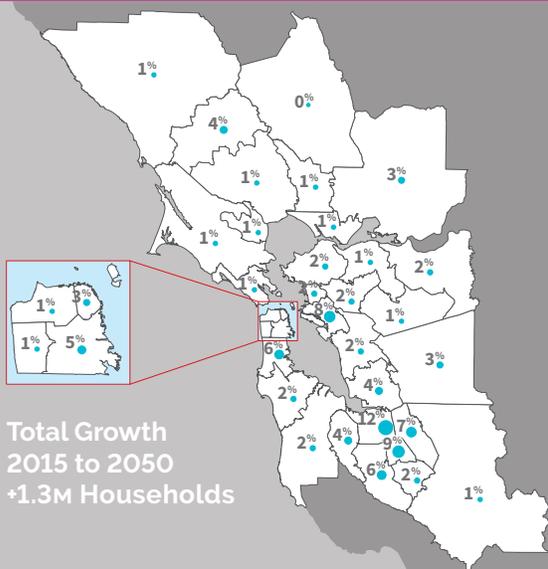
## 1 | How Does the Draft Blueprint Assign Anticipated Revenues Toward Strategies?

The Draft Blueprint anticipates total inflation-adjusted revenues of \$783 billion across four topic areas of Transportation, Housing, Economy and Environment during the Plan period from 2021 to 2050, integrating the impacts of the COVID-19 recession as well as future regional revenue measures. The chart below highlights how these revenues are assigned among various strategies. Zero-cost strategies (e.g., increased development capacity for housing) that do not require significant financial investment are not shown. On the right, key metrics help characterize the investments. **NOTE: There is a \$66 billion reserve in the Transportation Element for Final Blueprint strategies not included in the Draft Blueprint; this reserve can help fund other county and regional priorities like Express Lanes and commuter rail lines.**

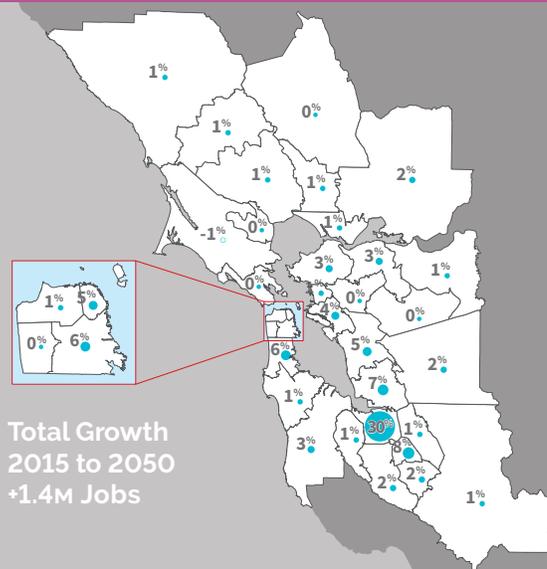
Strategy		Funding	Share of Total Topic Area Investment	Key Metrics		
TRANSPORTATION \$526B	Maintain Existing System	\$392B	75%	Funding by Mode: Maintain System	Transit	70%
	Optimize System: Transit Fare Policy Reform	\$10B	2%		Road/Bike/Ped	30%
	Optimize System: Seamless Mobility	\$0.1B	.2%	Funding by Mode: All Other Strategies	Transit	79%
	Optimize System: Freeway Tolling	\$1B	.2%		Road	4%
	Safe Streets: Complete Streets Network	\$7B	1%		Bike/Ped	17%
	Safe Streets: Regional Vision Zero Policy	\$1B	.2%	Benefits for Low-Income Households	Share of Population	24%
	Projects: Low-Cost High-Performing Transit	\$20B	4%		Share of Road Funding	27%
	Projects: New Transbay Rail Crossing	\$29B	6%		Share of Transit Funding	44%
	(Not in Draft) Projects: Other Regional Priorities	\$22B	4%	Benefits for Minorities	Share of Population	60%
	(Not in Draft) Projects: County Priorities	\$44B	8%		Share of Road Funding	52%
			Share of Transit Funding		63%	
HOUSING \$171B	Fund Affordable Housing Production	\$166B	97%	Share of Housing Production Funding, by Area Type	High-Resource Areas	75%
	Fund Affordable Housing Preservation	\$2B	1%		Transit-Rich Areas	76%
	Fund Affordable Housing Protection	\$3B	2%		Communities of Concern	26%
ECONOMY \$33B	Expand Childcare Support	\$30B	91%	Annual Subsidy per Low-Income Households	Childcare Support	\$10K
	Create Job Incubator Programs	\$3B	9%		Job Incubator Programs	\$1K
ENVIRONMENT \$53B	Adapt to Sea Level Rise (SLR)	\$17B	32%	Share of Funding in Communities of Concern*	Adapt to Sea Level Rise	25%
	Retrofit Existing Buildings	\$20B	38%		Retrofit Existing Buildings	15%
	Protect High-Value Conservation Lands	\$15B	28%			
	Expand Climate Initiatives Program	\$1B	2%			

\* Environment investment in Communities of Concern is fully sufficient to meet identified needs.

