



photo: Karl Nielsen

Plan Bay Area 2050 is a long-range plan charting the course for the future of the nine-county San Francisco Bay Area. The plan integrates 35 bold, equitable and resilient strategies to tackle the region’s transportation, housing, economic and environmental challenges in order to advance the vision of a more affordable, connected, diverse, healthy and vibrant Bay Area for all.

A strategy in the context of the plan is either a public policy or set of investments that can be implemented in the Bay Area over the next 30 years. Modeled in combination with current zoning and new Growth Geographies, the plan’s strategies inform its ultimate performance outcomes, including the forecasted regional growth pattern.

Transformative infrastructure projects are nested within the plan’s 35 strategies, which in Sonoma County include protections against the impacts of sea level rise and enhancements to local transit frequencies within the Sonoma County Transit bus network. More information on a selection of strategies and infrastructure investments relevant to Sonoma County are included on the following pages. To learn about the plan’s Growth Geographies or to read the plan, visit planbayarea.org/finalplan2050.



Growth Pattern

Plan Bay Area 2050 focuses Sonoma County housing and job growth in established community centers along the U.S. Highway 101 corridor. Between 2015 and 2050, just 2% of all new households and 2% of jobs in the Bay Area are anticipated to be located in Sonoma County.

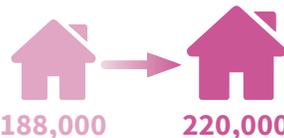
Household growth is anticipated in areas prioritized for development by Sonoma County’s local jurisdictions, such as Petaluma, Santa Rosa, and surrounding communities.

Job growth is balanced throughout the county, creating opportunities for both current and future residents. Compared to other parts of the region, many Sonoma County residents both live and work in the county. The anticipated growth by 2050 maintains a healthy jobs to housing ratio, providing residents local job opportunities in their communities. As most of Sonoma County’s job and household growth is envisioned in urbanized corridors, Plan Bay Area 2050 respects existing urban growth boundaries and largely preserves agricultural and open space in rural parts of the county.

HOUSEHOLD GROWTH

2015

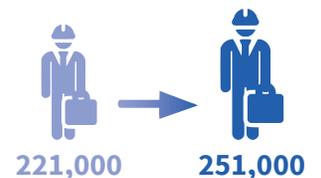
2050



JOB GROWTH

2015

2050



SPOTLIGHT STRATEGIES



HOUSING

H2. Preserve existing affordable housing. Acquire homes currently affordable to low- and middle-income residents for preservation as permanently deed-restricted affordable housing.

Local Context: Affordable housing preservation strategies are critically important in Sonoma County, where the decline in deed-restricted units has accelerated each year, representing a loss of 17% of affordable units year-over-year since 2015. This loss, exacerbated by recent catastrophic wildfires, has created gentrification and displacement that have heavily impacted communities in and around Santa Rosa.



ECONOMY

EC2. Invest in high-speed internet in underserved low-income communities. Fund assistance programs for establishing new businesses, as well as job training programs, primarily in historically disinvested communities.

Local Context: Investing in high-speed internet would address the digital divide for low-income communities, especially as the current COVID-19 health crisis has forced remote working and remote schooling environments for many residents in our region. This strategy could help residents living in low-digital-access communities, including those among the 50,000 lower-income households in Sonoma County making less than \$45,000 per year.



TRANSPORTATION

T10. Enhance local transit frequency, capacity and reliability. Improve the quality and availability of local bus and light rail service, with new bus rapid transit lines, South Bay light rail extensions, and frequency increases focused in lower-income communities.

Local Context: This strategy would provide \$500 million in new infrastructure investments in local transit service in Sonoma. These improvements will boost frequencies on vital Sonoma County Transit and Santa Rosa City Bus routes, resulting in better service in Priority Development Areas across the county as well as a core network of service throughout the City of Santa Rosa.



ENVIRONMENT

EN5. Protect and manage high-value conservation lands. Provide strategic matching funds to help conserve and maintain high-priority natural and agricultural lands, including but not limited to, Priority Conservation Areas and wildland-urban interface areas.

Local Context: This strategy would support regional conservation and resilience goals, which include a vision of 2.2 million acres preserved by 2050. With amenity-rich agriculture, outdoor recreation, open space and land posing wildfire risks, Sonoma County is expected to see nearly one-quarter of this strategy's benefits.

SPOTLIGHT INFRASTRUCTURE PROJECTS

EN1. Adapt to sea level rise:

State Route 37 Widening and Resilience



SR-37 serves as the 21-mile shoreline highway spanning all four North Bay counties from U.S. Highway 101 in Novato to Interstate 80 in Vallejo. The highway, crossing the ecologically rich San Pablo Baylands, is highly vulnerable to flooding and sea level rise. This project would construct a redesign to withstand storm surges and rising seas, as well as address severe congestion between State Route 121 and Mare Island. This infrastructure investment would complement extensive baylands environmental restoration efforts.

T10. Enhance local transit frequency, capacity and reliability:

Sonoma County Bus Frequency Boost



This strategy would boost bus frequencies in Sonoma County to better accommodate local travel needs. Frequency increases enable more residents to choose bus travel, supporting critical local, regional and state climate goals.

T11. Expand and modernize the regional rail network

SMART North Petaluma Infill Station



This project would create a new SMART station in North Petaluma in between existing SMART stations serving downtown Petaluma and Cotati. This relatively low-cost project could reduce travel times and spur new ridership on this North Bay rail corridor.



photo: MTC Stock Archive