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

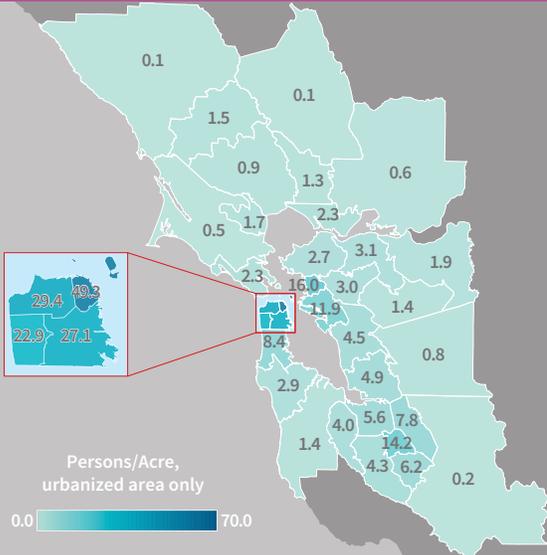


**Job Growth between 2015-2050**  
(as a Share of Region's Growth)

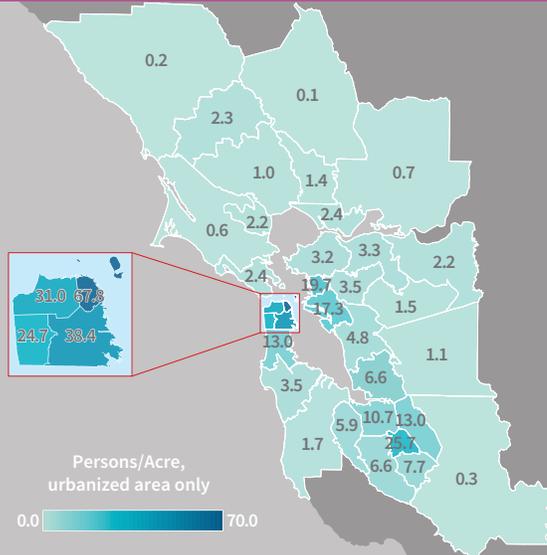


The nine-county Bay Area is divided into 34 subcounty areas, called "superdistricts." Superdistricts are combinations of cities, towns and unincorporated areas that allow the public to see the more localized growth pattern in Plan Bay Area 2050. More information on the superdistricts can be found in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

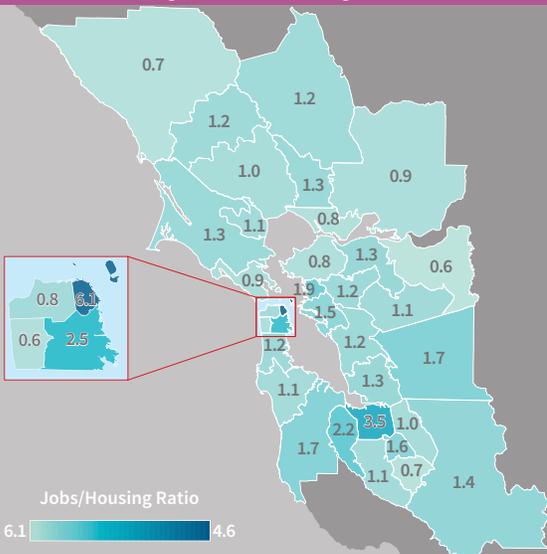
**Population Density 2015**  
(Region-Wide Average: 1.7)



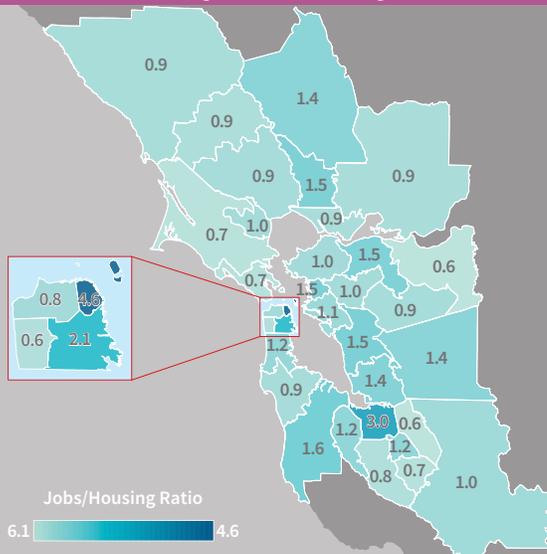
**Population Density 2050**  
(Region-Wide Average: 2.2)



**Jobs/Housing Ratio 2015**  
(Region-Wide Average: 1.50)



**Jobs/Housing Ratio 2050**  
(Region-Wide Average: 1.34)



**How does the Draft Blueprint advance or impede achievement of the Plan Vision?** This section is organized by the five [Plan Bay Area 2050 Guiding Principles](#) with two key questions presented to frame the exploration. Each question is accompanied by one or more metrics, highlighting impacts on disadvantaged populations where feasible and indicating whether the 2050 Blueprint outcomes are equitable and favorable. Explanatory text sheds light on how Draft Blueprint strategies and assumptions contribute to performance outcomes. On the left, outcomes that move in the right direction are represented by upward arrows, while outcomes that move in the wrong direction or fail to meet state-mandated targets are represented with downward arrows.

 **AFFORDABLE**

**WILL BAY AREA RESIDENTS SPEND LESS ON HOUSING AND TRANSPORTATION?**

➔	In 2015, low-income households have an extreme housing and transportation (H+T) cost burden, with costs exceeding average incomes when accounting for circumstances such as zero-income, financial assistance or unhoused status. With all Draft Blueprint housing strategies in place in 2050 Trend, H+T costs as a percentage of income decrease for all households. The addition of Draft Blueprint transportation strategies, including means-based tolls and fares, further reduces H+T costs for low-income households, though their cost burden remains deeply unaffordable.	<b>H+T COST AS A PERCENT OF INCOME</b>		<b>2015</b>	<b>2050 TREND</b>	<b>2050 BLUEPRINT</b>
		<b>Low-Income Households (LIHH)</b>		109%	86%	83%
		<b>All Households</b>		57%	48%	48%
➔	Average transit fares per trip, while up in 2050 Trend due to recent fare increases since 2015, decrease in 2050 Blueprint with fare reform policies. The decrease is substantial for low-income households with means-based fares. Average tolls per auto trip increase due to the freeway per-mile tolling strategy, with reduced impact on low-income households due to means-based toll discounts.	<b>TRANSPORT EXPENSES PER TRIP</b>		<b>2015</b>	<b>2050 TREND</b>	<b>2050 BLUEPRINT</b>
		<b>Average Fare per Transit Trip</b>	Low-Income Households	\$2.78	\$3.13	\$1.60
			All Households	\$3.16	\$3.41	\$2.96
		<b>Average "Out-of-Pocket" Cost per Auto Trip</b>	Low-Income Households	\$1.02	\$1.10	\$1.11
			All Households	\$1.26	\$1.45	\$1.53
		<b>Average Toll per Auto Trip</b>	Low-Income Households	\$0.05	\$0.08	\$0.10
All Households	\$0.08		\$0.12	\$0.21		

**WILL THE BAY AREA PRODUCE AND PRESERVE MORE AFFORDABLE HOUSING?**

➔	28 percent of all new homes built between 2015 and 2050 are permanently affordable (deed-restricted) for low-income households, with an even greater share of these units in High-Resource Areas due to strategic investments in these locations.	<b>SHARE OF NEW HOUSING PRODUCTION (2015-50) THAT IS DEED-RESTRICTED AFFORDABLE</b>	<b>Region-Wide</b>	28%
			<b>High-Resource Areas</b>	37%
➔	The Draft Blueprint's 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 (deed-restricted) homes.	<b>SHARE OF AT-RISK AFFORDABLE HOUSING PRESERVED</b>	<b>Region-Wide</b>	100%

 **CONNECTED**

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

➔	The number of jobs accessible within a 30-minute drive is forecasted to decrease in 2050 Trend due to population growth and subsequent road congestion, but it increases marginally with the Draft Blueprint. Meanwhile, the number of jobs accessible within a 45-minute transit trip is significantly lower than auto accessibility in 2015. Focused housing growth near transit routes increases transit accessibility in 2050 Trend, and performance improves further with investments in transit service in the Draft Blueprint. Biking and walking access to jobs also increases with land use strategies in 2050 Trend.  (Metric under development for Final Blueprint: Accessibility to Community Places)	<b>PERCENT OF ALL BAY AREA JOBS THAT ARE ACCESSIBLE BY</b>		<b>2015</b>	<b>2050 TREND</b>	<b>2050 BLUEPRINT</b>
		<b>By Car within 30 Minutes</b>	CoC Residents	19.2%	13.6%	14.4%
			All Residents	17.8%	12.2%	12.6%
		<b>By Transit within 45 Minutes</b>	CoC Residents	5.2%	6.6%	7.2%
			All Residents	3.4%	4.3%	4.7%
		<b>By Bike within 20 Minutes</b>	CoC Residents	2.9%	3.5%	3.5%
			All Residents	2.3%	2.8%	2.8%
		<b>By Foot within 20 Minutes</b>	CoC Residents	0.3%	0.4%	0.4%
All Residents	0.2%		0.2%	0.2%		
		<b>SHARE OF HOUSEHOLDS AND JOBS WITHIN 1/2 MILE OF FREQUENT TRANSIT</b>		<b>2015</b>	<b>2050 BLUEPRINT</b>	
➔	<b>Households</b>	Low-Income Households		40%	46%	
		All Households		32%	43%	
	<b>Jobs</b>	Manufacturing/Warehouse/Utilities		45%	43%	
		All Jobs		52%	52%	

**CONNECTED**

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



Travel times on freeways are forecasted to increase significantly between 2015 and 2050 Trend, again due to a growing population. Under 2050 Draft Blueprint conditions, per-mile freeway tolling on key corridors helps to alleviate this effect, even as speed limits reduce free-flow travel times.

PEAK-HOUR TRAVEL TIME (MINUTES)	2015	2050 TREND	2050 BLUEPRINT	
Most of Route Features All-Lane Tolling (>75%)	Oakland-SF	30	53	41
	Antioch-SF	75	118	96
	Antioch-Oakland	47	67	57
	SJ-SF	64	100	87
	Oakland-SJ	56	77	66
	Oakland-Palo Alto	54	67	61
Part of Route Features All-Lane Tolling (25-75%)	Livermore-SJ	48	75	74
	Vallejo-SF	57	103	87
Limited or No Tolling on Route (<25%)	Fairfield-Dublin	48	62	65
	Santa Rosa-SF	69	136	138



Overcrowding on transit vehicles, which risks denial of boarding, is anticipated to rise significantly under 2050 Trend conditions. Crowding decreases in the 2050 Draft Blueprint for agencies with planned investments, such as Muni and AC Transit, as well as in the transbay corridor thanks to the New Transbay Rail Crossing. Agencies not listed are not forecasted to have overcrowding challenges in 2050.

PERCENT OF PERSON HOURS IN TRANSIT SPENT IN CROWDED CONDITIONS	2015	2050 TREND	2050 BLUEPRINT
SFMTA Bus	20%	40%	29%
AC Transit Local	0%	22%	20%
AC Transit Transbay	48%	64%	50%
GGT Express	30%	87%	85%
BART	19%	62%	44%
Caltrain	8%	32%	50%
WETA	23%	59%	43%
SFMTA LRT	32%	37%	25%
VTA LRT	0%	82%	83%

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

SHARE OF TRANSIT REVENUE VEHICLE ASSETS PAST THEIR USEFUL LIFE BENCHMARK	2015	2050 BLUEPRINT
	30%	30%

**DIVERSE**

**WILL BAY AREA COMMUNITIES BE MORE INCLUSIVE?**



Focused production of deed-restricted affordable housing in High-Resource Areas increases access to areas of highest opportunity for low-income households, helping reverse historically exclusionary policies in many of these communities. In Transit-Rich Areas, the total number of low-income households continues to rise, but the share declines over time. This indicates that affordable housing growth may not be keeping pace with overall development in Transit-Rich Areas.

SHARE OF HOUSEHOLDS THAT ARE LOW-INCOME	2015	2050 BLUEPRINT
High-Resource and Transit-Rich Areas	28%	23%
High-Resource (only) Areas	18%	22%
Transit-Rich (only) Areas	40%	36%

**WILL BAY AREA RESIDENTS BE ABLE TO STAY IN PLACE?**



At the neighborhood level, the risk of displacement persists in many low-income communities and communities of color. [The Urban Displacement Project](#) has identified 850 census tracts with ongoing or risk of displacement, gentrification or exclusion. In the Blueprint, 31% of these tracts experience displacement between 2015 and 2050 – defined here as a net loss in number of Low-Income Households. Further, nearly half of them experience gentrification – defined here as when the share of low-income households in the neighborhood drops by over 10 percent between 2015 and 2050. Even more significant impacts are forecasted for Communities of Concern.

SHARE OF NEIGHBORHOODS THAT EXPERIENCE DISPLACEMENT AND GENTRIFICATION BETWEEN 2015 AND 2050	DISPLACEMENT	GENTRIFICATION
High Displacement Risk Tracts (total 850 neighborhoods)	31%	44%
Communities of Concern (total 339 neighborhoods)	42%	56%
Transit-Rich Areas (total 114 areas)	13%	46%
High-Resource Neighborhoods (total 638 neighborhoods)	18%	26%

HEALTHY

WILL BAY AREA RESIDENTS BE HEALTHIER AND SAFER?

↗	With Draft Blueprint strategies, 98 percent 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 would be retrofitted to reduce the likelihood of damage in future earthquakes and wildfires.	PERCENT OF HOUSEHOLDS IN RISK-PRONE AREAS OR RISK-PRONE BUILDINGS, THAT ARE PROTECTED OR RETROFIT	Sea Level Rise (2ft)	Communities of Concern		100%
				All Households		98%
			Earthquake	Communities of Concern		100%
				All Households		100%
Wildfire High / Medium Risk	Communities of Concern		100%			
	All Households		100%			
↗	The rate of fatalities and injuries decreases in the Draft Blueprint with reduced speed limits and enhanced street design under the Vision Zero strategy, but remains far from zero incidents.	ANNUAL INCIDENTS, PER 100 MILLION VMT		2015	2050 TREND	2050 BLUEPRINT
		Fatalities		0.98	0.99	0.91
		Injuries		4.23	4.35	4.20
↗	Total fine particulate matter emissions (PM <sub>2.5</sub> ) are forecasted to increase under 2050 Trend conditions as population and miles driven continue to rise. The Draft Blueprint strategies help bring this metric down below 2015 levels.	DAILY PM <sub>2.5</sub> EMISSIONS (TONS)		5.5	5.7	5.2

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

↘	Draft Blueprint strategies result in a drop in CO <sub>2</sub> emission levels per capita in 2035 (9% below 2005 levels), but are insufficient to curb them to state-mandated levels (19% below 2005 levels). Further, CO <sub>2</sub> emission levels are forecasted to increase between 2035 and 2050 (in both Trend and Blueprint), primarily due to assumed adoption of driverless vehicles that can potentially generate “zero occupant” mileage.	CHANGE IN DAILY CO <sub>2</sub> EMISSIONS PER CAPITA RELATIVE TO 2005	2015	2035 TREND	2035 BLUEPRINT	2050 TREND	2050 BLUEPRINT
		Cars and Light-Duty Trucks (SB 375)	0%	8%	-9%	14%	-3%
		All Vehicles (Including Fuel Efficiency Gains)	-7%	-36%	-42%	-38%	-43%
↗	With an assumed growth in telecommuting by 2050, the mode share of single occupancy auto travel is forecasted to drop in 2050 Trend conditions. With the Draft Blueprint strategies in play, this share drops slightly further, with increases in transit, walking and bicycling mode shares.	COMMUTE MODE SHARE		2015	2050 TREND	2050 BLUEPRINT	
		Auto: Single Occupancy		54%	42%	40%	
		Auto: Other		21%	19%	18%	
		Transit		14%	19%	20%	
		Active Modes (Bike/Walk)		5%	6%	8%	
		Telecommute		6%	14%	14%	

VIBRANT

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

↘	County-level jobs-to-housing ratios decrease in most counties, reflecting a higher ratio of housing to job production. Further, the ratios in Alameda, San Francisco and Santa Clara counties approach the region-wide ratio in 2050, indicating an improved jobs-housing balance. However, other counties trend further away from the region-wide ratio. These trends indicate that housing strategies in the Draft Blueprint may bring housing to job-rich areas such as Silicon Valley, but strategies to move jobs to housing-rich areas are not sufficient. (Metric under development for Final Blueprint: Jobs-Housing Fit for low-wage jobs)	JOBS-HOUSING RATIO	2015	2050 BLUEPRINT		2015	2050 BLUEPRINT
		Region-Wide	1.50	1.34	San Francisco	2.55	2.21
		Alameda	1.48	1.33	San Mateo	1.29	1.21
		Contra Costa	0.98	0.98	Santa Clara	1.69	1.41
		Marin	1.09	0.75	Solano	0.87	0.89
		Napa	1.24	1.46	Sonoma	1.05	0.89
-	Mean commute distances rise from 2015 to 2050 Trend with Draft Blueprint land use strategies, due to the clustering of jobs in existing centers far from housing-rich communities. Transportation strategies on their own affect this metric only marginally in 2050 Blueprint.	MEAN COMMUTE DISTANCE (MILES)	2015		2050 TREND	2050 BLUEPRINT	
			Low-Income Workers	9.5	12.0	11.9	
			All Workers	12.0	13.1	12.9	

WILL BAY AREA BUSINESSES THRIVE?

↗	The region’s economic recovery is expected to be robust through 2050, even when accounting for the inclusion of new regional tax measures to fund transportation and affordable housing, among other areas.	GROWTH IN PER CAPITA GROSS REGIONAL PRODUCT (FROM 2015 TO 2050)		65%
↗	A key pillar in the region’s middle-wage workforce, manufacturing and warehouse jobs are anticipated to grow at a higher rate than other industries, with some of that growth occurring in newly-designated Priority Production Areas.	GROWTH IN NUMBER OF JOBS (FROM 2015 TO 2050)		
		Region-Wide	All Jobs	35%
			Manufacturing/Warehouse/Utilities Jobs	48%
		Priority Production Areas	All Jobs	42%
Manufacturing/Warehouse/Utilities Jobs	48%			

### Highlights

- Housing and transportation costs are significantly reduced, especially for low-income residents.
- New revenues enable a significant uptick in production of deed-restricted affordable homes.
- Most new homes are focused in walkable communities with frequent transit service.
- Strategies to reduce vehicle speeds and build protected bicycle/pedestrian infrastructure help to save lives.
- Seismic retrofits and sea level rise infrastructure protect thousands of homes from damage.
- Despite significant tax increases to pay for new strategies, Bay Area businesses continue to thrive.

### Challenges

- Affordable housing production is insufficient to address the existing need for affordable units in the Bay Area.
- Traffic congestion and transit crowding increase significantly with population growth and will not be sufficiently addressed with existing strategies.
- Low-income residents continue to face a high risk of displacement, particularly in Communities of Concern.
- Per capita greenhouse gas emissions decline, but still fail to meet state-mandated reduction targets.
- More ambitious strategies are needed to shift jobs closer to the region's workforce.

## 5 | How Did We Analyze the Draft Blueprint?



## What's Next for the Final Blueprint?



## How Will COVID-19 Affect the Final Blueprint?

COVID-19 has upended everyday life throughout the world and intensified existing challenges, and we all feel uncertain about what the future holds. While Plan Bay Area 2050 is a 30-year vision for the Bay Area, many of the strategies approved for analysis by the MTC Commission and ABAG Executive Board in February have only become more timely.

The Final Blueprint will continue to focus on strategies such as:



**BUILD A COMPLETE STREETS NETWORK:** Enhance streets to promote walking, biking, and other micromobility through improvements to the pedestrian environment and thousands of miles of bike lanes or multi-use paths with investments targeted in Communities of Concern and near transit.

**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.

**EXPAND CHILDCARE SUPPORT FOR LOW-INCOME FAMILIES:** Subsidize childcare for low-income households with children under 5, enabling more parents with young children to remain in (or to enter) the workforce.

**PROTECT HIGH-VALUE CONSERVATION LANDS:** Provide strategic matching funds to help conserve high-priority natural and agricultural lands, expand regional trails, and restore marshlands.

## How Can You Get Involved in July/Early August? (From Home!)



Virtual Public Workshops



Online Survey and Official Comment Period (ends August 10)



Telephone Townhalls

This technical appendix summarizes the growth pattern of households and jobs at the county and sub-county levels in the Plan Bay Area 2050 Draft Blueprint. For more information on outcomes of the Draft Blueprint, refer to the [Outcomes PDF document](#).

## PROJECTED HOUSEHOLD AND JOB GROWTH, BY COUNTY

COUNTY	HOUSEHOLDS					JOBS				
	2015	2050	GROWTH	PERCENT GROWTH	SHARE OF REGIONAL GROWTH	2015	2050	GROWTH	PERCENT GROWTH	SHARE OF REGIONAL GROWTH
San Francisco	362,000	501,000	139,000	+38%	10%	925,000	1,107,000	182,000	+20%	13%
San Mateo	267,000	404,000	137,000	+51%	10%	349,000	494,000	145,000	+41%	10%
Santa Clara	618,000	1,177,000	559,000	+91%	41%	1,036,000	1,647,000	612,000	+59%	44%
Alameda	553,000	809,000	256,000	+46%	19%	815,000	1,077,000	262,000	+32%	19%
Contra Costa	383,000	490,000	108,000	+28%	8%	374,000	480,000	107,000	+29%	8%
Solano	144,000	188,000	45,000	+31%	3%	124,000	168,000	43,000	+35%	3%
Napa	51,000	60,000	9,000	+18%	1%	63,000	88,000	24,000	+38%	2%
Sonoma	190,000	271,000	81,000	+42%	6%	199,000	240,000	41,000	+21%	3%
Marin	109,000	142,000	33,000	+30%	2%	120,000	107,000	-13,000	-11%	-1%
<b>REGION</b>	<b>2,677,000</b>	<b>4,043,000</b>	<b>1,367,000</b>	<b>+51%</b>	<b>100%</b>	<b>4,005,000</b>	<b>5,408,000</b>	<b>1,403,000</b>	<b>+35%</b>	<b>100%</b>

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

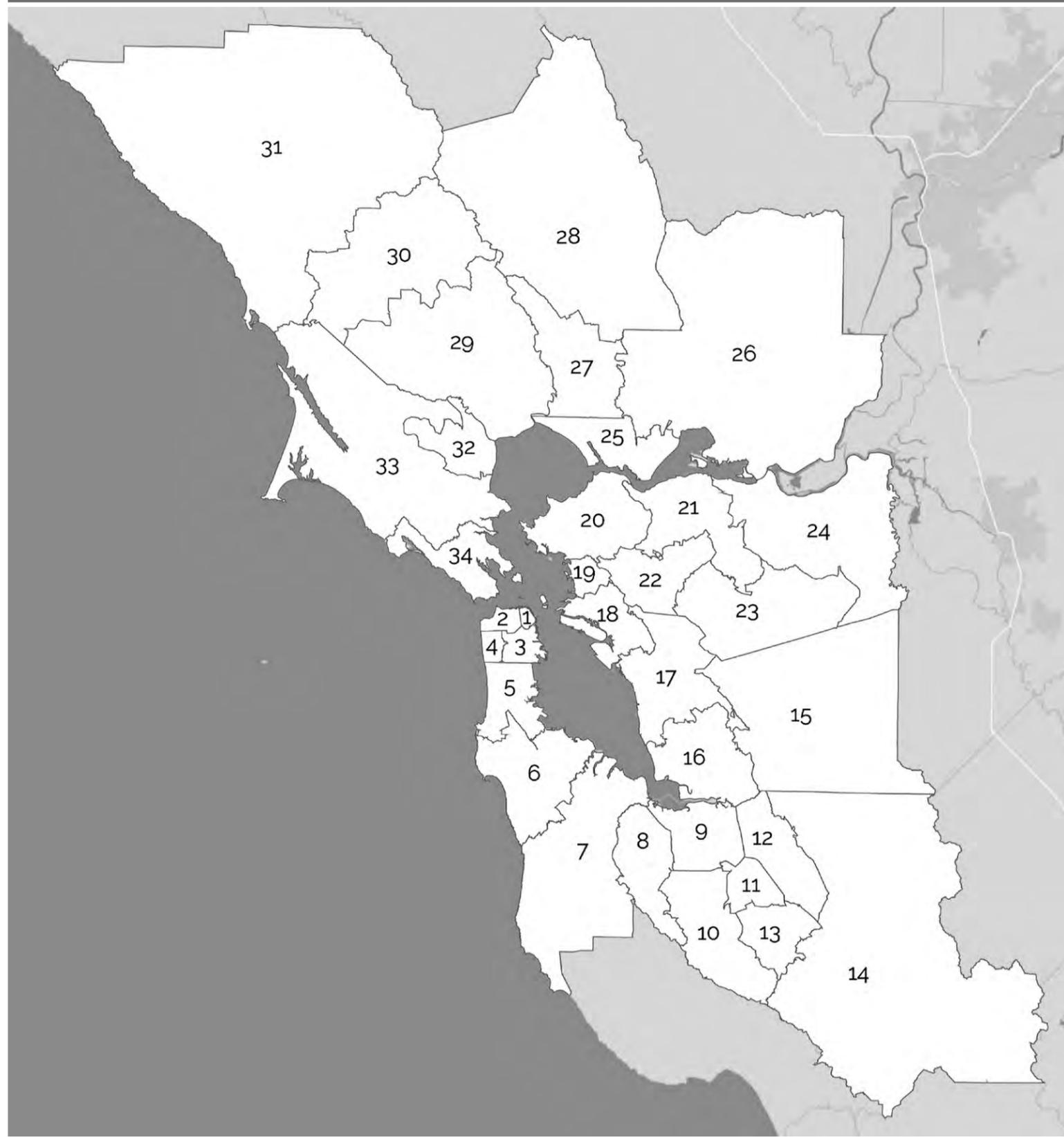


# TECHNICAL APPENDIX: DRAFT BLUEPRINT GROWTH PATTERN

			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	83,000	126,000	43,000	+52%	3%	504,000	578,000	74,000	+15%	5%
	2	Northwest San Francisco County	108,000	125,000	17,000	+16%	1%	89,000	103,000	14,000	+15%	1%
	3	Southeast San Francisco County	120,000	189,000	69,000	+57%	5%	300,000	389,000	89,000	+30%	6%
	4	Southwest San Francisco County	51,000	62,000	10,000	+20%	1%	32,000	38,000	6,000	+18%	0%
San Mateo	5	North San Mateo County	98,000	175,000	76,000	+78%	6%	119,000	206,000	88,000	+74%	6%
	6	Central San Mateo County	88,000	117,000	28,000	+32%	2%	95,000	108,000	13,000	+14%	1%
	7	South San Mateo County	80,000	113,000	32,000	+40%	2%	135,000	180,000	44,000	+32%	3%
Santa Clara	8	Northwest Santa Clara County	74,000	135,000	61,000	+83%	4%	161,000	168,000	8,000	+5%	1%
	9	West Santa Clara County	104,000	263,000	159,000	+152%	12%	367,000	790,000	423,000	+115%	30%
	10	North Santa Clara County	121,000	202,000	81,000	+67%	6%	133,000	164,000	30,000	+23%	2%
	11	Central Santa Clara County	104,000	221,000	117,000	+113%	9%	166,000	271,000	106,000	+64%	8%
	12	East Santa Clara County	108,000	201,000	93,000	+87%	7%	109,000	125,000	16,000	+15%	1%
	13	Southwest Santa Clara County	73,000	101,000	28,000	+38%	2%	51,000	73,000	22,000	+42%	2%
	14	South Santa Clara County	34,000	54,000	20,000	+58%	1%	48,000	56,000	8,000	+17%	1%
Alameda	15	East Alameda County	72,000	113,000	42,000	+58%	3%	124,000	154,000	31,000	+25%	2%
	16	South Alameda County	106,000	160,000	55,000	+52%	4%	138,000	229,000	91,000	+66%	7%
	17	Central Alameda County	122,000	144,000	22,000	+18%	2%	148,000	222,000	74,000	+50%	5%
	18	North Alameda County	180,000	290,000	110,000	+61%	8%	264,000	316,000	52,000	+20%	4%
	19	Northwest Alameda County	74,000	101,000	28,000	+37%	2%	142,000	156,000	14,000	+10%	1%
Contra Costa	20	West Contra Costa County	90,000	120,000	31,000	+34%	2%	76,000	118,000	43,000	+56%	3%
	21	North Contra Costa County	86,000	102,000	16,000	+19%	1%	110,000	151,000	40,000	+37%	3%
	22	Central Contra Costa County	60,000	81,000	21,000	+35%	2%	74,000	78,000	3,000	+5%	0%
	23	South Contra Costa County	54,000	66,000	12,000	+22%	1%	61,000	62,000	1,000	+2%	0%
	24	East Contra Costa County	93,000	121,000	28,000	+30%	2%	53,000	72,000	19,000	+37%	1%
Solano	25	North Solano County	53,000	61,000	8,000	+15%	1%	42,000	54,000	12,000	+29%	1%
	26	South Solano County	91,000	128,000	37,000	+41%	3%	82,000	114,000	31,000	+38%	2%
Napa	27	South Napa County	35,000	42,000	7,000	+21%	1%	44,000	63,000	19,000	+43%	1%
	28	North Napa County	16,000	18,000	2,000	+12%	0%	19,000	25,000	5,000	+28%	0%
Sonoma	29	South Sonoma County	65,000	85,000	20,000	+31%	1%	65,000	79,000	13,000	+20%	1%
	30	Central Sonoma County	89,000	142,000	53,000	+59%	4%	107,000	122,000	15,000	+14%	1%
	31	North Sonoma County	36,000	44,000	8,000	+22%	1%	27,000	40,000	13,000	+48%	1%
Marin	32	North Marin County	23,000	32,000	9,000	+38%	1%	26,000	31,000	5,000	+19%	0%
	33	Central Marin County	44,000	61,000	16,000	+37%	1%	56,000	41,000	-15,000	-26%	-1%
	34	South Marin County	41,000	49,000	7,000	+18%	1%	38,000	35,000	-3,000	-8%	-0%
<b>REGION</b>			<b>2,677,000</b>	<b>4,043,000</b>	<b>1,367,000</b>	<b>+51%</b>	<b>100%</b>	<b>4,005,000</b>	<b>5,408,000</b>	<b>1,403,000</b>	<b>+35%</b>	<b>100%</b>

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, Pacific, 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	West Santa Clara County	Sunnyvale, Santa Clara (partial), Mountain View (partial), Milpitas (partial), San Jose (partial), Palo Alto (partial)
10	Santa Clara	North 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	Southwest 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, Lafayette (partial)
23	Contra Costa	South Contra Costa County	Danville, San Ramon, Walnut Creek
24	Contra Costa	East Contra Costa County	Antioch, Brentwood, Oakley, Pittsburg (partial)
25	Solano	North Solano County	Benicia, Vallejo
26	Solano	South 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